

# Access, Stewardship and Interpretive Opportunity Plan for Water Portions of the Star-Spangled Banner National Historic Trail in Maryland

Contract No. T00P0400843  
October 15, 2010





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★ SIGSBEE ★  
BALTIMORE MARYLAND

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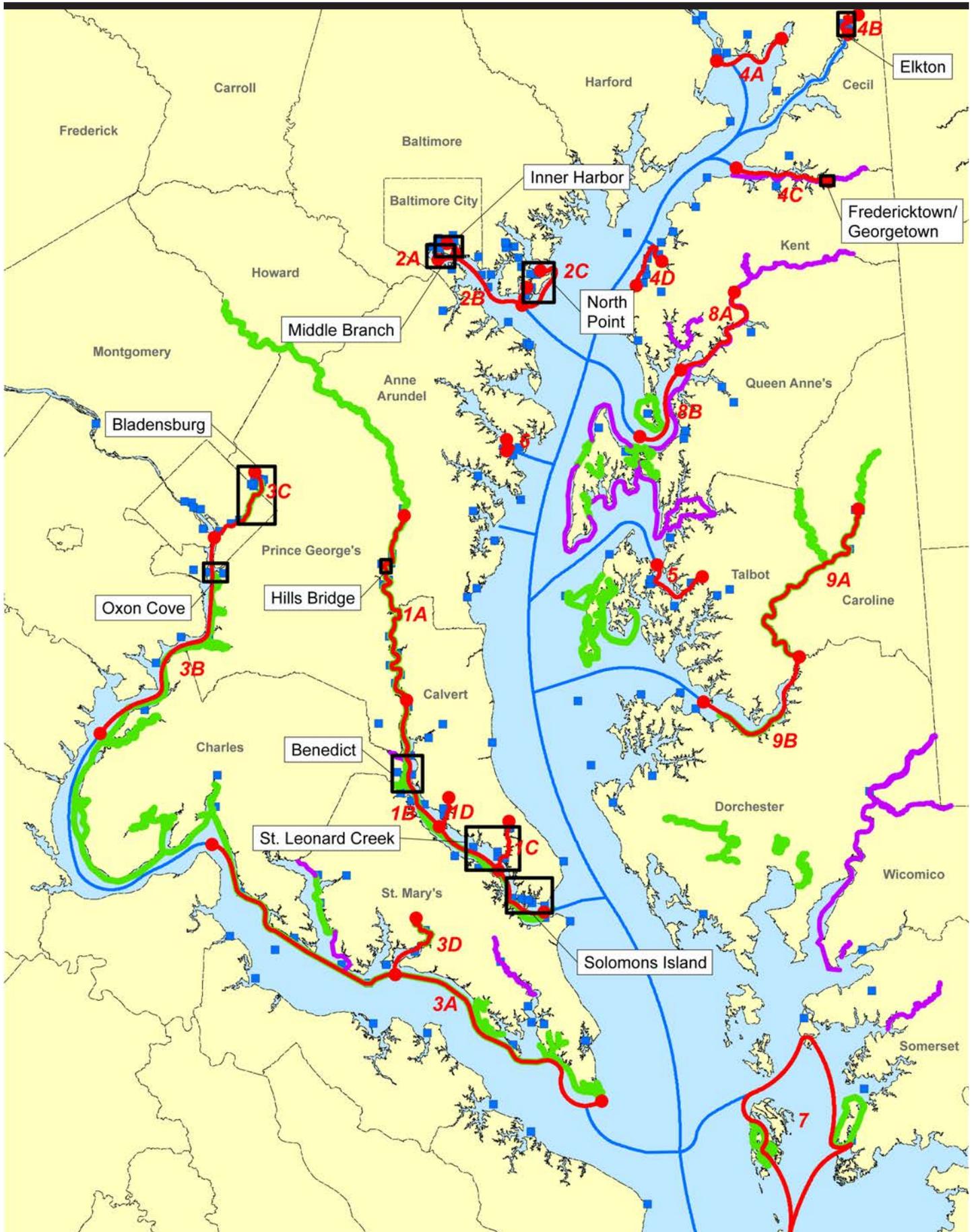
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## Executive Summary

Map 1: Water Trails Framework



# Executive Summary

*The Access, Stewardship and Interpretive Opportunity Plan for Water Portions of the Star-Spangled Banner National Historic Trail in Maryland represents an intensive effort to identify priority projects that will provide opportunities for the public to have water-based War of 1812 experiences in the Chesapeake.*

Public interest in this project has spiked in advance of the bicentennial of the war. The completion of this plan coincides with this increasing interest. Creating ways for people to get to the water and to understand, for example, the experience that Francis Scott Key had during the Battle for Baltimore, which led him to draft the Star-Spangled Banner, can bring history alive and motivate individuals and organizations to become stewards of the trail and its constituent resources.

This plan contains specific recommendations to expand public access, stewardship and interpretation along proposed trail segments on the Patuxent, Patapsco, Potomac, and Anacostia Rivers, as well as the Head of the Bay, and the Miles, Severn, Chester and Choptank Rivers and Tangier Sound. Although the plan focuses on Maryland, areas of Virginia and the District of Columbia that share these waterways also were considered.

The plan gives priority to historic resources and sites with the highest degrees of significance and integrity, as projects related to these resources will provide the public with the best opportunities to experience events of the war as they occurred, in the short term.

Led by investments of the Maryland War of 1812 Bicentennial Commission, full implementation of this plan will require coordinated effort of federal, state and local partners, including government agencies, non-profit and for-profit organizations and individuals. The *Access, Stewardship and Interpretive Opportunity Plan* has been developed in keeping with this approach, by recommending high priority projects that, with the comprehensive management planning being undertaken by the National Park Service, will lead to an integrated water and land trails network over time.

The four summary recommendations identified below connect to more detailed recommendations described later in the document. A glossary of key terms is included at the back of the plan.

## 1. Implement the Water Trails Framework

This plan identifies 11 project areas where a total of \$3.33 million could significantly elevate access, stewardship and interpretation along the water portions of the trail in Maryland. In addition, a “signature” visitor experience related to Francis Scott Key’s writing of the Star-Spangled Banner has been proposed.

The Water Trails Framework presents the vision and proposes an infrastructure needed to develop a water trails network for the Trail. The network is based around the location of War of 1812 historic resources. Potential water-based visitor experiences have been identified in project areas where resources with high degrees of significance and integrity are located. A strategic approach to implementing the plan will be to focus investments in these areas.

The highest-priority capital investments of the plan are the improvements identified within each project area. Supporting these are other improvements and projects located along segments of the Water Trails Framework but not within project areas. Table 13 summarizes these projects, which will provide water-based visitor experiences that can be connected programmatically and through trail guides, maps and itineraries that bring visitors to War of 1812 resources along these waterways.

These improvements can support the long-term vision of a water trails network but may be implemented after the project areas are

-  Project Areas
-  Recommended Water Trail Segments
-  Connecting Links
-  Maryland DNR-Recognized Water Trails
-  Other Published Water Trails
-  War of 1812 Resources

Map 1 shows the recommended water trail segments and connecting links throughout the study area, as well as existing water trails, both recognized by Maryland DNR and other organizations. Project areas are shown, as are War of 1812 resources proximate to waterways. The costs associated with the project area recommendations are shown in Table 1.

**Table 1**

Project Area	Water Trails Framework Branches and Segments	Jurisdiction(s)	Estimated Cost
Baltimore Inner Harbor	Patapsco River Branch/Baltimore Harbor Segment	Baltimore City	\$100,000
Patapsco Middle Branch	Patapsco River/Patapsco Mainstem	Baltimore City	\$60,000
North Point	Patapsco River Branch/North Point Segment	Baltimore County	\$185,000
Hills Bridge/Pig Point	Patuxent River Branch/Middle Patuxent Segment	Prince George's and Anne Arundel counties	\$487,000
St. Leonard Creek/Sotterley	Patuxent River Branch/St. Leonard's Creek Segment	St. Mary's and Calvert counties	\$72,000
Benedict	Patuxent River Branch/Lower Patuxent Segment	Charles, Calvert and St. Mary's counties	\$954,000
Solomons	Patuxent River Branch/Lower Patuxent Segment	Calvert and St. Mary's counties	\$257,000
Bladensburg	Anacostia River Branch/Bladensburg Segment	Prince George's County, District of Columbia	\$120,000
Oxon Cove/Oxon Hill Farm/Mount Welby	Potomac River Branch/Middle Potomac Segment	Prince George's County, District of Columbia	\$171,000
Elkton	Head of the Bay Branch/Elkton Segment	Cecil County	\$82,000
Fredericktown / Georgetown	Head of the Bay Branch/Sassafras River Segment	Kent and Cecil counties	\$842,000
<b>Total</b>			<b>\$3,330,000</b>

developed. These projects also provide opportunities for partnerships between local organizations, outfitters, marinas and visitor services providers that already provide water access and services but that do not offer specific War of 1812 visitor experiences.

Given the overlap with existing water trails and the coordination among the federal, state and local government needed to create water-based visitor experiences, the partners involved in implementing these recommendations will need to carefully consider how all of the pieces fit together and which organization or level of government will lead the effort.

## **2. Develop Access and Infrastructure Improvements in Concert with Interpretive Programming**

The public cannot have meaningful water-based visitor experiences rooted in the War of 1812 without understanding the stories, themes and significance of the war. Residents and visitors are

fortunate to have abundant water access throughout the study area, and numerous other water trails already have been designated. Although a number of partners provide War of 1812 interpretation, this programming has not been coordinated, and significant gaps exist, especially in relation to historic resources with the significance and integrity that are the basis of the Water Trails Framework.

Access and infrastructure improvements, then, should be developed in concert with interpretive programming. This would be accomplished by integrating recommendations and action plan of the Interpretive Plan with the implementation of this plan (see tables 4 and 5). This would include, at minimum, the development of a trail guide, website and itineraries for each of the water trail branches and segments. The use of additional media to make this programming available to the public via wireless communications, buoys and kiosks should be considered. In fact, all of the wayfinding, orientation and interpretive media identified in the Interpretive Plan would enable



**WATER ACCESS**

Creating and improving public access to waterfronts is an important element of this plan. Providing water access enables visitors to understand the experience that Francis Scott Key and others had during the War of 1812.

visitors to understand the historic context and messages that would be paired with water access and infrastructure throughout the water trails network.

**3. Support the Development of Local Initiatives that Advance Projects Identified in the Water Trails Framework**

The State of Maryland, National Park Service and other major partners can support the development of water-based visitor experiences and programming by supporting local governments and organizations and by funding local initiatives. Several local organizations are planning permanent interpretive programming and infrastructure related to the War of 1812, in addition to events commemorating the bicentennial. Financial support of these projects can help to leverage state and federal resources dedicated to providing War of 1812 visitor experiences and assist local partners in their stewardship efforts.

**4. Develop Materials that Support the Water Trails Network as a Whole and Educate the Public about How to Access It.**

Each of these recommendations is based on a coordinated approach toward implementation. As noted throughout the document, the public can access the water at many points throughout the water trails network, and partners provide opportunities for water-based visitor experiences. Lacking is an integrated effort to market, promote and educate the public about the water trails network as a whole, and how to access it.

Important to this effort will be the development of a boater's guide, online maps, guides and itineraries, online web tools and applications and other materials that visitors can use to identify potential experiences and to plan their trips. (Table 4 shows how visitor experience goals can be implemented through this plan.)





## I. Introduction



# I. Introduction

*The Star-Spangled Banner National Historic Trail is a 290-mile land and water route that traces the major events of the Chesapeake Campaign of the War of 1812. Maryland suffered more raids, skirmishes and battles than any other state. It was the site of one of the most dramatic and pivotal events of the war, the Battle for Baltimore, which produced two of our most important national icons, a flag and an anthem.*

More than 600 sites associated with the war remain throughout Maryland, many on the Chesapeake Bay and its tributaries. Engaging Marylanders and visitors from around the world in this legacy and providing opportunities to experience these resources firsthand will foster natural and cultural resource education, stewardship, community revitalization and economic development through tourism.

Funded by the Chesapeake Bay Gateways Network (Gateways Network) and the Maryland Office of Tourism Development (OTD), and coordinated by the Maryland War of 1812 Bicentennial Commission, this plan was envisioned from the outset as an early, pragmatic assessment of where some strategic “first in” investments could be made to ensure that the visitor experience along the water portions of the national trail in Maryland would be ready in time for the 2012-2014 national bicentennial. Now, in fall 2010, work is nearing completion on an interpretive plan for the trail. Work has just begun on a combined Comprehensive Management Plan/Corridor Management Plan (CMP) for the trail and Star-Spangled Banner Byway. Thus, this plan seeks to acknowledge, incorporate and make recommendations for the Interpretive Plan as well as the CMP.

This plan identifies 11 significant project areas where a total of \$3.33 million could significantly elevate access, stewardship and interpretation along the water portions of the trail in Maryland. It seeks to use the temporal imperative of the upcoming bicentennial to leverage the human, financial and technical resources needed to initiate and complete these projects in the short term. Ideally, as best practice models producing visible results, these projects should have an even greater payoff in the mid- and long-term, beyond 2015. At that point bicentennial commemorative

excitement will have ebbed, the Maryland War of 1812 Bicentennial Commission will no longer exist, and the National Park Service (NPS) —the long term manager of the trail— will have different challenges in securing resources for the ongoing development, stewardship and management of the trail.

This plan contains specific recommendations to expand public access, stewardship and interpretation along trail segments on the Patuxent, Patapsco, Potomac, and Anacostia Rivers, as well as the Head of the Bay, and the Miles, Severn, Chester and Choptank Rivers and Tangier Sound. Although the plan focuses on Maryland, areas of Virginia and the District of Columbia that share these waterways are also considered. The plan takes a broad approach to the water trail visitor experience to include not only guided and self guided opportunities for touring by sail, motorized and paddle craft, but also opportunities to integrate water-based experiences with bicycling, driving or hiking trips, scenic vistas and overlooks that provide visual access to important historic sites and settings, interpretive installations at bridge crossings of waterways, and opportunities to interpret natural and cultural resources within the trail setting.

Implementing this plan will require coordinated effort of federal, state and local partners, including government agencies, non-profit and for-profit organizations and individuals. If this plan provides a blueprint for how the Commission should invest in the short term through such vehicles as its proposed \$10 million matching grant fund to leverage partner investments, the CMP, scheduled for completion in late 2011, will provide clarity on the options for long-term stewardship and management of the overall land and water trail system.

## Historic Context

The Star-Spangled Banner National Historic Trail includes the water and land routes the British military used to reach Washington D.C. and the City of Baltimore – and the corresponding routes Americans used to repel these advances – during the Chesapeake Campaign.

As the campaign unfolded, several events occurred that would become significant in American history. Many of these events occurred in or adjacent to shorelines and waterways, providing opportunities for interpretation on water and from scenic viewsheds on land.

The potential to provide quality visitor experiences is great because so many of these natural and cultural resources retain a sufficiently high degree of integrity that will be further enhanced through the types of strategic investments outlined in this plan. These water-based resources serve as the basis for the Access, Stewardship and Interpretive Opportunity Plan.

### ***The War of 1812 and the Chesapeake Campaign***

Although the War of 1812 is documented in many books, some historic context is necessary as background to the *Access, Stewardship and Interpretive Opportunity Plan*. Important among these is *The War of 1812 in the Chesapeake*, by R. Eshelman, S. Sheads and D. Hickey, which documents the historic sites and resources within the study area, and which was used as source material for this plan.

Although the details of the War of 1812 are not well understood by the American public, the conflict had a great effect on international relations. Despite winning the American Revolution, the United States had a number of lingering conflicts with the British in the years leading to 1812, including the impressment of American sailors into the British navy. These conflicts prompted President James Madison to declare war on Britain in June 1812, despite the fact that British naval vessels outnumbered the Americans 850 to 50 and that the American coast was largely open to naval attack.

American troops invaded Canada during the summer of 1812 but were defeated and withdrew. In response, the British established a naval blockade of the American coast, limiting trade and threatening the American economy. In 1813, the Americans launched another attack into Canada but were again repelled, and the British blockade was extended to Long Island.

Madison had thought Britain's ongoing war with Napoleon would hold its attention, but after the French leader was defeated in 1814, 14,000 British troops were transferred to America. One of Britain's military objectives in moving troops was to attack the Chesapeake region, a center of commerce and of America's young government. Given Britain's military advantages, many thought the Americans would fall, but the nation prevailed after a summer of heavy fighting.

In the years before the war, the Chesapeake Bay region had developed into a center of shipbuilding and international trade. Abundant natural resources, including rich topsoil, a temperate climate and access to navigable waters, served as the basis for a regional economy built on agriculture, especially tobacco, and supported by slaves. Baltimore became a hub of commerce, where free blacks established residence and enslaved Africans were shipped in and traded for items such as tobacco.

Baltimore boomed as maritime-related commerce grew. The city also became known as a nest of pirates, as some of the ships made in town were used as private vessels licensed to attack enemy ships. Aware of this activity, the British viewed Baltimore as a threat. With the nation's capital located in Washington D.C., the Chesapeake region was a prime military target.

The Chesapeake Campaign would turn out to be the only time in American history when a foreign power invaded the nation's capital. Two military maneuvers comprise the most dramatic moment of the campaign: the attack on Washington (including the Battle of Bladensburg; the burning of the White House, the Capitol and other public buildings) as well as diversionary feints; and the Battle for Baltimore.

British Vice Admiral Sir Alexander Cochrane devised the attack on Washington. He enlisted Rear Admiral George Cockburn and Major General Robert Ross to advance on the city. Cockburn thought the Americans would better be able to defend Washington if the British attacked Baltimore first, while the Americans believed Baltimore would be the British primary target in part to retaliate against their troublesome privateers.

American Commodore Joshua Barney and the U.S. Chesapeake Flotilla responded to the threat by sailing from Baltimore toward Tangier Island on the Chesapeake Bay where the British had a naval base. Near the mouth of the Potomac River, Barney encountered superior British forces and, after a brief engagement known as the Battle of Cedar Point, moved back into the relative safety of the Patuxent River and then St. Leonard Creek. The British then attacked in early June 1814 in the First Battle of St. Leonard Creek but could not displace Barney's flotilla.

The British tried to draw out Barney by attacking civilians in raids along the Patuxent, taking livestock, goods and tobacco and burning barns, warehouses, public buildings and plantations. The Americans responded with a coordinated attack in the Second Battle of St. Leonard Creek. Barney was able to escape up the Patuxent, but the British managed to continue their blockade of the Flotilla within the Patuxent. Furthermore, they could now use their pursuit of the Flotilla as pretext of their real objective, the capture of the capital.

In July 1814, the British attacked along three points, sailing up the Patuxent and landing forces at Benedict to march to Washington. Meanwhile, a smaller British squadron entered the Potomac to confuse the Americans into thinking it was the primary threat, and a second feint sailed north of Baltimore to raid the upper Chesapeake and further confuse and divert American forces.

More than 4,300 British troops departed ships at Benedict and advanced to Washington, which was largely undefended. Meanwhile, smaller British vessels pursued Barney's flotilla. Threatened

by the British, Barney destroyed his flotilla above Pig Point under orders from the Secretary of the U.S. Navy, and marched his men to join the American army in the defense of Washington.

The British advanced toward Bladensburg, a town located at the nearest fordable point across the Anacostia River toward Washington, a key location if the Americans were to burn any bridges. The Americans tried to repulse the British advance just west of town, but the British broke through and proceeded into Washington, where they burned many public buildings, including the White House and the Capitol. The government, including President Madison and his wife, fled the city, and American troops retreated toward Baltimore along many routes.

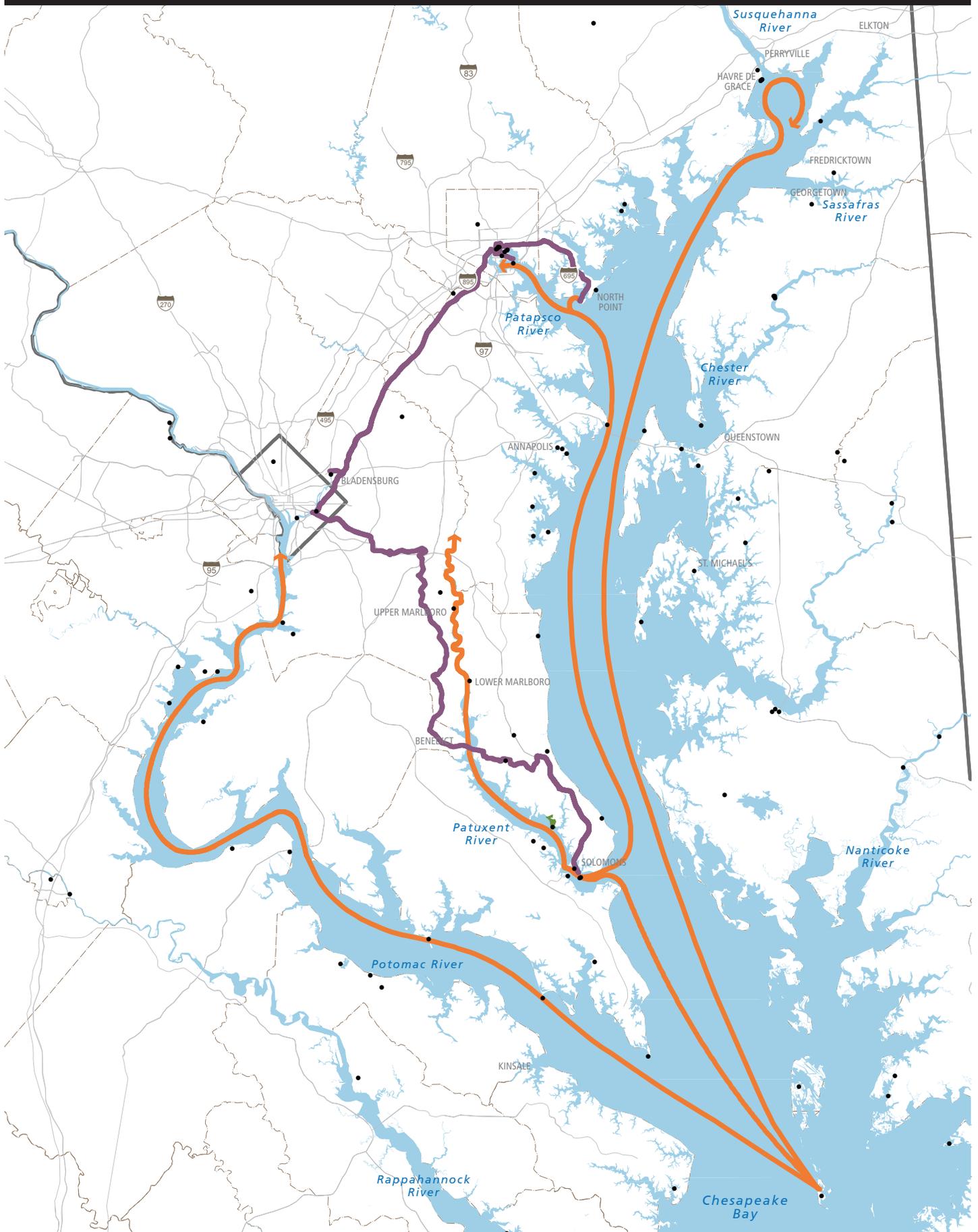
The British returned to Benedict and their ships to launch an attack on Baltimore. As the troops marched through Upper Marlboro, several deserters began looting farms. Dr. William Beanes, a local citizen, and others arrested and jailed the deserters, but the British, upon hearing the news, returned to arrest Beanes and the others, holding them in exchange for British prisoners. The British held Beanes, as the leader, aboard the HMS *Tonnant* and released the rest.

An attorney for the District of Columbia, Francis Scott Key, sought Beanes' release as a violation of the rules of war. Key and John Stuart Skinner, U.S. agent for exchange of prisoners, boarded a truce ship to meet with officers aboard the HMS *Tonnant*, sharing letters from British soldiers left behind at the Battle of Bladensburg, demonstrating the kindness given to them by their American captors. Ross, touched by the sentiment, then ordered that Beanes be released after the impending attack on Baltimore.

The citizens of Baltimore raced to defend the city. They built more than a mile of earthworks to protect the city from the British land approach via North Point. The star-shaped Fort McHenry would serve as the cornerstone of the water defense.

In September, the British fleet reached North Point near the mouth of the Patapsco. About 4,500 troops began to march to Baltimore, as warships

Map 2: Star-Spangled Banner National Historic Trail



moved toward Fort McHenry. The ships began to bombard the fort, but Major George Armistead and the Americans refused to surrender, and, after 25 hours, the British withdrew, and the fort raised its garrison flag, now known as the Star-Spangled Banner.

At the Battle of North Point, the British suffered many casualties, including Major General Ross. When the English fleet was unable to take Fort McHenry, the British land troops, facing superior numbers, withdrew back to their ships, and the Chesapeake Campaign essentially came to an end.

Key and Beanes witnessed the bombardment from the truce vessel. Key found inspiration in the scene and composed the lyrics to a song, "To Anacreon in Heaven" by John Stafford Smith, for which he had previously composed another poem. As the British retreated, the men were released, and Key finished his draft, immediately publishing it on handbills that were distributed to every person at Fort McHenry during the bombardment.

"The Defence [sic] of Fort M'Henry" was printed in the Baltimore Patriot and Advertiser on September 20, 1814 and quickly became popular as a celebration of the American victory. The lyrics/song would grow in stature over the years. Finally, in 1931, Congress enacted legislation making "The Star-Spangled Banner" the official National Anthem.

## Planning Context

### *Designation and Management of the SSBNHT*

Because of the significant events that took place in Maryland during the War of 1812, Maryland has long been home to those deeply interested in the history of war and the protection of associated resources. In 1998, a few of these groups, including the Friends of North Point Battlefield and the Chesapeake Flotilla Project, joined with OTD and the Maryland Historical Trust to form the Maryland Statewide War of 1812 Initiative.

