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# RURAL HISTORIC LANDSCAPES AND SCENIC ROADS STUDY



PRINCE GEORGE'S COUNTY  
• SUBREGION VI •



*Final Report*  
**RURAL HISTORIC LANDSCAPES  
AND SCENIC ROADS STUDY  
SUBREGION VI, PRINCE GEORGE'S COUNTY**

Prepared For  
Prince George's County Planning Department  
M-NCPPC

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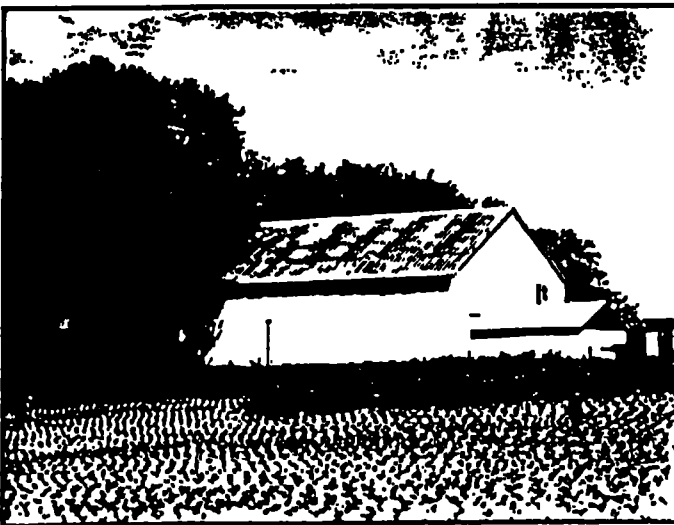
# **INTRODUCTION**





## THE PURPOSE OF THE STUDY

Prince George's County Planning Department engaged Land and Community Associates (LCA) to undertake a model historic landscape and scenic road study. The purpose of this study is to analyze one rural historic landscape and one scenic road segment, identifying significant characteristics and the threats to them through a model that can be used for further evaluation and protection of historic rural resources throughout the County. This project was not intended to be a comprehensive study of all potential rural historic landscapes and scenic roads, but rather a model of how to undertake such analysis and a prototype to help better understand land use and scenic road issues.

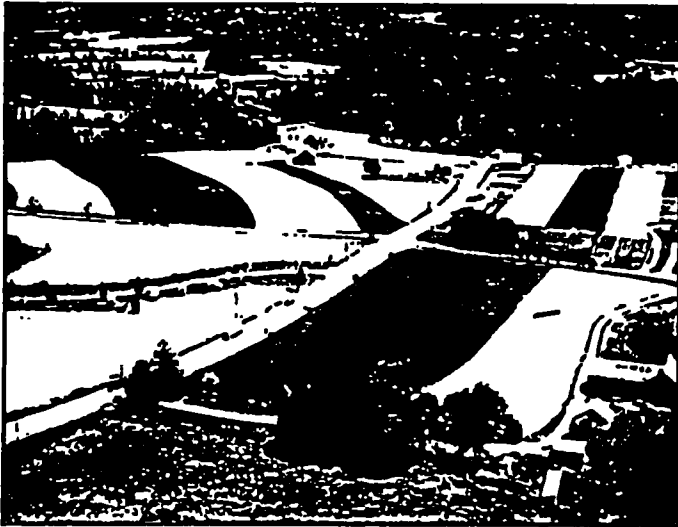


*Traditional farm landscape*

Because of the scenic nature of their surroundings, many roads in the County could presently be described as scenic roads or byways. Although country roads and their adjacent agrarian and rural landscapes were commonplace throughout the County prior to World War II, such rural landscape views have continuously decreased as the County has suburbanized. Today these areas, so typical of Prince George's County's rural, agricultural past, are quickly disappearing. The largest surviving concentrations are located in the southern region of the County.

## THE PROJECT AREAS

Both project areas — the Bleak Hill Historic Survey Area (See Map 1 Existing Condition) and the Croom Road Corridor (See Map 8 Existing Condition) — are located in Subregion VI of Prince George's County, Maryland. Subregion VI contains numerous rural historic landscapes, many of which have historic roads or road segments dating from as early as 1778. The Bleak Hill Historic Survey Area includes approximately 1,450 acres of land on both the east and west sides of Old Crain Highway and Marlboro Pike, for a length of approximately two-and-one-half miles between Marlboro Meadows Subdivision to the north and the Patuxent River and U.S. Route 4 to the south. The Croom Road Corridor includes approximately four miles of Croom Road from the intersection with Croom Station Road in the north to the intersection with Molly Berry Road on the south.



*Croom Road Study Area*

## DEFINITIONS

Understanding this report depends upon shared definitions of several key terms that occur throughout. The terms *historic*, *rural*, *agricultural*, and *scenic* can all be used to describe the present landscape of Prince George's County. While somewhat interrelated and used almost interchangeably in places, each term merits its own definition for the purposes of this study to make sure that the reader understands which values are being described and which qualities are

desirable to preserve and protect. The term *historic* is most universally understood as relating to the past, although there is often the tendency to exclude the most recent past. For the purposes of this study, *historic* can be used to describe buildings and landscapes that existed prior to World War II; that are associated with significant events, personalities, or trends in Prince George's County, the State of Maryland, or the United States; and that still embody the essential characteristics identifying them as products of earlier periods. The word *rural* is used to describe those areas located in the countryside and not in established towns or cities and that because of the existence of substantial open space and their low density of scale and land development patterns are decidedly not urban nor suburban. Non-urban land uses such as agriculture or woodlands are often characteristics of rural landscapes; however, a place need not be agricultural to be described as *rural*. The adjective *agricultural* is reserved for those places that retain physical evidence of active agricultural uses such as crop production, livestock raising, grazing, or of the related activities necessary to support agriculture. The term *scenic* is more subjective than the others since it relies upon an evaluation that a particular view, series of views, or vista has aesthetic merit because of its positive visual quality. In Prince George's County many areas or specific sites that can be categorized as *historic*, *rural*, or *agricultural* will also be considered *scenic* because of their related visual or associative values.

## ISSUES AND CONCERNS

While we often think of historic preservation in terms of architecturally distinguished historic buildings, the landscape setting of historic resources is also important. Today rural areas that retain historic groupings of buildings and landscapes may be determined to have historic significance.<sup>1</sup> This practice is especially relevant in a traditionally rural area such as Prince George's County where the existing historic resources are not merely isolated buildings. Instead, an entire complex and its panorama — that may include houses, farm

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<sup>1</sup>McClelland, Linda, Keller, J. Timothy, Keller, Genevieve P., and Melnick, Robert Z., Draft, "National Register Bulletin 30: How To Identify, Evaluate, and Register Rural Historic Landscapes," (June, 1988). See page 11 of this report for a definition of a rural historic landscape.

complexes with their barns, outbuildings, and farm yards, meandering country roads, tree-lined streams, pastures, cultivated fields, and wooded areas — may be more representative of historic periods of significance.

Besides being historically significant many rural areas also are visually pleasing. A number of methodologies have been developed to analyze both the visual quality of the landscape<sup>2</sup> and to assess the quality of the motorists' visual experience while driving through the landscape.<sup>3</sup> An area that is visually significant, however, is not necessarily historically significant; and, similarly, a historically significant area is not necessarily visually significant.

The traditional rural and agricultural qualities of Prince George's County are rapidly disappearing. They are threatened by change on two fronts: 1) the decline of the current agricultural economy and 2) the growth of suburban development. Residents of Prince George's County are proud of the County's rural heritage and are concerned for its protection.<sup>4</sup> The question remains, however, whether Prince George's County will ultimately become a totally suburban county with no significant remaining rural environment or whether there are going to be rural enclaves left throughout a primarily suburbanized county

*The General Plan for the Maryland-Washington Regional District within Prince George's County, Md.*, approved March 1982 has a policy for Category IV Policy Areas which are defined as "those outlying portions of the county which are rural in character and where there are no plans for extending urban services."<sup>5</sup> The Category IV areas are "permanent low-density rural living areas."<sup>6</sup> Low-density requirements, in and of themselves, however, do not necessarily

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<sup>2</sup>Hundreds of thousands of acres managed by U. S. Bureau of Land Management and National Forest Service are under a visual resource management system that uses a visual quality analysis system. See bibliography

<sup>3</sup>Thousands of miles of National Forest Service roads are currently being evaluated for scenic road status. See bibliography

<sup>4</sup>At both the May 19 and September 8, 1988 meetings of the Subregion VI CAC, committee members expressed these feelings. At the September 8, 1988 meeting the CAC unanimously supported the project and supported continued research on the subject of scenic roads and historic landscapes.

<sup>5</sup>The General Plan for the Maryland-Washington Regional district within Prince George's County, Maryland, approved March, 1982, p. 45.

<sup>6</sup>ibid.

guarantee the continuity of rural character. There are no provisions, for instance, for encouraging agricultural or historic landscape preservation.

Effective protection of the rural environment requires the protection of individual resources such as historic buildings as well as the surrounding landscape or open space. Generally there are three distinct types of open space protection today: 1) natural resource protection, 2) recreation areas for the populations of adjacent and nearby areas and 3) maintenance of the existing qualities or "view" of the landscape. In the second case, which is common throughout the United States, open space, usually in public ownership, is set aside for the common good and public access is usually allowed. In the third case, which is warranting more and more action today, the landscape is protected because of its historic, scenic or environmental significance. Conservation easements and/or zoning policies protective of open space qualities are often implemented to ensure that protection.<sup>7</sup> While visual access is often important, public access is not always desirable, particularly if there are fragile or vulnerable resources at risk from human contact or overuse.

Landscape or open space protection is also a land use issue directly related to density. Current zoning categories such as the R-A (1 unit per 2 acres) and O-S (1 unit per 5 acres) do not "promote the economic use and conservation of the land for agriculture, (and) natural resource use<sup>8</sup>," or protect the historic and scenic qualities of the rural areas of Prince George's County. Both categories encourage suburban development rather than maintaining rural land uses. MAP 2 ZONING and MAP 9 ZONING show the present zoning in the Bleak Hill Historic Survey area and along the Croom Road Corridor. A quick inspection shows that the build-out or matter-of-right development in these two areas will dramatically change their character. While there are environmentally sensitive areas that will not be developed, they are not located adjacent to the road. Consequently, the visual impact of new development will not be mitigated by lack of development in environmentally sensitive areas. This will still be true even if the clustering concept is applied to developments in applicable zoning

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<sup>7</sup>Zoning mechanisms that may be used individually or in tandem to achieve this are performance zoning, transfer of development rights, historic or environmental overlays, limiting sewer and water hookups, etc.

<sup>8</sup>Guide to Zoning Categories, Maryland-National Capital Park and Planning Commission, 1986.

categories<sup>9</sup> and a significant portion of dedicated open space provided in each new development.

To conserve the rural qualities that Prince George's County residents value and that future residents will also enjoy, the existing rural landscape and the historic and scenic roads that pass through it must be protected.

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<sup>9</sup>Clustering is not permitted in the R-A and O-S zoning categories.

# **THE STUDY**





## **OVERALL STUDY METHOD**

After several field trips by Land and Community Associates and Planning Department staff through Subregion VI, the Bleak Hill Historic Survey Area, a typical rural historic landscape with a historic road passing through it, and Croom Road Corridor, a scenic road with a historic village and historic structures along it, were chosen for evaluation.

In both study areas the following activities occurred:

- discussions with Planning Department staff;
- discussions with Subregion VI CAC members;
- field reconnaissance;
- analysis of background information and primary and secondary sources;
- identification of significant scenic and historic characteristics;
- identification of the threats to scenic and historic qualities;
- recommendations for protection priorities and techniques;
- assessment of criteria and techniques, and
- preparation of a brief, annotated bibliography

The following series of maps were also developed for each of the two study areas to illustrate relevant issues and information:

*Existing Condition*

*Zoning*

*Road Development (1778, 1938, 1988)*

*Scenic Roads*

*Rural Landscape Change: 1938-1988*

*Rural Landscape Continuity: 1938-1988*

*Scenic Corridor*

These maps were generated as pin-bar registered overlays at 1"=400' scale on 3' x 4' mylar sheets. The information was taken from maps provided by the

Planning Department, current aerial photographs, 1937 and 1938 USDA, Soil Conservation Service aerial photographs, and a series of field observations during the spring and summer of 1988.

## **BLEAK HILL HISTORIC SURVEY AREA. A RURAL HISTORIC LANDSCAPE**

The Bleak Hill Historic Survey Area provides an opportunity to evaluate a group of potentially eligible National Register structures and their adjoining landscape. Based on primary and secondary historical research undertaken by the Planning Department staff and field work and aerial photographic analysis undertaken by Land and Community Associates, this area was determined potentially eligible as a rural historic landscape for listing in the National Register of Historic Places.

### **What Is A Rural Historic Landscape?**

A rural historic landscape is defined for the National Register of Historic Places

...as a geographically definable rural area, possessing a significant concentration, linkage or continuity of historic landscape characteristics that are united by human use, past events, or physical development. A rural historic landscape is often an extensive land area and is most properly classified as a district for the purposes of the National Register. Rural historic landscapes usually have not developed in accordance with academic or professional design standards, theories, or philosophies. Instead, these landscapes show a response to the day-to-day occupational needs of people engaged in traditional work, such as various types of agriculture. Often, rural historic landscapes have developed and evolved, over time, in response to both the forces of nature and the pragmatic need to make a living.<sup>10</sup>

There are also other resources that are not currently designated but that would probably be evaluated as significant according to National Register of Historic Places criteria for rural historic landscapes. The county has yet to interpret its existing criteria to include landscape elements alone. National Register criteria consider significance of the landscape through its association with important periods, people, trends, or styles in American history, as well as its potential to

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<sup>10</sup>McClelland, et. al..p. 2.

yield further information regarding periods, people or styles. The National Register criteria provide for an assessment of the integrity of the location, design, setting, materials, workmanship, feeling, and association of a particular historic landscape. Integrity can be evaluated through comparison of the present condition and appearance of such elements and characteristics as retention of significant land forms, vegetation or vegetative types, spatial relationships, circulation systems, boundary demarcations, structures and other features to their presumed appearance during the historical period of significance. When analyzing a rural cultural landscape, integrity may be viewed as the continuum of use for that landscape and the collection of components that survive from significant landscape periods.

Specifically, resources not considered previously in the County include those architectural and landscape elements associated with agriculture and that date from the first half of the 20th century. The presence of bungalow farmhouses, for example, shows the continuing viability of agriculture and Prince George's County's tobacco-based economy well into the 20th century; but agriculturally-based resources generally have not been considered significant. Such phenomena, however, may justify a continuity argument when determining the period of significance.

### **Why Is The Bleak Hill Historic Survey Area A Historic Landscape?**

When the period of historic significance is extended to include the early 20th century, relatively few intrusions occur in the Bleak Hill Historic Survey Area. Using National Register criteria for establishing rural historic districts<sup>11</sup>, the following components seem to retain considerable integrity and have been identified for the Bleak Hill Historic Study Area during field work and analysis of contemporary and historic aerial photographs.

a. Patterns of landscape spatial organization: It appears that there has been considerable consistency in the way in which the landscape has been divided and organized over the years, especially through land divisions, road location, and land use. The Hill family property has been subdivided and portions left to

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<sup>11</sup>Ibid., p. 4-8

various descendants through the years, but many of the early land subdivisions still exist today. While it is impossible from current information to determine field size in the 18th and 19th centuries, a review of census records in the 19th century shows a similarity in the ratio of improved land to unimproved land.<sup>12</sup> MAP 5 RURAL LANDSCAPE CHANGE: 1938 - 1988 shows that the majority of fields have remained in the same configuration during the last fifty years. The spatial organization has certainly been defined to a great extent by the pattern of the roads. MAP 3 ROAD DEVELOPMENT shows how little change there has been within the survey area in the last fifty years.

**b. Land Use categories and activities:** The ways, both generally and specifically, that land has been used historically and currently also appear to be consistent. The major use has been agriculture and the principal cash crop for much of the County's history has been tobacco. This is reflected in the long term in the census records and is shown over the last fifty years in MAP 5 RURAL LANDSCAPE CHANGE: 1938 - 1988. A close examination of this map reveals that of the two major land use categories — open land and woodland — there has been little change over the last fifty years. With the exception of the removal of some woodland with the widening of routes 301 and 4, there has been no significant loss of woodland in the survey area. On the other hand, 100-150 acres of open land have reverted to woodland. A closer examination shows that these areas were primarily along streams and prone to flooding. MAP 6 RURAL LANDSCAPE CONTINUITY 1938-1988 shows which portions of the overall area that have remained in the same land use over the last fifty years.