Congress later directed NPS to study resources nationwide associated with the Revolutionary War and the War of 1812. In 2000, the American Battlefield Protection Program (ABPP), OTD and the Maryland Historical Trust launched an effort to identify and assess War of 1812 resources in Maryland.

The interest in these initiatives encouraged Senator Paul Sarbanes of Maryland to introduce legislation that became Public Law 106-145, the Star-Spangled Banner National Trail Study Act of 1999. Congress later directed the Department of Interior to study the route of the British invasion of Maryland and Washington D.C. and of the American defense during the War through an amendment to the National Trail System Act.

In 2004, the SSBNHT Feasibility Study and Environmental Impact Statement was completed. This study evaluated the feasibility and desirability of designating routes, used by the British and Americans during the War of 1812, against National Trail System and National Historic Landmark criteria. Eight potential land and water trail segments were analyzed, and five (see Map 2) met all three criteria (Table 2).

-  Proposed Land Route of the Star-Spangled Banner Byway and National Historic Trail (as of 2010)
-  General Water Route of the Star-Spangled Banner National Historic Trail (as of 2010)
-  Chesapeake Bay Gateways and Watertrails Network Partners

**Table 2: National Trail System Criteria**

Criterion	Description
1	a trail or route established by historic use with historical significance; location must be sufficiently known; potential for public recreation
2	a trail must be of national significance with respect to several broad facets of American history; historic use of the trail must have had a far-reaching effect on broad patterns of American culture
3	significant potential for public recreational use or historic interest based on historic interpretation and appreciation

Historic trails designated under the National Trails System Act must be at least 100 miles long. The eight segments evaluated in the Feasibility Study totaled almost 550 miles, including several significant water trail segments: The water trail up the Patuxent River is more than 80 miles, while the two feints, one on the Potomac River and one on the Chesapeake Bay, are 128 miles and 80 miles, respectively. The segment of the water-based route from the lower Bay to Baltimore is more than 85 miles (Map 2).

In 2008, Congress passed legislation to designate and implement the Trail in the National Trails System. The SSBNHT, as defined in Public Law 110-229, consists of “water and overland routes ... extending from Tangier Island, Virginia, through southern Maryland, the District of Columbia, and northern Virginia, in the Chesapeake Bay, Patuxent River, Potomac River, and north to the Patapsco River, and Baltimore, Maryland, commemorating the Chesapeake Campaign of the War of 1812 (including the British invasion of Washington, District of Columbia, and its associated feints, and the Battle for Baltimore in summer 1814).”

NPS has assigned the Chesapeake Bay Office with the responsibilities to administer the Trail and the Captain John Smith Chesapeake National Historic Trail (“CAJO”) and to facilitate and coordinate the Chesapeake Bay Gateways Network program. The main stem of the Chesapeake Bay is a primary component of the CAJO, designated as a National Historic Trail (NHT) in December 2007 to commemorate the voyages of Captain John Smith on the Chesapeake Bay and its tributaries.

CAJO is the nation’s first designated national water trail and covers approximately 3,000 miles of the Chesapeake Bay throughout Maryland, Delaware, and Virginia, including parts of the Nanticoke River, Fishing Bay, and the southern reaches of Elliott’s and Hooper’s Islands in Dorchester County.

The Gateways Network is a collection of more than 160 parks, refuges, museums, historic sites and water trails throughout the Chesapeake Bay watershed that provide the public with opportunities to access, enjoy, understand and appreciate the natural, cultural, historic and recreational resources and values of the Chesapeake Bay and its tributaries, and to engage in their stewardship.

By linking these sites, the network provides a venue for partners to connect natural, cultural, historical and recreational sites throughout the region and enable the public to learn about the Bay’s diverse stories, experience its history and enjoy its natural beauty.

The Gateways Network seeks to enable the public to:

- better understand the Chesapeake by enhancing interpretation and education about the Bay watershed’s special places and stories;
- access these special places through information, maps, guides and improvements for a system of Gateways and linking land and water routes; and
- appreciate the part they play in the Bay’s survival, and how they can become involved in conserving and restoring the natural, cultural, historical and recreational resources of this national treasure.<sup>1</sup>

NPS provides technical support to maintain the network and financial support in the form of grants to the partner organizations to develop projects. Over time, the network has expanded, but not every organization that provides water access, interpretation or visitor services within the Chesapeake Bay region is a Gateways Network partner.

<sup>1</sup> <http://www.baygateways.net/goals.cfm>

The finite capacity of the Gateways Network to support all existing and potential partners and programs, the geographic scale of the Trail, and the volume of programs and partners within the Chesapeake Bay region all highlight the need for the National Park Service, the State of Maryland, local governments and organizations, both public and private, to work together to implement this plan.

### **Related Planning Documents**

The *Access, Stewardship and Interpretive Opportunity Plan* is one of several plans that has been or is being written to develop the Star-Spangled Banner National Historic Trail.

#### *Comprehensive Management Plan/Corridor Management Plan*

The National Trails System Act requires that every national historic trail have a *Comprehensive Management Plan* (CMP) that describes how the trail will be managed. A CMP establishes the administrative objectives, policies, processes, and management actions needed to fulfill the preservation and public use goals established in the National Trails System Act.

The CMP defines objectives for preserving natural, historical and cultural resources, as well as for managing visitor use and experiences. It also provides a framework for future partnership activities that will enable public use and understanding of the trail's history as well as public appreciation of the trail's resources.

The CMP for the Trail is being developed in conjunction with a *Corridor Management Plan* for the planned Star-Spangled Banner National Scenic Byway, which traces the movement of British and American troops during the Chesapeake Campaign. NPS, OTD and the Maryland State Highway Administration (SHA) entered into a Memorandum of Agreement to develop the Comprehensive Management Plan in concert with the Corridor Management Plan, the latter of which the Federal Highway Administration requires for designation of a National Scenic Byway.

#### *Interpretive Plan*

NPS has developed the *SSBNHT and Star Spangled Banner Scenic Byway Interpretive Plan*. As the plan states:

*Interpretive planning establishes a framework and guidance for interpretive programming and services for a site, park, trail or other venue. Interpretive plans identify the essential stories, meanings and visitor opportunities that will enable varied audiences to experience special places in engaging, memorable ways (October 2010 draft, p. 9).*

The Interpretive Plan identifies the Trail's primary themes, describes desired visitor experiences and objectives, and recommends interpretive services and outreach activities to help Trail partners communicate the Trail's purpose, significance and opportunities to the public. The plan seeks to communicate the significance of the Trail's historic sites, events and resources to the public.

*With numerous individual sites and organizations offering interpretive services, providing cohesive and complementary interpretation will be challenging. This plan provides general interpretive guidance for Trail partners and encourages consistent messaging at sites along the Trail ... Providing a seamless visitor experience along the Trail will enable Trail users to benefit from consistent messaging, easy access to a variety of places, and a broad range of opportunities, (ibid. p. 4).*

Drawn from the Trail's purpose and significance, the interpretive themes will help NPS and its partners develop interpretive programming, visitor services and media products that are tailored to specific historic sites and resources. The themes suggest potential topics, storylines and interpretive approaches for trail settings, including small local historic sites, large museums, land and water trails, and educational programs. Interpretive programming includes maps and written materials, digital media, itineraries, scripts and more.

**Table 3: Star-Spangled Banner National Historic Trail Interpretive Themes**

Theme	Description
Theme 1: Prominent role of the Chesapeake in military aspects of the War of 1812	Soon after gaining independence, Americans resisted a land and water invasion by Great Britain during the War of 1812, and the military events in the Chesapeake Bay region were central to the outcomes of the broader three-year struggle that established the foundation for the United States' economic independence and military strength.
Theme 2: Individuals and what they endured during the war	During the War of 1812, individuals in the Chesapeake Bay region endured great political, economic and emotional upheaval and faced personal choices that profoundly impacted domestic life, influenced the evolution of U.S. government and commerce, and had ramifications far beyond the battlefield.
Theme 3: Significance of the Chesapeake region in era of War of 1812	In the early 1800s, the Chesapeake Bay region - due to its central location on the eastern seaboard, network of navigable waterways, robust natural resources, and fertile agricultural lands – served as a hub for trade, industry and government, and thus, was a prime target for the British.
Theme 4: Creation of symbolic icons of flag and anthem during the Chesapeake Campaign	The United States flag and "The Star-Spangled Banner" anthem - symbolizing the endurance of both the new nation and the American character - inspired a renewed sense of nationalism in U.S. citizens after the War of 1812, and endure today as potent international icons of the United States of America.

**Maryland War of 1812 Bicentennial Commission**

As outlined in the plan introduction, the Maryland War of 1812 Bicentennial Commission will play an important role in investing in and promoting the implementation of the *Access, Stewardship and Interpretive Opportunity Plan* as the bicentennial approaches.

In 2007, Gov. Martin O'Malley of Maryland issued an executive order to establish the Maryland War of 1812 Bicentennial Commission. The Commission is charged with coordinating the commemoration of Maryland's national contributions to the War of 1812 and to "stimulate and coordinate investment in the commemoration of the bicentennial of the War of 1812 for maximum benefit to Marylanders."

The commission's vision states that: "the bicentennial of the War of 1812 is a one-time chance to elevate Maryland globally as a premier location to live, work and visit, and to increase economic opportunities for Marylanders." The commission's goals include supporting actions that enable:

- Inclusion and statewide participation: To ensure all Marylanders have the opportunity to participate and benefit from bicentennial activities.

- Resource stewardship: To ensure all resources in Maryland related to the War of 1812 are identified, protected, sustainably developed and interpreted.
- Education: To ensure all Marylanders have engaging opportunities to learn and that Maryland is recognized as the most important portal to understanding the significance and relevance of the events of the War of 1812.
- Tourism and economic development: To ensure increased tourism investments and expenditures from which all Marylanders have opportunity to benefit.

In 2009, the commission completed an action plan entitled *Star-Spangled 200: A National Bicentennial in Maryland*. The commission developed four interpretive themes, with public input, that should guide the implementation of War of 1812 programming:

- Inspiration: Maryland is a special American place that excels in inspiring invention and creativity.
- Unity: Marylanders have always been an especially diverse people, who have led the nation when working together for a common purpose.



**Water taxi dock at Fort McHenry National Monument and Historic Shrine, Baltimore, MD**

- Preparedness: Marylanders excel at executing sound plans to ensure the security of the state and nation.
- Courage: Marylanders have exhibited extraordinary courage, even when faced with overwhelming odds, in defense of our freedoms.

The *Access, Stewardship and Interpretive Opportunity Plan* fits within the commission's mission by expanding opportunities for visitors to experience the stories of The Star-Spangled Banner and the War of 1812.

As the Commission's plan states:  
*The range of proposed investments in this Plan, not only in programming and events, but in conservation of Maryland's War of 1812-associated natural and cultural resource base, educational programming, community revitalization, and economic development through*

*tourism will produce additional benefits to improve the quality of life of Marylanders. In addition to the ample economic and quality of life benefits bicentennial investments will generate, the greatest benefits may result from the elevated profile Maryland will enjoy among statewide, national, and international audiences resulting from the refresher course on the significance of this uniquely Maryland national heritage story.*





## II. Visitor Experience



## II. Visitor Experience

*The focus of the Access, Stewardship and Interpretive Opportunity Plan is to identify the best opportunities for the public to experience the events of the War of 1812 from the water. This plan seeks to put people “in the shoes” of Francis Scott Key and others at the locations in and along waterways where historic events of the war occurred, so that the history of the war can come alive. This plan also seeks to provide large numbers of people with memorable experiences that will motivate them to become stewards of the trail and of the Chesapeake Bay.*

The Maryland Department of Natural Resources defines a water trail as “an identifiable and designated route along or across a body of water that provides recreational, aesthetic, alternative transportation or educational opportunities to motorized and non-motorized users of all ages and abilities.” As such, a water trail is not solely for paddlers on canoes and kayaks but serves recreational boaters of all types, including motorized vessels.

The SSBNHT’s visitor experience objectives are defined in the Interpretive Plan. Several factors helped to define these objectives: the Trail’s interpretive themes, the needs and desires of visitors, the types of experiences that are possible and appropriate along the Trail, and the capacity of partner organizations to support these experiences. Table 4 outlines how the *Access, Stewardship and Interpretive Opportunity Plan* addresses these visitor experience objectives.

*The Access, Stewardship and Interpretive Opportunity Plan* takes a broader approach to visitor experience to include the integration of water-based visitor experiences with bicycling, driving or walking trips, scenic vistas and overlooks, public art, and opportunities to interpret natural and cultural resources within the Trail setting.

### Visitor Experience Objectives

Visitor experience marks an important intersection of interpretive and trail planning. How the visitor understands this experience and whether this experience fosters an emotional connection with the events, stories and settings embodied in the Trail ultimately will determine the effectiveness of trail improvements and programming.

The Interpretive Plan attempts to combine what visitors want and expect with a range of experiences that fulfill these expectations while providing a broader context for what visitors have the opportunity to do. The *Access, Stewardship and Interpretive Opportunity Plan* is one mechanism to implement the Interpretive Plan.

**Table 4: Visitor Experience Objectives**

Visitor Experience Objectives <i>(from the Interpretive Plan)</i>	How Visitor Experience Objectives Can Be Achieved
<b>Trail Orientation</b>	
<ul style="list-style-type: none"> <li>• Understand the purpose of the Trail, how the Trail is managed, and who the various partners are.</li> <li>• Understand that there are multiple ways to experience the Trail, and that, through various settings and interpretive means, the Trail traces the routes and events of the Chesapeake Campaign.</li> <li>• Understand that the Trail consists of both land and water sites and routes that are accessible via a variety of transportation modes including guided and self-guided car or bus touring, biking, hiking, paddling, sailing, motor boating and more.</li> <li>• Feel as though they are a part the larger story of the Chesapeake Campaign and the Bay region as they move from site to site along the Trail, and as they experience recreational opportunities associated with the Trail.</li> <li>• Understand that the Trail is evolving, and learn about new opportunities that become available as the Trail develops.</li> <li>• Understand that the Trail links to other visitor experiences and services available in the region.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop trail guides that describe the water trail segments, identify the agencies and organizations that support the trail and provide visitor services, and identify access points and opportunities for visitor experience throughout the Trail</li> <li>• Include material in trail guides that links trip itineraries with information about important historic events and trail themes</li> <li>• Create opportunities for multi-modal visitor experiences, including water and bicycling, water and touring, and water and hiking experiences</li> <li>• Update materials as new experiences, access points and infrastructure becomes available to the public</li> </ul>
<b>Trip Planning</b>	
<ul style="list-style-type: none"> <li>• Locate and explore Trail-related sites in a convenient, safe manner through use of media and wayfinding that will be easily accessible via the Internet, at designated Trail sites, and en route on land and water segments of the Trail.</li> <li>• Incorporate Trail-related interpretive programs, special events and other activities into their travel plans.</li> <li>• Learn about and access the Trail through other Trails and various Gateway experiences.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop interpretive programming in concert with infrastructure and access improvements</li> <li>• Provide links to online resources in printed trail guides and material</li> <li>• Create online and recorded platforms that enable visitors to access information along the trail, whether on water or on land</li> </ul>
<b>Touring/Experiential</b>	
<ul style="list-style-type: none"> <li>• Explore and enjoy Trail resources in ways that are engaging, meaningful, safe and user-friendly.</li> <li>• Enjoy numerous recreational opportunities along the Trail, including hiking, bicycling, auto touring, picnicking, paddling and motor boating, bird-watching and geocaching.</li> <li>• Feel as if they are on a journey or adventure whether they are at the National Museum of American History or Fort McHenry, paddling along a water trail, driving on a Scenic Byway, or enjoying a guided tour.</li> <li>• Feel a renewed sense of pride in the symbolism and ideals represented by “The Star-Spangled Banner” anthem and the United States flag.</li> <li>• Feel an appreciation for why and how the landscapes and economy of the Chesapeake Bay were significant in 1812, and why they are still significant today.</li> </ul>	<ul style="list-style-type: none"> <li>• Create evocative experiences that enable visitors to look at resources through the eyes and in the shoes of the people who lived through and participated in the War of 1812</li> <li>• Provide a range of boating experiences</li> <li>• Design infrastructure to ensure that visitors are safe and that serve a range of age groups</li> <li>• Create multi-modal opportunities that enable visitors to pair</li> <li>• Create opportunities for visitors to experience historic resources within the context of natural and cultural resources</li> </ul>

**Table 4: *continued***

Visitor Experience Objectives <i>(from the Interpretive Plan)</i>	How Visitor Experience Objectives Can Be Achieved
<ul style="list-style-type: none"> <li>• Gain exposure to varied landscapes and waterways, cultural features and enclaves, migratory and resident wildlife, and the diverse communities of the Bay region.</li> <li>• Feel inspired by and deeply appreciative of the beautiful, unspoiled landscapes and seascapes of the Bay and its surroundings.</li> <li>• Feel inspired to contemplate how the Bay has shaped human settlement/development and how humans have affected the Bay.</li> <li>• Visit additional, lesser known Trail sites and routes, and encourage others to discover the Trail, as a result of their explorations along the Trail.</li> <li>• Gain an appreciation for the communities and landscapes where these stories are shared.</li> </ul>	
<hr/> <p><b>Interpretation and Educational</b></p> <hr/>	
<ul style="list-style-type: none"> <li>• Learn that the three-year War of 1812 was a pivotal domestic and international undertaking for the new United States.</li> <li>• Learn that during the War of 1812, British troops invaded the Chesapeake Bay region and captured and burned much of our nation's capitol before being pushed back at Fort McHenry – a pivotal battle which helped determine the outcomes of the war.</li> <li>• Learn that the Chesapeake region was a center for agriculture, maritime trade and commerce during the early 19th century, just as it is today.</li> <li>• Learn about the military movements of the British and Americans, and how the Trail attempts to trace these movements.</li> <li>• Learn about the inspiration behind and the writing of our national anthem, The Star-Spangled Banner, by Maryland attorney Francis Scott Key.</li> <li>• Learn about the international context and key causes of the War of 1812.</li> <li>• Learn about the War of 1812 relative to other American military conflicts, including the Revolutionary and Civil wars.</li> <li>• Feel a personal connection with the human dilemmas and dangers faced by individuals (military and civilian) during the War of 1812.</li> <li>• Learn about the history of the Chesapeake region in the aftermath of the War of 1812.</li> <li>• Hear, read and see portrayals (through media and living history presenters) that give voice to historically verified personalities involved in the Chesapeake Campaign of the War of 1812 and the creation of our national anthem.</li> <li>• Engage in immersive, interactive exploration – touring sites, attending concerts, viewing artwork, watching reenactments – of various aspects of the War of 1812 and the creation of our national anthem.</li> </ul>	<ul style="list-style-type: none"> <li>• Create context for and access to the most significant historic sites and resources</li> <li>• Create a signature experience based on the experience of Francis Scott Key in writing the Star-Spangled Banner</li> <li>• Create evocative experiences that enable visitors to look at resources through the eyes of the people who lived through and participated in the War of 1812, especially from the water</li> <li>• Identify American and British troop movements on trail signs and markers</li> </ul>

*(continued on next page)*

## Visitor Experience Objectives (from the Interpretive Plan)

## How Visitor Experience Objectives Can Be Achieved

- Engage in activities that provide the sense of standing in the shoes of key figures and everyday people in urban and rural America, circa 1814.
- Physically experience (see, hear, touch) actual historic sites, waterways and resources that were pivotal to the Chesapeake Campaign of the War of 1812 and the creation of the national anthem.
- Participate in Trail-related special events such as festivals, military encampments and battle reenactments, fun runs, arts events and musical programs along the Trail.
- Understand that the War of 1812 is part of a larger story in our nation's development from a colony into a world power.

### Stewardship

- Understand the importance of the natural, historical and cultural resources that are significant to the Trail.
  - Feel inspired and empowered to enhance and protect the natural, historical and cultural resources that are significant to the Trail.
  - Engage in historic preservation and environmental education programs, scientific research and stewardship activities along the Trail.
  - Volunteer in various capacities for sites, partners or venues along the Trail.
  - Become active stewards, and supporters of the Chesapeake Bay and its natural, historical and cultural resources, especially those that are significant to the Trail.
  - Understand the need for community revitalization, Bay restoration and landscape preservation.
  - Feel inspired and empowered to enhance, protect and conserve Bay resources.
- Create water-based visitor experiences that evoke the War of 1812
  - Create water-based experiences that highlight the significance and integrity of historic sites and resources
  - Actively encourage visitors to water trails to participate in stewardship activities
  - Support local partners in providing interpretation of important events and resources along water trails
  - Provide information and opportunities for visitors to actively participate in interpretive programming along water trails
  - Highlight the connection between historic resources located near the water trails and the context in which they are located today



**Table 5: Visitor Types**

Type of Visitor	How These Visitor Types Can Be Served
<p><b>Recreational Users</b></p> <p>Visitors seeking outdoor and/or adventure experiences can be projected as a large constituency for the Trail. Recreationists will find ample opportunities along the Trail such as:</p> <ul style="list-style-type: none"> <li>• driving tours for automobiles, buses and motorcycles;</li> <li>• extensive land trails in urban and rural settings for hikers, bicyclists and joggers;</li> <li>• a system of water trails for paddlers and small craft operators;</li> <li>• water access sites for sailboats and larger motor craft;</li> <li>• fishing and camping (as sites allow); and bird watching</li> </ul>	<ul style="list-style-type: none"> <li>• Create multi-modal opportunities to connect the water trail with hiking, bicycling and auto touring itineraries</li> <li>• Promote linkages between the Water Trails Framework and existing water trails within the study area</li> </ul>
<p><b>Cultural and/or Heritage Travelers</b></p> <p>This type of visitor is seeking experiences where the destination, buildings and surroundings have historic character. This visitor type includes history buffs, military hobbyists, general cultural heritage tourists, as well as families seeking family-friendly destinations and events and vacationers to the Bay who seek to enrich or expand their beach vacations.</p>	<ul style="list-style-type: none"> <li>• Create interpretive materials to provide context for water-based visitor experiences, with emphasis on historic resources</li> <li>• Create signature experiences that highlight the history of the War of 1812 and get visitors “in the shoes” of important characters such as Francis Scott Key</li> </ul>
<p><b>Area Residents</b></p> <p>Local visitors along the Trail can be expected to view the Trail as a recreational, social and educational resource. Residents will likely utilize the Trail’s parks, open space, and land trails for hiking, bird watching, jogging and family outings such as picnicking. Some will tour the local water trails. Residents may discover area historic sites, participate in special events, attend interpretive programs or volunteer at a Trail site.</p>	<ul style="list-style-type: none"> <li>• Provide opportunities for full- and half-day trips on canoes, kayaks and motorized boats</li> <li>• Connect local residents to the trail via local partners to participate in stewardship activities</li> <li>• Provide materials about events at key sites along Water Trails Framework</li> </ul>
<p><b>Educational Visitors</b></p> <p>Youth/students are anticipated to be frequent visitors at sites along the Trail. These groups include: K-12 and college-level student groups engaged in formal, curriculum-driven on-site learning programs; home-schoolers; summer youth-camp participants; and members of organized youth groups such as Scouts, 4-H, church, elder hostel and veterans groups.</p>	<ul style="list-style-type: none"> <li>• Emphasize guided tours, for recreational purposes as well as guided interpretive tours</li> <li>• Provide created to support the Trail can be used as educational materials for student visitors</li> </ul>
<p><b>Accidental Tourists</b></p> <p>The Trail is located within two major metropolitan areas and a popular vacation area: Washington, D.C., Baltimore and the Chesapeake Bay. Many people may visit these areas for purposes other than cultural/heritage tourism, recreation or education. In the course of their primary purpose for visiting these areas, they may be interested in experiencing the Trail and its sites and landscapes during short periods of time. Effective marketing will raise awareness of the resources of the Trail to these “accidental tourists.” Examples of these tourists include: business travelers; conference/convention attendees; and Bay vacationers seeking to enrich or expand their beach vacations.</p>	<ul style="list-style-type: none"> <li>• Raise the profile of the War of 1812 by providing visitor experiences in highly-populated and traveled areas, as well as unique experiences that visitors cannot have elsewhere, such as a Francis Scott Key experience and the Scorpion archeology project near Pig Point</li> <li>• As with area residents, identify and market half-day and short duration visitor experiences such as half-day paddling trips and guided interpretive tours</li> <li>• Use public art along bridges as an opportunity to market other War of 1812 visitor experiences</li> </ul>
<p><b>Virtual Visitors</b></p> <p>This increasing segment of Trail users may experience the Trail solely via electronic media. Providing engaging, information-rich online experiences is critical in reaching this audience. Websites with in-depth interpretive content, interactive elements and links to additional information and services will help visitors effectively explore the Trail online.</p>	<ul style="list-style-type: none"> <li>• Create interpretive programming that supports water-based visitor experiences, including web-based trail guide, recorded programming and web-based material; the Francis Scott Key signature could be offered as an online experience (with video link to a buoy at HMS <i>Tonnant</i> anchorage location)</li> </ul>

## Visitor Types

The Interpretive Plan identifies the types of visitors who are likely to be drawn to the Trail. The plan notes that more than 10 million people live within a two-hour drive of the trail, in addition to others who would travel from longer distances to take advantage of the recreational, scenic and historic resources of the Trail and the region generally.

The Interpretive Plan identifies broad categories of visitor types based on historical tourism patterns as well as projections of future tourism, demographic trends, and the Trail's historical and cultural resources. The plan identifies six types of visitors: recreational trail users, cultural/heritage travelers, area residents, educational visitors, "accidental" tourists and virtual visitors. Cultural and heritage tourists are identified as the largest potential segment of likely Trail visitors.

Each visitor type is likely to want to experience the trail in different ways. For example, virtual visitors may use social media and websites to learn about historic resources, while area residents may use hiking trails or shorter paddling routes. As the Interpretive Plan notes, each group will not be a priority audience for each site, but visitor types, generally, can help partners understand the types of visitors they can and will serve.

Understanding visitor types can help partners target the types of visitors they can and will serve.

### **Targeted Audiences**

The visitor type categories are intentionally broad, intended to describe segments of the public the Trail will attract. Targeted audiences, by contrast, are defined narrowly so that interpretive programming, media and facilities can be developed to address their particular interests and needs. Table 5 outlines visitor types and identifies how their needs can be served.

The Interpretive Plan encourages trail partners to identify targeted audiences, meet their objectives, and respond to local needs. Promoting the trail and associated resources to specific visitor types can serve to attract more visitors to the trail. Higher levels of use would be expected where resources are clustered or are close to population centers.

The plan identifies several audiences for interpretive programming and outreach activities within the next five years, including:

- Cultural heritage tourists living within 300 miles of the trail who have demonstrated interests in American history, military and maritime history (through previous trips, organizational memberships, etc.) or "Americana" (i.e., historic houses, decorative arts, living history, period arts and crafts);
- Residents, including individuals and small and large multi-generational family groups, living within 100 miles of the trail;
- Walkers/hikers, including visitors interested in local walking tours, as well as avid hikers seeking longer treks, and bicyclists, including individuals and organized bicycle touring clubs;
- Water-based recreational visitors, including people interested in self-guided explorations of water trails and others seeking commercial tour-operated excursions;
- Students in fourth, fifth, eighth and 11th grades who are learning about the War of 1812 as part of state and federal level social studies and curriculum requirements; and
- Virtual trail users who learn about the War of 1812 via electronic media or use electronic media to plan trips.<sup>2</sup>

### **Types of Water-Based Visitor Experiences**

A variety of visitor experiences have been identified in this plan to serve a range of trail users, from paddlers to boat enthusiasts, to people who are drawn to the historic significance of the historic resources and sites, as well as naturalists and tourists drawn to the number, proximity and breadth of attractions in the region.

#### **Paddling Trips (Guided or Self-Guided)**

Paddling trips are one type of vessel-related visitor experience. Trips can be characterized by their length and duration. Half- and full-day trips are up to three and five miles, respectively, and can be developed as loops so that paddlers do not need transport to return to their starting point.

<sup>2</sup> Star-Spangled Banner National Historic Trail and Star-Spangled Banner Scenic Byway Interpretive Plan, August 2010 draft, pp. 31-32.

Minimum water depths of up to a foot are needed for canoes and kayaks.

Longer trips usually require an overnight stay. For purposes of the plan, a multi-day paddling trip is defined as two to three days, covering 15 to 20 miles, and paddling expeditions, which are longer than multi-day paddling trips and are more likely to involve groups of paddlers, as five to seven-day trips covering 30 to 45 miles. All types of paddling trips can be guided or self-guided.

The *Access, Stewardship and Interpretive Opportunity Plan* is intended to support a variety of visitor experiences, so the water trails developed under this plan should accommodate a range of paddling trips. Shorter trips will appeal to local residents who can complete a water trail experience within a short drive of their home. Emphasis should be given to these types of paddling experiences as a way to encourage use of the water trails.

However, the majority of waterways in Maryland do not have official classifications, and trail users should be referred to websites maintained by the Maryland DNR, NOAA, USG and local river commissions for updated information on waterway conditions, tides and weather data. A formal assessment of waterways was not completed in this plan.

Generally, the experiences developed for this plan are aimed at novice paddlers. More challenging experiences will attract more seasoned paddlers. Trails should be developed for this visitor type as well, as these types of routes will serve paddlers from inside and outside the region who want a unique experience related to the natural features and historic resources along the Trail. Baltimore's Inner Harbor, for example, will require more paddling experience because of the volume of ship traffic and adjacent land uses around the Harbor.

The facilities required for paddling trips will vary based on the experience type. These facilities can include parking, food, potable water, restrooms and overnight accommodations. Table 6 summarizes the characteristics of and

requirements for all types of vessel-related visitor experience types, including paddling trips.

### ***Motorized Boat and Sailing Trips (Guided or Self-Guided)***

Motorized boat and sailing trips are guided and self-guided and include powerboats, sailboats and jetskis. A small motorized watercraft generally would be less than 18-feet in length and require minimum water depth of two feet. One-day trips can cover 10 to 50 miles as a loop. Such trips require a dock, soft or hard launch or marina, as well as parking and restrooms.

Larger motorized watercrafts are generally larger than 18 feet, with accommodations on board. These types of vessels can support trips of two to seven days, covering 60 to 200 miles. These types of vessels have many needs for visitor services, including parking, food service, fuel, boating supplies, potable water, electric service, pump outs and restrooms. Access is provided through hard launches and marinas.

Sail trips are another type of self-guided experience. Trips can be of varying length but are generally one to seven days, covering 40 to 150 miles. Minimum water depths of four feet are needed to support the experience, and visitor service needs are the same as large motorized boats. Soft launches or marinas can be used to access the water trail.

### ***Multi-Modal Experiences***

Multi-modal trips combine the characteristics of vessel-related visitor experiences with opportunities to experience and interpret land-based resources and trails.

The Gateways Network includes several land-based experiences, and land-based trails specific to the Trail will be developed as part of the Comprehensive Management Plan and future planning efforts.

An experience combining paddling and bicycling is one type of multi-modal trip. Thematic trails could serve as combined water-bicycle trips tracking the events of the Chesapeake Campaign, such as from North Point to Baltimore and

Benedict to Bladensburg. This type of experience could be completed over a number of days and cover distances of 15 to 20 miles.

The types of services needed to support this experience would include parking, food, water, restrooms and, potentially, overnight accommodations. Access requirements would be the same as with other paddling trips.

### ***Public and Guided Tours and Charters***

Visitors who do not want to paddle or who do not own or want to rent a boat can have a water-based experience by taking a guided interpretive tour. A number of commercial tour operators provide this service within the study area, some of which already offer interpretation of the Chesapeake Campaign or the War of 1812. In other locations, service can be expanded. For example, water taxi service in the Inner Harbor serves Fort McHenry. By providing interpretation on this service, NPS can provide visitors with stories of the Battle for Baltimore and of Francis Scott Key's experience from the water, which helps to "put them in the shoes" of Key and others who lived through and participated in the war.

Interpretation also can be provided on large cruise ships that originate in Baltimore and travel through the Chesapeake Bay, as tourists on these vessels receive a water-based experience along the Trail but likely are unaware of it in the absence of interpretive programming. This is a significant experience type in terms of potential number of people it could serve: up to 200,000 per year on ships already originating in Baltimore.

This type of experience also includes charters, private tours and shuttle services.

### ***Scenic Views***

The Trail provides opportunities to communicate to the public how the experiences of the historic, natural and cultural resources along the Trail are interrelated. This type of experience can draw visitors into the context of the War of 1812 by evoking the historic period through scenic views and experiences in natural habitats and the naval military strategies undertaken during the war.

Visitors do not need to travel on vessels to experience the stories of the war. In many locations, the setting evokes the War of 1812



**A kayaker paddles near Mount Calvert along the Patuxent River in Prince George's County.**

**Table 6: Characteristics of and Requirements for Vessel-Related Visitor Experiences**

Trip Characteristics				Facility and Trail Requirements																	
Vessel-Related Experience Type	Guided or Self Guided	Duration	Distance (miles)		Type of Trail Experience		Vessel Draft	Types of Visitor Services						Types of Access							
			Minimum	Maximum	Loop	Multiple Trailheads		Minimum water depth (feet)	Parking	Food Service	Fuel	Boating Supplies	Potable Water	Electric Service	Pump outs	Restrooms	Overnight Accommodations	Dock	Soft Launch/Car top	Hard Launch/Ramp	Marina
Paddle Trip	Self/Guided	Half day	2	3	●		1	●										●	●		
Paddle Trip	Self/Guided	Full day	5	5	●		1	●							●			●	●		
Multi-Day Paddle Trip	Self/Guided	2-3 days	15	20	●	●	1	●	●			●			●	●		●	●		
Paddle Expedition	Self/Guided	5-7 days	30	45	●	●	1	●	●			●			●	●		●	●		
Multi-Modal Paddle/Bike Trip	Self/Guided	3 days	15	20	●	●	1.5	●	●			●			●	●		●	●		
Small Powerboat Trips	Self	1 day	10	50	●		2	●							●			●		●	●
Large Powerboat Trips	Self	2-7 days	60	200	●	●	4	●	●	●	●	●	●	●	●	●		●		●	●
Sailing Trip	Self	1-7 days	40	150	●	●	4	●	●	●	●	●	●	●	●	●		●			●

period, either from the water or to the water from land. These settings include historic resources, as well as forested and agricultural land and natural and cultural resources that evoke the historic period and context.

Scenic vistas include panoramic views from bridges over rivers that provide opportunities for travelers to visualize and understand some of the most significant historic resources and cultural landscapes associated with the Chesapeake Campaign. Views to and from parks, reserves, land trusts and protected landscapes are important resources along the Trail.

This type of experience also can be provided by providing War of 1812 interpretive materials along water trail routes that traverse areas of environmental, ecological, natural and cultural interest.

Although public use of these resource areas may cause occasional intrusions on some trail segments, potential use conflicts can and should be addressed by the trail partners and mitigated as necessary as visitor experiences along these segments are established.



### III. Water Trails Framework



### III. Water Trails Framework

*The Access, Stewardship and Interpretive Opportunity Plan was developed before the Comprehensive Management Plan process for the Trail began. The CMP will identify and formally designate the Trail’s “high potential route segments” and “high potential historic sites” under the National Trails System Act.*

In the absence of these formal designations, a “Water Trails Framework,” or network of water trail segments, was developed, based on War of 1812 resources and sites with proximity to Maryland’s waterways (the methodology used to define ‘proximity’ is explained below).

The Water Trails Framework serves two purposes: it defines where War of 1812 water-based visitor experiences are and, by focusing on resources with the highest degrees of significance and integrity, helped to prioritize potential projects.

#### **Methodology**

The analysis began by mapping the historic resources evaluated in 2010 by the Maryland War of 1812 Bicentennial Commission’s Resource Stewardship and Visitor Experience Committee. The committee evaluated all War of 1812 resources in Maryland based on their significance, integrity and accessibility, using a process modeled on the evaluation completed for the *Report to Congress on the Historic Preservation of Revolutionary War and War of 1812 Sites in the United States*.

The committee completed the evaluation as a way to assign priority to investments to be made by the State of Maryland and other partners in preparation for the bicentennial of the War of 1812. This evaluation was intended to serve as input to the *Access, Stewardship and Interpretive Opportunity Plan* and is being used in the development of the Comprehensive Management Plan.

To define branches and segments of the Water Trails Framework, locations of historic resources with high degrees of significance and integrity were considered that, when connected, are likely to generate a high quality water trail experience. This analysis yielded a Water Trails Framework map that identified, as components, potential

water trail branches and segments, as well as concentrations of historic resources that were studied in detail as potential project areas.

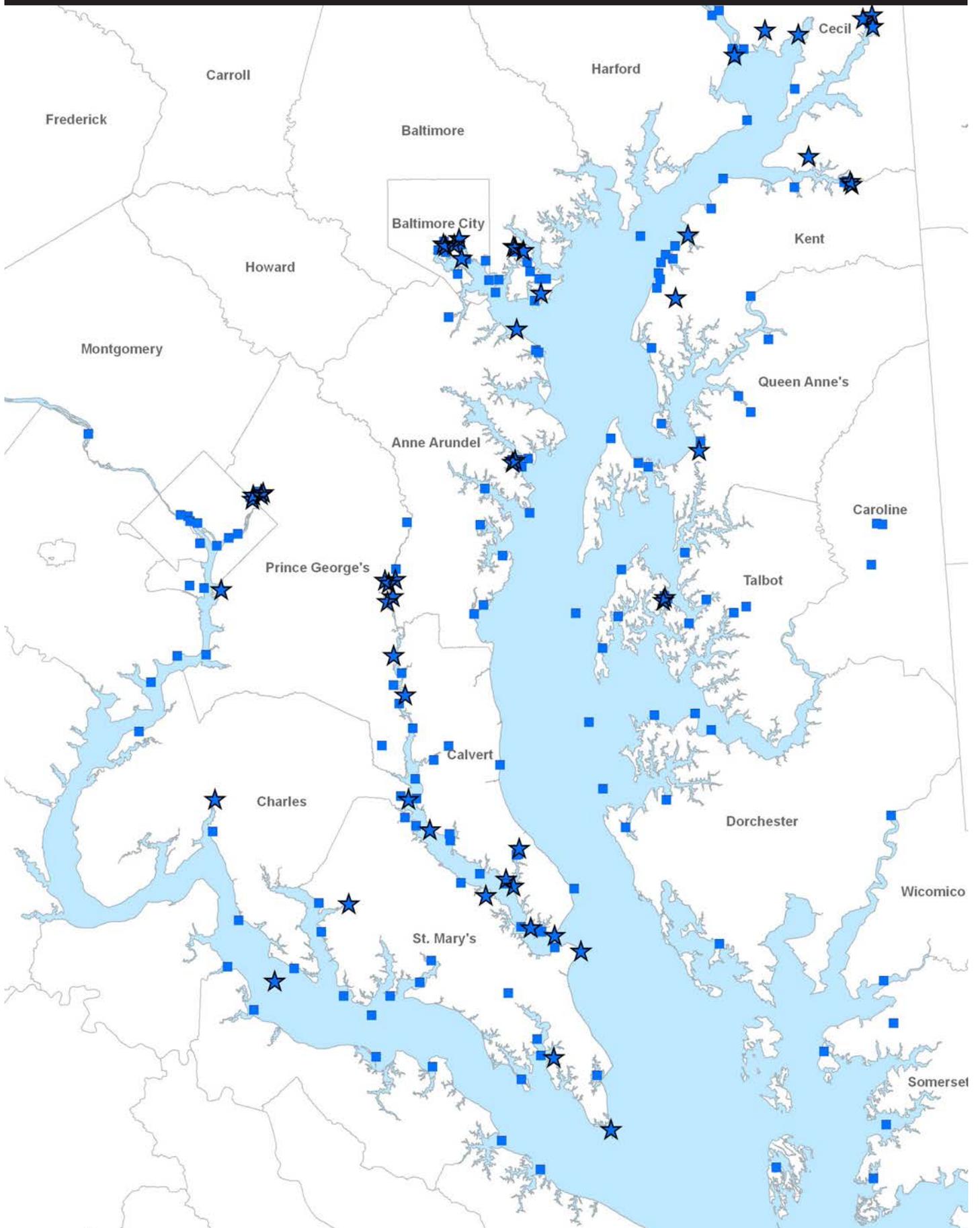
Mapping the historic sites enabled the definition of the Water Trails Framework. The next steps were to: (1) evaluate access, both existing and potential; (2) identify potential projects, both capital investments and programming that would support stewardship and interpretation; (3) identify and document water-based visitor experiences that tie into potential projects, both as guided and self-guided interpretive experiences; (4) develop criteria to evaluate potential projects/capital investments; and (5) evaluate these projects to determine the highest priorities for capital investment.

#### **Historic Resources**

As noted in a previous section, the *Access, Stewardship and Interpretive Opportunity Plan* has been developed to identify a variety of water-based visitor experiences related to the writing of the Star-Spangled Banner and the War of 1812. The approach was to build these experiences around the surviving historic resources of the war.

Given the Plan’s strategic focus on the identification of high priority projects, which would yield the greatest benefits in the short term, the team concentrated on the historic resources with the highest degrees of significance and integrity, as projects related to these resources would provide the public with the best opportunities to experience events of the war as they occurred. This approach allowed the *Access, Stewardship and Interpretive Opportunity Plan* to be developed with an implicit focus on priority projects, as the historic resources with the most significance and integrity were given the greatest emphasis from the outset of the planning process.

Map 3: War of 1812 Historic Resources



**Table 7: Evaluation Criteria for War of 1812 Resources**

Criteria	Definition
Significance	Resources associated with events that had a demonstrable influence on the course, conduct and results of the War of 1812 in the Chesapeake
<ul style="list-style-type: none"> <li>• High</li> <li>• Moderate</li> <li>• Low</li> </ul>	<ul style="list-style-type: none"> <li>• Associated with nationally significant events</li> <li>• Associated with statewide or regionally significant events</li> <li>• Associated with locally significant events</li> </ul>
Integrity	Resources that possess integrity through their location, design, setting, materials, workmanship, feeling and association
<ul style="list-style-type: none"> <li>• High</li> <li>• Moderate</li> <li>• Low</li> </ul>	<ul style="list-style-type: none"> <li>• All or most significant character defining features possess a high degree of intactness from the period of significance</li> <li>• Significant character defining features remain intact with some modification, alteration or deterioration</li> <li>• Most or all significant character defining features have been substantially modified, altered, deteriorated or destroyed</li> </ul>

For the plan, all of the documented historic sites and resources within the study area with proximity to the water portions of the Trail were mapped.

The authors of *The War of 1812 in the Chesapeake* inventoried sites in Maryland, Virginia and the District of Columbia. The authors visited sites of battles, raids and skirmishes and locations of forts, earthworks and batteries, cemeteries and gravestones, as well as sites where buildings stood and important events occurred. Their work identified 804 sites in the Chesapeake region, including 623 in Maryland, 124 in Virginia (including present-day West Virginia, and 53 in the District of Columbia (Eshelman et al, vii).

Of the Maryland resources, approximately 200 are within approximately a half-mile of the water, are visible from the water, or offer views of or access to the water. The half-mile distance is intended to approximate the viewshed from the water, as well as the maximum distance that a water-based traveler would likely walk to a land-based access point.

The *Access, Stewardship and Interpretive Opportunity Plan* represents the first time that War of 1812 historic resources have been mapped based on their proximity to waterways. Map 3 shows the location of these resources.

***Significance and Integrity of Water-Proximate Historic Resources***

With the location of historic resources known, the next step was to highlight the 1812 resources with the greatest significance and integrity. This was based upon the Maryland War of 1812 Commission’s Resource Stewardship and Visitor Experience Committee evaluation.

The committee evaluated each resource for significance, integrity and accessibility. (Table 7 describes the evaluation criteria the committee used.) Because one of the major goals of the *Access, Stewardship and Interpretive Opportunity Plan* is to identify opportunities to create and improve water access, accessibility was not used as a criterion in developing the Water Trails Framework.

The committee assigned each resource a ranking of high, moderate or low on each criterion. The resources that ranked the highest likely will be eligible for capital assistance through programs supported by the Maryland War of 1812 Bicentennial Commission. Resources in Virginia and the District of Columbia that were not part of the Maryland committee’s analysis also were considered.

- ★ High/Moderate Significance and Integrity
- Other Resources

## Potential Water Trail Branches and Segments

### ***Other Inputs to the Water Trails Framework***

A number of additional elements were evaluated to develop a context for the Water Trails Framework. These included places where War of 1812 interpretation is already being or could be provided; existing water trails, where water-related visitor experiences are already being provided; land-based recreation trails and routes, as opportunities to link water and land experiences through multi-modal connections; public lands used for recreational purposes, as opportunities to access the Trail, provide links to other recreational uses and as open space evocative of the War of 1812 period; forested and agricultural land, visible from the water, either publicly or privately owned, also as opportunities to evoke the historic period and context; existing public access; and land designated as Rural Legacy Areas, Heritage Areas, Scenic Byways and Priority Funding Areas (PFAs) that are being actively managed and/or provide opportunities to fund capital investments.

Table 8 shows the individual map layers that were included on the Context Map (Map 4), all clipped to a half-mile of the shoreline to approximate the viewshed from the water. This distance was used as an estimate of the maximum distance a water-based traveler would walk to a land-based access point. The Context Map shows all water-proximate War of 1812 historic resources in the study area and whether they were rated as high or moderate in significance and integrity. Trails, byways and other features in Virginia and the District of Columbia are not shown on this map.

The Context Map led to the identification of water trail branches for the Trail, several of which can be divided into segments (Table 9). The branches are ordered based on the concentration of War of 1812 resources located along them, while the segments are ordered based on their geography, from north to south. The Anacostia River is considered part of the Potomac River in this framework because it is a tributary of the Potomac.

**Jefferson Patterson Park is the site in 1814 where Commodore Joshua Barney assembled a flotilla of gun boats, barges, and sloops that clashed with British forces in the Battle of St. Leonard Creek. The battle, the largest naval engagement in the history of Maryland, occurred off shore of the park at the point where the Patuxent River meets the mouth of St. Leonard Creek.**

**Artefacts including cannonballs, musket shot and other military items have been discovered on park grounds. Some of these artifacts are conserved and curated onsite.**



Applying the criteria of significance and integrity (from the Maryland War of 1812 Commission's work), in the context of the other elements, to the historic resources helps to identify the potential water trail branches and segments that would have the greatest potential for a high quality interpretive experience. These waterways with the highest potential include:

- Patuxent River
- Patapsco River, from Baltimore Harbor to North Point
- Potomac River (enabling connections to resources on the Virginia side of the river)
- Head of the Bay, including a segment from Havre de Grace to Charlestown, the Elkton area, and the Sassafras River

In addition, concentrations – or nodes – of historic resources with high degrees of significance and integrity are located at St. Michaels (along the Miles River), Annapolis (along the Severn River), and Bladensburg (geographically part of the

Potomac and thematically part of the Patuxent River, despite the fact it is geographically isolated from the water-related events of the war).

Several water trail branches and segments can support War of 1812 experiences but do not have concentrations of historic resources with the highest levels of significance and integrity:

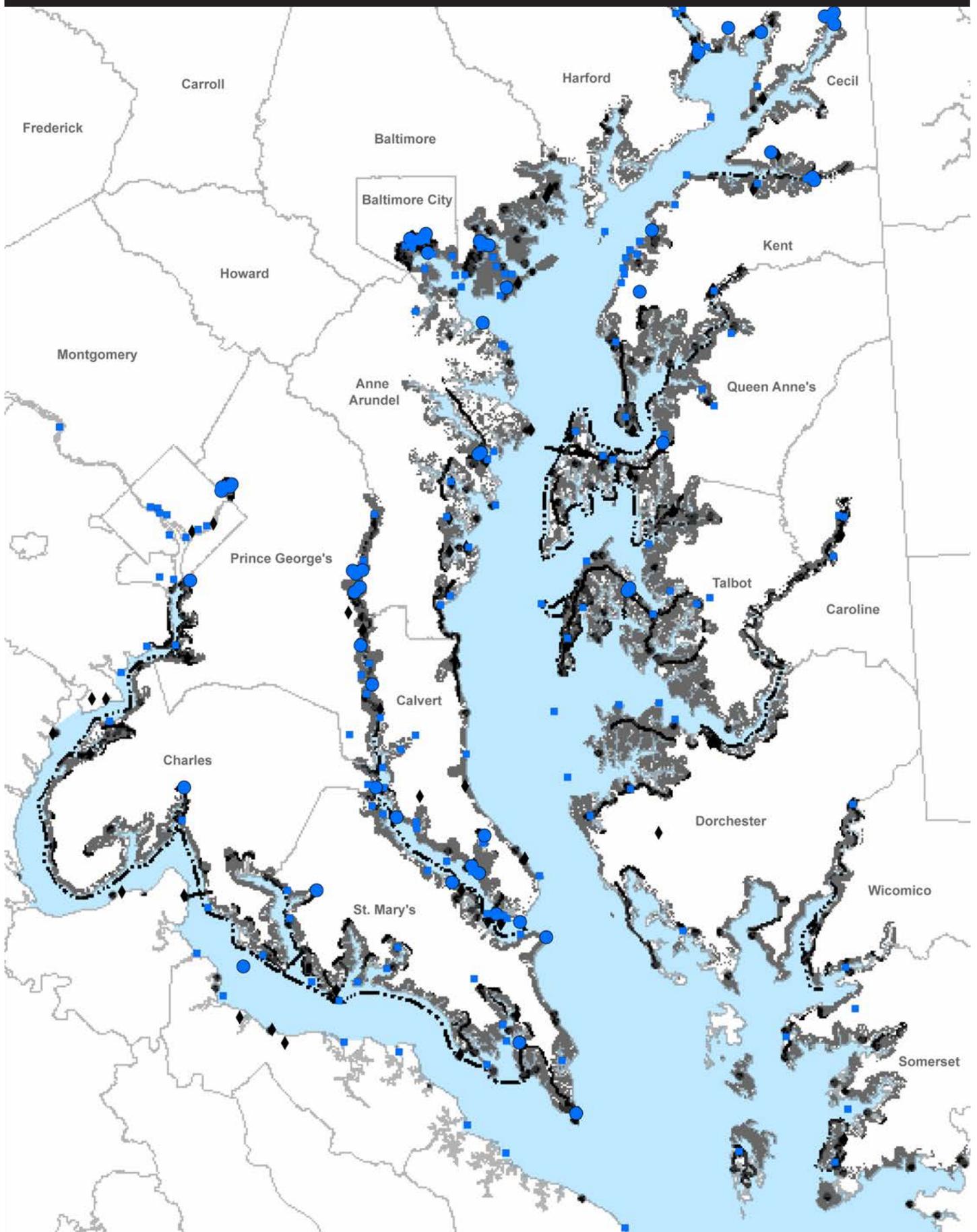
- A Head of the Bay segment along the Kent County coastline, near Fairlee Creek
- The Chester River
- The Miles River overall (in addition to St. Michaels)
- Tangier Sound

The Context Map was used to identify potential trail branches and segments, as well as detailed concept plans for “project areas.” The selection of project areas is described later in the plan.



Having an experience, like that which led Francis Scott Key to write the Star-Spangled Banner, can bring history alive and motivate individuals and organizations to become stewards of the trail.