**c. Human response to natural features:** Existing information may possibly reveal the ways in which cultural use of the land has responded to important natural features and provide us with a better understanding of the historic interaction of people and the natural landscape. There appear to be interrelationships among the ways settlements and farms have been located, how roads have been aligned in relationship to hills and the Patuxent River, and similarities in siting houses for wind protection or on stable soils. Both the

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<sup>12</sup>“Bleak Hill Study Area” (Bowling Heights to Hill's Bndge area), Maryland Historical Trust State Historic Sites Inventory Form, survey no. PG#79-63, researched and prepared by Susan Pearl, 1988.

first (circa 1700) and second (circa 1780) houses built for the Hill family at Compton Bassett were located close to the Patuxent River which was an important natural feature to early inhabitants of the area. The river not only served as an important part of the transportation system and provided a food source, but it also directly affected farming by periodically flooding the low lands. The large number of creeks and streams that flow into the Patuxent from this area are other important natural features. Their location and the need to keep their banks tree-covered to discourage erosion and field flooding have directly affected the use and appearance of the Bleak Hill area both historically and today (see MAP 1 EXISTING CONDITION and MAP 6 RURAL LANDSCAPE CONTINUITY 1938-1988). Also both the degree and location of the woodland can be attributed to the low land elevation and the number of creeks and streams. Future architectural and archaeological study of extant agricultural complexes should provide additional information.

d. Circulation networks and systems: Based on Planning Department staff's historic research<sup>13</sup> and comparison of historic aerial photographs to present aerial photographs as shown on MAP 3 ROAD DEVELOPMENT, this component of the project appears to reveal information and establish significance and integrity for the study area. This component is not solely devoted to roads; it also includes rivers, paths, bridges, fences and historic waterways. If information can be gathered, it may also include the area immediately adjacent to the road that may provide a shaded canopy or other notable qualities. For a further discussion of this component see *Bleak Hill Historic Study Area Road System* below.

e. Traditional Boundaries: Traditional property boundaries and internal farm divisions such as fences, waterways, and roads, and also hedge rows, ditches, walls, and/or other dividers need to be identified and documented. MAP 6 RURAL LANDSCAPE CONTINUITY 1938-1988 shows that boundary changes over the last fifty years have not been as extensive as might have been expected. Field investigation reveals that current fields are delineated by barbed wire fences and tree lines that have grown up along older fence lines. A number of entry gates appear to date from the last fifty years. This component

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<sup>13</sup>Ibid.

needs further investigation: 1) to establish if there is substantial congruity between historic and current boundaries and 2) if indeed there is, then how historically and currently have these boundaries been delineated.

f. Vegetation related to land use: The two major categories of vegetation related to land use were and still are the native tree and understory cover of the wooded areas and the plants and grasses for the cultivated and pasture areas. As noted in Land Use Categories and Activities MAP 6 RURAL LANDSCAPE CONTINUITY 1938-1988, there has been little change in the major areas where vegetation occurs. There appears to be continuity in the cultivated areas from what was planted in the past to what is planted today. Census records from 1850 -1880 reveal that, while amounts vary, major crops include tobacco, corn, wheat, potatoes, and hay <sup>14</sup>. A third category of vegetation related to land use involves trees and shrubs "introduced" to the house yards and grounds. This non-native and non-agricultural use of trees, shrubs, and other vegetation needs to be investigated on a county or regional basis to determine the extent to which this area of the County experienced characteristic or unique planting practices during its historical period and to evaluate the significance of any surviving examples or the integrity of replacement species.

g. Cluster arrangements: It appears that a substantial number of farmhouses orient to the road: an orientation that is understandable given the continuity of the historic road patterns. This judgment may, however, be superficial as they may be just as likely to have oriented historically to the river or to both river and road. Field and aerial reconnaissance reveal that a number of agricultural complexes such as the buildings and structures at Compton Bassett (late 1700's) and Bowling Heights (late 1800's) still exist. Existing or future research may reveal useful information about the layouts of farms and the orientations of individual buildings and structures on these and other farms.

h. Building and structure types: There is considerable information concerning historic structures and their type, function, materials and construction through the mid-19th century. However, increasing documentation and evaluation efforts for auxiliary buildings and structures and buildings dating from later

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<sup>14</sup>ibid.

periods could provide information that would be helpful in the planning process. It would be valuable, for instance, to know the dates of construction for the early barn and slave quarters at Compton Bassett. Also there is a long tradition of building tobacco barns in this area. Future research could determine if and how their construction technology has evolved over time. A further analysis of vernacular structures and their surroundings should be considered a necessary outgrowth of this project.

i. **Small-scale elements**: Reconnaissance during this project has yielded identification of only a few small scale elements: primarily grave stones and gate posts. It needs to be determined whether others, such as cattle chutes and water troughs exist and have simply not been located or if past intensive agricultural practices have removed them.

j. **Perceptual Qualities**: The existence of historic routes leads one to believe that much of the historic scene is apparent and in many cases similar to historic views. An understanding — through historic photographs, paintings, and accounts — of the ways in which people experienced this landscape would be helpful. Staff's research has provided early accounts of the general area, but to date no accounts or historic photographs of this specific area have been located.

### **Scenic Qualities of Historic Landscapes**

These various historic elements from different periods — including the pastures and cultivated fields, the fence lines and tree-lined fields as well as the buildings — in combination with natural areas along the Patuxent River provide an area of high visual quality. This combination of elements provides a total scene involving not only historic significance but also scenic beauty. Because of the scenic qualities along Old Crain Highway, the 1984 Scenic Highway Study (see MAP 4 SCENIC ROADS) determined that a portion of it was a scenic road<sup>15</sup>. The road system with its historic circulation still apparent today provides the connection through this outstanding natural and cultural landscape.. These

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<sup>15</sup>See page 23 for a discussion of this Study

200-year-old roads either follow the same alignment or are adjacent to the still-visible historic road bed.

MAP 7 SCENIC CORRIDOR shows three major pieces of information.<sup>16</sup> First the Historic Property View Shed shows what can be seen from each listed historic property and suggests the ideal environmental setting.<sup>17</sup> The Driver's Cone Of Vision at 40 MPH and Passenger's View Area show what areas can be seen when traveling down the road (in both directions). It is interesting to note that both the areas adjacent to the road and distant fields are the two most visible areas.

### **Threats To Historic Landscapes**

The processes and components discussed above for the Bleak Hill Historic Survey Area take on even greater significance as part of a group of the last surviving examples of the agricultural continuum in Prince George's County. The physical manifestations of agriculture, once so important to the overall economy and way of life of this County, have become increasingly rare but are still strikingly present in both this study area and other portions of Subregion VI. These resources are just as vulnerable and just as irreplaceable as those of much older vintage. It is important both to increase public awareness of these agricultural and rural resources and to enact policies for their preservation.

It is amazing that the Bleak Hill area still retains its rural character when the area adjoining it is undergoing such a high degree of suburbanization and related commercial development. This is in part due to its "landlocked" status - located between Routes 301, 4 and the Patuxent River. But it is more accurately attributed to the land owners who have continued the agricultural practices and land uses. When one drives into this area a similarity of character is immediately apparent. The Bleak Hill Historic Survey Area is a classic example

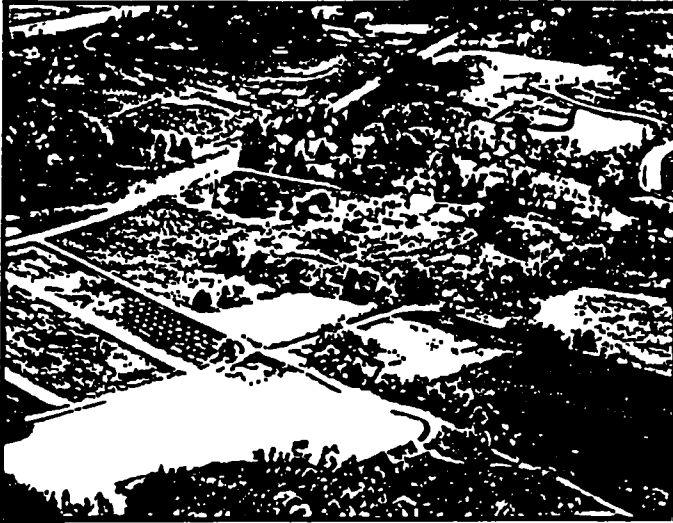
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<sup>16</sup>This map is based on what can be seen based on existing tree cover without topographic considerations.

<sup>17</sup>This is based on listed historic properties only. The list should be expanded to include vernacular structures, that while not as grand as Bowling Heights and Compton Bassett, are important to the history of Prince George's County



of a rural historic landscape that appears to qualify for the National Register of Historic Places as a rural historic district.



*Bleak Hill Study Area*

The Bleak Hill Historic Survey Area, though, typifies the problems that the County faces in maintaining and protecting its rural areas. The area, which has a definable rural character and historic significance as noted both above and in the Planning Department Bleak Hill Historic Survey report, has an overall integrity of the landscape as shown in MAP 6 RURAL LANDSCAPE CONTINUITY 1938-1988. But it is also a classic case of private "land banking" When a property passes from a current owner to the next there are two alternatives for what will happen to the land (see MAP 2 ZONING). It will either be sold for agricultural uses or subdivided for development. Owing to the densities assigned to the land by the zoning classifications in this area and the conflicts that suburban residents bring to agricultural communities, a point will come where suburbanization of the area is inevitable since there is currently no mechanism in place to either encourage or insure that certain areas of the County remain rural. This is as true for the far southern part of Subregion VI as it is for the Bleak Hill Historic Survey Area.

## **HISTORIC ROADS**

Much primary research material exists concerning the early road system of Prince George's County. Planning Department staff developed a base map of historic roads in Subregion VI based on historic maps from 1861, 1878, 1894, and 1903, and early records such as the "main roads within the County" established by the county Court, November 1762; the "description of all the Roads in (the) County that have been used...as public roads since the year 1778" ordered by the Levy Court under the Act of 1826, Chapter 9. This was an important step in understanding the historic resources of Prince George's County.

The concept of historic road identification and protection has been supported in this case by a grant for partial funding of this project from the Maryland Historical Trust. To our knowledge this is the first example of local government undertaking a project to gain an understanding of its historic road system.<sup>18</sup>

In the Commonwealth of Virginia there has been a long-standing interest in historic roads. The Highway Research Council of the Virginia Department of Transportation has undertaken a number of studies concerning historic roads. Often these studies lead to the roads being designated as Scenic Byways. In the Washington, D. C. area, the Georgetown Pike in Fairfax County, Virginia has been designated as a scenic byway.

### **What Is A Historic Road?**

A historic road possesses significant historical associations and integrity. Its right-of-way must also retain a substantial degree of integrity for a road to be considered historic. If a road still connects its two definable points of origin and destination and possesses integrity, it can be considered a historic road; if it no longer connects those two points, however, but meets the other criteria, it is

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<sup>18</sup>A number of states have scenic byway or highway legislation but the emphasis is placed on visual characteristics of the road rather than its historic attributes. Virginia has recently enacted enabling legislation allowing communities to designate special design review districts along entry corridors if the road is a state highway. Tennessee is studying the ramifications of development along corridors leading to the new General Motors Saturn automobile assembly plant.

more properly-considered a historic road segment<sup>19</sup> The seven aspects of integrity used for any property considered for the National Register — location, design, setting, materials, workmanship, feeling, and association — can be applied to a road and its right-of-way Location is an essential element in determining integrity; a road or road segment must have retained the same basic alignment for fifty years or longer to possess integrity Howard Newland, Assistant Director of the Virginia Department of Transportation's Highway Research Council, has been involved in analyzing historic roads and bridges for a number of years and is considered an authority in evaluating historic transportation resources. He believes that for a historic road to have integrity it must follow its original alignment.<sup>20</sup> But, applying the National Register of Historic Places integrity test can sometimes be difficult If roads continue to be used over time, for example, they tend to change as new materials and technologies are developed. It will be unusual for high volume roads to retain integrity of materials and workmanship (with the exception of adjacent walls, fences, and vegetation) since modern asphalt paving has been applied to most well-traveled road surfaces. The existence of other historic elements such as width, tree cover, and even edge treatment (trees, fences, guard rails, retaining walls, culverts, etc) also contribute to the integrity of a historic road. Feeling, setting, and association of the adjacent right-of-way are also critical aspects of integrity Even if a road itself follows its original alignment, substantial adjacent development along its traditional right of way may diminish its integrity And, as with any historic resource, a road need not possess all seven aspects of integrity

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<sup>19</sup>Telephone conversations with Howard Newland, Assistant Director Highway Research Council, Virginia Department of Transportation, May and October, 1988.

<sup>20</sup>Howard Newland telephone conversations.



*Historic road segment*

### **Bleak Hill Historic Study Area Road System**

Using historic research, analysis of historic and contemporary aerial photographs, and field reconnaissance, two major extant historic roads were identified in the study area. The northern road follows a section of the early 18th-century road from Upper Marlboro to Queen Anne and the southern half follows part of the 18th-century lane to the Hill family plantation and continues south on the mid-19th-century right-of-way leading to Hill's Bridge across the Patuxent River.<sup>21</sup> The only major change to this section of road occurred more than fifty years ago.

Between 1922 and 1927, construction was undertaken to provide a fast and easy automobile way between Baltimore and Southern Maryland. This road, the Robert Cran Highway, used much of the Old Marlborough-Queen Anne Road. The road has been straightened in parts of the study section between Bowling Heights and Wells Corner. The westerly bend in the road south of Bleak Hill was cut off, but that wide loop was maintained and renamed Wyvill Road...<sup>22</sup>

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<sup>21</sup>"Bleak Hill Survey Area"

<sup>22</sup>ibid.

The Old Marlborough-Queen Anne Road of 1778, while modernized through the years, still follows the original alignment and is relatively narrow. The short section (Wyvill Road) that has recently been abandoned provides an example of earlier tree cover, width, and edge treatment. Because its total length provides the story of the evolution from the original road, it appears to possess integrity

Because of the significance and integrity of these major roads they are potentially eligible for the National Register of Historic Places. They would probably be considered contributing structures to a district nomination for a Bleak Hill Historic Survey Area rural historic landscape.

While there are currently no historic road designations, per se, in the United States there are many cases of historic road protection. One particularly interesting program in Wisconsin deals with what is termed "rustic roads." Intended to save gravel, dirt, farm roads and road fragments, the rustic road program is intended to link several of these low-volume roads into a trail system with the potential to develop a regional horse trail. It is the first program of its kind in the Nation that identifies and preserves scenic, low-volume countryside roads. Prince George's County has a number of these roads, such as the abandoned section of Wyvill Road, farm lanes, and a number of east/west roads leading to the River on the eastern side of Subregion VI.

One special concern for historic roads is abandonment. If a road is abandoned, it means that there is a new or realigned road, and the abandoned section is closed to travel. These road segments, often abandoned because they have not been upgraded to present road standards, have traffic volumes too low to justify the cost of upgrading. Because they have not been upgraded, they often still possess such special environmental qualities as narrow road width, narrow shoulders, and trees in the corridor close to the road bed; and consequently, represent an earlier time period. They, therefore, represent not only a historic resource but an environmental resource that could provide recreational opportunities for hiking, biking, and horseback riding (especially on unpaved sections). Unfortunately abandoned roads and road segments, however, are usually allowed to become overgrown, have no maintenance, and are often

used by residents and passersby for dumping trash and debris. If adapted, abandoned roads and road segments could meet open space and recreational needs instead of becoming community eyesores.



*North end, Wyvill Road*

## SCENIC ROADS

### What Is A Scenic Road?

The Federal Highway Administration defines a scenic highway as a "byway, highway, parkway, boulevard, rustic road, leisure way or historic route" that is made up of "the road and its right-of-way and the (corridor of) scenic and recreational areas, extending out beyond the right-of-way"<sup>23</sup>

The scenic road and the scenic corridor go together: the corridor frames and enhances the road. For this reason, the corridor is a much wider area than just the highway right-of-way. It includes outstanding scenic vistas and facilities, which may be within the immediate roadside area or part of a sweeping distant panorama...