Map 4: Context Map



**Table 8: Points, Features and Geographic Areas Depicted on the Context Map (Map 4)**

**Points**

- Chesapeake Bay Gateways
- Existing public water access points.  
Water access points were identified by Maryland DNR (1995 data) and NPS through the Captain John Smith Chesapeake NHT project (2009).

**Linear Features**

- Water trails  
*As recognized and mapped by Maryland DNR.*
- Land trails  
*Various existing off-road trails Mapped as part of the Captain John Smith NHT effort.*
- Scenic Byways (state and federal)  
*For example, the Maryland-designated Star-Spangled Banner Scenic Byway, and the federally-designated Chesapeake Country Scenic Byway.*
- The Potomac Heritage NST

**Geographic Areas**

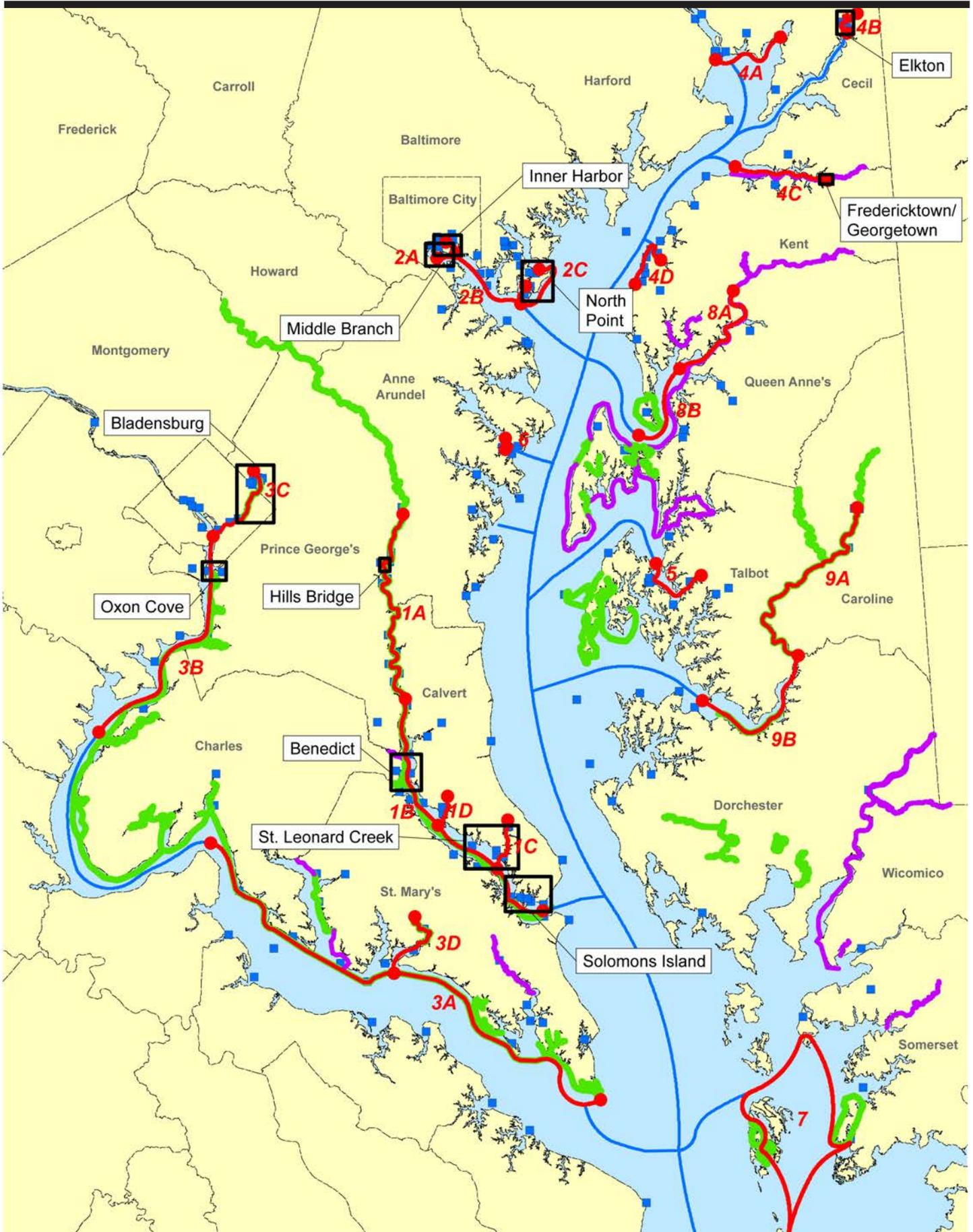
- Public lands  
*Federal, state, and county-owned land intended for public access and recreation. For example, Department of Defense property (not intended for public access) is excluded.*
- Agricultural and forested areas  
*As designated by the State of Maryland's Land Use/Land Cover mapping.*
- Rural Legacy Areas
- Priority Funding Areas (PFAs)  
*Detailed statewide mapping of PFAs is not readily available. To approximate the extent of PFAs, municipalities and areas inside the Baltimore and Capital Beltways (defined as PFAs by the Priority Funding Areas Act) were mapped, as were the boundaries of some other large PFAs, such as Enterprise Zones. Mapping does not include some smaller PFAs such as rural villages.*

- ◆ Chesapeake Bay Gateways
- Public Water Access
- ~ Land Trails, Byways, Potomac NST
- Recreational Lands, PFAs, Agricultural and Forested Lands, Rural Legacy Areas  
*War of 1812 Resources Significance and Integrity*
- High or Moderate
- Other Resources

Table 8 shows the individual map layers that were included on the Context Map (Map 4), all clipped to a half-mile of the shoreline to approximate the viewshed from the water. This distance was used as an estimate of the maximum distance a water-based traveler would walk to a land-based access point. Shaded areas include recreational lands, Priority Funding Areas and Forested Lands, and Rural Legacy Areas, as determined by the State of Maryland.

The Context Map led to the identification of water trail branches for the Trail, several of which can be divided into segments (Table 9) and shown on the Water Trails Framework map on Page 47.

Map 5: Water Trails Framework



**Table 9: SSBNHT Water Trail Branches and Segments**

Branch	Segment
<b>Patuxent River</b>	1A: Middle Patuxent
	1B: Lower Patuxent
	1C: St. Leonard Creek
	1D: Battle Creek
<b>Patapsco River</b>	2A: Baltimore Harbor
	2B: Patapsco Mainstem
	2C: North Point
<b>Potomac River</b>	3A: Middle Potomac
	3B: Lower Potomac
<b>Anacostia River</b>	3C: Bladensburg
	3D: Breton Bay
<b>Head of the Bay</b>	4A: Havre de Grace to Charlestown
	4B: Elkton Area
	4C: Sassafras River
	4D: Kent County Coast
<b>Miles River</b>	5: Miles River/St. Michaels
<b>Severn River</b>	6: Annapolis
<b>Tangier Sound</b>	7: Tangier Sound Loop
<b>Chester River</b>	8A: Middle Chester River
	8B: Lower Chester River
<b>Choptank River</b>	9A: Middle Choptank River
	9B: Lower Choptank River

-  Project Areas
-  Recommended Water Trail Segments
-  Connecting Links
-  Maryland DNR-Recognized Water Trails
-  Other Published Water Trails
-  War of 1812 Resources



More than any other site, Fort McHenry has come to symbolize the U.S. experience in the War of 1812.

## Gap Analysis

The Water Trails Framework represents a long-term vision of an integrated, SSBNHT-based water trails network in Maryland. Although resources in Virginia and the District of Columbia were identified, the plan focuses on making connections among War of 1812 resources in Maryland.

Creating this network will involve many partners and investment beyond the bicentennial period. Fortunately, the trail benefits from existing public boating access and infrastructure that is abundant throughout Maryland and the Chesapeake Bay, which enables interpretive programming for the War of 1812 to be integrated into existing facilities.

Such integration, when realized, can create water-based experiences that can be marketed to visitors who want to combine a Star-Spangled Banner/ War of 1812 experience with the experience of the region's other natural and historic resources. These connections also create opportunities for

local partners to tap into State and NPS efforts to develop experiences that also meet local needs and goals.

Each of the branches and segments of the water trails network have a variety of existing access points -- including docks, soft launches, ramps and marinas -- that can be used to support SSBNHT water-based trail experiences. Where access and infrastructure does not exist, it must be created. In that sense, a number of "gaps" must be filled for the network to be realized.

Gaps include substantial physical distances between historic resources, as well as the lack of interpretive media and programming, signage and visitor services such as parking, campsites and restrooms. Ownership of land and resources can be a gap where significant sites are privately owned and not available for public access.

## Access

The *Access, Stewardship and Interpretive Opportunity Plan* focuses on putting people on

the water. Access, then, includes opportunities for boaters to put watercraft on waterways and for visitors, generally, to get to locations along waterways where War of 1812 historic resources are and where interpretive planning is or will be, to participate in the types of visitor experiences described in this document.

Access, in the context of this plan, is an issue at two scales: within the entire study area, where access must be provided to the routes identified in the Water Trails Framework, and along each of the trail branches and segments, where access to the water will enable water-based visitor experiences.

To analyze access issues along the routes identified in the Water Trails Framework, the project team used its knowledge of the study area, input provided from local stakeholders, field work, and a 2008 water access study coordinated and produced by DNR in cooperation with NPS, *An Analysis of Public Access Along the Captain John Smith Historical Trail in Maryland*. This plan was developed as a component for the *Captain John Smith Chesapeake National Historic Trail* (CAJO) Comprehensive Management Plan and addresses: (1) locations of state and local lands along the trail route that have existing public water access as well as sites where access to the trail is not available but could be developed; (2) areas where there is a demand for water access and areas where potential access points could be developed; (3) organizational capacity, which describes the existing level of operational and management capacity at existing DNR facilities, and (4) interpretive potential, where existing or planned visitor services are located in proximity to these access points.

The water access study was used as source data to map existing local, state and federal sites that provide public water access. The plan also identified areas where gaps in access exist. Because of the geographic overlap of the CAJO with the Trail, the Maryland DNR *Analysis of Public Access along the Captain John Smith Historical Trail* can be used as source material for the Trail.

The maps in the CAJO water access study, for example, illustrate information that the state has determined will be helpful in situating new access areas such as the location of protected and public lands and environmentally sensitive areas, including wetlands of special state concern, which should be avoided.

### **Land Ownership**

The Water Trails Framework includes public and private resources that are owned and managed by a variety of agencies, organizations and individuals. Sites within the framework are owned by the State of Maryland, NPS, the Commonwealth of Virginia, the District of Columbia, the US Fish and Wildlife Service and by local governments.

In addition, private business and property owners control recreational resources within the study area. As the *Analysis of Public Access along the Captain John Smith Historical Trail* states:

*Unlike other types of recreational access, a substantial percentage of boating access to the Bay and its tributaries is provided by the private sector in the form of marinas, yacht clubs, boatels, etc. Although it is beyond the scope of this study to thoroughly address the geographic demand for additional private access facilities, it is important to recognize the impact the distribution of private marinas has on the general boating population and the provision of launch ramps. The presence and distribution of private marinas directly impacts the demand for public boating access points along reaches of Bay and tributary shorelines and the clustering of marinas and other boat access points may lead to crowded and congested waterways thereby creating areas where additional access is undesirable. Prior to planning and developing any public access point, the level of boat traffic and presence of neighboring marina development should be fully evaluated.*

Within project areas (described below), public and privately-owned land were identified and analyzed the potential for supporting the water trails network. Map 5 shows land owned by federal, state and local governments.

### ***Overlaps with Existing and Planned Water Trails***

Although a number of War of 1812 events occurred on the Chesapeake Bay, historic resources with high degrees of significance and integrity generally are not concentrated along the Bay. Therefore, the main stem of the Chesapeake Bay functions more as a “spine” connecting potential water trails branches and segments than as a branch of the water trails network itself.

Several water trails or trail networks overlap with the Water Trails Framework and provide opportunities for some degree of shared access, programming and infrastructure. Where these trails exist, a War of 1812 water-based experience can be created by pairing programming and infrastructure planned for the Trail with those of other designated water trails.

Access along the Patuxent River was examined in detail and officials of Anne Arundel, Calvert, Prince George’s, Charles and Saint Mary’s counties provided input into the *Access, Stewardship and Interpretive Opportunity Plan* process.

#### *Captain John Smith Chesapeake National Historic Trail*

The main stem of the Chesapeake Bay is a primary branch of the *Captain John Smith Chesapeake National Historic Trail (CAJO)*, designated as a National Historic Trail (NHT) in December 2007 to commemorate the voyages of Captain John Smith.

In 1608, Captain Smith and his party traveled from Jamestown, Virginia, up the Chesapeake Bay and the Patapsco and Potomac rivers in one voyage, and up the Chesapeake through the Head of the Bay, the Susquehanna River and along the Patuxent River during a second voyage. NPS is planning and implementing interpretive programs and infrastructure that will trace Smith’s voyages and describe how Native American tribes interacted with Smith and influenced English settlement of the Bay.

#### *Patuxent River Water Trail*

The *Patuxent River Water Trail* is an 80-mile route that begins in southern Calvert County and ends

in the Triadelphia Reservoir in Montgomery County. It travels through Saint Mary’s, Charles, Prince George’s, Montgomery, Howard, Anne Arundel, and Calvert counties in Southern Maryland.

The State of Maryland designated the Patuxent as one of the state’s scenic rivers in 1968. In addition to the historic resources of the War of 1812, the trail travels through marshlands, rural landscapes, and suburban areas. The Patuxent trail overlaps with CAJO for much of its length, as Captain John Smith ventured as far north as the present-day Merkle Wildlife Sanctuary in Prince George’s County during his second voyage along the Chesapeake.

The Patuxent riverkeeper maintains the online Patuxent River Water Trail Guide and a website features tide charts, a Patuxent River blockage map, an Anne Arundel County Car Top Boaters Guide as well as information about launch sites.

In addition to its scenic qualities and natural resources, the Patuxent River is an important branch of the Water Trails Framework because of the number and concentration of War of 1812 historic resources along it.

#### *Potomac River Water Trail*

The *Potomac River Water Trail* is an existing water trail that extends from Westernport to Cumberland, Maryland for use by motorized, non-motorized, sailing and touring vessel. In fact, on the lower Potomac, motorized vessels are more appropriate for traveling the expansive distances and open water than non-motorized.

The tidal portion of this water trail overlaps with the Water Trails Framework from the mouth of the Chesapeake Bay to Oxon Cove near the boundary of Virginia and the District of Columbia.

The Potomac River Water Trail provides a range of paddling and motorized vessel water experiences. In 2001, the Maryland Department of Natural Resources and the Virginia Department of Conservation and Recreation developed a set of six trail maps of boating facilities, historical resources, overnight accommodations, and

camping and food services. The maps also include GPS (Global Positioning System) data for water access points. Visitors can use these maps to set their own itineraries and combine water and land experiences along the trail.

This trail is a federally-designated National Recreation Trail. The water trail connects Old Town Alexandria, Mount Vernon, the birthplace of George Washington at Pope's Creek Estate, the birthplace of Robert E. Lee at Stratford Hall Plantation near Westmoreland State Park in Virginia, and Point Lookout in Saint Mary's County, Maryland, which served as a prison camp for Confederate soldiers during the Civil War.

The Potomac River Water Trail connects to several other water trails, including the Occuquan Water Trail in Fairfax and Prince William counties, Virginia. The Occuquan is part of the Chesapeake Bay Gateways Network but is not within the Water Trails Framework.

#### *Water Trails along the Potomac River in Charles County*

Several miles northwest of Point Lookout, Charles County and the Maryland DNR have designated four water trails in Charles County that are featured in the guide, *Water Trails Adventures in Charles County, Maryland: The Wild Side of the Potomac River*. These routes are part of a larger network of water trails in southern Maryland as well as part of the growing statewide network and include:

- Lower Potomac / Mallows Bay Trail travels through one of the largest "sunken ship graveyards" in North America and features scenic views of the Potomac River.
- Mattawoman Creek Trail travels through one of only three sites in Maryland with a wild population of native lotus. The trail also crosses through habitat of ducks, egrets and migratory fish.
- Port Tobacco River Trail is a remote route that follows one of the Potomac's tributaries through four permanent waterfowl blinds. Panoramic views of the shoreline attract visitors, and the historic St. Ignatius Church, founded by Catholic settlers in 1641, is walking distance from

the water trail.

- Friendship Farm Park Water Trail follows a winding route through wetlands that serve as habitat for marsh flora and fauna and several species of dragonflies. A segment along Nanjemoy Creek is protected from strong winds and provides access to habitat for bald eagles.

Like the Potomac River Water Trail, the water trails in Charles County generally are located within the "gap" of War of 1812 historic resources, except for the Port Tobacco River Trail. Port Tobacco served as a forward base for the U.S. flotilla in 1813 on the Potomac. Many residents fled the town in 1814, fearing the British would raid it, an alternative the British considered before deciding to invade at Benedict instead (Eshelman et al, p. 176). The hill at St. Ignatius Church, overlooking Chapel Point, served as an observation point to monitor British movements on the Potomac in 1814, and where citizens watched as the British advanced up the Potomac, causing U.S. officials at Alexandria to capitulate (Eshelman et al, p. 100).

The Port Tobacco trail has a soft launch at Chapel Point State Park. Paddlers using this trail can travel along the shoreline past Port Tobacco and along Goose Creek. This trail does not extend into the Potomac.

#### *Point Lookout Water Trail*

At the mouth of the Potomac River in St. Mary's County, Point Lookout State Park has a series of water trails that connect to the Chesapeake Bay, Potomac River and Point Lookout Creek. These trails connect the Chesapeake Bay, Lower Potomac River and Point Lookout Creek:

- Greens Point Trail is a short trail traversing habitats of bald eagles, sea gulls and crustaceans and featuring views of a pine forest.
- Lighthouse Trail launches directly into the Chesapeake Bay and follows the shoreline past Point Lookout Lighthouse and into the Potomac River, where it ends at Lake Conoy. Strong currents and winds make it best suited for experienced paddlers.



**The Concord Point Light along the Susquehanna River in Havre de Grace, is adjacent to a dock that could be used to provide water access along the Head of the Bay water trail segment.**

- Heron Alley Trail, the longest trail at Point Lookout, winds around a cluster of islands that are home to the great blue heron. The trail crosses protected tidal marsh areas and is suited for beginners.

Point Lookout serves as an end point of the Lower Potomac water trail segment. In March 1813, U.S. Postmaster General Gideon Granger established an observation point at Point Lookout to monitor the British fleet on the Chesapeake (Eshelman et al, p. 173). In the late spring of 1813, the British sent a barge to scuttle a grounded ship off the point but were repulsed by American forces. Point Lookout continued to serve as an observation point and staging area for the Americans through the summer of 1813, until British forces occupied it in July and used it to conduct raids into Saint Mary's County. It was from this point on August 17, 1814, that an observer saw and reported to Washington a large British fleet heading up the bay.

Despite this history at Point Lookout State Park, the Point Lookout water trails do not provide War of 1812 programming, and no War of 1812 monument exists at the park. However, the proximity of the trails to the Point Lookout site provides opportunities for interpretation as well as a site to promote War of 1812 water experiences nearby.

#### *Kingfisher Canoe Trail*

Farther north, in Prince George's County and the District of Columbia, is the *Kingfisher Canoe Trail*, an urban water trail along the Anacostia River. The eight-mile route begins at Bladensburg Waterfront Park and ends at the Anacostia Park Boat Ramp. The trail is featured in the Maryland DNR guide, *The Kingfisher Canoe Trail: Along the Anacostia River Blueways Trail System*.

The Kingfisher Canoe Trail travels through extensive wetland habitat of osprey and green-backed herons, as well as otters, beavers and other birds. Side trails through marsh areas are only accessible during high tide. The main trail

provides access to Kenilworth Marsh and Kenilworth Aquatic Gardens, where lotuses, lilies, and collections of other water plants can be seen. The route continues past Kingman Lake, which is home to several species of birds, fish, reptiles and mammals. It also crosses through urban landscapes, featuring views of R.F.K. Stadium, golf courses, railroad tracks and bridges.

The Kingfisher trail provides water-based visitor experiences for the Bladensburg area and a potential long-distance water connection to the segment along the Middle Potomac (the gap between these water trails segments is approximately 30 miles but can be traversed by motorized boats because the Anacostia and Potomac rivers converge in the District of Columbia).

A number of factors present challenges in the Bladensburg area. As noted in the Historic Context section of this plan, the Battle of Bladensburg is connected to the Patuxent River, not the Anacostia, by the events of the war, and the segment of the Anacostia River served by the Kingfisher trail is not currently part of the Trail. However, the Anacostia provides opportunities to develop SSBNHT-related water experiences in Bladensburg, and a number of local organizations are working with Prince George's County to develop projects related to the War of 1812. To address these opportunities, Bladensburg was identified as a project area.

#### *Tilghman Island Water Trails*

Two water trails have been designated within the study area on the Eastern Shore.

In Talbot County, the *Tilghman Island Water Trails* are a set of 10 overlapping water trails that explore Tilghman Island, one of the last surviving waterman communities in the nation. These trails connect the Chesapeake Bay, the Eastern Bay, Harris Creek and the Choptank River and are featured in the Maryland DNR guide, *Tilghman Island Water Trail: Where Land and Water Intertwine*.

The Tilghman water trails provide water experiences for novice, intermediate and experienced paddlers. Blackwalnut Cove Trail is

the shortest trail at approximately 3.3 miles and takes paddlers through the calm waters of Blackwalnut Cove. Paddlers who want to tour the entire island can follow the Tilghman Island Trail, while the longest trail, the East Tilghman Island Trail, extends more than 10 miles.

Although the Tilghman Island trails do not provide War of 1812 programming, they provide access to historic resources. The British occupied the island in 1813 and landed about 1,000 troops, built barracks and seized cattle in October 1814 before abandoning it later that month (Eshelman et al, pp. 203-4).

Experienced paddlers can cross from Ferry Cove to Poplar Island Harbor. In April 1814, the British landed on Poplar Island and took cattle, sheep, pigs and poultry. That November, they captured the *Messenger* off the north end of the island. The captain of the *Messenger*, Clement Vickers, tried to ransom his sloop and passengers but the British only agreed to free passengers who were not part of the militia. Vickers had made his name traveling weekly through the British blockade on runs between Easton and Baltimore (Eshelman et al, p. 176).

Another War of 1812 site, Sharps Island, can be seen from Blackwalnut Cove and the southern tip of Tilghman Island. The British raided the island twice during the war.

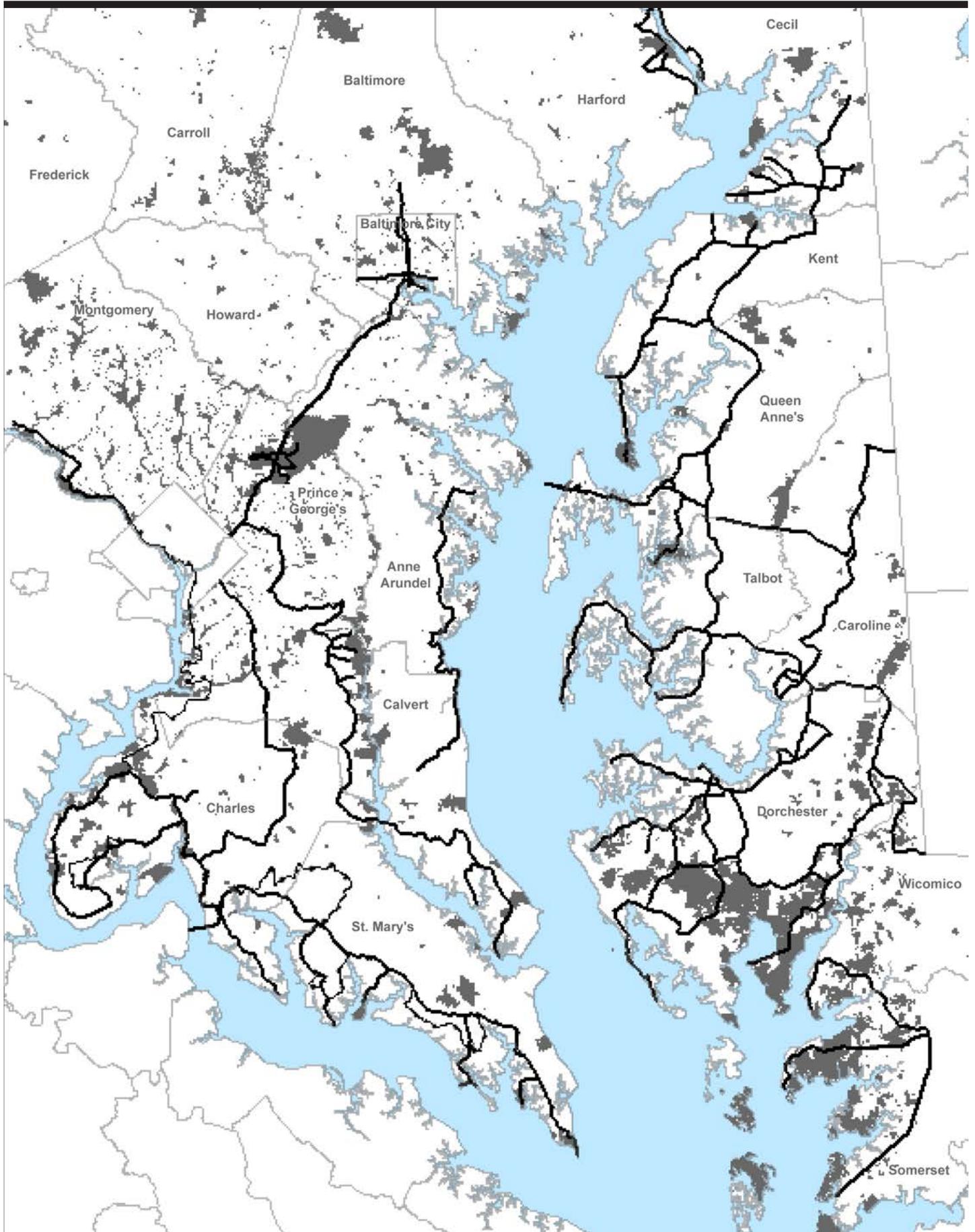
#### *Choptank & Tuckahoe Rivers Water Trail*

East of Tilghman Island in Talbot and Caroline counties is the *Choptank & Tuckahoe Rivers Water Trail*, which offers paddling and motorized vessel experiences along the longest river on the Eastern Shore and its primary tributary, the Tuckahoe River. This water trail is an 80-mile route along the two rivers adjacent to areas heavily forested by oaks, hickory trees and chestnuts.