The actual roadway itself rarely has scenic values although in a few rare instances, paving materials or other design aspects of the road such as curbing or retaining walls may have intrinsic visual appeal. It is, instead, the corridor adjacent to the road that provides opportunities for scenic qualities.

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<sup>23</sup>p. 1-1, Scenic Byways, Federal Highway Administration, 1988.

A scenic road or byway has roadsides or corridors of aesthetic, cultural, or historic value. An essential part of this road is its scenic corridor. The corridor may contain outstanding scenic vistas, unusual geologic formations, dramatic urban scenes, scientific features, or other elements--all providing pleasure for the highway traveler<sup>24</sup>

In order for a scenic road to provide the motorist with a quality experience, considerations other than visual also must be taken into account. Safety factors, quite rightly, are important. Standards must be developed to assure safety without removing the very qualities that add to a scenic drive. Currently there is a great deal of interest throughout the United States in scenic roads and byways as evidenced by the May, 1988 Scenic Byways Conference at Dulles Airport. Attracting national interest, the conference cosponsors ranged from the Federal Highway Administration and the National Park Service to state transportation departments, the tourist industry and environmental groups<sup>25</sup>

The view from the road in much of Subregion VI is an agrarian one. The early roads in the County were built in the highest and driest areas, usually along low ridges. Following the period of the earliest plantation, settlement along the Patuxent River, County families located their farms along the roads. Cultivated fields and pastures, tree-lined drives, farmhouses, and barn complexes all add to the scenic qualities along the roads today

### **The 1984 *Scenic Roads Study***

Prince George's County took a first step towards scenic road analysis in 1984 by undertaking the *Scenic Roads Study*<sup>26</sup>. It provides a good informational analysis of the scenic qualities of the County's road system. While the project was a positive first step especially as an educational tool, it did not use standard scenic analysis techniques such as that outlined in *Esthetics and Visual Resource Management in the Highway Development Process (1977)*<sup>27</sup>

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<sup>24</sup>Ibid.

<sup>25</sup>For a discussion of this conference see the May 6, 1988 Memo from James W. Collins, Chief, County Planning Division, to John F. Downs, Planning Director, MNCPPC.

<sup>26</sup>Prince George's County Scenic Roads Study, Prince George's County Planning Department, 1984.

<sup>27</sup>Esthetics and Visual Resource Management in the Highway Development Process, Federal Highway Administration, 1977

A major problem with the study was the lack of development of a "community view" of visual quality. While the "expert interview"<sup>28</sup> technique utilized in the *Study* is a useful way to establish a quick working definition for a scenic road, it does not provide an in-depth understanding of the visual values of the citizenry. Prince George's County currently focuses a considerable amount of its area planning activities on the Citizen Advisory Committee (CAC) process. These committees can be utilized to provide a consensus of community perception necessary to develop specific visual criteria for a scenic view or highway. It would be interesting to use a CAC or a specially appointed group or task force to provide a continuing definition of scenic or visual quality. If such a comprehensive analysis is undertaken either on a subregion or County-wide scale, it can provide the Planning Department and elected officials with comparative values for scenic resources. There is certainly a need to have major citizen involvement in any development of planning tools for protecting historic and scenic resources.

Another major concern with the *Scenic Road Study* is that it does not specifically delineate the scenic road boundaries; particularly, the width of the scenic corridor. Without such boundaries, it is difficult to provide an accurate analysis. It is also quite difficult to develop specific recommendations for implementation without these specific boundaries.

It is also advisable to use a specific visual analysis method that can, if necessary, prove defensible in a court of law. There are a number of nationally recognized and tested methodologies such as the ones developed by the Federal Highway Administration and the Soil Conservation Service that can be used to evaluate visual quality and/or scenic roads. Other approaches developed by the Bureau of Land Management and the National Forest Service also utilize the citizenry in setting the standards for visual quality and importance.<sup>29</sup>

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<sup>28</sup>Prince George's County Scenic Roads Study, p. 5.

<sup>29</sup>National Forest Landscape Management, V.2, USDA Forest Service, 1975 and Visual Resource Handbook, USDI Bureau of Land Management, 1980. See bibliography.



## **Croom Road Corridor Analysis**

While Land and Community Associates agrees with the *Scenic Road Study* on many of the areas designated as scenic roads, the study methodology for the Croom Road Corridor Analysis was different. The first step was to develop through the CAC process an understanding of what citizens in the study area consider scenic and historic.

At the Subregion VI CAC meeting of May 19, 1988, the committee participated in a mapping exercise to help the Planning Department staff and the consultant determine areas that CAC members consider historic, scenic, and possessing "desired character." The committee was divided into groups, given a map of the Subregion, and each person was given a colored dot to use in indicating their preferences for each of these three categories. The committee members then placed the colored dots on the map. Each group chose a person to explain the group's selections to the whole committee. From this the Planning Department staff and consultant gained a better understanding of this selected group of citizen's concerns and their understanding of historic areas, scenic views, and desired community character. This later category is directly related to future visual quality and future land use.

The results of the citizen mapping were quite interesting. The Patuxent River and environs dominated the significant natural area responses. The significant historic areas ranged from individual structures to cross road villages such as Croom to agricultural complexes and their adjacent lands. The desired character was defined as all of the above plus "well designed and appropriate suburban developments." It was quite apparent that CAC members were both particularly interested in maintaining the rural character of existing areas and concerned that new development "fit" with the established surrounding environment.

The next phase of analysis involved mapping. After developing a base map, MAP 8 EXISTING CONDITION, MAP 9 ZONING, MAP 10 ROAD DEVELOPMENT, and MAP 11 SCENIC ROADS were developed.

As MAP 9 ZONING shows, all of the land to the east of Croom Road is zoned O-S. But as discussed above that zoning category alone cannot assure that the rural character along the road will remain. The area west of Croom Road and south of Duley Station Road is also zoned O-S but a new subdivision planned south of the Village of Croom will dramatically alter the rural qualities in that area. The remaining lands in the study area have various forms of residential zoning and are either owned by or adjacent to Marlton. If these areas are developed to the densities currently allowed, there will be a dramatic impact on the Village of Croom. Currently zoning changes are being considered for Marlton. If some of those such as a commercial zone adjacent to the Village of Croom with an outlet onto Croom Road occur, they might have an even greater impact.

MAP 10 ROAD DEVELOPMENT reveals that Croom Road dates from prior to 1778. As MAP 11 shows it also possesses scenic quality and was deemed a Scenic Road in the 1984 *Scenic Road Study*

After analysis and field check of the 1938 and current aerial photographs, MAP 12 RURAL LANDSCAPE CHANGE; 1938 - 1988 and MAP 13 RURAL LANDSCAPE CONTINUITY, 1938 - 1988 were developed. A close look at MAP 13 RURAL LANDSCAPE CONTINUITY, 1938 - 1988 reveals that there has been remarkable continuity in the landscape adjacent to Croom Road: a truly amazing phenomenon given a major development the size of Marlton as a neighbor. The major change as shown on MAP 12 RURAL LANDSCAPE CHANGE, 1938 - 1988 is the large amount of open land that has been allowed to grow back as woodland. These maps have provided the basis for the proposals to be discussed below (See Strategies for Historic Road and Landscape and Scenic Road Protection). The largest areas where this has occurred is in the greater Croom / Marlton area. And as noted in the discussion of zoning, major change is inevitable. It is interesting to consider that the landscape on either side of Croom Road possibly possesses enough integrity to qualify for the National Register of Historic Places if significance could be demonstrated.<sup>30</sup>

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<sup>30</sup>This analysis did not attempt to understand the history and assess the significance of this area as was done at the Bleak Hill Historic Survey Area.

The next phase of the project involved field work. Land and Community personnel undertook 35mm photography at 5 second intervals in both directions from an automobile traveling the speed limit between Molly Berry and Croom Station Roads. From interpretation of these photographs and of current aerial photography MAP 14 SCENIC CORRIDOR was developed. Scenic corridor boundaries were developed based on a combination of "seen" area analysis and the driver's cone-of-vision discussed in the Federal Highway Administration publication *Visual Values For The Highway User*<sup>31</sup>. The historic property view shed (what can be seen from every area within the current property of the historic resource) was also mapped. Such mapping was the basis for the proposals to be discussed below (see Strategies for Historic Road and Landscape and Scenic Road Protection).

### **Future Scenic Road Analysis**

The next step will be for the County to decide whether scenic roads should be protected. Then a prioritizing of both scenic road protection and transportation needs of the area must occur. When roads are analyzed and prioritized as to their scenic qualities, the qualities that warrant protection should be based on the County, subregion, or specific area citizens' values. A tested program for undertaking this process is outlined in *Esthetics and Visual Resource Management in the Highway Development Process*. Module 3: The Visual Resource Assessment Process could be easily modified and used with these citizen groups to provide Planning Department staff (and/or consultant) with a clear understanding of the community "image" or perception of its rural character and visual quality.

A professional analysis of all potential scenic roads should be undertaken using criteria developed with the citizen groups. The major result of this project should be the prioritizing of potentially scenic roads in the Subregion or possibly the entire County, and a listing of both general and specific qualities or elements that should not be removed or altered within and along the road.

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<sup>31</sup>Visual Values for the Highway User, Federal Highway Administration, 1973. While this book deals with analysis techniques and standards for developing new scenic roads, these techniques can easily be applied to analyze existing potential scenic roads.

corridor. There is also a need for a set of objectives for both analyzing and maintaining Prince George's County Scenic Roads.

The objectives that scenic roads should ultimately meet are delineated in the Federal Highway Administration publication *Visual Values For The Highway User*. They are as follows:

- Objective 1 Characteristics of the Visual Environment  
Provide opportunities to experience those dominant characteristics of the landscape that enhance the driver's understanding of it.
- Objective 2: Scenic Experience  
Provide the greatest opportunity to see and experience scenic areas and features of interest during highway travel.
- Objective 3: Orientation  
Provide necessary information and opportunities to see significant features indicating location, direction and progress.
- Objective 4 Making Choices  
Provide clear information and an understandable sequence of the driver's decisionmaking activities
- Objective 5. Visual Complexity  
Provide an adequate range of interest and stimulation during travel as it occurs over time.
- Objective 6. Sequential Visual Experience  
Provide a clear organization of sequences and a meaningful visual composition.
- Objective 7: Form of the Highway to the land  
Provide an alignment that responds harmoniously to the land.<sup>32</sup>

### **The Maryland Scenic Road Program**

Recently the State of Maryland has developed a scenic highway system and published it on a state map.<sup>33</sup> This system currently does not pass through Prince George's County, although there appear to be many roads in the County that could meet the State's criteria for a scenic road. But another major consideration of the selection criteria is whether the area will continue to retain the scenic character that it currently possesses. Because of the dramatic pace of development and a lack of land use controls to protect scenic quality along its

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<sup>32</sup>Ibid.

<sup>33</sup>Maryland Scenic Routes Map, prepared by Maryland Department of Transportation, State Highway Administration in cooperation with Office of Tourism Development, Department of Economic and Employment Development, 1988.

roads, no roads were chosen in the County<sup>34</sup> Those controls must be in place for future consideration for State designation.

## **THREATS TO HISTORIC ROADS AND LANDSCAPES AND SCENIC ROADS**

Simply stated, the threats to the historic roads and landscapes as well as to the scenic roads result from 1) land use changes that alter the scene and 2) road and right-of-way modifications based on increased traffic. And obviously, the first dramatically affects the second.

### **Land Use**

Before determining how to protect these resources, Prince George's County's elected officials must make decisions about the degree of suburbanization that is acceptable, the amount of the County they wish to remain rural, and the degree to which it should remain rural. If the decision is made that some areas will remain rural, then serious land use controls and/or zoning changes must be implemented.

It is obvious — not just in Prince George's County but also throughout the United States — that two-, five-, or even twenty-acre minimum lot size zoning does not protect the rural character of an area. *Analysis of the Bleak Hill Historic Area Existing Condition Map* shows that this area, which has already undergone some suburban development, has a density lower than a twenty-acre lot size. If the County wants to maintain a density that does not have a dramatic impact on the rural society or alter the land use pattern in the southeastern corner of Subregion VI, for instance, creating a zoning category that corresponds to the average of the existing parcel sizes in the area and/or a multifaceted program of transfer of development rights may be in order.

Locally-administered historic districts and design guidelines for new developments can both be beneficial in softening the effects of change. But,

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<sup>34</sup>Telephone conversation with Barry King, Assistant Chief Engineer, Department of Transportation, State of Maryland, May 1988.

that is all. They cannot protect the existing rural land use patterns that are shown on the *Croom Road Corridor and Bleak Hill Historic Survey Area Existing Condition Maps*. What is apparent from analyzing these two maps is that the juxtaposition of agricultural open space and woodland with a small number of agricultural buildings and structures is what defines the rural character of Subregion VI. The degree of change is graphically depicted on *Map 12: Croom Road Corridor Rural Landscape Change: 1938-1988*. While a few woodlands have been cut for conversion to fields in the last fifty years, a large percentage of former, cropped or grazing fields have reverted to woodland. It will take a macro rather than a micro land use strategy to maintain these qualities.

The buffering, a good small scale design solution, would if applied in major fashion, continue this major loss of open land. A look at the *Croom Road Corridor Scenic Corridor Map* shows what detrimental effect a "tunnel" of trees could have on the scenic quality of the area. Because there is so little elevation change in the study area, the tree-covered areas direct and/or block the view to adjacent open areas. A series of future subdivisions with tree buffers along the road, if located on existing farm land, would visually "remove" the open land from the scenic corridor

## **Transportation**

Transportation, in many ways, is a less complex issue because it is directly related to land use. If densities are increased in an area, then traffic will increase. To make the roads adequate to carry the traffic safely and efficiently a road upgrade is necessary. If the desire is to protect historic roads, then it is necessary to either 1) avoid increasing the density or 2) find an alternative way to circulate the traffic. In either case because the road and its right-of-way are significant, only essential modifications to the roads should be allowed. Scenic roads appear to offer an alternative solution. If a way could be found to perpetuate the existing land use adjacent to the road and still increase the density, then a scenic road could be upgraded to accept increased traffic and

yet maintain its scenic qualities.<sup>35</sup> This could be accomplished by implementing standards set forth for new scenic road construction (see *Esthetic and Visual Resource Management in the Highway Development Process*, 1977).

On a detail level there are a number of threats to historic and scenic roads. Threats to the road and right-of-way attributable to land use changes include increases in the number of access points or curb cuts and the hourglass effect resulting from road widening mandated by new development. Changes to the road corridor include increases in the number of structures (usually residential and commercial), changes in setbacks, and changes in the relationship of closed (wooded) areas to open (fields) areas. Changes caused by road improvements include modifications to vertical and horizontal alignment, widening, changes in surface materials, and changes in the right-of-way such as tree removal and pruning, drop inlets, shoulders, and guard rails.

Perhaps it is inevitable that the increased suburbanization of Prince George's County will bring about the loss of the traditional rural lifestyle and folk culture. This social change will, of course, result in the decline of the visual characteristics of a rural Prince George's County

## **CURRENT RURAL RESOURCE PROTECTION**

Rural areas receive some consideration in the *General Plan for the Washington Regional District within Prince George's County, Maryland* as part of the Category IV Policy Areas. The plan does not propose additional development in currently rural areas. There are no provisions, however, in the Category IV Policy Areas for effective agricultural or historic landscape preservation. Although there has been some progress in reducing densities in these areas with an increase in lot size from 1/2 acre to 5 acres, 5 acre zoning is not effective in preserving agriculture or a significant historic rural landscape. Currently rural resource protection is placed in a reactive position because the

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<sup>35</sup>Portions of many high volume, high speed, modern interstate highways have scenic qualities either because their paths take them through otherwise largely undeveloped areas or because governmental bodies have enacted policies designed to protect the view from these roads by limiting and prohibiting certain types of development and signage.

County lacks a coherent policy for true rural resource protection. Because County policy has not yet been established on whether certain areas should remain truly rural or become suburban, decisions concerning land use changes often end in conflict. Fortunately this problem can be alleviated by developing a County-wide rural areas policy and then integrating rural resource protection into the long term planning process.

Today significant examples of County architecture and certain outstanding historic resources and their settings are protected through the County historic preservation ordinance. Owing to increased citizen interest and staff determination, more and more representative, characteristic elements such as modest houses, barns, and outbuildings are protected. While limited historic settings are often included in the historic site designation, the boundaries of the designated site do not include the total viewshed of the main building — much less the views from other areas on the site or from the road (See MAP 7 and MAP 14 for an illustration of what these areas should encompass).