#### **Scenic Byways**

Central Maryland and the Eastern Shore are crisscrossed with federal and state-designated Scenic Byways that highlight a wide array of Maryland's historic, ecological, and cultural heritage. Because it is not land-based, the Water Trails Framework would not directly overlap any of

Map 6: Public Lands, Byways and Trails



these byways. However, the Framework does intersect with these byways at several points.

The state-designated *Star-Spangled Banner Scenic Byway* winds through much of southern and central Maryland, from Solomons to Baltimore. The byway and its side-tracks intersect the Water Trails Framework at numerous key locations, including Solomons, Jefferson-Patterson Park, Benedict, Nottingham, Mount Calvert, Bladensburg, and Baltimore. The southern portion of the byway approximates (and in Prince George's County, largely traces) the British water and land approach to Washington via the Patuxent River, thus providing a land analog to the Patuxent branch of the Framework, and providing land access to the Anacostia/Bladensburg segment. The northern portion of the byway evokes the American exodus from Washington to Baltimore and currently ends at Fort McHenry, the focal point of the Patapsco branch of the Water Trails Framework, and other sidetracks or connecting trails identified in the Comprehensive Management Plan.

The Inner Harbor portion of the Water Trails Framework provides an interface point for several byways. This includes the federally-designated *Baltimore's Historic Charles Street* and *Historic National Road* byways and the state-designated *National Historic Seaport* byway.

The *Religious Freedom National Scenic Byway* stretches along the Maryland portion of the Potomac River in Charles and St. Mary's Counties. It meets the Water Trails Framework at numerous points along the Lower Potomac segment, including Lookout Point, Leonardtown, Chaptico, and Port Tobacco.

The *Chesapeake Country National Scenic Byway* is an extensive network of roads throughout the Eastern Shore. Notable points of intersection with the Water Trails Framework include St. Michaels, Queenstown, Chestertown, and Fredericktown/Georgetown. Nearby, the *Harriet Tubman Underground Railroad* byway passes near Framework resources in Denton, Cambridge, and Taylors Island.

At the Head of the Bay, the state-designated *Lower Susquehanna Scenic Byway* passes through Susquehanna River communities affected by the War of 1812, including Havre de Grace, Port Deposit, and Perryville. The state-designated *Blue Crab Scenic Byway* provides land access to many of the resources in the Tangier Sound branch of the Water Trails Framework.

### **Interpretive Programming**

The Interpretive Plan provides the interpretive themes and action items that will address the need for and provision of interpretive programming at the trail-wide scale. The stewardship section of the *Access, Stewardship and Interpretive Opportunity Plan* explores the capacity of local partners to support this need and how they can assist in implementing the Water Trails Framework.

Although many publicly owned and/or publicly accessible lands and resources exist in the study area, no one entity coordinates the interpretation and protection of resources related to the War of 1812, the Chesapeake Campaign or the Star-Spangled Banner.

NPS shares responsibility with trail partners for interpretive programs along the SSBNHT and CAJO. In addition, many Trail partners have developed and continue to develop interpretive offerings at sites along proposed Trail routes. Fort McHenry National Monument and Historic Shrine, for example, is the primary hub for visitors interested in the War of 1812 and provides interpretation of the Chesapeake Campaign.

Expanding War of 1812 interpretive programming at sites that already attract significant numbers of visitors, such as at Fort McHenry and the Jefferson Patterson Park Museum, is one strategy to build interpretive capacity from existing strengths and fulfill the goal of reaching large numbers of people. These sites also present opportunities for swift action in advance of the bicentennial.

The historical integrity, orientation, and interpretive offerings vary among the sites along the Trail. While some sites are well-preserved,



**An interpretive sign has been erected along the Patuxent River at Lower Marlboro, describing how the town was affected by the War of 1812.**

others lack adequate funding or staffing or are affected by commercial or residential development, incomplete research, and lack of protected status.

A number of sites will need assistance to incorporate War of 1812 interpretation into existing site interpretation and programming. Interpreters may need to explore engaging new War of 1812 interpretive programming to enhance visitor experiences during bicentennial celebrations.

The water trail segments identified in this plan should be given priority consideration in decisions on where to invest in interpretation.

The availability of Trail-wide water-based interpretive programming is a significant gap to providing War of 1812 water-based visitor experiences. At a minimum, visitors seeking positive interpretive experiences on the Trail should be provided with sufficient information about the status of sites that have been prioritized for rehabilitation, interpretive materials, and infrastructure improvements in the coming years.

## **Project Types**

*The Access, Stewardship and Interpretive*

*Opportunity Plan* seeks to identify two categories of investments: (1) projects that support the development of water trail segments and (2) projects that support stewardship and interpretive opportunities. Both categories of capital investments are intended to expand access to the Captain John Smith Chesapeake Historic Trail (CAJO) and to other trail projects in the study area, in addition to supporting the purposes of the Trail.

A “project” can be defined in a number of ways, depending upon the context. In this plan, a project is defined as an improvement, program or action that helps to complete a visitor experience. A “project” can be a capital investment such as access improvements, trail-related infrastructure (including parking lots, campsites and restrooms) or signage and trail markers. A project also can be a non-capital investment such as interpretive programming, interjurisdictional coordination or a stewardship activity.

The project types are described below.

### **Access Improvements**

Every type of water-related visitor experience, by definition, requires some type of water access. Docks, soft landings that can be accessed by vehicle (“car-top launches”), boat ramps (“hard launches”) and marinas can function as launch and landing sites for vessels.

Land-based improvements such as road access and parking that support water trails were identified at locations where water access does not exist or where these improvements are needed.

### **Visitor Services**

Visitor services include restrooms, water, food service, fuel, boating supplies, electric service, pump outs, and overnight accommodations including campsites and lodging.

Not every access point along a potential water trail segment needs every type of visitor service or facility, but these amenities should be available at

points along the trail to enable visitors to use it and be comfortable and safe.

### **Multi-Modal Opportunities**

Multi-modal opportunities include sites within the Water Trails Framework that combine water access with proximity to existing or planned land trails, Gateway Network sites, scenic byways, transit service, and the CAJO. This proximity provides opportunities to link water- and land-based experiences through trail connections, combined paddling-bike trips and interpretive signage and materials that inform visitors about other historic, recreational and tourism opportunities in the vicinity.

### **Viewsheds**

Many points within the Water Trails Framework provide panoramic views of historic resources and of settings that evoke the War of 1812 period. These viewsheds are located on land or water crossings overlooking water and on water overlooking historic resources and landscapes.

Potential viewsheds were identified along each water segment. NPS and the State of Maryland should include these viewsheds in the Comprehensive Management Plan and in interpretive programming documents so they may be preserved when infrastructure is built and signage is installed.

### **Interpretive Media and Programming**

Several existing water trails already provide rewarding water experiences within the study area. Providing additional water access and trail infrastructure will provide more opportunities for the public to get to and onto the water, but these improvements, alone, will not provide a Star-Spangled Banner water trail experience unless interpretive programming is also available. Therefore, access, visitor services and interpretive programming must be coordinated to enable trail users to have a high quality learning experience.

The goal is to provide visitors with accurate information, including maps, brochures, books and materials at interpretive sites so that the public can plan enjoyable trips and optimize its contact with the Trail, historic resources and the

stories of the Star-Spangled Banner and the War of 1812. Information should enable visitors to understand the challenges of the natural environment when they are on the water and to provide them with a means to respond to storms and other weather-related events.

As noted in the Interpretive Plan, interpretive programming can include:

- Outreach activities
- Educational offerings
- Personal services, including ranger- and volunteer-led tours, and
- Non-personal services (interpretive media), including audiovisuals, indoor and outdoor exhibits (ranging from printed panels to interactive and/or immersive installations, trail waysides and self-service kiosks), self-guided audio/print/web materials, print publications, and websites with downloadable electronic media.

Interpretive opportunities were documented throughout the Water Trail Framework and within each project area. These opportunities include creating new materials and signage where it does not exist, revising and updating materials with War of 1812 stories where programming is provided, and working with local partners to develop materials and programming at museum and other cultural centers.

### ***Interpretive Installations at Bridges***

Although water-based experiences are an important component of the Trail, the most common visitor experience the public will have of the Trail is likely to be in motor vehicles. However, as noted above, modern development, including major highway and transportation projects, have made the historic travel route of the Trail difficult or confusing to access.

One benefit development has brought to the Trail is the opportunity to view 1812 historic sites and cultural landscapes from bridges that cross rivers. To support this experience, the State of Maryland has secured grant funding to develop interpretive bridge projects featuring graphic, audio, lighting and other elements.

The implementation of the Interpretive Installations at Bridges will involve close coordination by the State of Maryland and NPS, and issues related to vehicle access and the designation of the byway will occur as part of the Comprehensive Management Plan and Corridor Management Plan process.

### **Identification and Evaluation of Potential Projects and Project Areas**

Having defined the water trails network and visitor experience goals and identified project types, each water trail segment was analyzed to identify potential projects for the Trail. Several types of input were used to identify potential projects:

- The presence of highly significant War of 1812 historic resources with integrity
- Existing and potential public water access
- Existing visitor experience types and potential gaps related to the Trail
- Natural, cultural and recreational resources
- Recommendations from stakeholders and the client team

Each potential project was identified by location to simplify the analysis and allow for projects to be evaluated on the basis of the Plan's criteria. In all, approximately 115 potential projects of all types were identified.

### ***Criteria***

The *Access, Stewardship and Interpretive Opportunity Plan* was scoped to identify the *highest priority* projects that support (1) the development of water trail segments and (2) stewardship and interpretive opportunities. To identify these priorities, criteria were developed and applied to the potential projects. The team also used the criteria as a guide in scoping field work and developing concept plans for the project areas.

The application of the criteria created "scores" for the project areas, and the criteria were weighted and classified into three tiers to reflect their relative importance. The scores do not represent the final determination of project feasibility or preference.

<b>First Tier Criteria</b>
Carrying Capacity of nearby public water access points
Proximity to potential users (population and visitation)
Variety of experience types
Opportunities for local support and stewardship
Proximity to boating support services
<b>Second Tier Criteria</b>
Overlap with the John Smith Trail
Proximity to other water trails
Proximity to protected land
Proximity to Scenic Byways (Federal and State)
Proximity to National Park System Units
Heritage Areas and Historic Resources
Proximity to Bay Gateways
<b>Third Tier Criteria</b>
PFA Status
Climate Change Vulnerability

The criteria are described in Table 10 on the following page. The table also shows several criteria that were defined but not applied because of the difficulty in measuring or applying them.

The initial scoring was completed in a workshop, with the client team providing input to identify the final list of project areas. The results of this evaluation are included in Appendix 2.

One purpose of this evaluation process was to identify project areas where more detailed analysis would be performed. Because the definition of a “project” varies depending on the scale to which the term is applied – for example, an “access improvement” can apply to one point along a waterway, improvements within a project area or to the study area as a whole –potential projects were grouped by location and proximity to historic resources, then the criteria were applied to these project areas. The project areas that scored best on the criteria were candidates for further analysis.

As part of this process, concentrations of War of 1812 historic resources were identified as potential project areas for more detailed planning and assessment. This step was important, given that concentrations of historic resources carry the potential for a high quality visitor experience, especially in locations where resources have a high degree of significance and integrity, because the proximity of resources to one another provide opportunities for the partners to connect these resources through water-based experiences. From a planning standpoint, this step helped to identify priority areas where War of 1812 water trail experiences can be developed.

The initial list of project areas is shown on Table 11. This list was refined during the evaluation process to generate the list of project areas.

**Table 10: SSBNHT Access, Stewardship and Interpretive Opportunity Plan Criteria**

<b>Criteria</b>	<b>Definition</b>
Carrying Capacity	The maximum number of individuals that an area, habitat, or given environment can support without detrimental effects, given consideration of the quality of the natural environment and long-term management goals or other requirements of the site.
User Proximity/ Anticipated Visitation	Proximity to population centers and/or other popular sites/resources
Variety of Experience Types	Ability to provide multiple types of water-based experience (boat types, land access to water), or to fill a critical gap in one type of experience
Local Support/Stewardship	Do local governments or semi-public entities manage the access points? Part of a state- or locally-designated water trail (existing or planned)?
Presence of Boating Support Services	Includes presence of commercial outfitters and other support services.
Overlap with Captain John Smith Trail	Shared Water Trail segment; shared or proximate resources, etc.
Proximity to Other Water Trails	All designated water trails except John Smith
Presence of Protected Land	Includes federal (except DoD), state, local, private; forest, wildlife, agricultural, etc. for scenic quality. Addresses access and scenery.
Proximity to Scenic Byways	STSP, National, State
Historic/Heritage Designations	Within MD Heritage Area, NR Historic District; Proximity to National Register
Proximity to Gateway Network Sites	
Proximity to National Park System Units	Potomac Heritage Trail; Ft. McHenry; Ft. Washington; Oxon Cove Farm; Piscataway Park, etc.
Priority Funding Area Status	Priority Funding Area
Climate Change Vulnerability	Sea Level Rise and Land Subsidence
<b>Criteria Considered but Not Applied</b>	
Proximity to Greenways	East Coast Greenway, Others
Nautical Criteria	Water Depth, presence of navigation hazards (tree limbs), others as appropriate
Likely ADA Compliance	
"Blue Sky" Opportunities	
Completeness of Experience	Enables water trail use without need for additional capital projects.

Evaluation Category: High	Evaluation Category: Medium	Evaluation Category: Low
The site already has a high level of planned or existing built facilities, infrastructure and/or physical features that can support approximately (100+) general public visitors on a daily basis.	The site has existing or planned facilities and built improvements that can support approximately (< 100) public visitors or users on a daily basis.	The site has very limited, primitive, or no built facilities or infrastructure and there are restrictions or policies that limit use and/or accessibility by the general public.
Near a large population center and large visitation site	Close to a large visitation site	Not located near a major population center, nor near a large visitation site
The project has high-regarded water access variety, including easy from road, and can support multiple types of water users	The project has adequate water access; improvement may be necessary to permit additional water-based experiences	The project has poor or marginal water access; only few water-based experiences are feasible
Access point managed by State government or active local committee	Access point managed by local government or semi-public agency	Access point under private management
Commercial boating support is located near or adjacent to the project	Few boating support services exist nearby	Boating support services are marginal or absent
Shared trail segment or proximate resource with John Smith Trail	Partial shared trail segment with John Smith Trail	No relation to John Smith Trail
The project overlaps with other existing or planned water trails	The project connects to an existing or planned water trail within vicinity	The project is not located near another water trail
Property under ownership by government, or under environmental protection (easement/ zoning)	Private property in forest or agricultural use	Private property in any other use classification
Within 1/4 mile of the state-designated STSP Scenic Byway	Within 1/4 mile of another state- or a federally designated byway	Not located near a scenic byway
Located within NRHD or MHA	Located within 1/4 mile of NRHP Site or district	Not located in or near Historic/Heritage features
The project is a gateway site	The project is within 1 mile or less from a gateway site	The resource is greater than 1 mile from a gateway site
The project is located within 1/4 mile of a NPS Unit	The project is located within 1 miles of a NPS Unit	The project is >1 mile from a NPS Unit
Within a Priority Funding Area		Not within a Priority Funding Area
Not vulnerable to significant Sea Level Rise	Vulnerable to 2 to 5' Sea Level Rise	Vulnerable to 0 to 2' Sea Level Rise
Located within 1/4 mile of a greenway	Located within 1/2 mile of a greenway	Not located near a greenway
Water depth is adequate to serve a variety of water recreation experiences	Water depth can serve a variety, but not all, water recreation experiences	The physical characteristics of the water limit water recreation experiences to paddling/ kayaking
n/a	n/a	n/a
Yes		No
Yes		No

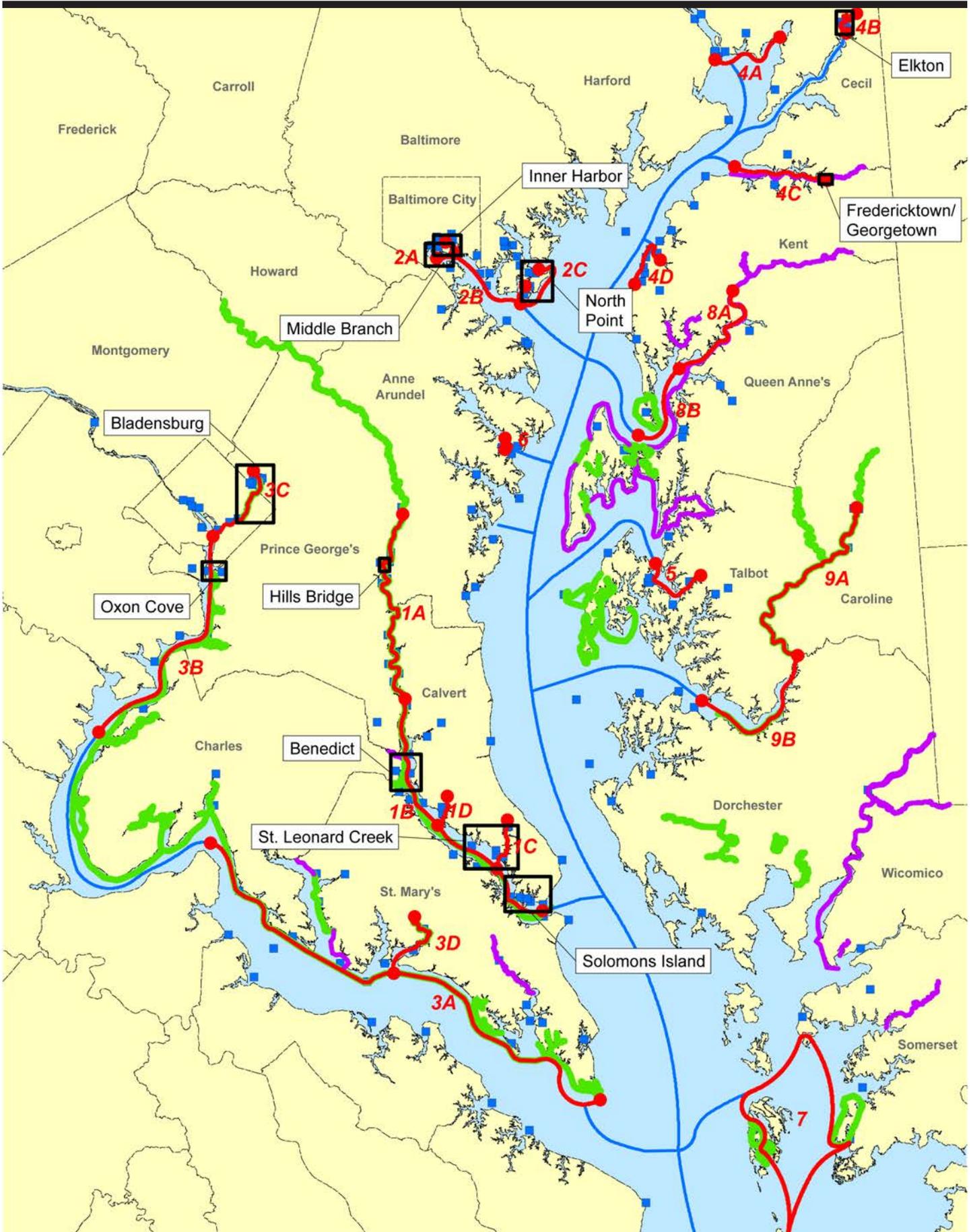
**Table 11: Potential SSBNHT Water-Based Experience Project Areas**

Project Area	Water Trails Framework: Branch	Segment
Bear Creek	Patapsco	2C
Benedict	Patuxent	1B
Betterton	Head of the Bay	4C
Bladensburg	Anacostia	3C
Canoe Campground	Patuxent	1A
Chestertown	Chester	8A
Crisfield	Tangier Sound	7
Elk Landing Historical Park	Head of the Bay	4B
Fells Point	Patapsco	2A
Fort McHenry	Patapsco	2B
Fort Smallwood	Patapsco	2B
Fredericktown/Georgetown	Head of the Bay	4C
Havre de Grace	Head of the Bay	4A
Baltimore Inner Harbor	Patapsco	2A
Leonardtwn	Potomac	3D
Magruder's Landing	Patuxent	1A
Mount Calvert	Patuxent	1A
Mount Harmon	Head of the Bay	4C
Naylor's Landing	Patapsco	2C
Newtowne Peninsula	Potomac	3D
North Point Landing	Patapsco	2C
Nottingham	Patuxent	1A
Oxon Cove Park	Potomac	3B
Pig Point	Patuxent	1A
Queenstown	Chester	8B
Shaw-Bauer House	Patapsco	2C
Solomons	Patuxent	1C
Sotterley	Patuxent	1B
St. George's Island	Potomac	3A
St. Inigoe's	Potomac	3A
St. Leonard Creek (Jefferson Patterson Park)	Patuxent	1C
St. Michaels	Miles	5
Woodland Point	Potomac	3A

-  Project Areas
-  Recommended Water Trail Segments
-  Connecting Links
-  Maryland DNR-Recognized Water Trails
-  Other Published Water Trails
-  War of 1812 Resources

Potential project areas were identified by mapping War of 1812 resources proximate to waterways and determining where clusters of resources are located. Table 11 shows these potential project areas and identifies which water trails segment each is located within on the map on page 63.

Water Trails Framework





The boat launch at Magruder's Landing in Prince George's County is a popular water access point along the Patuxent River.

### ***How the Water Trails Framework Relates to Project Areas***

This plan identifies the types of access improvements, trail infrastructure and other capital investments that are needed to create water-based experiences along each trail segment. Because a number of water trails already are in place, some segments already have public access, visitor services or trail infrastructure in place but may have gaps that must be filled to create a SSBNHT-based water experience. Other segments need a full range of improvements and programming to support a SSBNHT water experience.

Concentrations of historic resources, especially resources with high degrees of significance and integrity, were identified as potential "project areas." These "project areas" represent opportunities to connect historic resources through a variety of water-based experiences.

To identify and analyze these opportunities, a concept plan was created for each project area (see Table 1). A number of these project areas can function as "hubs," or primary points of visitor orientation and interpretive programming for a trail segment. However, to create an integrated network of water trails, improvements between these project areas also are needed. Potential improvements along water trail routes are identified in Table 11 after the concept plans.



## IV. Stewardship Opportunities



## IV. Stewardship Opportunities

*Successful implementation and operation of an integrated water trails network will involve many partners, including landowners, local organizations, riverkeepers and resource managers. One of the purposes of designating the Trail was to protect the resources related to the War of 1812 in the Chesapeake in perpetuity, and to strengthen local partners as stewards in this effort.*

As noted in the Interpretive Plan, collaboration between NPS and partners will be central to the long-term management and interpretation of the Trail. In the short and medium terms, the State of Maryland and local governments and partners will play important roles: The State, through the Office of Tourism Development, State Highway Administration, Department of Natural Resources, and War of 1812 Bicentennial Commission, with other agencies; and local partners in their roles as stewards and actively provide water access, visitor services and interpretation, and their potential to expand existing programming through their own plans and initiatives.

The creation of a Friends of the Trail organization would support the capacity of trail partners to provide interpretive programming on an ongoing basis and develop access and other infrastructure projects. The Friends of the John Smith Chesapeake Trail and the Friends of Chesapeake Gateways recently merged to create the Chesapeake Conservancy, which works with NPS to achieve goals for interpretation, education, outreach, public relations and stewardship. As planning for the Trail moves forward, an organization should be developed to serve this advocacy role.

This section of the plan details stewardship opportunities available to support the water trails network and plan recommendations, the coordination needed to implement these opportunities, and the capacity of local partners to support the plan.

### **Coordination and Partnership**

Many of the visitor experiences related to the War

of 1812 will be offered by entities other than the National Park Service and the State of Maryland. Because of this, the success of the trail initiatives will rely on the coordinated efforts of partners that own or manage sites or provide access along segments of the Water Trails Framework.

The Interpretive Plan provides guidance to all partners on how to tell the stories of the Trail and help local organizations provide meaningful visitor experiences. The document provides a “big picture” view of the trail but also advises local partners to develop plans to address unique qualities and opportunities provided by the resources they manage. This approach also acknowledges the varying capacities and management goals that partners have to support and offer programs.

Local plans present opportunities for NPS and local partners to coordinate management efforts on behalf of the trail, by linking the goals and policies of local partners with the broader goals for the trail set by NPS and reinforced in the Comprehensive Management Plan.

Along each potential water trail segment in the water trails network, coordination was identified as a specific need because of the complexity of relationships among partners, and the likelihood that water trails projects will involve combinations of partners.

Informal relationships already exist between organizations within the water trails network. The Chesapeake Bay Gateways Network provides another system for local organizations to coordinate activities with the support of NPS.

More capacity will be needed, however, especially for communications, training and networking, as partners collaborate to plan and implement water trail improvements and coordinate interpretive programming, both in the short and the long term.

NPS, through the Chesapeake Bay Gateways and Watertrails Network, the Captain John Smith Chesapeake National Historic Trail, and other initiatives, will develop and strengthen connections among sites and organizations and encourage implementation that supports the development of the Trail.

The State of Maryland has a prominent role in promoting the Trail through the Office of Tourism Development (OTD) and War of 1812 Bicentennial Commission, and in programming and implementation through the State Highway Administration (SHA) and Department of Natural Resources (DNR).