While there is interest in both historic and scenic roads in Prince George's County, their current status is solely that of definitions in the *Revised Road Ordinance*.

## **CITIZEN CONCERNS**

It is obvious from speaking with Subregion VI residents (as represented on the Citizens' Advisory Committee [CAC])<sup>36</sup> that 1) that they view the rural qualities of the area as inherently important in their decision to live in Prince George's County and 2) they feel that suburbanization is inevitable. What is particularly interesting is that overall they seem to accept the fact that change will occur but are quite concerned, even frustrated, that the existing rural qualities appear destined to disappear. Can the planning process offer a solution? Is there a way to maintain important rural qualities while allowing continued suburban development?

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<sup>36</sup>Tim Keller of Land and Community Associates met with the Subregion VI CAC on May 19, and September 8, 1988.



# **WHAT CAN BE DONE?**

It is apparent after flying over Prince George's County that a large amount of land is already developed.<sup>37</sup> We already knew that, of course, from driving the roads; what is surprising, however, is how much more land is not developed. Historically development was located adjacent to the roads. New development has occurred over time usually locating adjacent to or in the place of older development. Today Prince George's County finds that evolutionary process again taking place with new suburban developments occurring adjacent to or replacing farms from an earlier era.

## **STRATEGIES FOR HISTORIC ROAD AND LANDSCAPE AND SCENIC ROAD PROTECTION**

The rural character of Prince George's County is typified by more than a house, barn, field or grove of trees. It is all of these elements multiplied many times over. Preserving the rural character of the County or of even a small part of it requires thinking big. At a minimum the preservation of a collection of these elements is necessary. Three major types of protection involving geographic areas large enough to truly maintain the County's rural character appear possible.

- 1 The first is to protect a series of representative areas of rural Prince George's County. The Bleak Hill Historic Study Area is such a place. With its 1,450 acres, historic road system, collection of historically significant properties, and continuity in land use — to mention but a few reasons — it is a fine candidate to serve as a rural preserve into the future. This could be accomplished through a rural historic district overlay zone with density lowering requirements, transfer of development rights, acquisition and lease back, purchase and/or gift of restrictive easements, or other recognized techniques.

2. The second type of protection would involve removing one or more large areas such as the southeast quarter of Subregion VI

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<sup>37</sup>Tim Keller of Land and Community Associates and Planning Department Staff undertook an aerial reconnaissance of Subregion VI in June, 1988.

from potential suburban development. This would ensure that in the future one or more areas large enough to sustain some form of agriculture would remain. One way to accomplish this would involve a major lowering of density in the existing O-S zoning category. While a simple method to understand, it would be both politically and economically difficult to implement. Lowering densities of land adjacent to the area included in the Chesapeake Bay Initiative for its additive effect would be another. Other methods could include transfer of development rights or a massive program of acquisition and purchase or gift of easements. There is even a precedent for federal involvement in such a program as shown by the U. S. National Park Service program at Ebey's Landing in the State of Washington<sup>38</sup>

3. The third approach accepts future suburbanization throughout the County but enforces "rural character" protection along its road system. It assumes that suburbanization of all areas of the County is inevitable but that the citizens would like the rural character to remain even as the demographics are dramatically altered. In many ways this alternative involves creating an illusion. As noted earlier in this report 1) much of the County – even in the suburbanized areas – remains undeveloped and 2) citizens' and visitors' perceptions of the rural or suburban character of the County come from their travels along its roads. If the rural character (which is certainly viewed as scenic by the majority of the members of the Subregion VI CAC) can be maintained along the road system and development encouraged out of and behind the view shed of the road system, a compromise of sorts could be accomplished. Because so many of the rural historic resources occur along the roads, a program to protect the scenic corridor would in effect protect historic resources in context. Bike trails could be located

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<sup>38</sup>Ebey's Landing National Historical Reserve was established through act of Congress to preserve and protect an approximately 17,400-acre area of prairies, uplands, woodlands, lagoons, and rural settlements. Protection is primarily accomplished through acquisition of easements and advising of property owners rather than property acquisition.

adjacent to the road in rural areas and connect with the natural areas along the Patuxent River to provide an open space system. Where there is no desire to locate trails adjacent to the roads, there would be adequate area ranging up to a quarter of a mile to locate trails away from the road (even behind the tree line when that is desirable).

The third type of program could be accomplished in any number of ways: through a scenic corridor overlay zone that disallowed development within it, by granting developers density increases behind the corridor in return for not developing within the corridor, through acquisition and lease back, etc. While many aspects of this program such as how to increase dramatically the number of entry roads would need to be developed, it is a truly feasible, albeit unorthodox proposal. Corridor maintenance could be handled by funding a public agency to maintain it, or assigning it to the owner of the road frontage with a tax break for its maintenance.

This approach to rural resource conservation would have the effect of "freezing in time" the chosen rural scenic road corridors. For it to be an effective preservation and development mechanism, there would be a need to implement stringent controls within the corridor for the maintenance of both structures and landscapes. Overall, it is an innovative concept that warrants further consideration.

The ideal, of course, would be to utilize all three of these types of protection and integrate them into a comprehensive open space system that both defines where future development occurs and where rural (and natural) character remain.

## **NECESSARY ACTIONS FOR RURAL RESOURCE PROTECTION**

Prince George's County must decide whether or not is going to become a primarily suburban county. If not, there is an immediate need to develop a rural preservation/development policy for the County as a whole and for each Subregion. It is apparent as typified by the location and support of the

Equestrian Center in Upper Marlboro that there is a commitment to rural concerns.

That interest is not reflected in current land development regulations. There is not one regulation in place that favors maintaining rural character in the face of suburban development. The O-S zoning category, the clustering provisions in other sections of the zoning ordinance, and even the laudable design guidelines under current consideration only mitigate the impacts of suburban development, and do not encourage — much less, protect — the rural environment and way of life.

The fact is that the County and the Planning Department are constantly playing "catch-up-ball" - just managing to deal with the everpresent pressures of new development. Because of this, there is a lack of focus for even the most basic rural issues such as the following:

What is the matter-of-right or build-out potential of the existing zoning?

What are the long and short term ramifications of this development potential?

Are the changes that will occur as a result of this development desirable?

Are there rural areas that are so significant that they should continue to remain rural in the future?

The primary policy recommendation of this report is for Prince George's County to charge a Citizens' Task Force to develop *Strategies for Protecting Rural Prince George's County*. The group should deal with the issues raised above and should focus on a vision for the future and specific land use policies that would ensure the preservation of rural Prince George's County.

A second major policy recommendation, that should be implemented immediately, deals with developing subregional and area master plans. At the beginning of this process, the Planning Department should map all environmental constraints and existing zoning in a manner that allows a clearer understanding of the actual matter-of-right build out potential of an area. This should be done before rezoning decisions are made. Because this detailed level of analysis has not been done in the past, there has been the public

misconception, for example, that the current O-S zone can maintain the rural character of an area.

### **Actions and Tasks**

The following section discusses types of action that should occur to protect rural Prince George's County. Within each type of action specific tasks are listed by priority. Unless otherwise noted, these tasks can be accomplished under the direction of the Planning Board by the Planning Department or its consultants.

Immediate steps, all of which are first priority tasks, should include

- Evaluate a by-pass road to allow a two-lane road to remain in Croom village;
- Nominate the Bleak Hill Historic Study Area to the National Register of Historic Places as a rural historic landscape;
- Consider zoning and/or density changes to facilitate maintenance of the existing rural and historic qualities of both study areas; and
- Define historic settings for all listed properties based on total property view shed and view of property from the road

Undertake a series of background studies to understand better both resources and development potentials:

- 1 Comprehensive scenic and historic corridor management study that includes evaluation and prioritizing for protection of all significant scenic and historic roads and road segments ,
- 1 Comprehensive survey of historic landscapes that evaluates and prioritizes for protection all significant rural historic landscapes, evaluates existing zoning and other land use controls and the protection available for these rural historic landscapes, and recommends specific management plans necessary for their protection on a case by case basis;
- 1 Comprehensive traffic corridor study that includes evaluation and prioritizing for future upgrading to collectors or arterials all

- roads with increasing adjacent development and/or zoning that allows for increased development;
- 2 Compare future collector needs to a prioritized list of historic roads and scenic roads; determine where historic and scenic road protection is appropriate and where it is not; consider alternative corridor routes before major development occurs in order to protect certain significant historic roads and landscapes;
- 1 Prepare matter-of-right analysis for all O-S zoning and other zoning categories in rural enclaves including villages;
- 2 Undertake a comprehensive survey of vernacular buildings;
- 2 Undertake a Rustic Road / adaptive use of abandoned historic road segments to trails study (consider historic theme trails - War of 1812 British Invasion Route, etc.);
- 3 Evaluate all unclassified buildings and structures forty years or older

A number of policy decisions, some that involve legislative action, need to be considered:

- 1 Designate the Village of Croom as a local historic district;
- 1 Designate the Bleak Hill Historic Survey Area as a local historic district;
- 1 Undertake legislative action to provide historic road designation;
- 1 Undertake legislative action to provide scenic road designation;
- 1 Undertake legislative action to provide rustic road designation;
- 1 Undertake legislative action to provide scenic, historic and rustic road corridor overlay districts that could provide for lower densities, resource protection, and design review; and
- 1 Undertake legislative action to provide an open space protection program for farmland (that allows for acquisition, tax considerations, easements, etc.).

Standards and guidelines are also necessary to maintain and enhance the rural character of Prince George's County There is a need to:

- 2      **Develop maintenance standards for the scenic, historic, and rustic roads;**
- 2      **Develop design guidelines for new elements such as guard rails and bike trails of scenic, historic, and rustic roads and their corridors; and**
- 2      **Develop design guidelines for new construction in rural historic districts and scenic, historic, and rustic road corridors.**

Finally, there is a need to consider alternative solutions in attempting to meet the new needs of a growing community and balancing those with protection of resources for future generations. Two recommendations are to:

- 1      **Explore using historic road segment (as is) as one leg of dual highway if major upgrading is necessary; and**
- 1      **Explore bypass alternative to protect historic road segment, historic village or concentration of historic elements.**

## **CONCLUSION**

Prince George's County is at a critical juncture in its development. Dramatic changes are occurring daily to the County's landscape. The time is now to decide what form the countryside will take in the future. This study deals with the issue of rural resource protection. Those resources more often than not are typified by pasture land and corn fields, county roads like Croom or Marlboro Pike, and clusters of agricultural buildings. The Subregion VI CAC says the rural character of the County is significant and warrants protection. If these rural resources are to be protected in conjunction with continued suburban development, an integrated program such as that outlined above must occur

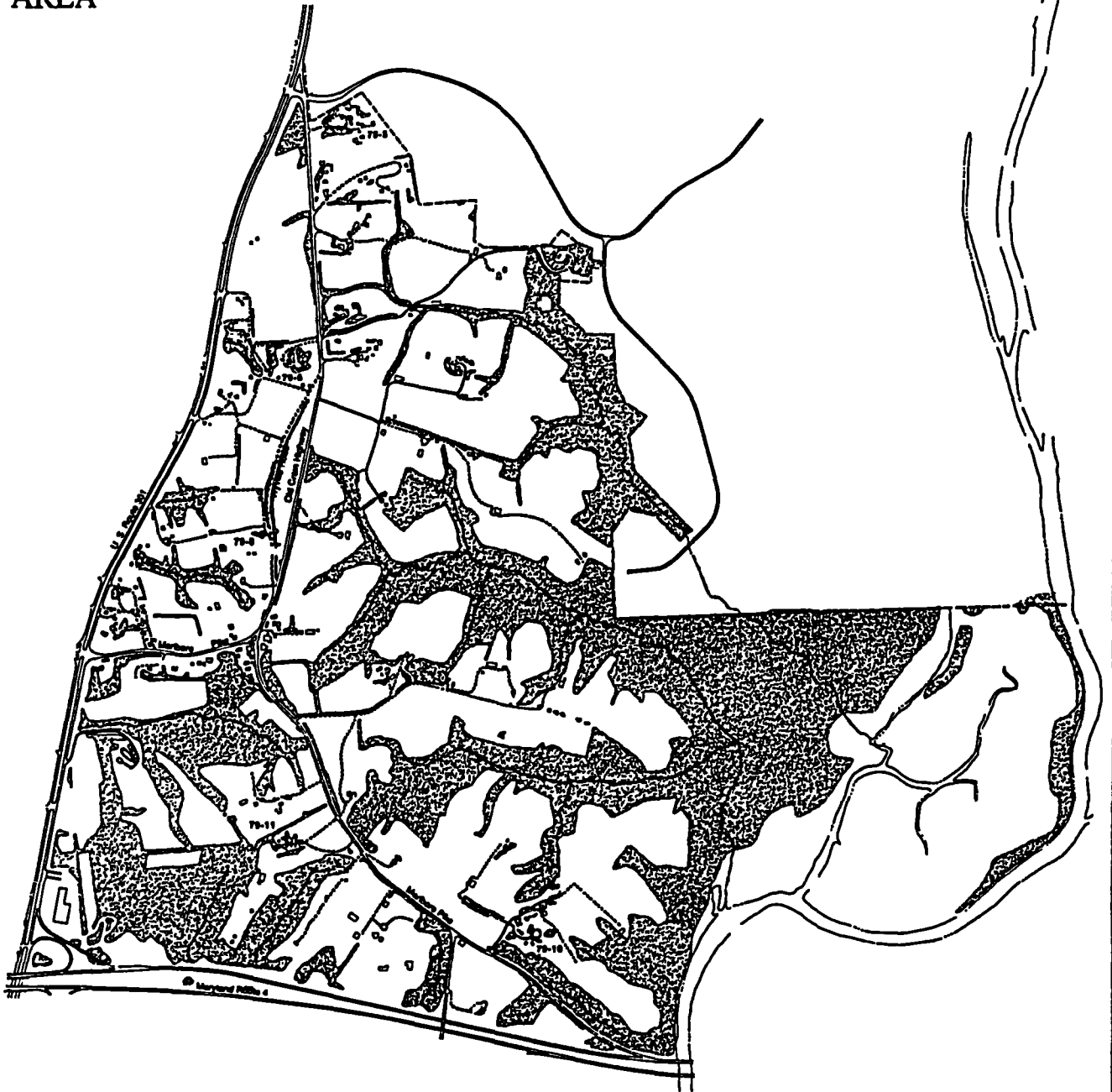
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# **APPENDIX I    MAPS**