OTD and SHA are working together to program a \$1.8 million scenic byways grant that will provide directional signage, interpretive waysides, public art and other media along the trail. OTD is also working with the War of 1812 Bicentennial Commission to allocate up to \$20 million in non-state funding provided through a U.S. Mint commemorative coin and private contributions to develop programming and infrastructure for the Trail. The local initiatives identified in this plan can benefit from this support.

### **Coordination among Federal, State and Local Agencies**

This section identifies some of the organizational and technical issues that must be addressed in implementing the *Access, Stewardship and Interpretive Opportunity Plan*.

- Developing the Star-Spangled Banner National Historic Trail will have implications on federal, state and local resources (i.e., state lands, water access points, operations, maintenance and staff time).

**The nonprofit Patuxent Riverkeeper organizes the Patuxent Sojourn every year to lead paddlers through a section of the river to educate the public about the river's importance to the region and to encourage residents to actively restore and preserve the waterway.**  
*Photo by Ralph Eshelman*

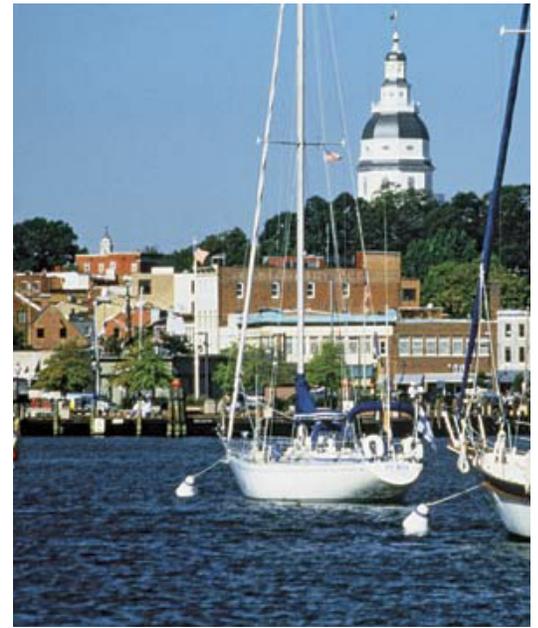


In the Chesapeake Bay watershed, NPS efforts rely on existing public facilities that are funded through the State Waterway Improvement Fund and local jurisdictions. For the most part, these sites are not managed, maintained or funded by NPS. Therefore, close coordination among all of these partners is necessary to leverage limited funding and staff capacity.

- All actions involving local or state public access facilities will involve direct contact with the state and local agencies that have investment in these sites. Agreements and plans for any use of, or inclusion of sites along the Trail should include language to indicate federal actions would be implemented in consideration of, and in accordance with, state and local plans and priorities, particularly related to operations and maintenance.
- The federal government could provide incentives to the states to implement federal initiatives by providing funding and technical assistance directly to the states and programs that are being affected. Federal funds could be used to leverage or match existing state funding sources such as Waterway Improvement and Program Open Space.
- NPS should consider providing funding to the state to provide technical assistance for water access and trail projects by bolstering and expanding assistance programs such as the NPS Rivers Trails and Conservation Assistance program (RTCA) in addition to the resources provided through the Chesapeake Bay Gateways Network. RTCA has experienced planning staff and a well-established track record of successfully cooperating with states and supporting their efforts. In many cases, RTCA is already working on projects along the National Historic Trails.

**The Hooper Strait Lighthouse is one of the attractions in St. Michaels in Talbot County. The lighthouse, built in 1879 to guide boats through the Hooper Strait, which connects the Chesapeake Bay across Tangier Sound to Deal Island or locations along the Nanticoke and Wicomico rivers, is on the grounds of the Chesapeake Bay Maritime Museum. The museum provides significant War of 1812 programming and is a key partner in creating additional water-based visitor experiences within the plan's study area.**





**Bladensburg Waterfront Park (above left) and Annapolis City Dock (above right) are two attractions that draw visitors to sites along the SSBNHT.**  
*Left photo by Ralph Eshelman*

- The State of Maryland has programs and staff with specialized knowledge and expertise related to developing and implementing water access and water trail projects. The state also has existing contacts with local governments, direct access to local and state data, and the responsibility to implement statewide initiatives. A process that clearly defines funding and information flow from the locals, to the state, to the federal agencies should be identified to avoid gaps in information and project coordination. An appropriate role for NPS in this process would be to issue block grants to the states to help support projects in identified and prioritized NPS program areas.
- Consideration should be given to identify and prioritize public water access needs in the areas along the route of the Trail. NPS should work closely and with the state to increase funding for developing and maintaining the infrastructure for public boating access as noted in the Maryland Recreational Boating and Infrastructure Plan. Federal investment and assistance should focus on providing new or additional funds for dredging needs, to identify and acquire suitable sites for new boating facilities, and to plan and implement new facilities.
- Current conditions and carrying capacity of existing public water access sites within the water trails network should be considered when developing, marketing or implementing tourism strategies designed to increase visitation, as this can affect existing water access points. An evaluation could identify base-line data on existing conditions, aid in planning efforts, budgeting and operations, and would allow for future comparisons to monitor and identify patterns of use, over-use and other impacts on these sites. This study could occur as part of a Phase 2 evaluation described for the concept plans.
- Any signage placed at public water access sites should be reviewed by the local and/or state entity responsible for operations and maintenance of the site. Signage should be located away from areas used for launching, retrieving and maneuvering motor vehicles or trailers. Signage should not compete with existing or future signs (location or size) used to communicate: navigation or safety information, local fees, permits, regulations and/or general use information.



**Bear Creek, off the Patapsco River in Baltimore County, provides a view of the North Point battlefield. The British used Bear Creek to withdraw their wounded from the Battle of North Point in 1814.**

### **Developing a Stewardship Network**

One of the important long-term outcomes of the *Access, Stewardship and Interpretive Opportunity Plan* and associated planning and implementation efforts will be to create and sustain a network of partners who will sustain the water trails network. Bringing together these organizations will help to implement the *Access, Stewardship and Interpretive Opportunity Plan*. Local partners can serve as champions for improvements and stewardship of individual water trail branches and segments and work together, as many do, to implement initiatives regionally.

The Water Trails Framework identifies potential water trails branches and segments based on the location of War of 1812 historic resources. Implementing this plan will require pairing with local partners that can champion these improvements and integrate them, when appropriate, with their own Trail stewardship and partnership initiatives, and work with local governments and the Maryland DNR and NPS to develop specific water trail segments.

Implementing the water trails network will require collaboration among many partners, including the State of Maryland, NPS, local governments and the organizations that already provide interpretation and water access along the proposed water trails network.

Table 12 identifies the entities that currently provide access or infrastructure for water-based visitor experiences within the water trails network, as well as interpretation. Their interpretive offerings are divided into two categories: interpretation (infrastructure) and interpreters (personnel).

Many of these organizations are planning improvements and/or programs in anticipation of the bicentennial of the War of 1812. Table 12 also identifies the types of improvements being planned, as well as the relationship of the individual partners to a potential broader stewardship network and how such a network could support the activities of the local organizations.

Local governments can work individually or with other partners to tap into resources provided through heritage and natural resource areas, as well as with partners that may not be directly on the water but want to participate in efforts to support the Trail. For this reason, local initiatives being undertaken in support of the purpose of the *Access, Stewardship and Interpretive Opportunity Plan* are included in the Plan Recommendations.

**Table 12: Capacity of Local Stakeholders to Support a Water Trails Network**

Organization/Site	Location	Site manager or type of organization	Gateways Network Partner	Interpretation Offered?	Improvements Planned by Site Manager/ Org.	Resources needed to support improvements
<b>Patuxent River</b>						
Compton Bassett House	Upper Marlboro	M-NCPPC	No	No	Long range	Signage; kiosk
Billingsley House Museum	Upper Marlboro	M-NCPPC	No	Offered, but not for War of 1812	Provide War of 1812 materials to add to existing exhibits	Signage; kiosk
Mount Calvert Historical and Archaeological Park	Upper Marlboro	M-NCPPC	No	Yes	A new exhibit on War of 1812 is being planned	Funding for new exhibit
Patuxent River Park	Croom	M-NCPPC	Yes	Yes, pontoon boat rides		
Jug Bay Wetlands Sanctuary	Lothian	Anne Arundel County Department of Recreation and Parks	No	No	Signage at end of RR trail on Patuxent	Funding for signage
Patuxent Wetland Park	Lothian	Anne Arundel County Department of Recreation and Parks	No	No	Signage at small boat landing and end of fishing pier	Funding for signage
Greenwell Foundation (Greenwell State Park)	Hollywood	State of Maryland DNR	Yes	Yes		
Historic Sotterley, Inc.	Hollywood	Non-profit organization	Yes	Yes	New interpretive panels	Funding for signage
Benedict Village Waterfront	Benedict	Charles County Planning Office	No	Yes	Improved water access and interpretation in village	Funding
Maxwell Hall	Benedict	No				
Daughters of 1812.	Pending	No	Signage along Rte. 231 at pull-off just before bridge	Funding for design of signage	Yes, but only for War of 1812 Celebration events (TBD)	Volunteer Interpretation
Jefferson Patterson Park and Museum	St. Leonard	State of Maryland	Yes	Yes	New 1812 exhibit being readied	
Calvert Marine Museum	Solomons	Non-profit organization	Yes	Yes	Creating War of 1812 map and guide to be published in 2011	

Does org. have interpreters?	Role of staff and volunteers	Support needed to enable additional interpretation	How can resource support water trails network?	How can stewardship network help resource provide war of 1812 interpretation?
Not on site	None	SSBNHT interpretive programming	Access to Flotilla scuttling site; site of home of one of Americans captured by British	Work with M-NCPPC to support flotilla visitation and technical work
Yes	Staff provides interpretation; volunteers not used	Presently visitation is limited; although this site not an 1812 site it affords excellent views of Pig Point, Western Branch and Mt. Calvert		Interpretive programming; itineraries
Yes	Currently used for archeological excavations	SSBNHT interpretive programming; marketing		
Yes	Yes; program would be offered by volunteers; existing pool limited	SSBNHT interpretive programming		Stewardship network could promote need for volunteers to provide interpretation
Yes		SSBNHT interpretive programming	This site is primarily a nature preserve and park; provides link to natural resources	Interpretive programming; itineraries
Yes but not on site	None	SSBNHT interpretive programming	This site has no on site personnel; passive use only	Interpretive programming; itineraries
Yes	Need to train core group of volunteers	SSBNHT interpretive programming	This site is primarily a park for handicapped; it does have on sign about War of 1812; as well as a 50' pier, new kayak launch site and a River-Rider program.	
Yes	Giving tours, maintaining gardens, etc. But existing pool limited. May be starting recorded tours as well.	SSBNHT interpretive programming	Has small boat/kayak/canoe landing on site but a longer walk required; has potential to develop kayak/canoe landing at end of rolling road - much closer to historic core	Great potential for partnering with Jefferson Patterson Park & Museum
No	Support Revitalization Plan	Funding/ Business Awareness/ Promotion of 1812 activities	Existing water access through boat launch. Restaurant	Promote Revitalization Plan
Funding	Nearby existing kayak overnight site and land trails [this is actually at next door park - not at Maxwell Hall proper]	Opportunity for participation with other So. MD sites		
Yes	Giving educational programs, conducting archeological excavation, etc.	SSBNHT interpretive programming	Already provide kayak and canoe access to river; has potential for small boat docking	Great potential for partnering with Sotterley just across the river
Yes	3 FT and 4 PT interpreters, 25 active volunteers; need to train them	Grant to support 15 or x people; or if available to session	Museum boat will offer special war of 1812 water tours on the Patuxent; works closely with other partners along SSBNHT	Partner with JPPM and Sotterley Plantation

**continued: Table 12: Capacity of Local Stakeholders to Support a Water Trails Network**

Organization/Site	Location	Site manager or type of organization	Gateways Network Partner	Interpretation Offered?	Improvements Planned by Site Manager/ Org.	Resources needed to support improvements
<b>Patapsco River</b>						
Baltimore National Heritage Area	Baltimore City	Baltimore City	No	Yes	Improve signage at Fells Point	None; already programmed and funded
Preservation Society of Federal Hill and Fells Point	Baltimore City	Non-profit organization	Yes	No	Signage being planned as part of interpretive planning process; complete in 2011; exhibit in interpretive plan	Some funding in place for proposed improvements but more is needed
Flag House and Star-Spangled Banner Museum	Baltimore City	Non-profit organization	No	Yes	New exhibits on second floor	Funding for design and installation
Fort McHenry National Monument and Historic Shrine	Baltimore City	NPS	Yes	Yes	New visitor center	Funded and underway
Maryland Historical Society	Baltimore City	Non-profit organization	No	Yes	New exhibit on war being planned	Funding for design and installation
Pride of Baltimore II	Baltimore City	Non-profit organization	Yes	Yes		
Masonville Cove Environmental Center	Baltimore City	Non-profit organization	No	No	Water access to Patapsco water trails segment	
Middle Branch and Riverside Parks	Baltimore City	Baltimore City Recreation and Parks	No			
North Point State Battlefield Park and North Point State Park (Battlefield Park)	North Point	State of Maryland	Yes	No	Interpretation	Funding for signage
Fort Howard Park	Edgemere	Baltimore County Department of Recreation and Parks	No		The batteries are named after 1812 heroes - interpretation needed	
<b>Potomac/Anacostia Rivers</b>						
Fort Washington Park	Fort Washington, MD	NPS	Yes	Yes	New signage	Funding
Oxon Hill Farm/Mt. Welby	Oxon Hill, MD	NPS	No	Yes	Interpretation of fireboats and Newcomb attack	
The Lyceum	Alexandria	City of Alexandria	No	Yes		
Carlyle House Historic Park	Alexandria	Northern Virginia Regional Park Authority	No	Yes		
Smithsonian Institution's National Museum of American History	Washington D.C.	Smithsonian Institution	No	Yes		

Does org. have interpreters?	Role of staff and volunteers	Support needed to enable additional interpretation	How can resource support water trails network?	How can stewardship network help resource provide war of 1812 interpretation?
Yes	Staff provides interpretation; volunteers not used	No current need	Could be a key partner, but nothing is in place yet; park rangers from NPS offering interpretation in Fells Point via water taxi	If agency had more funding, interpretation program could be expanded.
On limited basis	Research completed to support interpretation, facility could train others; more staff and volunteers needed	Could expand tour offerings with staff and volunteers	Water taxi serves 400,000 to 500,000 annual visitors; Fells Point Fun Festival attracts 700,000 visitors every October, linkages to War of 1812 interpretation can serve many people	Programming support to society can help to expand programming and support volunteers at other sites.
On limited basis	Tours	Funding		Interpretive programming; itineraries
Yes	Tours, re-enactments		Provide better boating access options	Interpretive programming; itineraries
Yes	Tours, curation, etc	SSBNHT interpretive programming	Provide thematic tours related to War of 1812	
Yes, crew	Tours when in port		This vessel is not always at Baltimore	
		SSBNHT interpretive programming		Interpretive programming; itineraries
		SSBNHT interpretive programming		Interpretive programming; itineraries
Yes		Funding	This park is under development	Interpretive programming; itineraries
Yes	Tours	SSBNHT interpretive programming	No signage to help the visitor to understand where the 1814 earthworks were	Interpretive programming; itineraries
Yes	Tours	SSBNHT interpretive programming	Potential for signage about fire boats and torpedo use on river during war	Interpretive programming; itineraries
Yes	Visitor information	SSBNHT interpretive programming	Provide information about other war of 1812 sites in area	
Yes	House tours	SSBNHT interpretive programming	Provide walking tours/brochures on 1812 sites in Alexandria	Interpretive programming; itineraries
Yes		SSBNHT interpretive programming		

*continued:* Table 12: Capacity of Local Stakeholders to Support a Water Trails Network

Organization/Site	Location	Site manager or type of organization	Gateways Network Partner	Interpretation Offered?	Improvements Planned by Site Manager/ Org.	Resources needed to support improvements
Riversdale House Museum	Bladensburg	M-NCPPC	No	Yes		
Bladensburg Waterfront Park	Bladensburg	M-NCPPC	Yes	Yes		
<b>Head of the Bay</b>						
Havre de Grace Maritime Museum	Havre de Grace	Non-profit organization	Yes		1812 exhibit	Funding
Concord Point Lighthouse	Havre de Grace	Non-profit organization	Yes	Limited		
Historic Elk Landing Foundation	Elkton	Non-profit organization	No	Yes	New signage	Funding
<b>Miles River</b>						
Chesapeake Bay Maritime Museum	St. Michaels	Non-profit organization	Yes (hub)	Yes	Planning large exhibit on War of 1812 for bicentennial; will become part of permanent exhibit	Funding needed to support exhibit
St. Michaels Museum at St. Mary's Square	St. Michaels	Non-profit organization	No	Yes	Create 1812 walking and boating guide	Funding
<b>Severn River</b>						
U.S. Naval Academy Museum	Annapolis	Non-profit organization	No	Yes		
<b>Tangier Sound</b>						
Tangier History Museum and Interpretive Cultural Center	Tangier, VA	Non-profit organization	Yes	Limited	New signage	Funding
<b>Chester River</b>						
Sultana Projects	Chester-town	Non-profit organization	Yes	No	Sassafras River Water Trail could have War of 1812 component	Programming not directly related to War of 1812

Does org. have interpreters?	Role of staff and volunteers	Support needed to enable additional interpretation	How can resource support water trails network?	How can stewardship network help resource provide war of 1812 interpretation?
Yes	House tours and annual 1812 re-enactment	SSBNHT interpretive programming		Interpretive programming; itineraries
Yes	Pontoon boat tours	SSBNHT interpretive programming	Provide tours/brochures on 1812 sites in area	Interpretive programming; itineraries
Yes	Tours	Funding	Provide walking tours/ brochures on 1812 sites in area	Great potential to partner with Concord Point Lighthouse
Yes	Tours	Funding	Provide walking tours/ brochures on 1812 sites in area	Great potential to partner with maritime museum
Yes	Tours	Funding	Potential for creation of kayak/canoe landing at site	Offer tours and/brochures on water trail to see forts Defiance and Frederick
Yes	Provides year-round training program for docents, staff, and 75 trained interpreters provides programming, tours	Marketing	Potential for offering boat excursions with interpretation on War of 1812; site has water access and serves as a hub in the region and gateway to other historic sites in region	Great potential to partner with St. Michaels Museum and others along the SSBNHT; outside support can reinforce this role
Yes	Tours	Funding	Potential for offering walking tours/ brochure on 1812 sites of area	Great potential to partner with Chesapeake Bay Maritime Museum
Yes		SSBNHT interpretive programming		Interpretive programming; itineraries
Yes	Tours	SSBNHT interpretive programming	Potential for offering walking and boating tours of 1812 sites	Interpretive programming; itineraries
Yes	None	SSBNHT interpretive programming	Potential for offering boating tours related to War of 1812 and walking tours of Chestertown related to War of 1812	Interpretive programming; itineraries





## V. Project Area Concept Plans

# Implementing the Water Trails Framework

*This section of the plan details 11 project areas where a total of \$3.3 million could significantly elevate access, interpretation and stewardship along water portions of the Trail in Maryland. In addition, a visitor experience related to Francis Scott Key’s writing of the Star-Spangled Banner is proposed.*

**Table 1**

Project Area	Water Trails Framework Branches and Segments	Jurisdiction(s)	Estimated Cost
Baltimore Inner Harbor	Patapsco River Branch/Baltimore Harbor Segment	Baltimore City	\$100,000
Patapsco Middle Branch	Patapsco River/Patapsco Mainstem	Baltimore City	\$60,000
North Point	Patapsco River Branch/North Point Segment	Baltimore County	\$185,000
Hills Bridge/Pig Point	Patuxent River Branch/Middle Patuxent Segment	Prince George’s and Anne Arundel counties	\$487,000
St. Leonard Creek/Sotterley	Patuxent River Branch/St. Leonard’s Creek Segment	St. Mary’s and Calvert counties	\$72,000
Benedict	Patuxent River Branch/Lower Patuxent Segment	Charles, Calvert and St. Mary’s counties	\$954,000
Solomons	Patuxent River Branch/Lower Patuxent Segment	Calvert and St. Mary’s counties	\$257,000
Bladensburg	Anacostia River Branch/Bladensburg Segment	Prince George’s County, District of Columbia	\$120,000
Oxon Cove/Oxon Hill Farm/Mount Welby	Potomac River Branch/Middle Potomac Segment	Prince George’s County, District of Columbia	\$171,000
Elkton	Head of the Bay Branch/Elkton Segment	Cecil County	\$82,000
Fredericktown / Georgetown	Head of the Bay Branch/Sassafras River Segment	Kent and Cecil counties	\$842,000
<b>Total</b>			<b>\$3,330,000</b>

# Baltimore Inner Harbor

## *Water Trails Framework: Patapsco River Branch/Baltimore Harbor Segment*

### Jurisdiction: Baltimore City

The Inner Harbor project area includes Baltimore's top tourist attractions and a number of sites critical for Battle for Baltimore interpretation, including Fort McHenry and Hampstead Hill. The area offers an abundance of visitor services to facilitate water-based visitor experiences, including water taxis, boat tours, and kayak rentals.

#### **Francis Scott Key/Star-Spangled Banner Experience**

One obvious signature water-based visitor experience associated with the Star-Spangled Banner National Historic Trail that deserves enhancement is the experience of Francis Scott Key on the Patapsco River during the Battle for Baltimore, the event that led him to write the poem that became our National Anthem.

As noted in the Historic Context section of this plan, Key was being held on board the truce ship HMS *Tonnant* during the battle, from an anchorage site on the river overlooking Fort

McHenry. A commemorative buoy marks the location today.

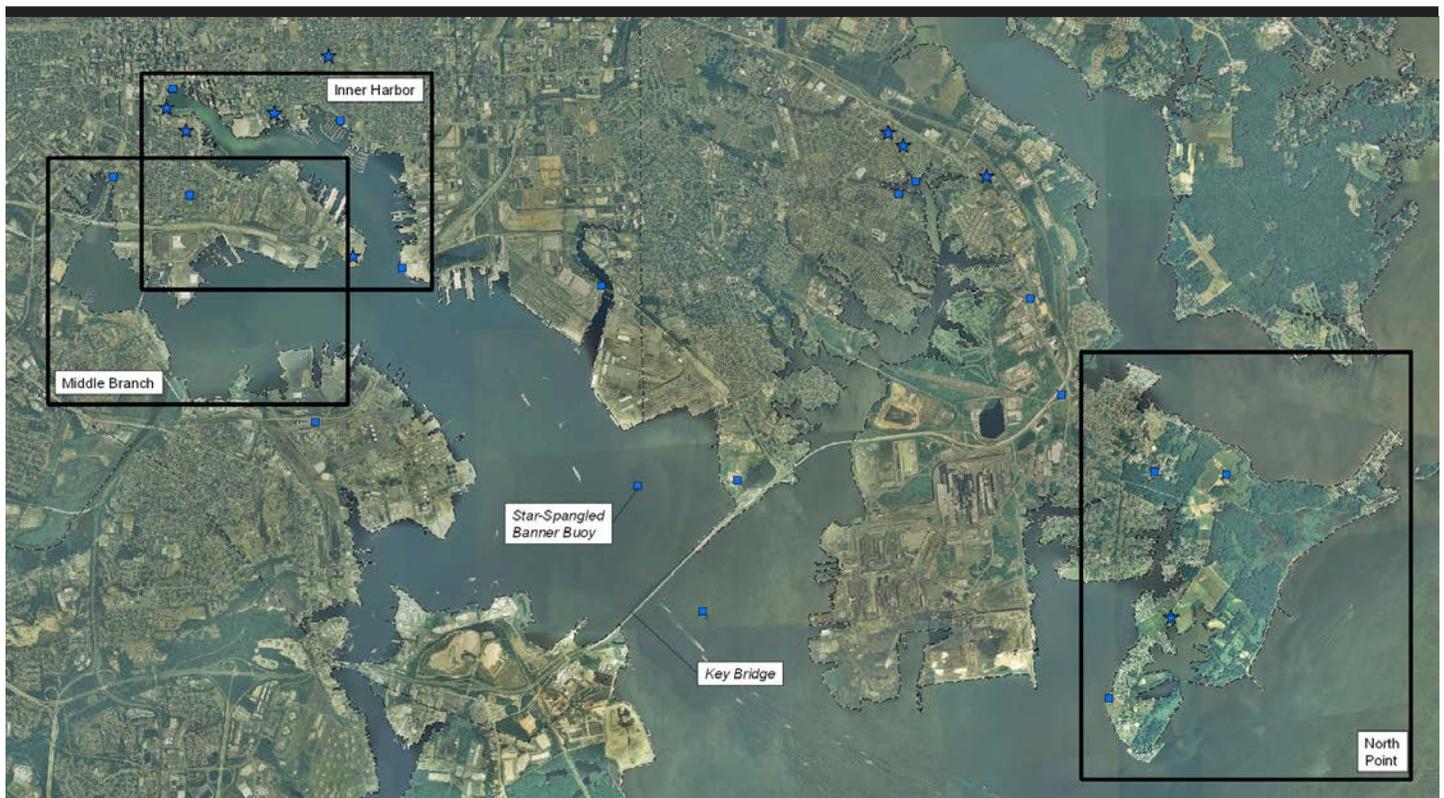
An on-demand guided interpretive tour by water, likely departing from Fort McHenry, to the spot where the *Tonnant* was anchored would provide visitors with a glimpse into history through Key's eyes and put them in Key's shoes.

The setting on the Patapsco overlooking the anchorage site, Fort McHenry, and the flag above the Fort, would evoke the moment, and the experience could be reinforced by public art on the Key Bridge. A video link at the anchorage site could be installed so that the public can have a glimpse of Key's view on the trail website, the Fort McHenry Visitor Center, and other trail sites.