# BLEAK HILL HISTORIC SURVEY AREA



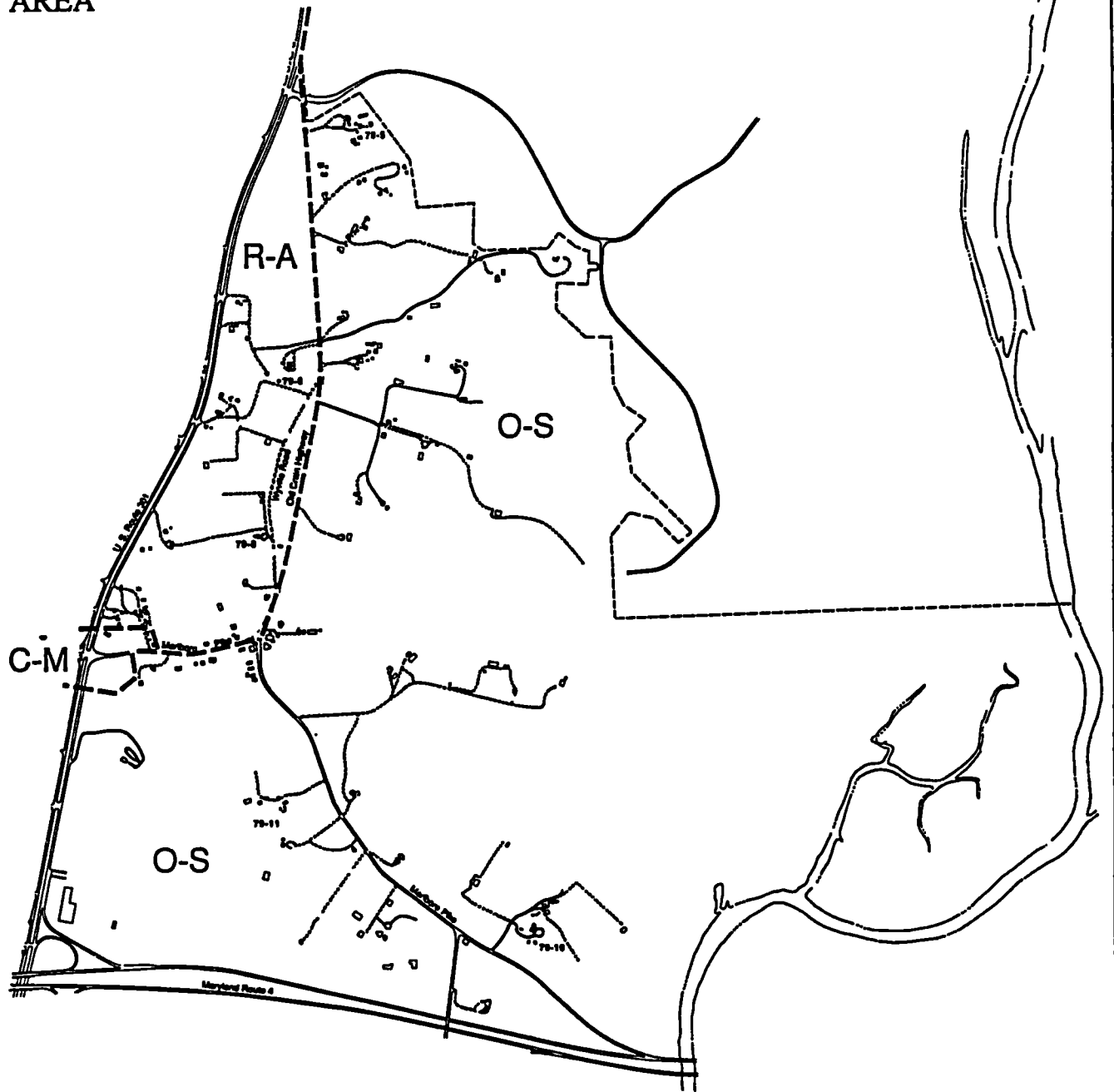
MAP 1

EXISTING CONDITION	
Woodland	
Open Land	
Roads	
Buildings	

DESIGNATED HISTORIC SITES	
79-5	Bowling Heights
79-6	Bleak Hill
79-8	Eckenrode-Hopkins House
79-10	Compton Bassett and Dependencies
79-1	Ashland



# BLEAK HILL HISTORIC SURVEY AREA



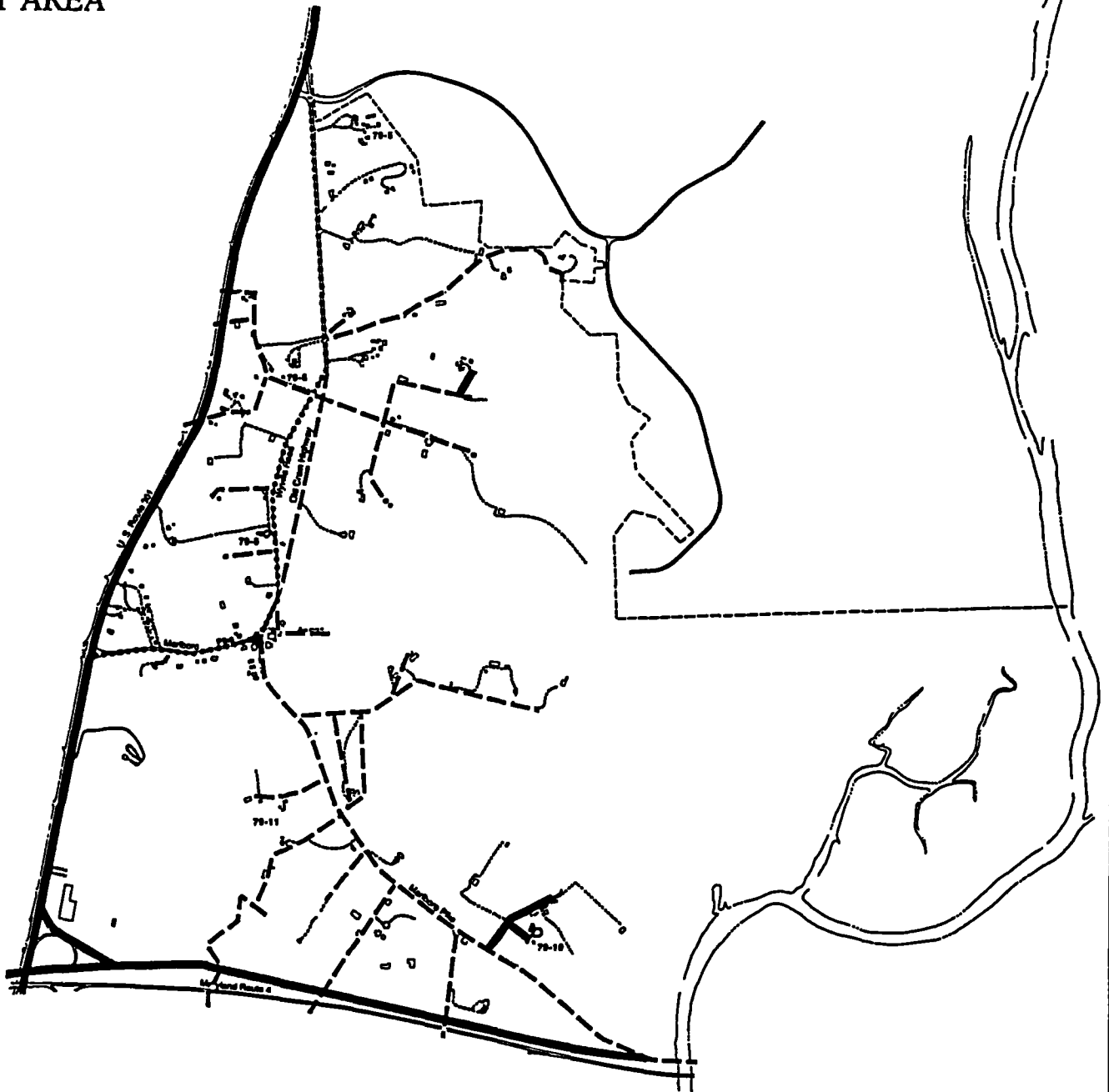
**MAP 2**

ZONING	
O-S	Open Space
R-A	Residential-Agricultural
C-M	Commercial, Miscellaneous

DESIGNATED HISTORIC SITES	
79-5	Bowling Heights
79-6	Bleak Hill
79-8	Eckenrode-Hopkins House
79-10	Compton Bassett and Dependencies
79-11	Ashland



**BLEAK HILL HISTORIC  
 SURVEY AREA**



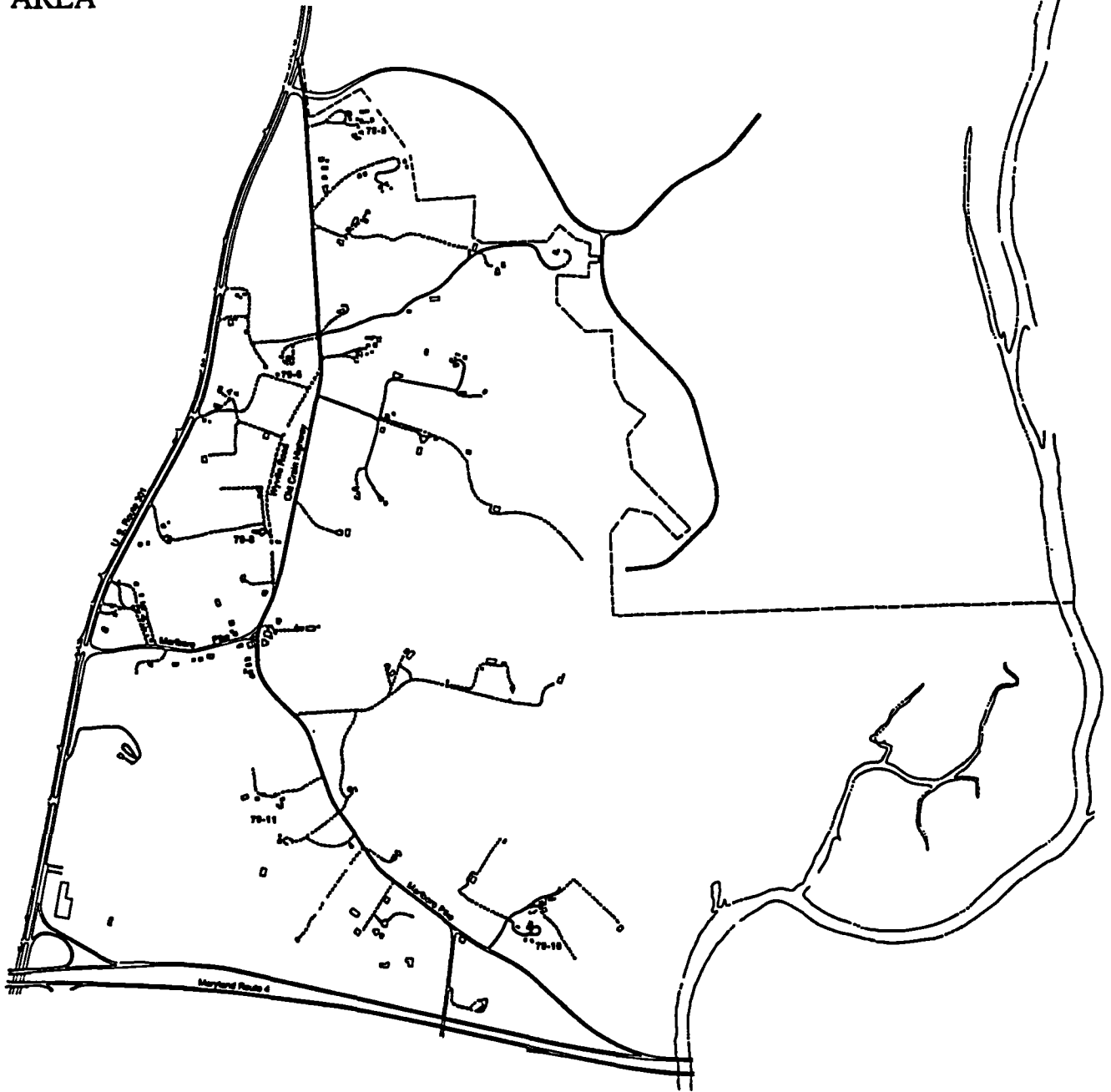
**MAP 3**

ROAD DEVELOPMENT	
Existing Prior to 1778	
Established 1778 - 1938	
Established 1938 - 1988	

DESIGNATED HISTORIC SITES	
79-5	Bowling Heights
79-6	Bleak Hill
79-8	Eckenrode-Hopkins House
79-10	Compton Bassett and Dependences
79-1	Ashland



# BLEAK HILL HISTORIC SURVEY AREA



## MAP 4

**SCENIC ROADS**  
Scenic Road

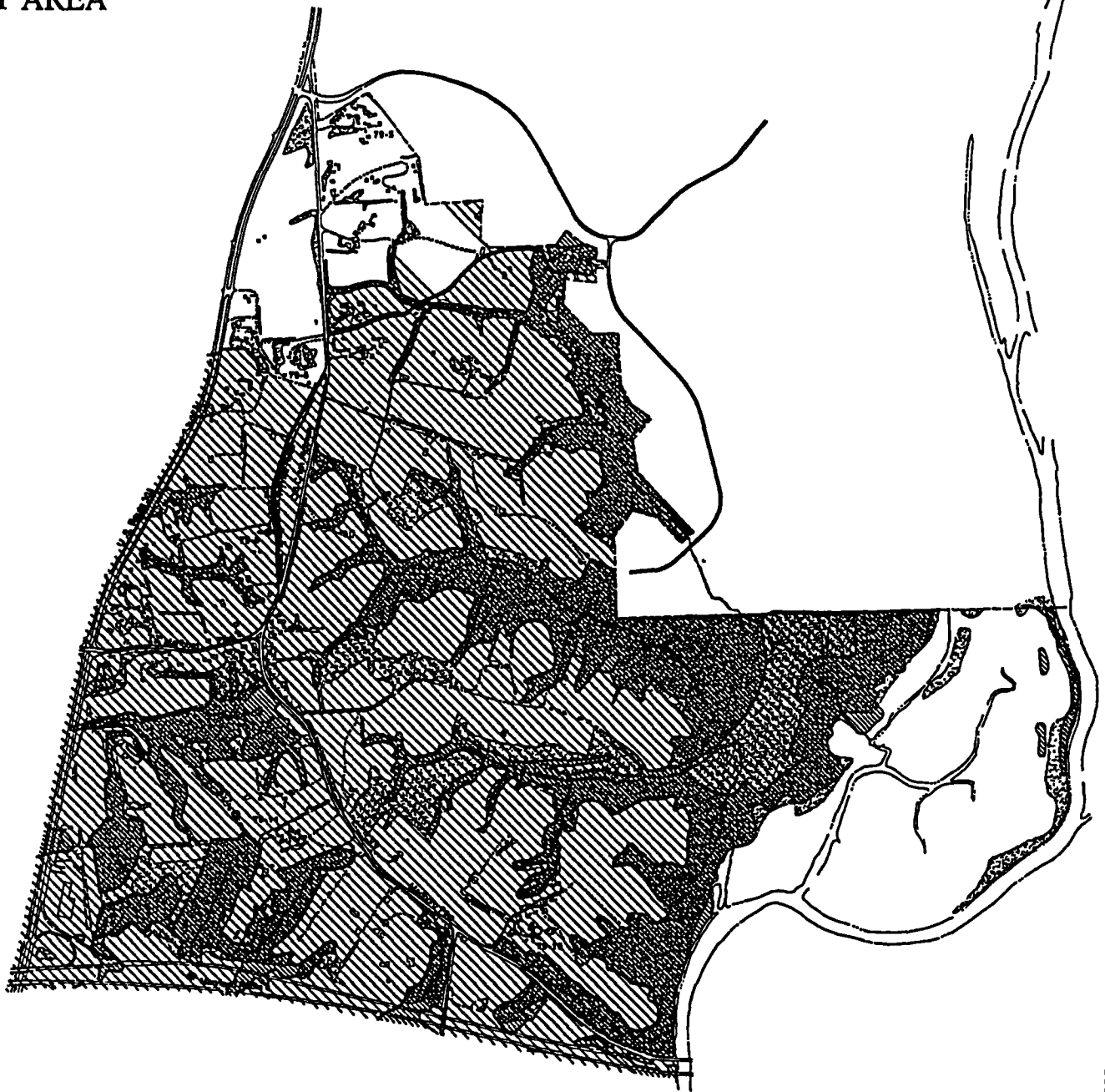
Source: 1994 Scenic Roads Study

**DESIGNATED HISTORIC SITES**  
79-5 Bowling Heights  
79-6 Bleak Hill  
79-8 Eckernode-Hopkins House  
79-10 Compton Bassett and Dependencies  
79-1 Ashland



Subregion VI  
 Scenic Roads / Historic Landscape Study

# BLEAK HILL HISTORIC SURVEY AREA



MAP 5

### RURAL LANDSCAPE CHANGE

Open Land: No Change	
Woodland: No Change	
Open Land to Woodland	
Woodland to Open Land	