A script that describes the sequence of events would need to be developed and could be broadcast via the buoy or recording accessible by telephone.

- Project Areas
- ★ War of 1812 Resources
- ★ High Significance/Integrity
- Other Resources

Map 7: Star-Spangled Banner Buoy and Key Bridge in Relation to Other Project Areas



# Baltimore Inner Harbor





Canton Kayak Club provides kayaks for club members at several locations around the Inner Harbor.

-  Existing Land Trail
-  SSBNHT Trail
-  Proposed Land Trail
-  Proposed Motorized Trail
-  Proposed Paddle Trail
-  Viewshed
-  1812 Area - High Significance
-  1812 Area - Other
-  Proposed
-  Existing
-  Hard Launch
-  Paddle Launch
-  Paddle Wayside
-  Observation Area
-  Bridge Art
-  Interpretation

### ***Historical Significance***

This project area is crucial to interpretation of the Battle for Baltimore, which served as the climax of the Chesapeake Campaign of 1814 and inspired Francis Scott Key to write The Star-Spangled Banner.

Baltimore has numerous other War of 1812 related historic sites in the older parts of the city surrounding the inner harbor. The project area also includes several resources that will support water-based visitor experiences related to the water trails network. These include the Baltimore Visitor’s Center, Baltimore Maritime Museum, several pedestrian and bicycle trails and routes, and sightseeing and educational boating tours:

### ***Overlapping Water Trail***

Captain John Smith Chesapeake National Historic Trail

### ***Proposed Improvements and Cost***

The improvements proposed for the Inner Harbor area are designed to improve water access for paddlers to Fort McHenry and Fells Point as well as land access to the Flag House and Hampstead Hill.

Because of the challenges of padding in an area of high shipping traffic such as the Inner Harbor, it is recommended that this project area be identified as most appropriate for experienced paddlers, and not necessarily novice canoeists or kayakers.

The costs of public investment or a subsidy required to establish “on demand” water touring from Fort McHenry could vary depending upon the terms and services negotiated between NPS and a private operator.



Kayakers in the Inner Harbor area can experience a variety of War of 1812 historic resources and other attractions, including vessels maintained by Historic Ships in Baltimore, the steward of the US Sloop-of-War Constellation, US Submarine Torsk (commissioned during World War II and shown here) US Coast Guard Cutter Taney and Lightship 116 “Chesapeake.”

**SSBNHT Historic Sites within the Project Area**

Historic Site	Description	Chesapeake Bay Gateway Site
The Star-Spangled Banner Flag House	Site where Mary Pickersgill and others sewed the garrison flag known as the “Star-Spangled Banner” that flew over Fort McHenry possibly during part of the Battle for Baltimore but certainly in triumph after the battle.	No
Federal Hill	Site where a one-gun battery fired three shots in quick succession signaling the British landing at North Point. Also from here many citizens watched the bombardment of Fort McHenry on September 13-14, 1814	No
Pride of Baltimore II	A typical Baltimore schooner or clipper used by privateers. This reproduction of a Baltimore Clipper represents the sleek daring ‘privateers’ that were the life blood of the fledgling American nation.	Yes
Fells Point Historic District	The British attacked Baltimore partly in retribution for the activity of ‘privateers’ that were built at Fells Point.	Yes
Hampstead Hill	Site where troops citizens and slaves built a line of earthworks to protect Baltimore from attacks from the east.	No

## Other Resources Supporting Water-Based Visitor Experiences

Resource	Description	Chesapeake Bay Gateway Site
Baltimore Visitors Center (BVC)	Chesapeake Bay Gateway Regional Information Center	Yes
Canton Kayak Club (CKC)	This club offers a variety of services and activities that support recreational paddling, including a set of locations around the Inner Harbor and Middle Branch where members can rent a kayak (see concept map for locations in the project areas).	No
Baltimore Maritime Museum		No
<b>Pedestrian and bicycle trails and routes</b>		
Inner Harbor Promenade—Federal Hill area to the Canton Waterfront Park.	An urban walkway that connects area greenways and provides pedestrian linkages to attractions throughout the waterfront neighborhoods.	No
Southeast Baltimore Signed Bike Route system.	Newly signed bike routes linking the Flag House, Fells Point and Hampstead Hill, among other locations throughout Southeast Baltimore.	No
Jones Falls Greenway Trail*	The Jones Falls Trail segment around the inner Harbor and north to Penn Station is expected to be complete by 2013.	Yes
Light Street Bicycles	Nearest bicycle rental to the inner harbor; there may be others.	No
<b>Boat tours, Sightseeing and SSB Interpretive Experiences</b>		
National Park Service	On a limited and seasonal basis, NPS Rangers from Fort Mc Henry provide War of 1812/SSB interpretation at the Baltimore Visitor's Center and at Fells Point. On-water interpretation in conjunction with Water Taxi Service is being considered.	Yes
Spirit Cruises	Offers holiday, themed, and group cruises of Baltimore's Inner Harbor.	No
Ed Kane's Water Taxi	Provides service to Fort McHenry, Fells Point, and other Inner Harbor locations.	No
Living Classroom Foundation	Provides a War of 1812-themed educational tour to school groups called "the Fort McHenry Experience."	No
Pride of Baltimore II	Provides War of 1812-themed tours to Fort McHenry and Key Bridge.	Yes

## Proposed Improvements and Cost Estimates

Improvement	Type of Improvement	Estimated Cost
Providing access to bicycle rentals at Fells Point or Patterson Park, to allow for land access to Hampstead Hill and Flag House, via existing signed bike route; also providing supplemental signing to reference the War of 1812 sites in the wayfinding system.	Water access/multi-modal opportunity	Signs (4): \$10,000 each; Rental: private sector business opportunity
On-water interpretation just off the shoreline of Ft. McHenry	Interpretation	TBD
Interpretation at the Canton Kayak Club launch locations, Harbor East, Fells Point, Tide Point, Nick's Fish House	Interpretation	\$60,000
<b>Total</b>		<b>\$100,000</b>

\* Denotes sites not shown on concept plan maps.

# Patapsco Middle Branch





The Baltimore Rowing Club boathouse at Middle Branch Park in Cherry Hill is an existing access point for canoe and kayaks along the Patapsco River water trail.

## Patapsco Middle Branch

*Water Trails Framework: Patapsco River/Patapsco Mainstem*  
**Jurisdiction: Baltimore City**

- Existing Land Trail
- SSBNHT Trail
- Maryland Scenic Byway
- - - Proposed Land Trail
- - - Proposed Motorized Trail
- - - Proposed Paddle Trail
-  Viewshed
-  1812 Area - High Significance
-  1812 Area - Other
- Proposed
- Existing
-  Hard Launch
-  Paddle Launch
-  Paddle Wayside
-  Observation Area
-  Bridge Art
-  Interpretation

The Patapsco Middle Branch project area offers a unique experience for paddlers in the heart of Baltimore City. It includes views of several key sites for interpretation of the Battle for Baltimore, including Forts McHenry, Covington and Babcock.

Despite the Middle Branch's location in the heart of a densely developed port city, it retains some of its natural character, and is less heavily trafficked by large boats than the Inner Harbor. Rental kayaks are available through the Canton Kayak Club and three public launch sites are available on the south shoreline.

The plan proposes new access to Fort McHenry and an adjacent wetlands restoration project. The Middle Branch of the Patapsco is particularly attractive for water-based visitor experiences because it provides an opportunity for paddling trips that allow visitors to experience both War of 1812 history and regenerating urban natural areas such as Masonville Cove.

### **Historical Significance**

This project area is crucial to interpretation of the Battle for Baltimore, which served as the climax of the Chesapeake Campaign and inspired Francis Scott Key to write the lyrics to the Star-Spangled Banner.



Fort McHenry adjoins both the Patapsco Middle Branch and the Baltimore Inner Harbor project areas. It serves as a hub for water-related visitor experiences and interpretive programming and a launching point for water taxi service that can provide guided interpretive tours of the harbor area.

### ***Overlapping Water Trails***

Captain John Smith Chesapeake National Historic Trail

### ***Proposed Improvements and Estimated Costs***

The improvements proposed for the Patapsco Middle Branch project area are designed to improve water access to Fort McHenry and facilitate interpretation of the Fort Babcock and Fort Covington sites.

### SSBNHT Historic Sites within the Project Area

Historic Site	Description	Chesapeake Bay Gateway Site
Fort McHenry	Served as the cornerstone of American defenses during the Battle for Baltimore and where the Star Spangled flew, inspiring Francis Scott Key to write the lyrics that became the National Anthem.	Yes
Fort Babcock	Site of a gun battery manned by members of U.S. Chesapeake flotilla that helped repel a British flanking maneuver during the Battle for Baltimore. A small monument in front of the Gould Street Power Plant commemorates the fort.	No
Fort Covington	Site of a gun battery that helped repel British forces during the Battle for Baltimore.	No
Spring Gardens Battery	Site of a small gun battery meant to defend the western approaches to Baltimore City during the War of 1812.	No
Camp Fairfield	Site where the 36th Maryland Regiment and the Pennsylvania militia were stationed during the Battle for Baltimore.	No

### Other Resources Supporting Water-Based Visitor Experiences

Resource	Description	Chesapeake Bay Gateway Site
Gwynn's Falls Trail and Greenway	A 15-mile shared-use path that follows the Gwynn's Falls stream to the Middle Branch where it forks; one branch going to the Inner Harbor, the other along the southern shore of the Middle Branch.	Yes
Middle Branch Park	Paddlecraft launch and parking near the Baltimore Rowing Club; ramp launch and parking at Broening Park	No
Baltimore Rowing Club	Canoe and kayak access, public parking	No
Canton Kayak Club; Nick's Fish House	Canton Kayak Club Kayak rentals	No
Fort McHenry grounds	Nature trail; Masonville Cove Environmental Education Center and public water access.	Yes
Baltimore Rowing Club	Canoe and kayak access, public parking	No

### Proposed Improvements and Cost Estimates

Improvement	Type of Improvement	Estimated Cost
Providing War of 1812 interpretation in Middle Branch Park, at Masonville Cove Environmental Education Center, Nick's Fish House and at Fort McHenry	Interpretation	\$60,000
<b>Total</b>		<b>\$60,000</b>





North Point provides an opportunity for the State of Maryland, Baltimore County and other partners to provide water-based and multi-modal visitor experiences related to the War of 1812. Several historic resources are within the project area, including North Point landing, where 4,500 British forces landed to launch an overland attack on Baltimore.

## North Point

### *Water Trails Framework: Patapsco River Branch/North Point Segment* Jurisdiction: Baltimore County

North Point provides excellent views of the Chesapeake Bay and offers a high-quality paddling experience at Shallow Creek. The project area benefits from existing resources for visitor accommodation at Fort Howard Park and North Point State Park.

including the death of the popular British commander, Major General Robert Ross. The prospect of facing off with 15,000 militia men, and federal troops at Hempstead Hill, coupled with Britain's failure to capture Fort McHenry, demoralized British troops and precipitated their withdrawal from Baltimore.

#### **Historical Significance**

North Point served as the landing and staging ground for the British land attack on Baltimore, part of a two-pronged strategy that also involved destroying or capturing Fort McHenry in a naval attack. On September 12, 1814, approximately 4,500 troops landed on the southern tip of North Point. These were the same troops that captured Washington, D.C. and burned the Capitol and White House three weeks earlier. This time, however, American troops were better prepared and the British suffered significant casualties,

Tours serving Inner Harbor extend to the Key Bridge and North Point. From North Point dramatic views of the Bay Bridge and the Chesapeake Bay can be seen.

-  Existing Land Trail
-  SSBNHT Trail
-  Maryland Scenic Byway
-  Proposed Land Trail
-  Proposed Motorized Trail
-  Proposed Paddle Trail
-  Viewshed
-  1812 Area - High Significance
-  1812 Area - Other
-  Proposed
-  Existing
-  Hard Launch
-  Paddle Launch
-  Paddle Wayside
-  Observation Area
-  Bridge Art
-  Interpretation



Baltimore County is planning a water trail around the North Point peninsula, as well as a land trail linking resources such as the Todd House and Shaw House. The County's planning efforts generally are incorporated into this plan. This is one example of how partners can collaborate to implement the Access, Stewardship and Interpretive Opportunities Plan.

#### ***Overlapping Water Trails***

- Captain John Smith Chesapeake National Historic Trail
- Baltimore County has proposed a Battle of North Point water trail concept, which would connect Greenhill Cove and North Point Creek and include multiple soft landings/paddlers' waysides.

#### ***Protected Areas***

- North Point State Park (Chesapeake Bay Gateway Site)
- Fort Howard Park

#### ***Proposed Improvements and Estimated Costs***

The improvements proposed for the North Point project area are designed to take advantage of the views and interpretive opportunities available at Fort Howard Park, facilitate paddler access between Fort Howard Park, Shallow Creek and the Todd House, and improve bicycle and pedestrian access between Todd House and the Shaw House site.

### SSBNHT Historic Sites within the Project Area

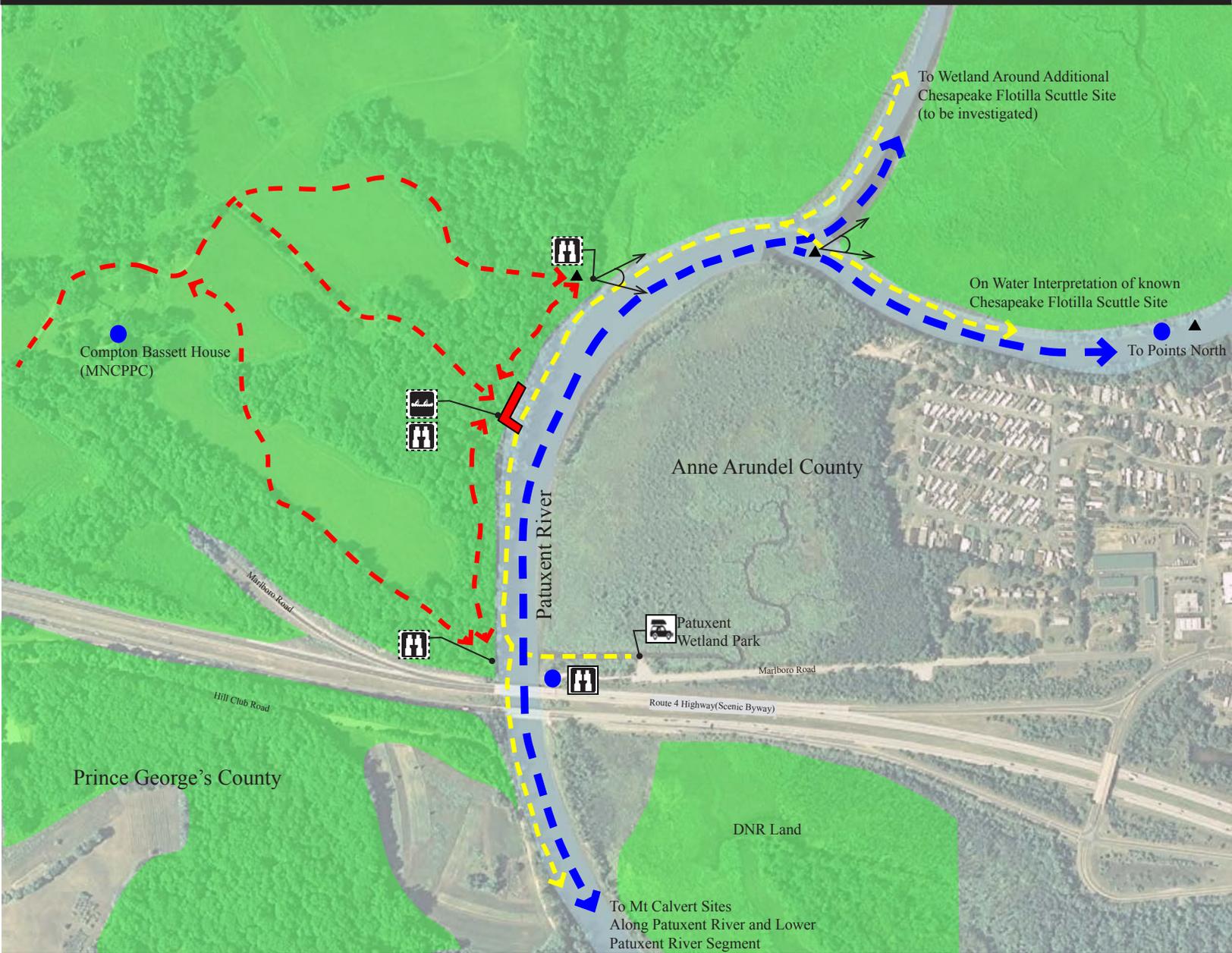
Historic Site	Description	Chesapeake Bay Gateway Site
North Point Landing	Site where approximately 4,500 British forces landed to launch an overland attack on Baltimore. (Located on federal Veterans Administration site.)	No
Todd's Inheritance	An historic farmstead overlooking the Chesapeake Bay where American sentries spotted and notified Baltimore of the invading British forces.	No
Shaw House site	Site of a house where British officers rested prior to the Battle of North Point.	No
Ridgley House site	Site of an American lookout station that signaled the arrival of the British fleet.	No

### Other Resources Supporting Water-Based Visitor Experiences

Resource	Description	Chesapeake Bay Gateway Site
North Point State Park (canoe rentals in summer)	1,320-acre Bay-front park with more than six miles of shoreline along the Chesapeake Bay, Back River, and Shallow Creek. The park provides highly evocative landscapes and parking, restrooms, a visitor center and other visitor service infrastructure.	Yes

### Proposed Improvements and Cost Estimates

Improvement	Type of Improvement	Estimated Cost
An interpretive trail in Fort Howard Park along the shoreline, with observation decks for looking out over Chesapeake Bay and at Key Bridge.	Multimodal opportunity	TBD
A soft launch on Shallow Creek, with expanded parking near the Fort Howard Park entrance, and a paddler's wayside at the Todd House.	Water access	\$72,000
Addition of a paddler's wayside to the existing fishing pier on the southern tip of Fort Howard Park (intended for use by experienced paddlers due to winds and currents).	Water access	\$31,000
<b>This plan also supports facilities proposed by others, including:</b>		
A potential soft launch on the to-be-redeveloped VA property.	Water access	\$41,000
Expansion and enhancement of the VA property's existing waterfront promenade.	Visitor services	TBD
A soft launch or paddler's wayside at the Bauers Farm Site.	Water access	\$41,000
<b>Total</b>		<b>\$185,000</b>





Hills Bridge, which spans the Patuxent River near Pig Point, is a candidate for interpretive installation of public art commemorating the War of 1812. This type of project can provide interpretation for motorists as well as visitors in or adjacent to the water.

## Hills Bridge/Pig Point

*Water Trails Framework: Patuxent River Branch/Middle Patuxent Segment*  
**Jurisdictions: Prince George's and Anne Arundel counties**

The Hills Bridge/Pig Point project area is notable as the location where Commodore Joshua Barney ordered the U.S. Chesapeake Flotilla scuttled on August 22, 1814. The river is narrow here and largely free of motorized boat traffic, offering one of the best paddling experiences on the Patuxent.

William Jones ordered Barney to scuttle it. The remains of the Flotilla were discovered almost 170 years later. The U.S.S. *Scorpion*, Joshua Barney's flagship boat, has already been partially excavated and plans have been developed to fully excavate it and the remaining boats.

### **Historical Significance**

After fighting the British Navy at St. Leonard Creek and other points along Patuxent, the U.S. Chesapeake Flotilla found itself boxed in by an advancing British force. Rather than letting the Flotilla fall into British hands, Secretary of Navy

South of the project area shown on the map are several resources supporting water-based visitor experiences:

-  Existing Land Trail
-  SSBNHT Trail
-  Maryland Scenic Byway
-  Proposed Land Trail
-  Proposed Motorized Trail
-  Proposed Paddle Trail
-  Viewshed
-  1812 Area - High Significance
-  1812 Area - Other
-  Proposed
-  Existing
-  Hard Launch
-  Paddle Launch
-  Paddle Wayside
-  Observation Area
-  Bridge Art
-  Interpretation



Access to the Patuxent River is provided by a boat ramp near Pig Point.

***Overlapping Water Trails***

- Captain John Smith Chesapeake National Historic Trail
- Patuxent Water Trail

***Protected Areas***

- Patuxent River Park (Chesapeake Bay Gateway Site)
- Compton Bassett House (owned by M-NCPPC)
- Patuxent Wetlands Park

***Proposed Improvements and Estimated Costs***

The improvements proposed for the Middle Patuxent project area are designed to enhance land and water access to the U.S. Chesapeake Flotilla scuttle site, and to provide additional interpretive opportunities.

### SSBNHT Historic Sites within the Project Area

Historic Site	Description	Chesapeake Bay Gateway Site
Pig Point*	Village raided by the British as they attempted to overtake Joshua Barney's U.S. Chesapeake Flotilla.	No
U.S. Chesapeake Flotilla scuttle site		No

### Other Resources Supporting Water-Based Visitor Experiences

Resource	Description	Chesapeake Bay Gateway Site
Mount Calvert* (Jackson's Landing)	Small craft landing	No
Jug Bay Natural Area*	Kayak and canoe rental	No
Selby's Landing*	Small craft landing/launch	No
Jug Bay Wetlands Sanctuary Wetlands Center*	Potential canoe and kayak rental	No

### Proposed Improvements and Cost Estimates

Improvement	Type of Improvement	Estimated Cost
Land trails connecting the Compton Bassett House to the river (3,000 linear feet).	Multimodal opportunity	\$348,000
Three new water observation areas.	Viewshed/Interpretation	\$108,000
A paddler's wayside.	Water access	\$31,000
<b>Total</b>		<b>\$487,000</b>

\* Denotes sites not shown on concept plan maps.





The First and Second Battles of St. Leonard Creek in June 1814 remain the largest naval engagements in Maryland history. These engagements pitted the U.S. Chesapeake Flotilla, commanded by Commodore Joshua Barney, against the British Navy. The battle took place right off the shore of what is now Jefferson Patterson Park. This site provides opportunities for viewsheds and a variety of motorized and non-motorized water-based visitor experiences, both at the park and along St. Leonard's Creek.

-  Existing Land Trail
-  SSBNHT Trail
-  Maryland Scenic Byway
-  Proposed Land Trail
-  Proposed Motorized Trail
-  Proposed Paddle Trail
-  Viewshed
-  1812 Area - High Significance
-  1812 Area - Other
-  Proposed
-  Existing
-  Hard Launch
-  Paddle Launch
-  Paddle Wayside
-  Observation Area
-  Bridge Art
-  Interpretation

## St. Leonard Creek/Sotterley

*Water Trails Framework: Patuxent River Branch/St. Leonard's Creek Segment*  
**Jurisdictions: St. Mary's and Calvert counties**

The St. Leonard Creek/Sotterley project area offers visitors an opportunity to experience one of the most compelling engagements of the Chesapeake Campaign of 1814 while developing an understanding of how the war affected civilian life. The area offers a premium experience to both paddlers and motor boat operators and is anchored by Jefferson Patterson Park and Museum, which recently established a permanent exhibit on the War of 1812.

### **Historical Significance**

The largest naval engagements in Maryland history, First and Second Battles of St. Leonard Creek took place here. These engagements pitted the U.S. Chesapeake Flotilla, a ragtag assemblage of 18 small gun boats, barges, and sloops commanded by Joshua Barney, against the British Navy, at the time the most powerful armada on

the seas. While the Americans fought admirably and succeeded in breaking the British blockade, the American's believed the British were just chasing Barney and did not fully understand their plan to use the Patuxent to gain a closer launching point for a land attack on Washington.

Sotterley Plantation is a National Historic Landmark and the only remaining Tidewater Plantation in Maryland open to the public. During the War of 1812 Chesapeake Campaign, Sotterley served as a mustering site for militia coming to the aid of the U.S. Chesapeake Flotilla, and as a result was attacked by the British.



Enhancing the existing soft launch will enable more visitors to access the water at this site and could be improved with a deck for water views, a picnic pavilion and other visitor services and facilities.

#### ***Overlapping Water Trails***

- Captain John Smith Chesapeake National Historic Trail
- Patuxent Water Trail

#### ***Protected Areas***

The project area includes several protected areas, including Sotterley, Greenwell State Park, and a number of Maryland Agricultural Land Preservation Fund (MALPF) easements.

#### ***Proposed Improvements and Estimated Costs***

The improvements proposed for the St. Leonard Creek/Sotterley project area are intended to improve water access to Jefferson Patterson Park and Museum (JPPM) from St. Leonard Creek and water access to Sotterley Plantation from the Patuxent. The existing dock can continue to serve motorized boat access. During the Bicentennial commemoration period, a vehicular shuttle may need to be established during the high visitation season. This would allow tour boat operators to bring groups from Solomon's to Sotterley and more appropriately serve seniors, children, families and others for whom the long walk from the existing dock to Sotterley in summer sun would be difficult.