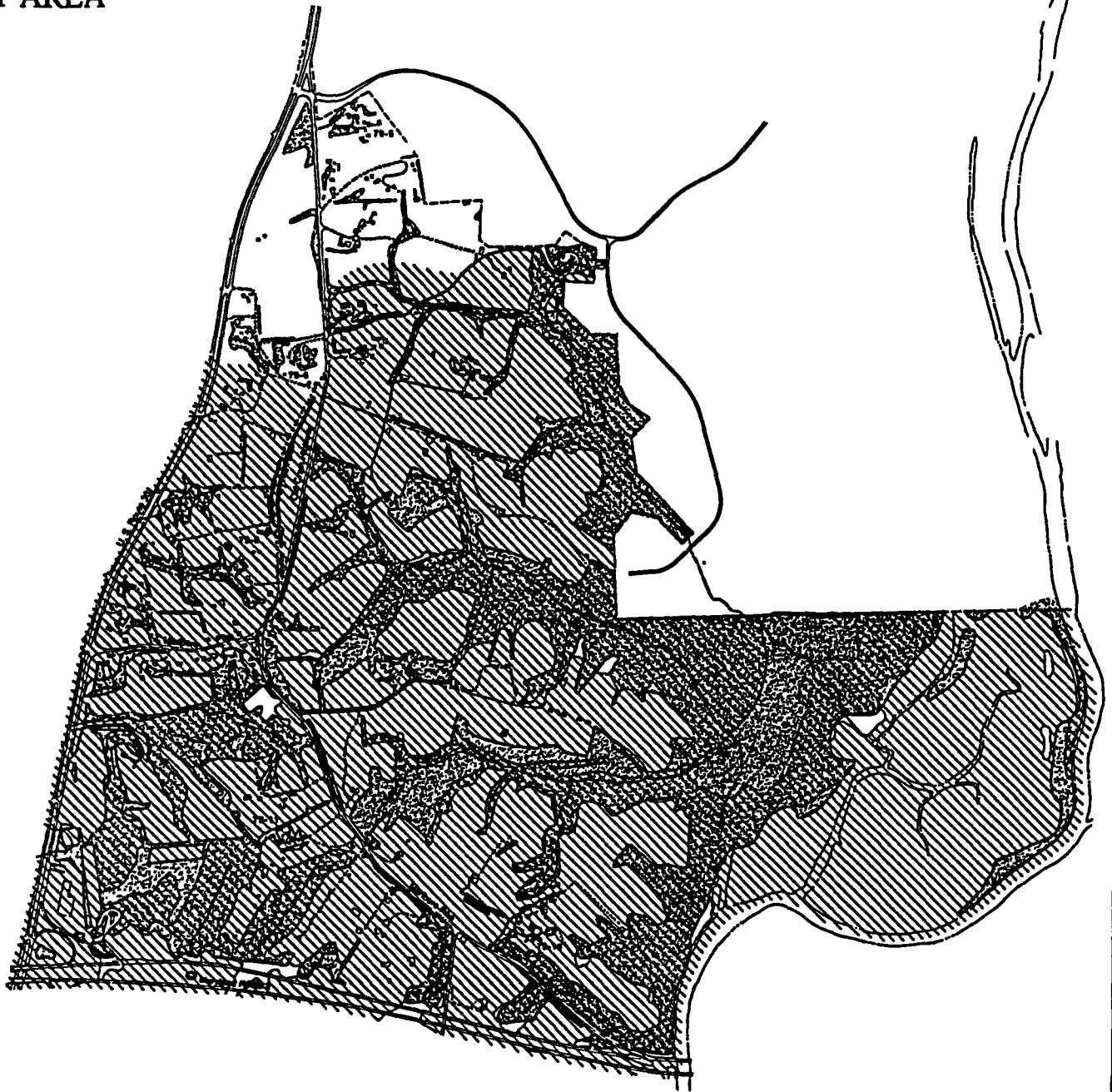
### DESIGNATED HISTORIC SITES

79-5	Bowling Heights
79-6	Bleak Hill
79-8	Ecklarode-Hopkins House
79-10	Compton Bassett and Dependencies
79-1	Ashland



Subregion VI  
Scenic Roads / Historic Landscape Study

# BLEAK HILL HISTORIC SURVEY AREA



## MAP 6

### RURAL LANDSCAPE CONTINUITY: 1938 - 1988

Area of Similar Land Use 

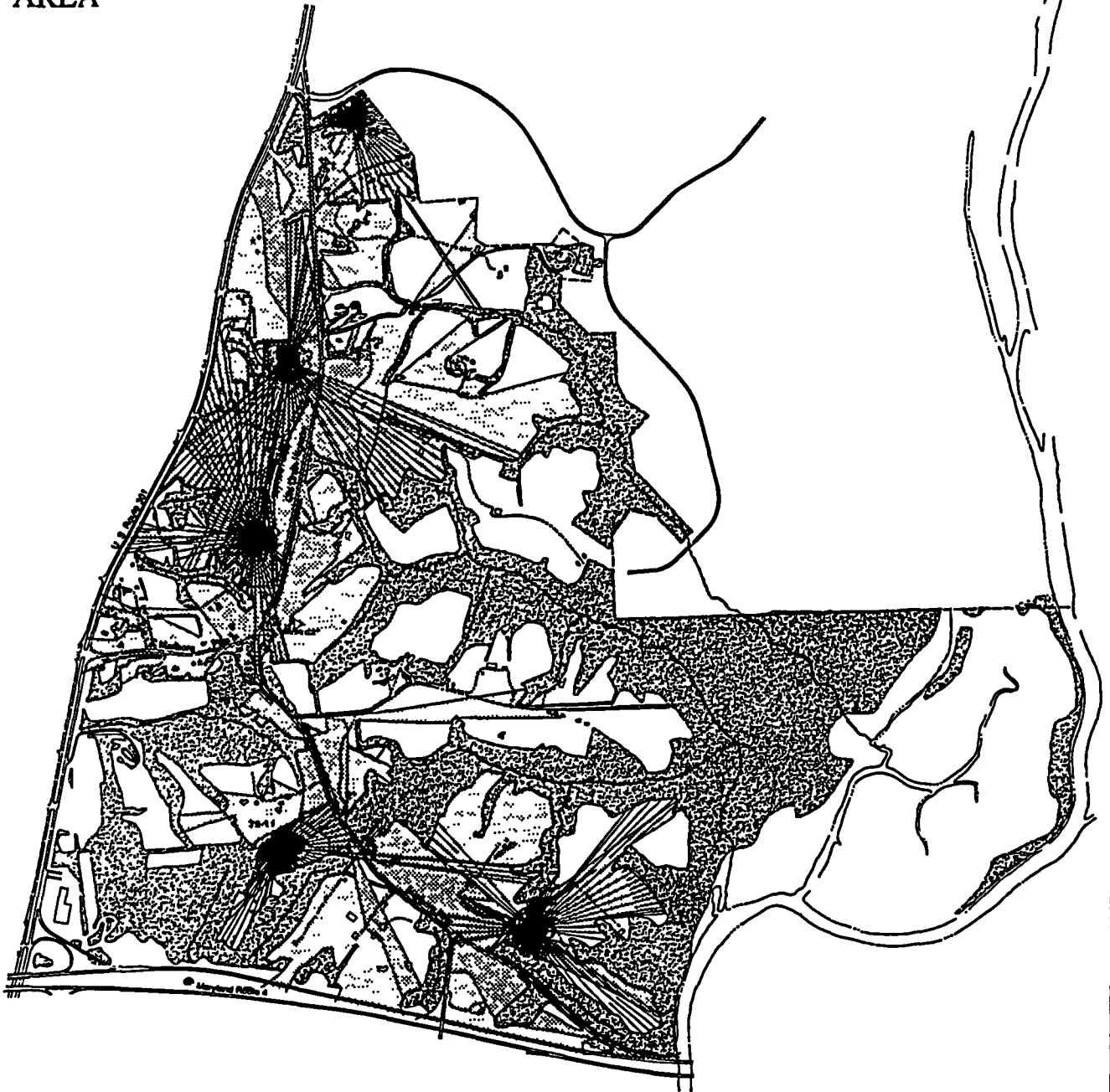
#### DESIGNATED HISTORIC SITES

- |       |                                 |
|-------|---------------------------------|
| 79-5  | Bowling Heights                 |
| 79-6  | Bleak Hill                      |
| 79-8  | Eckenrode-Hopkins House         |
| 79-10 | Compton Bassett and Dependences |
| 79-1  | Ashland                         |





# BLEAK HILL HISTORIC SURVEY AREA



**MAP 7**

**SCENIC CORRIDOR**

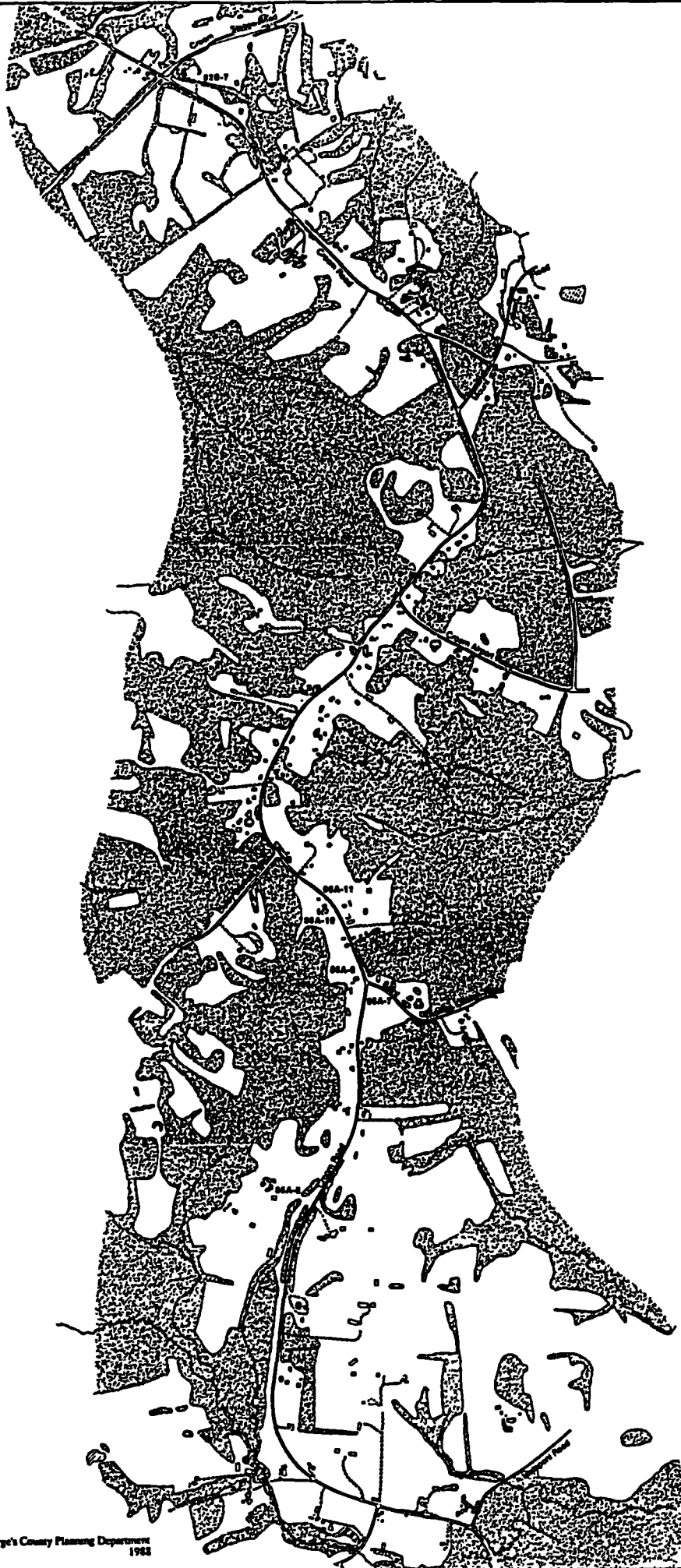
Driver's View @ 40 MPH  
 Passenger's View @ MPH  
 Historic Property View Shed

**DESIGNATED HISTORIC SITES**

- 79-5 Bowling Heights
- 79-6 Bleak Hill
- 79-8 Eckenrode-Hopkins House
- 79-10 Compton Bassett and Dependencies
- 79-1 Ashland



Subregion VI  
 Scenic Roads / Historic Landscape Study  
**CROOM ROAD  
 CORRIDOR**



**MAP 8**

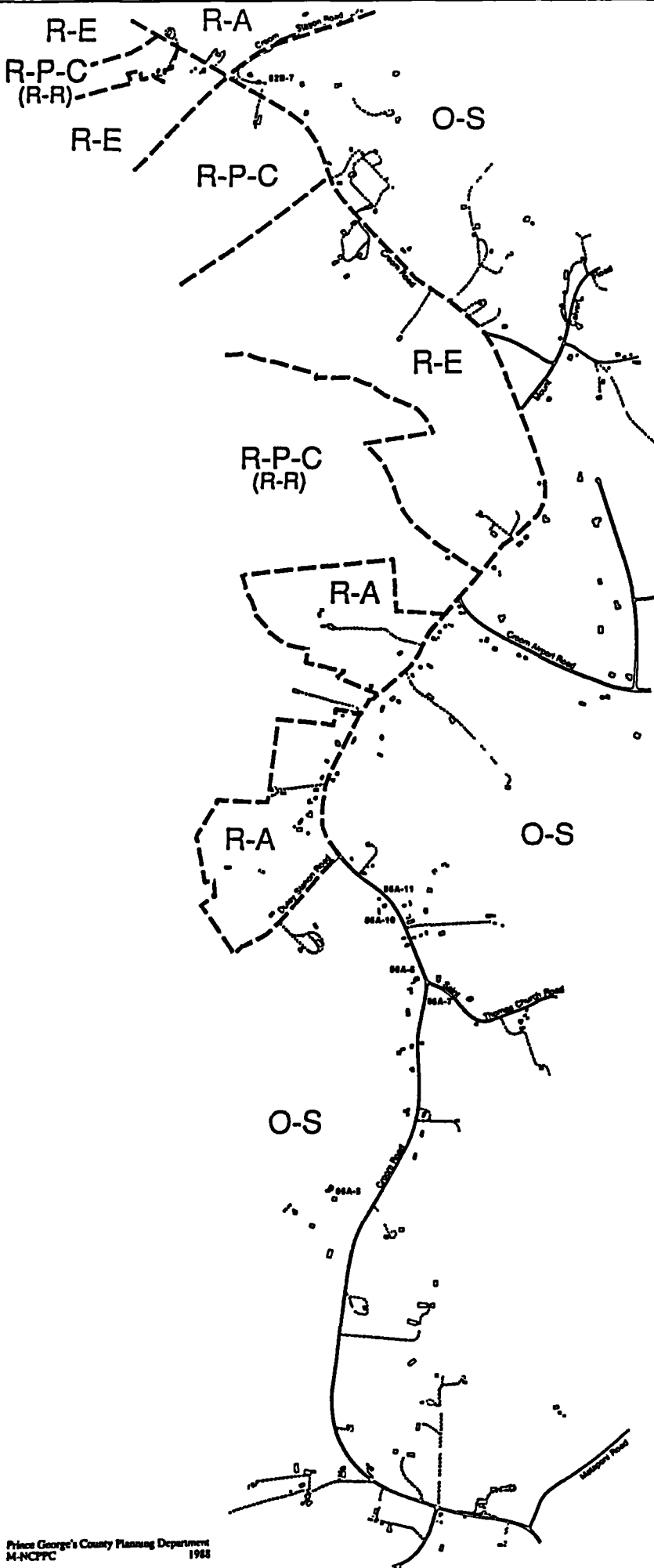
**EXISTING CONDITION**

Woodland	
Open Land	
Roads	
Buildings	

**DESIGNATED HISTORIC SITES**

82B-7	William Duley House
86A-5	West End Farm
86A-6	Dr. William H. Gibbons House
86A-7	St. Thomas' Church
86A-10	Coffren House
86A-11	Coffren Store

Subregion VI  
 Scenic Roads / Historic Landscape Study  
**CROOM ROAD  
 CORRIDOR**



**MAP 9**

ZONING	
O-S	Open Space
R-A	Residential-Agricultural
R-E	Residential-Estate
R-R	Rural-Residential
R-P-C	Planned Community

DESIGNATED HISTORIC SITES	
828-7	William Duley House
86A-5	West End Farm
86A-6	Dr. William H. Gibbons House
86A-7	St. Thomas' Church
86A-10	Coffen House
86A-11	Coffen Store



Subregion VI  
 Scenic Roads / Historic Landscape Study  
**CROOM ROAD  
 CORRIDOR**



**MAP 10**

**ROAD DEVELOPMENT**

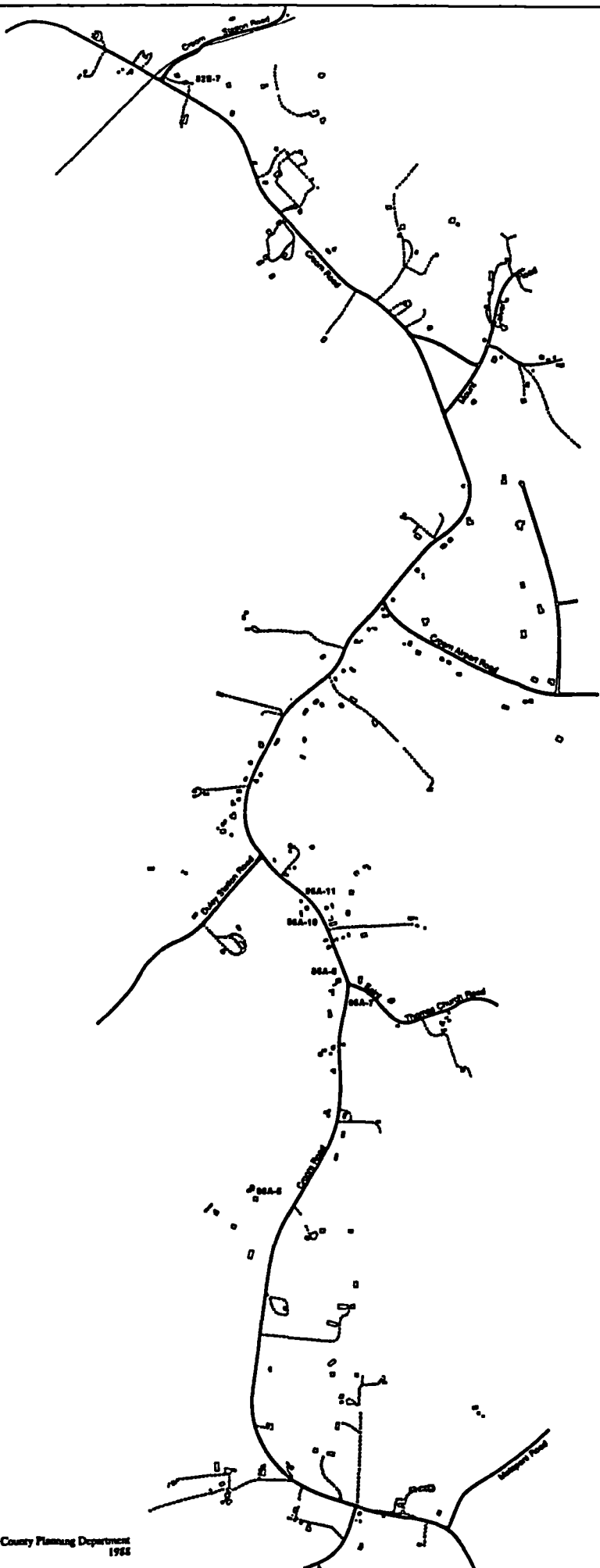
Existing Prior to 1778	
Established 1778 - 1938	
Established 1938 - 1968	

**DESIGNATED HISTORIC SITES**


82B-7	William Duley House
88A-5	West End Farm
88A-6	Dr. William H. Gibbons House
88A-7	St. Thomas' Church
88A-10	Coffren House
88A-11	Coffren Store

Land and Community Associates  
 301 K. Pine St., Charlottesville, VA 22901

Subregion VI  
 Scenic Roads / Historic Landscape Study  
**CROOM ROAD  
 CORRIDOR**



**MAP 11**

**SCENIC ROADS**  
 Scenic Road 

Source: 1984 Scenic Roads Study

**DESIGNATED HISTORIC SITES**

82B-7	William Duley House
86A-5	West End Farm
86A-6	Dr. William H. Gibbons House
86A-7	St. Thomas' Church
86A-10	Coffren House
86A-11	Coffren Store



Subregion VI  
 Scenic Roads / Historic Landscape Study  
**CROOM ROAD  
 CORRIDOR**



**MAP 12**

**RURAL LANDSCAPE CHANGE**

Open Land: No Change	
Woodland: No Change	
Open Land to Woodland	
Woodland to Open Land	

**DESIGNATED HISTORIC SITES**

82B-7	William Duley House
86A-5	West End Farm
86A-6	Dr. William M. Gibbons House
86A-7	St. Thomas' Church
86A-10	Coffren House
86A-11	Coffren Store



Subregion VI  
Scenic Roads / Historic Landscape Study

# CROOM ROAD CORRIDOR



MAP 13

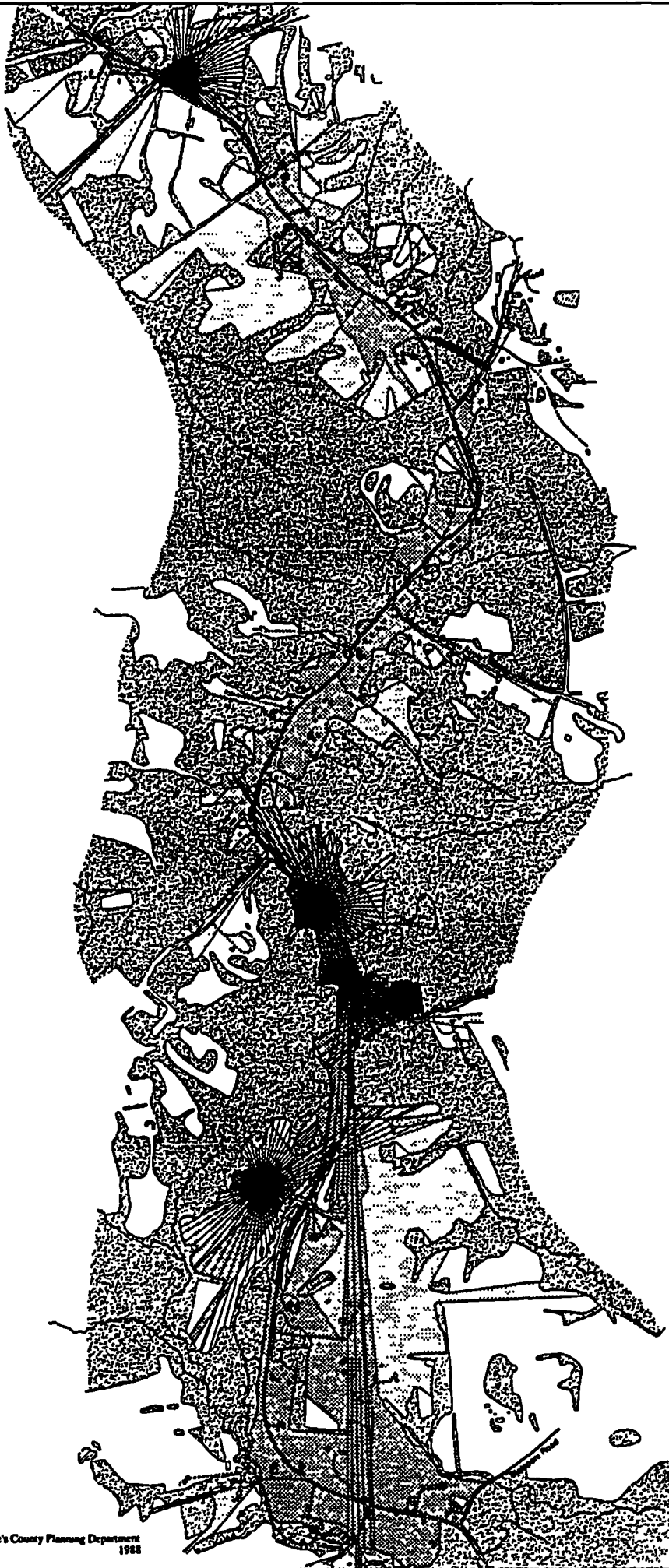
**RURAL LANDSCAPE  
CONTINUITY: 1938 1988**  
*Area of Similar Land Use* 

**DESIGNATED HISTORIC SITES**

82B-7	William Duley House
88A-5	West End Farm
88A-8	Dr. William H. Gibbons House
88A-7	St. Thomas' Church
88A-10	Coffren House
88A-11	Coffren Store



Subregion VI  
 Scenic Roads / Historic Landscape Study  
**CROOM ROAD  
 CORRIDOR**



**MAP 14**

**SCENIC CORRIDOR**

Driver's View @ 40 MPH  
 Passenger's View @ MPH  
 Historic Property View Shed



**DESIGNATED HISTORIC SITES**

- 62B-7 William Duley House
- 66A-5 West End Farm
- 66A-6 Dr. William H. Gibbons House
- 66A-7 St. Thomas' Church
- 66A-10 Coffren House
- 66A-11 Coffren Store





# **APPENDIX II    SELECTED BIBLIOGRAPHY**



**THE EVALUATION AND MANAGEMENT OF RURAL LANDSCAPES:  
AN ANNOTATED BIBLIOGRAPHY**

*This bibliography is divided into two parts. Part I describes a sampling of the literature available on 1) how to interpret and evaluate cultural and visual resources in rural landscapes, and 2) how to assess the impact of change on the integrity of these resources. Part II contains a listing of specific case studies that illustrate the application of several methods of visual and cultural resource management to a variety of practical problems.*

**Part I: Evaluating Visual and Cultural Quality, and Assessing the Impact of Change: Theories, Ideas and Methodologies**

Appleton, Jay, ed. *The Aesthetics of Landscape: Proceedings of a Symposium held at the University of Hull. Hull, England: Rural Planning Services Ltd. Publication No. 7, 1976.* Contains the transcription of eight talks given at a symposium on landscape aesthetics held at the University of Hull in 1976. The stated purpose of the symposium was to create a forum in which common assumptions about the aesthetics of landscape could be more thoroughly examined. The papers delivered, including those by Cliff Tandy, Ian Laurie and Ervin Zube, address issues ranging from the philosophical aspects of landscape aesthetics, to their practical applications.

Appleton, Jay *The Experience of Landscape.* London: John Wiley and Sons, 1975. Appleton's prospect-refuge theory is an important query into the notion that aesthetic appreciation stems from biological behavior patterns (habitat theory) especially the ability to see out without being seen (prospect refuge theory.)

Appleyard, Donald. "Understanding Professional Media: Issues, Theory and a Research Agenda." *Human Behavior and Environment* 2, (1976): 43-88. Discusses the use of simulations to represent major landscape change.

Bottomly, William C. *A Summary Visual Resource Management.* Denver, Colorado: United States Department of the Interior, Bureau of Land Management, Colorado State Office, 1978. A summary of the Visual Resource Management System as outlined by the Federal Land Policy and Management Act of 1976. Provides the case study of a proposed nuclear power plant in the Palo Verde Mountains Study area, Blythe, California to show how the VRM system works to insure "planning, design and implementation of management objectives to insure acceptable levels of visual impacts for all management activities."

Federal Highway Administration. *Visual Resource Management for Highways.* Washington, D.C.. National Highway Institute and Office of Environmental Policy Clear methodology for visual impact analysis. This methodology was developed by William G.E. Blair, of Jones and Jones, Eugene Oregon. It has been tested extensively in practical situations including the siting of power lines, roads, pipeline corridors, industrial projects and other major landscape changes.

Hart, John Fraser. *The Look of the Land.* New Jersey: Foundations of Cultural Geography Series, Prentice Hall, Inc., 1975. Twelve essays in the discipline of cultural geography that focus on the historical development of rural landscapes in Europe and America. Essays discuss the varied impact that man's activities, such as settlement, farming, mining, and recreation, have had on the landscape around us.

Hornbeck, Peter L. and Garland A. Okerlund, Landscape Architecture Research Office, GSD, Harvard University *Visual Values for the Highway User: An Engineer's Workbook.* Washington D.C.. U.S. Department of Transportation, FHA. Government Printing Office, 1973. A workbook intended for the highway administrator, and particularly the design engineer, as a resource for understanding the applicability of esthetics in highway development. Identifies a set of objectives for producing a better highway environment as well as a good driving experience, and discusses them in relation to the phases of work

which they involve. Uses the example of 10 miles of U.S. Route 6, which runs the length of Cape Cod, Mass. as a case study illustrating how to apply the ideas and goals outlined here.

Jackson, J.B. *Discovering the Vernacular Landscape*. New Haven: Yale University Press, 1984. In this most recent series of essays, Jackson continues to put forth ideas about what the more commonplace aspects of the contemporary landscape can tell us about this country's history and society. Among the topics examined in this volume are: the meaning of the word landscape; the history of the American mobile home; and the origins of parks.

Jones and Jones, with the Washington State Department of Highways, R. Burtin Litton and Toner Associates. *Esthetics and Visual Resource Management for Highway Projects*. National Highway Institute and Office of Environmental Policy, F.H.A. United States Department of Transportation, 1977. A course, or series of workshops given by Jones and Jones on making and implementing decisions during the highway development process which effect the visual resources of the highway and its setting, and viewer response to the character, content and quality of these resources. This workbook is organized into seven modules, or lessons, on practical and aesthetic issues relating to visual resource management, including an exercise called "Developing visual resource management recommendations for a highway project", and excerpts from a model visual resource management plan.

Kaplan, R. "The Analysis of Perception via Preference: a Strategy for Studying How the Environment is Experienced." *Landscape Planning* 12, (1985): 161-176. Describes an assessment methodology based on research of viewer preferences. There are several other books describing Rachel and Steven Kaplan's approaches to landscape assessment that are referred to in the article. This particular article summarizes the approach in a relatively succinct manner.

Land and Community Associates, and Linda Flint McLelland, National Park Service. "How to Evaluate and Nominate Rural Historic Landscapes." *National Register Bulletin*, forthcoming. This bulletin was written in response to the many questions that have arisen out of efforts to apply the National Register criteria to rural historic landscapes, and offers guidance for the successful preparation of rural historic landscape nominations for listing in the National Register of Historic Places.

Leighly, John, ed. *Land and Life: A Selection from the Writings of Carl Ortwin Sauer*. Berkeley, CA: University of California Press, 1963. Sauer, whose background was in traditional geography, can well be considered the forefather of American cultural geography. This book, which contains a selection of his essays, touches on a characteristically wide variety of topics, ranging from studies of the Midwest, Southwest and Mexico, to discussions of human uses of the organic world and comments on the discipline of geography.

Lynch, Kevin. *Managing the Sense of a Region*. Cambridge, Mass.. MIT Press. 1976. In this book, Kevin Lynch develops the notion of, and discusses the importance of "sensory quality" as it refers to the look, sound, feel, and smell of a place. Lynch puts forth strategies for managing and maintaining a region's sensory quality, and provides hypothetical examples of how a regional study for sensory quality might be conducted.

Melnick, Robert Z. "Landscape Thinking." *Cultural Resources Management A National Park Service Technical Bulletin*. V.8. No. 1., ( February, 1985) 1-3. This article offers some ideas on how to assess the integrity of our constantly changing rural landscapes. It features a useful discussion of terminology that can be used to describe issues related to rural landscapes.

Melnick, Robert Z. "Preserving Cultural and Historic Landscapes: Developing Standards." *Cultural Resources Management A National Park Service Technical Bulletin*. Vol.3, No.1, March, 1980. A series of proposals representing the beginning stages in developing

guidelines and policies for the preservation of landscapes within the National Park System which have already been identified as significant natural, cultural or historic landscapes.

Melnick, Robert Z., with Daniel Spohn and Emma Jane Saxe. *Cultural Landscapes: Rural Historic Districts in the National Park System*. Washington, D.C: U.S. Department of the Interior, 1984. This book was developed for the National Park Service in order to "provide tools for the park manager to identify, evaluate, register and manage those significant rural landscapes in the National Park System that are designated 'rural historic districts' " Discussions of interest include how to identify rural landscape components, National Register criteria for evaluation, and how to determine the integrity and significance of a landscape. Overall, this provides an innovative methodology for managing cultural landscapes that is applicable for properties both in and outside of the National Parks System. It also provides a useful glossary of terms used to describe, assess and identify historic landscapes, and a list of information sources helpful in this process.

Nassauer, Joan. *Caring for the Countryside*. University of Minnesota and the Soil Conservation Service. Produced by the University of Minnesota Agricultural Experiment Station in cooperation with the USDA Soil Conservation Service, this publication is subtitled "A Guide to Seeing and Maintaining Rural Landscape Quality " It is written for lay people involved in land planning and for professional planning staff who are not landscape architects. It is intended to provoke people to look for the visual quality of the rural landscape and to help them be articulate in describing that quality. From a review in *LATIS* (Landscape Architecture Technical Series) 10. (Washington, D.C.) Vol 7, No. 1 Copyright May, 1987 by the American Society of Landscape Architects. pp. 32-33)

Palmer, James F "Approaches for Assessing Visual Quality and Visual Impacts." *Methodology of Social Impact Assessment*. Stroudsburg, PA: Hutchinson Ross, 1983. Review of several visual impact assessment approaches providing simple descriptions of various techniques for describing and predicting visual impacts. Includes detailed references.

Sargent, Frederic. *Rural Environmental Planning*. Burlington: University of Vermont Press. 1976. pps 105-114. Describes a simple, although somewhat subjective, scenic classification system for rural lands in Vermont. The methodology presented here involves determining visual quality by a landscape rating system based on distance, variety, depth, width, continuity, and special points of interest.

Smardon, Richard C., James F Palmer, and John P Fellman, eds. *Foundations for Visual Project Analysis*. New York: John Wiley and Sons, 1986. Contains a series of essays that describe specific and detailed methods of landscape evaluation and conservation. Topics discussed include the history of landscape assessment, computer and photographic assessment techniques, the legal aspects of environmental esthetics, visual simulation methodology, and a series of international case studies.

USDA Forest Service. *Our National Landscape: A Conference on Applied Techniques for Analysis and Management of the Visual Resource*. April 23-25, 1979, Incline Village, Nevada. United States Department of Agriculture, Forest Service, Pacific Southwest Forest and Range Experiment Station. (General Technical Report PSW-35.) Nearly 100 papers on all aspects of visual resource management, with an emphasis on technology available to solve landscape problems.

USDA Forest Service. *National Forest Landscape Management, V.2* , Chapter 1 Washington D.C.. Government Printing Office, 1975. Describes the National Forest Service Methodology for visual impact analysis and management.

USDI Bureau of Land Management, 1980. *Visual Resource Handbook*. Washington, D.C.. Government Printing Office, 1980. Describes the Bureau of Land Management's methodology for visual quality assessment. Also provides various simulation techniques.

USDI, Heritage Conservation and Recreation Service, Division of State Plans and Grants. *New Directions in Rural Preservation*. Washington, D.C.: U.S. Government Printing Office, 1980. This report was compiled by the Heritage Conservation and Recreation Service of the USDI as a result of President Carter's 1979 Small Community and Rural Development Policy, in light of the evidence that the migration of population to cities and metropolitan areas has slowed, and that a major shift in settlement patterns towards America's small communities and rural areas is underway. The central purpose of the book is to heighten public awareness of the need to preserve the natural, cultural, recreational, and human resources of rural areas, and to provide information and insight regarding practical preservation and conservation approaches that have already been applied with success. Part 1 contains a collection of essays emphasizing some of the central issues that will be confronted in the preservation of small communities and rural areas. Part 2 of this book contains essays directed to particular techniques for identifying and evaluating different types of natural, recreational and cultural resources and to organizing and funding programs for their conservation.

Ward, David, ed. *Geographic Perspectives on America's Past: Readings on the Historical Geography of the United States*. New York: Oxford University Press, 1979. This anthology serves as a useful introduction to the discipline of historic geography (as opposed to traditional geography). It contains a wide variety of articles, ranging from "Geographical Perspective on the History of Blacks in America" to "Selective Growth in the Middle Ohio Valley--1800-1860."

The book is organized in three sections: 1) The Land and its People, 2) The Regional Mosaic, and 3) Urbanization. The first section confronts the distinctiveness of the landscape and of the people of the United States; the second emphasizes the uneven distribution of these distinctive traits and records the divergent experiences of different regions; the third section presents the city-ward movement of people and activities as convergent processes occurring in all regions but at different rates. Overall, it provides a rich and varied collection of geographic perspectives on the American past.

Sam Stokes, Elizabeth Watson, Genevieve P. Keller, and J. Timothy Keller. *Saving America's Countryside: The Rural Conservation Handbook*. Baltimore: Johns Hopkins Press, forthcoming. Presents a wide range of methods and advice for both local and regional rural conservation efforts. Includes pertinent case studies that examine past and on-going conservation battles in several communities.

Zube, Ervin H. "Themes in Landscape Assessment Theory" *Landscape Journal*, Vol 3., No. 2. 1984. Discusses the three primary points of view in landscape assessment, which he categorizes as professional, behavioral, and cultural.

Zube, Ervin, and Margaret J. Zube, ed. *Changing Rural Landscapes*. Amherst: University of Massachusetts Press, 1977. A series of essays organized around the theme of change as it occurs in the rural American landscape. The book, which includes contributions from J.B. Jackson, Carl Sauer, and David Lowenthal, is organized in four distinct parts. The first addresses some of the dominant cultural and technological forces that have brought about or influenced change both in the pre-modern and modern landscape. The second section focuses on the spatial organization and relationships among elements of the landscape, such as front yards, walls or fences. The third section considers alternative community forms, the role of rural towns and cities, and the quality of rural community life. Finally, the fourth section consists of three articles by J.B. Jackson which present us with his "person based approach to understanding the landscape." Overall, this volume presents a useful primer for those concerned with the careful management of our ever changing rural landscape.

## **Part II: Visual and Cultural Resource Management Studies**

**Countryside Commission for Scotland. *Scotland's Scenic Heritage*. London: HMSO, 1978. Outlines a methodology for designating "Area of Outstanding Natural Beauty" in Scotland's rural areas. Based on the assumption that "Scenic quality is essentially an aesthetic matter which does not readily lend itself to objective assessment" the review process suggested here is systematic, but subjective.**

**Forster, Thomas, ed. *Summary Report of the 1986 Lane County Cultural and Historic Landscape Resources Survey*. Eugene, Oregon: 1986. This study, prepared for Lane County residents, Lane County government, and the Oregon State Preservation Office, was prepared to assess the relative value of cultural and historic resources of 1000 square miles of Lane County, in order to best develop alternative approaches to its management. The document is divided into four distinct parts: 1) Historical Background, 2) Historical Landscape Periods and Themes, 3) The Cultural Landscapes of Lane County, and 4) Methodology**

**This study is of particular interest in that it provides a model application of the method developed by the National Park Service in 1984 for identifying cultural landscape resources. (See Melnick, *Cultural Landscapes*, in this bibliography.) Indeed, the Lane County study is the first such application of the NPS methodology on a county-wide basis in the country, and the first application outside of the Park Service. Consequently, this document provides an important resource, not merely as a tremendous source of information about Lane County, but as a useful model of how to apply the National Park Service methodology for identifying cultural resources.**

**Gilbert, Cathy A. *Reading the Cultural Landscape: Ebey's Landing National Historical Reserve*. Seattle, Washington: National Park Service, Pacific Northwest Regional Office, Cultural Resource Division, 1985. This report is the fourth in a series of reports produced by the Cultural Resources Division of the Northwest Regional Office of the National Park Service that explore the significant resources and complex values of the Ebey's Landing National Historical Reserve. This report, written primarily for the trust board of Ebey's landing, was intended to identify, more specifically, the landscape resources on the reserve, and suggest guidelines and principles for their conservation.**

**This report is divided into four parts. Part one discusses the primary settlement patterns and land uses on the reserve as they evolved over time. Part two reviews a few of the natural and cultural resources of the area that influenced and were affected by these patterns. Part three is an orientation and workbook section that illustrates techniques for reading the relationships among individual features, patterns or qualities that comprise the whole landscape. Part four suggests preservation principles for protection of the reserve's historically significant landscape elements, both built and natural.**

**Gilbert, Cathy A. *Four Historic Landscape Studies: Olympic National Park*. Seattle, Washington: Olympic National Park and the Cultural Resources Division of the National Park Service, Pacific Northwest Region, 1984. The purpose of this project was to look at four historic landscapes (Lake Crescent Lodge, Headquarters, Rosemary Inn, and Humes Ranch) in Olympic National Park, Washington, in order to provide a data base, historic information, and, where appropriate, design recommendations and guidelines for preserving the site's landscape integrity. For each site the catalogue includes information on location context and site boundaries; a verbal and graphic description of landscape components that are the essential elements defining the the current character of the site; and a section on history, significance and site integrity**

**Guilford Preservation Alliance, with Landscapes, Design, and Frederick P. Clark, Associates. *Master Plan for Preservation and Scenic Conservation: Town of Guilford, Connecticut*. Guilford Preservation Alliance, 1986. The purpose of this study was to develop a master**

plan for Guilford, Conn. that would guide expected growth and development so that the desirable natural environment and historic character of the town would be preserved. The focus of the plan is on visual resources; field work involved the definition of scenic vistas, view corridors, valuable historic structures, and natural elements and activities within them. This study provides a good example of how to "incorporate the visual values of a town into a preservation and scenic conservation plan."

*Interstate Highway 84 in Rhode Island.* A Draft Environmental Impact Statement. May, 1972. An analysis of the visual aspects of highway corridor selection based on both the view from the highway, and the view of the highway. This report contains much useful material for highway assessment, including a variety of techniques for measuring visual attractiveness, and a lengthy bibliography.

Jones and Jones. *Columbia River Gorge Study*. Olympia, Washington: Prepared for the State of Washington Department of Planning and Community Affairs, Olympia, Washington, 1981. A study of the degree of threat or non-threat caused by development on the scenic resources of the Columbia River Gorge. Nine case studies were developed representing a range of development types not normally studied under Federal or State Environmental Regulations. The study led to the eventual (1987) formation of a National Scenic Area to be managed by a combination of federal, state, and local representatives.

J. Timothy Keller. *Faquier Visual Analysis*. Unpublished study, 1974. This report summarizes the findings of a study conducted and researched by the PEC for the Planning Commission of Faquier County, in response to a growing need for specific criteria for decision making in planning. This report describes the development and actual application in Faquier County of a technique for looking at the landscape which allows mapping of the qualities to be found in a given scene. It also discusses the criteria used to designate the highest quality areas in Faquier as either scenic roads, scenic rivers, or important cultural or historic districts.

Land and Community Associates, with the 1000 Friends of Kauai. *The Prospect from this Hill: The Hanalei Cultural Landscape Survey Report of Finding and Significance*. Eugene, Oregon: Land and Community Associates, May 1987. In November, 1985, 1000 Friends of Kauai contracted with Land and Community Associates to undertake a cultural landscape survey of Hanalei, on the Island of Kauai, Hawaii. The purpose of the survey was to record and understand various landscape resources of Hanalei. The survey was undertaken, in part, as Hanalei found itself stuck in the classic paradox of tourism: frequented by tourists because of its attractiveness, yet having its scenic, agricultural, natural and historic resources placed in jeopardy by the very presence of large numbers of visitors.

The methodology used in the Hanalei Cultural Landscape Survey is based on the method for identifying, surveying, and evaluating rural cultural landscapes described in the 1984 National Park Service publication, *Cultural Landscapes: Rural Historic Districts in the National Park Service* (also listed in this bibliography). In accordance with this methodology, this study of Hanalei entailed a review and analysis of all secondary and primary sources available pertinent to the area; a field survey (including photographing and mapping) of all landscape components; and, based on a comparison of historic information with current field survey data, a determination of the integrity of these landscape components. This study is a useful example of how the NPS methodology was adapted and applied to a non-Park Service area. Also included in this document are numerous National Register Nomination applications for various historic properties in Hanalei.

Lynch, Kevin and Sasaki, Dawson and Demay Associates, Inc. *Looking at the Vineyard: A Visual Study for a Changing Island*. Boston: The Vineyard Open Land Foundation, 1973. A study designed to assist the Foundation in its land conservation efforts. Defined distinct



landscape character types, their development potentials, and how to mitigate the negative effects of those potentials.

Massachusetts Department of Environmental Management. *Massachusetts Landscape Inventory: A Survey of the Commonwealth's Scenic Area*. Mass. DEM, 1982. An update of a landscape survey done in 1933, aimed at identifying and protecting the historic Massachusetts landscape. This particular landscape inventory is of particular interest in that the methodology used in carrying it out was based both on the *U.S Forest Service's National Forest Landscape Management Handbook*, and a relatively unknown report entitled *Scotland's Scenic Heritage*. (also listed in the bibliography under Countryside Commission for Scotland.)

National Park Service, Mid-Atlantic Regional Office. *Conserving the Setting of the George Washington Birthplace* Westmorland County Virginia, Division of Park and Resource Planning for George Washington Birthplace National Monument, 1987 The purpose of the study is to provide information to park managers, adjacent landowners, local officials and others on the significance of the park's setting and outline alternatives for dealing with the issue of adjacent development. Specifically, this report is intended to: identify the land and water area which makes up the park's setting, 2) assess the setting by determining its historic significance, integrity and interpretive value and 3) outline possible alternatives and strategies for conserving the park's historic setting.

Norman, Jr., Edmund Kellog and Peter M. Lavigne. *Vermont Townscape*. Rutgers, N.J.. Center for Urban Policy Research, 1987 Discussion of the characteristics of thirty Vermont towns, including historical development patterns. The book discusses how to project and enhance townscapes from both a legal and a design point of view. Particularly useful for using as an analytical framework for rural areas with outstanding landscape character.

Ochi, Diane. *Columbia River Highway: Options for Conservation and Reuse*. Cascade Locks, Oregon: The Columbia River Highway Project, 1981. This study was initiated and funded by a group of local, state, and federal agencies, under the direction of the Cultural Resources Division of the National Park Service, to study the recreational and historical resources of 83 miles of the Columbia River Highway. The findings of this study, presented in this report, include a summary of the highway's history and current condition, and a program of suggested improvements.

Schauman, Sally, Carolyn Adams, Chris Carlson, Steve Durant. *Managing Change Through Design*. Whatcom County, Washington. 1984. Whatcom County is an area located in the Valley of the Nooksack River, bounded on the west by Puget Sound, and on the east by the Cascade Mountains, and currently dominated by dairy farms This project, a joint effort of the Trust for Public Land, the University of Washington, the Whatcom County Land Trust, the Whatcom County Conservation District, and the USDA Soil Conservation Service, was intended to identify scenic areas and develop design guidelines for maintaining scenic quality  
From a review in *LATIS* (Landscape Architecture Technical Series) 10. (Washington, D.C.) Vol 7, No. 1 Copyright May, 1987 by the American Society of Landscape Architects. pp. 16-17

Sondheimer, Carol, and Paul Gobster, 1986. *Assessing the Impact of Development on Scenic Resources of the Hudson River: A Handbook for Local Officials*. Poughkeepsie, New York: Scenic Hudson, Inc. 1986. A simplified approach to visual impact analysis in rural areas and small towns. Also contains basic how-to explanations of simulation techniques, though these methods have not been tested with much rigor.

Southern, Kathleen Pepi. *Historic Preservation in North Carolina: Problems and Potentials*. Historic Preservation Society of North Carolina, undated. A handbook for managing and maintaining the quality of rural areas in North Carolina. Discusses how and why rural

landscapes are changing, and offers mechanisms for retaining farmland and open space in a manner that would best serve the needs of rural residents themselves.

Steiner, Frederick. *Development of the Agricultural Land Evaluation and Site Assessment System*. Whitman County, Washington. Illustrates the application of LESA, a land evaluation and site assessment system developed by Frederick Steiner and other faculty of the University of Washington for land that is being considered for conversion from farmland to other uses. This particular study focuses on how LESA was applied to Whitman County, Washington, a rural area strongly committed to protecting agriculture. (From a review in *LATIS* (Landscape Architecture Technical Series) 10. (Washington, D.C.) Vol 7, No. 1 Copyright May, 1987 by the American Society of Landscape Architects. p. 14.)

Stovall, Alan. *The Sautee and Nacoochee Valleys-A Preservation Study* White County Georgia, 1981-1982. A comprehensive plan for the preservation, conservation, and interpretation of a 10-square mile rural valley area nestled in the mountains of Georgia. The study, guided by the community's desire to "keep the valley as it is-to preserve these qualities that give the valleys their special character and image as a place", included a comprehensive documentation of cultural and natural features. Plan implementation incorporated laws and statutes at the federal and state level, proposed county-wide regulations, and volunteer actions by the community association and individual landowners. (From a review in *LATIS* (Landscape Architecture Technical Series) 10. (Washington, D.C.) Vol 7 No. 1 Copyright May, 1987 by the American Society of Landscape Architects. pp. 17-18.)

U.S. Department of the Interior, National Park Service. *Land Use Plan/ Cultural Landscape Report/ Environmental Assessment for Boxley Valley, Buffalo National River, Arkansas*. (National Park Service Review Draft) National Parks Service, Buffalo National River: May, 1984. According to an original Master Plan for Buffalo River (USDI, NPS 1975) Boxley Valley was specifically designated as a private use zone, though few details on the actual management of the area were provided. This new plan, therefore, was intended to provide more detailed guidance on resource management, land-use, visitor use development and land management agreements for the Valley, to insure that it can be perpetuated as an agricultural community in a manner compatible with other objectives of the national river. This report is of special interest in that it discusses current management problems, such as vacant farmhouses, and new legal methods, such as the historic property leasing program.

\* \* \*

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