### SSBNHT Historic Sites within the Project Area

Historic Site	Description	Chesapeake Bay Gateway Site
Jefferson Patterson Park and Museum	Site where U.S. Army troops and militia were mustered to support the U.S. Chesapeake Flotilla.	Yes
St. Leonard Creek Lower Battery	Site where a gun battery was erected by the Americans during to the Second Battle of St. Leonard Creek.	No
Spout Farm	Site near where Barney concealed some of his boats and attacked a British reconnaissance barge.	No
St. Leonard Creek Original Town Site*	Temporary Chesapeake Flotilla base.	No
St. Leonard Creek Floating Boom Site.*		No
Fort Hill Site*	Where the elements of the 36th U.S. Infantry and U.S. Marines established an encampment to protect the U.S. Chesapeake Flotilla's left flank.*	No
Sotterley Plantation	Mustering site for militia.	Yes

### Other Resources Supporting Water-Based Visitor Experiences

Resource	Description	Chesapeake Bay Gateway Site
Sotterley Plantation	Existing water access	Yes
Jefferson Patterson Park and Museum	Soft kayak/canoe launch area at King Landing; small paddlecraft launch at lower battery site.	Yes
Greenwell State Park	Paddler launch site with access for the disabled and fully accessible park facility; parking available	Yes
Morgan State University Dock	near Jefferson Patterson Park Museum	No

### Proposed Improvements and Cost Estimates

Improvement	Type of Improvement	Estimated Cost
Enhance existing paddler's soft launch site at the mouth of St. Leonard Creek. This site has limited vehicular parking (3-5 cars), so a vehicle shuttle is needed for people and equipment, so that the museum parking lot can serve increased paddler access. The JPPM may want to add paddler and skiff tours to their program of offerings and provide needed equipment for a fee. Rentals can be provided for self-guided paddle tours. The soft launch site could also be enhanced with a deck for water views, picnic pavilion and non-permanent sanitary facilities.	Water access; Interpretation	\$41,000
A new paddler's wayside (dock/tie down) location at Sotterley Plantation, to shorten the walk to the historic plantation house.	Water access	\$31,000
Improvement and formalization of the trail connecting the new wayside and the Sotterley plantation home.	Multimodal opportunity	TBD
Interpretation at existing and new water trail launch and wayside sites at a number of locations in St. Leonard Creek.	Interpretation	TBD
<b>Total</b>		<b>\$72,000</b>

\* Denotes sites not shown on concept plan maps.





The Benedict Marina provides access to the Patuxent River for canoes, kayaks and motorized vessels.

# Benedict

*Water Trails Framework: Patuxent River Branch/Lower Patuxent Segment*  
**Jurisdictions: Charles, Calvert and St. Mary's counties**

At Benedict the visitor's imagination easily turns toward the pivotal events of August 1814, when a massive British force landed there in preparation for a surprise, overland attack on Washington, D.C. The area looks much as it did then and is well-suited for both paddle and motorized boat trips. It also offers access to a concentration of historic sites, natural resource management areas, and scenic views.

**Historical Significance**

Benedict occupied a strategic location, at what was the head of Patuxent River navigation for the large vessels in the British fleet; and it was connected to Washington, D.C. by relatively good roads. On August 19-20, 1814, more than 4,370 British troops came ashore at Benedict. Shortly thereafter, these troops marched overland to Washington (~35 miles to the northwest), forming the main thrust of the British attack. They returned to Benedict after burning the White House and Capitol, re-embarking their ships on August 29-30.

- Existing Land Trail
- SSBNHT Trail
- Maryland Scenic Byway
- Proposed Land Trail
- Proposed Motorized Trail
- Proposed Paddle Trail
- Viewshed
- 1812 Area - High Significance
- 1812 Area - Other
- Proposed
- Existing
- Hard Launch
- Paddle Launch
- Paddle Wayside
- Observation Area
- Bridge Art
- Interpretation



An interpretive sign for Camp Stanton is located at Benedict Marina, which was once the site of a Civil War-era recruiting and training post for African American Union soldiers. Providing similar information for the War of 1812 through the use of combined signage and/or interpretive materials would educate visitors about the significance of the site.

**Overlapping Water Trails**

- Captain John Smith Chesapeake National Historic Water Trail
- Patuxent Water Trail

**Protected Areas**

The project area includes several protected areas, including two Natural Resources Protection Areas (Fishing Creek NRMA and Maxwell Hall NRMA) and several Maryland Agricultural Land Preservation Fund (MALPF) easements.

**Proposed Improvements and Estimated Costs**

The improvements proposed for the Benedict project area are designed to improve water access and enjoyment in and around the town of Benedict, improve pedestrian access between the town of Benedict and the British encampment site, and provide additional War of 1812 interpretative opportunities. The proposed improvements support and expand upon recommendations made in the Preliminary Framework Plan for Benedict.

### SSBNHT Historic Sites within the Project Area

Historic Site	Description	Chesapeake Bay Gateway Site
The British landing and encampment sites for the March on Washington		No
Plains Site*	Site of an American militia encampment established in anticipation of British landing at Benedict.	No
Hallowing Point, God's Grace Plantation, Sheridan Point* and Trent Hall*	Sites of British raids and/or bombardments during July 1814.	No

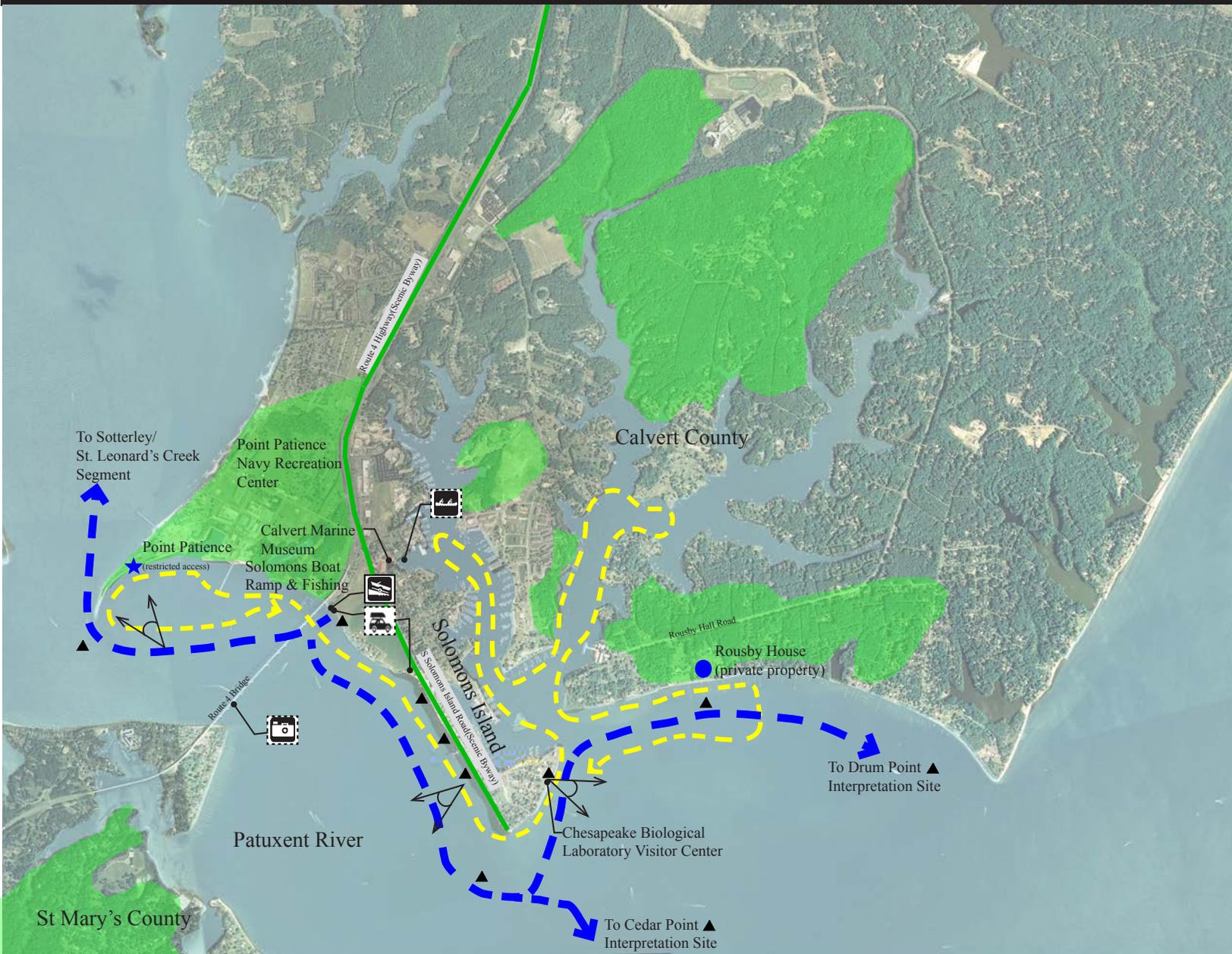
### Other Resources Supporting Water-Based Visitor Experiences

Resource	Description	Chesapeake Bay Gateway Site
Hallowing Point Boat Launch (DNR)	Boat ramp and parking.	No
Ramp launch at end of De Soto Lane in Benedict		No
Paddler's launch at Benedict Community Park	Semi-formal soft launch for paddlecraft; minimal parking along MD 231; roadside safety and carrying capacity issues preclude formalization or expansion of site.	No

### Proposed Improvements and Cost Estimates

Improvement	Type of Improvement	Estimated Cost
A soft launch in Patuxent River Park.	Water access	\$41,000
A pedestrian connection (i.e. sidewalk, boardwalk, trail) from the British landing site to the British encampment site.	Multimodal opportunity	\$348,000
A pedestrian connection from the base of the spit opposite the proposed Inlet Point Park to the proposed War of 1812 Heritage Area on Prince Frederick Road.	Multimodal opportunity	TBD
A trail to Bluebird Hill and observation area with interpretation.	Multimodal opportunity	\$348,000
An observation area on the Patuxent in Benedict.	Viewshed	\$36,000
An observation area on the Patuxent south of Benedict.	Viewshed	\$36,000
Interpretive Opportunity from private land near Bluebird Hill	Viewshed; Stewardship	\$20,000
An interpretive installation on the Benedict Bridge.	Interpretive Bridge Design	\$125,000
<b>Total</b>		<b>\$954,000</b>

\* Denotes sites not shown on concept plan maps.





The Calvert Marine Museum at Solomons exhibits artifacts from the U.S. Chesapeake Flotilla and includes an electronic map of the British invasion route up the Patuxent River among its cultural and natural history exhibits.

## Solomons

### *Water Trails Framework: Patuxent River Branch/Lower Patuxent Segment* Jurisdictions: Calvert and St. Mary's counties

- Existing Land Trail
- SSBNHT Trail
- Proposed Land Trail
- Proposed Motorized Trail
- Proposed Paddle Trail
- Viewshed
- 1812 Area - High Significance
- 1812 Area - Other
- Proposed
- Existing
- Hard Launch
- Paddle Launch
- Paddle Wayside
- Observation Area
- Bridge Art
- Interpretation

Solomons is a center for many types of water-based recreation in the Chesapeake Bay. Solomons has ample facilities to support visitation, including several full-service marinas, hotels, shops, restaurants, and grocery stores. A boardwalk allows visitors to take in the natural beauty of the Patuxent, while a number of charter fishing boat operators offer fishing or non-fishing trips to view of the scenic and historic landscapes from the water. Solomons Island is also home to the Calvert Marine Museum, which exhibits artifacts from the U.S. Chesapeake Flotilla and includes an electronic map of the British invasion route up the Patuxent.

#### **Historical Significance**

The Solomons Island area was very important strategically during the Chesapeake Campaign because of its location at the mouth of the Patuxent River. After arriving in the area from Baltimore, Joshua Barney, Commander of the U.S. Chesapeake Flotilla, used Drum Point near Solomons as the launch point for an attack on the British base at Tangier Island. The British, in turn, established a blockade across the mouth of the river near Solomons and used the area as an anchorage and mustering point for raids up the Patuxent and ultimately the assault on Washington, D.C.



The Governor Thomas Johnson Bridge is another opportunity for interpretive public art installations commemorating the War of 1812. Docks provide access to the Patuxent River at Solomons beneath the bridge.

#### ***Overlapping Water Trails***

- Captain John Smith Chesapeake National Historic Trail
- Patuxent Water Trail

#### ***Proposed Improvements and Estimated Costs***

The improvements proposed for the Solomons Island project area are designed to improve water access for kayakers and rowers at the existing boat launch, Solomons Boat Ramp and Fishing, adjacent to the MD 4 Bridge and at other locations. In addition, these improvements would provide both land and water-based interpretation of the events related to the entire Patuxent River Branch of the Water Trails Framework, in particular the events in the Solomons area and at Cedar and Drum Points.

### SSBNHT Historic Sites within the Project Area

Historic Site	Description	Chesapeake Bay Gateway Site
Cedar Point*	Site of an American militia barracks and the first skirmish in Maryland between the U.S. Chesapeake Flotilla and the British Royal Navy.	No
Drum Point*	Served as an anchorage point for both the Chesapeake Flotilla and British Navy during the events leading up to and immediately following the British attacks on Washington and Baltimore.	No
Carroll Plantation*	Site of a British raid in August 1814.	No
Rousby Hall	Bombarded and burned by the British during the Revolutionary War and may also have been damaged during the War of 1812.	No
Point Patience	Site of a British raid in June 1814 and rendezvous point used by the British to coordinate raids along the Patuxent in July and August 1814.	No

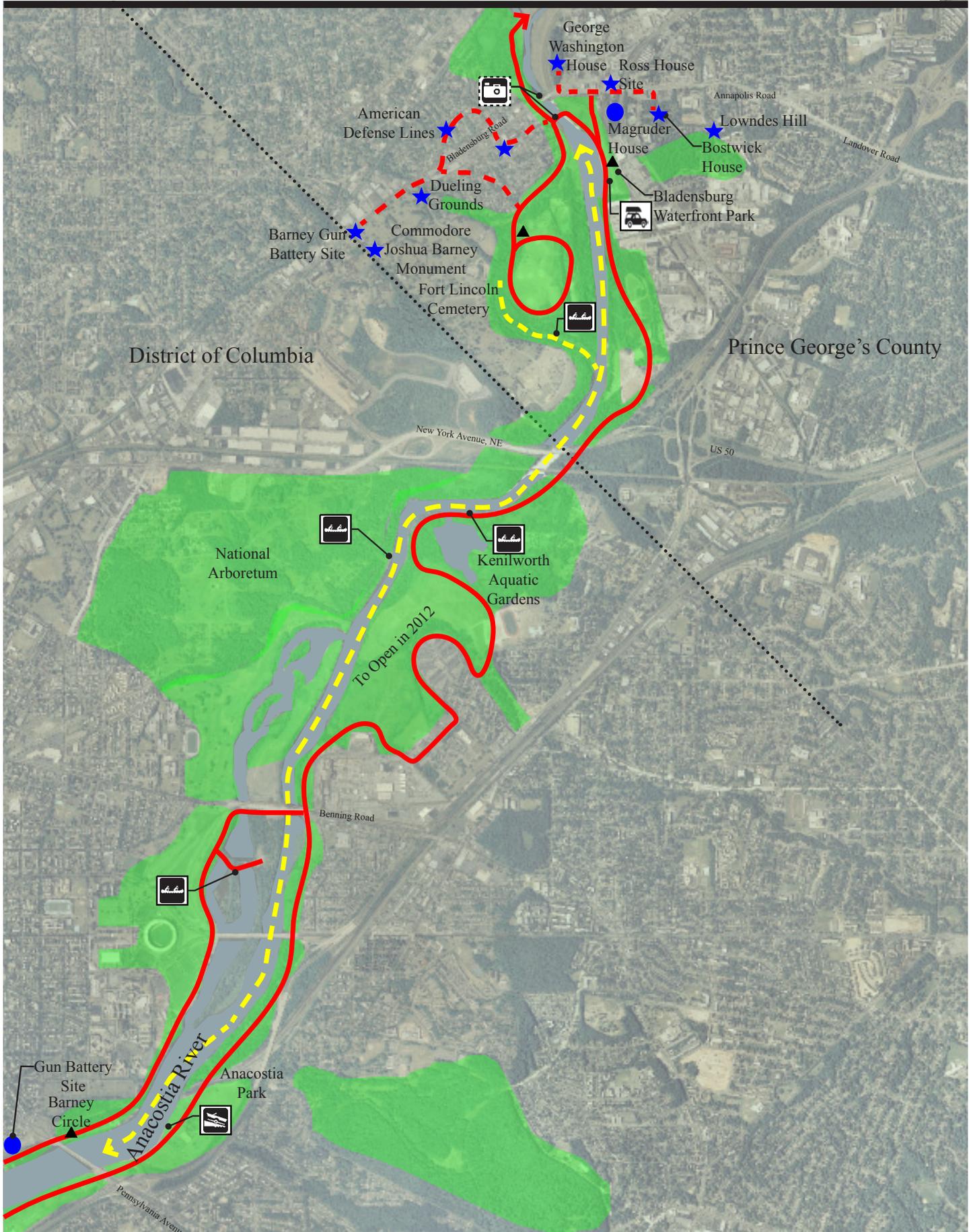
### Other Resources Supporting Water-Based Visitor Experiences

Resource	Description	Chesapeake Bay Gateway Site
Calvert Marine Museum	One of its three themes is devoted to interpreting the maritime history of southern Maryland.	Yes
Solomons Visitor Information Center	Chesapeake Bay Gateway Regional Information Center	Yes
Visitor services	A number of full-service marinas, hotels, shops, restaurants, and grocery stores; as well as kayak outfitters, guided paddle tours and charter boat operators.	No
Public water access	Available for paddle craft at a soft launch located at the north end of the Solomons Island boardwalk	No
Chesapeake Biological Laboratory Visitor's Center	The oldest state-supported marine laboratory on the East Coast and has been the stage for numerous landmark discoveries that now serve as a foundation for many environmental practices currently used to preserve and protect the Chesapeake Bay	Yes

### Proposed Improvements and Cost Estimates

Improvement	Type of Improvement	Estimated Cost
A paddler's launch at the Solomons Boat Ramp and Fishing adjacent to Route 4 bridge.	Water access	\$41,000
Enhance an existing paddler's launch at the north end of the boardwalk on Solomons island	Water access	TBD
A paddler's wayside at the Calvert Marine Museum	Water access	\$31,000
A variety of landside sites for interpretation	Interpretation	TBD
Temporary series of interpretive panels located on the Solomons Island Boardwalk.	Interpretation	\$20,000
Interpretation at the water viewing area at the Chesapeake Biological Lab	Interpretation	\$20,000
Interpretation at the Solomons Boat Ramp	Interpretation	\$20,000
An interpretive installation on Thomas Johnson Bridge	Interpretive Bridge Design	\$125,000
<b>Total</b>		<b>\$257,000</b>

\* Denotes sites not shown on concept plan maps.





The Anacostia Watershed Society and other local organizations use Bladensburg as an access point to the Potomac River.

## Bladensburg

### *Water Trails Framework: Anacostia River Branch/Bladensburg Segment* **Jurisdictions: Prince George’s County, District of Columbia**

- Existing Land Trail
- SSBNHT Trail
- Maryland Scenic Byway
- - - Proposed Land Trail
- - - Proposed Motorized Trail
- - - Proposed Paddle Trail
- ◁ Viewshed
- ★ 1812 Area - High Significance
- 1812 Area - Other
- ⋯ Proposed
- Existing
- 🚣 Hard Launch
- 🚣 Paddle Launch
- 🚣 Paddle Wayside
- 🏠 Observation Area
- 🖼️ Bridge Art
- ▲ Interpretation

The Battle of Bladensburg was one of the most significant engagements between British and American forces during the War of 1812. While the landscape has changed significantly, the area is still rich in historic features and water trails are already in place. Public access and paddler resources at Bladensburg Waterfront Park (M-NCPPC) make implementation of a Star-Spangled Banner Water Trail in Bladensburg an easy and inexpensive effort. This water trail also provides an opportunity for inter-jurisdictional cooperation between Maryland and the District of Columbia, which also plans to commemorate the War of 1812 and Star-Spangled Banner story.

#### **Historical Significance**

The defeat of the American forces at the Battle of Bladensburg allowed the British to access Washington, D.C. and burn the White House and Capitol. The Americans set up three defensive lines on the west side of the Anacostia River (then called the East Branch of the Potomac) opposite the town of Bladensburg. Despite the support of federal Marines and sailors, including Commodore Barney’s flotillamen, the mostly civilian militia was routed and fled in a disorderly manner. The federal troops dispersed as well, but gathered again at what today is Rockville. Both the regulars and the militia unified their defense at Baltimore.



By improving War of 1812 interpretation at Bladensburg Waterfront Park and other locations along the Anacostia River, land and water-based War of 1812 interpretive programming can be linked.  
 Photo by Ralph Eshelman

**Overlapping Water Trails**

- Captain John Smith Chesapeake National Historic Trail
- Kingfisher Canoe Trail, an 8-mile, self-guided paddle trail from the Bladensburg Waterfront Park to the Anacostia Park boat ramp in the District of Columbia

**Proposed Improvements and Estimated Costs**

The improvements proposed for the Bladensburg project area are designed to improve both land and paddler access to the interpretation spots on the site.

**Protected Areas**

The Anacostia River is bounded by protected parklands for much of its course near Bladensburg, including:

- M-NCPPC: BHWP, Colmar Manor Park, Anacostia River Park
- National Park Service: Kenilworth Park and Aquatic Gardens, and Anacostia Park (Chesapeake Bay Gateway Site)
- U.S. National Arboretum (USDA)
- Kingman Island (DC Dept. of Parks and Recreation)

### SSBNHT Historic Sites within the Project Area

Historic Site	Description	Chesapeake Bay Gateway Site
Bladensburg Waterfront Park	Historic port of Bladensburg has been revived as waterfront park with a variety of activities available—interpretation of Battle of Bladensburg and Joshua Barney	Yes
War of 1812 related historic home and business sites in the Town of Bladensburg	Includes Bostwick House; George Washington House / British Artillery Position Site; Lowndes Hill; Ross House Site; Magruder House and others	No
American First, Second, and Third Lines of Defense	Now the towns of Colmar Manor, Cottage City and Fort Lincoln Cemetery.	No
Barney Gun Battery Sites	First battery located on the West side of John Philip Sousa Bridge and second location along Bladensburg road at the west end of the battlefield.	No
Commodore Joshua Barney Monument	Not located at actual site of battery	No

### Other Resources Supporting Water-Based Visitor Experiences

Resource	Description	Chesapeake Bay Gateway Site
Anacostia River Trail	This bicycle and pedestrian trail (75% complete) connects the Anacostia River Waterfront in D.C. with Prince George's County's Anacostia Tributary Trail system. The section between Bladensburg and Benning Road is scheduled to open in 2012	No
Bladensburg Waterfront Park	Open for launch of personal paddlecraft or canoe, kayak, paddle boat, and rowboat rentals are available; parking; bathrooms	Yes

### Proposed Improvements and Cost Estimates

Improvement	Type of Improvement	Estimated Cost
Improved wayfinding from the BWP to the historic sites on land in Colmar Manor, Cottage City and Bladensburg, including the Dueling Grounds and the battle area.	Multimodal opportunity	TBD
Sidewalk, curb ramp, streetscape, and street crossing improvements between the Bladensburg Waterfront Park the Bostwick House and between Bladensburg Waterfront Park and the George Washington House.	Multimodal opportunity	TBD
Additional interpretation at Bladensburg Waterfront Park and restoration of the Barney Barge Replica (underway); Interpretation at BHWP should be coordinated with DC-sponsored interpretation about Barney planned for the Anacostia River Trail wayside at Barney Circle (a traffic circle named for Barney at the west end of the Pennsylvania Avenue Bridge, near where his naval base was located).	Interpretation	\$120,000
A Heritage Walk between BHWP, the George Washington House and the Bostwick House. This historic trail could tell the story of the impact of the British invasion on the residents of Bladensburg,	Interpretation	TBD
A Heritage Walk in Colmar Manor, Cottage City, along Dueling Creek and to Ft. Lincoln Cemetery. This walk could interpret the military preparations of the American's and explain the extensive role of Barney and his Marines in their resistance during the entire Patuxent campaign of the British. In this way, the interpretation in Bladensburg would be an invitation to visit the Patuxent segment of the SSBNHT water trail.	Interpretation	TBD
<b>Total</b>		<b>\$120,000</b>





Oxon Cove offers water access for paddlers who want to explore the Potomac River's role in the War of 1812.

## Oxon Cove/Oxon Hill Farm/Mount Welby

*Water Trails Framework: Potomac River Branch/Middle Potomac Segment*  
**Jurisdictions: Prince George's County, District of Columbia**

-  Existing Land Trail
-  SSBNHT Trail
-  Maryland Scenic Byway
-  Proposed Land Trail
-  Proposed Motorized Trail
-  Proposed Paddle Trail
-  Viewshed
-  1812 Area - High Significance
-  1812 Area - Other
-  Proposed
-  Existing
-  Hard Launch
-  Paddle Launch
-  Paddle Wayside
-  Observation Area
-  Bridge Art
-  Interpretation

Oxon Cove sits at the base of Mount Welby, a farm property that is now part of the Oxon Cove/Oxon Farm National Park. The Oxon Cove offers paddling access for those who may want to explore the Potomac's role in the Star-Spangled Banner story.

### ***Historical Significance***

Mount Welby was the home of Dr. Samuel Debutts and wife Mary Welby Debutts at the time of the War of 1812. During the British attack on Washington the Debutts "heard every fire" of the Battle of Bladensburg and witnessed the

capitulation of Alexandria, Virginia, and attack on the Capital city. They fled to Loudoun, Virginia and returned after the British withdrawal to find on their property, casings of Congreve rockets the British either fired at the house or used for signal communications..

Additionally, the American Brigadier General Robert Young and his command of 450 troops used the property for a time as a base for protection of the northern approach of Fort Washington.



Oxon Cove sits at the base of Mount Welby, a farm property that is part of the Oxon Cove/Oxon Farm National Park. Mount Welby was a home, built circa 1811, that belonged to Dr. Samuel DeButts, whose wife wrote letters to her sister describing the advance of British forces up the Potomac River during the War of 1812.

#### ***Overlapping Water Trails***

- Captain John Smith Chesapeake National Historic Water Trail
- Lower Potomac River Water Trail

#### ***Protected Areas***

Oxon Cove Park/Oxon Hill Farm National Park

#### ***Proposed Improvements and Estimated Costs***

The improvements proposed for the Oxon Cove project area are intended to enable the Oxon Hill Farm Unit of the National Park Service to expand its visitor attractions and participate more fully in the coming SSB bicentennial celebration.

### SSBNHT Historic Sites within the Project Area

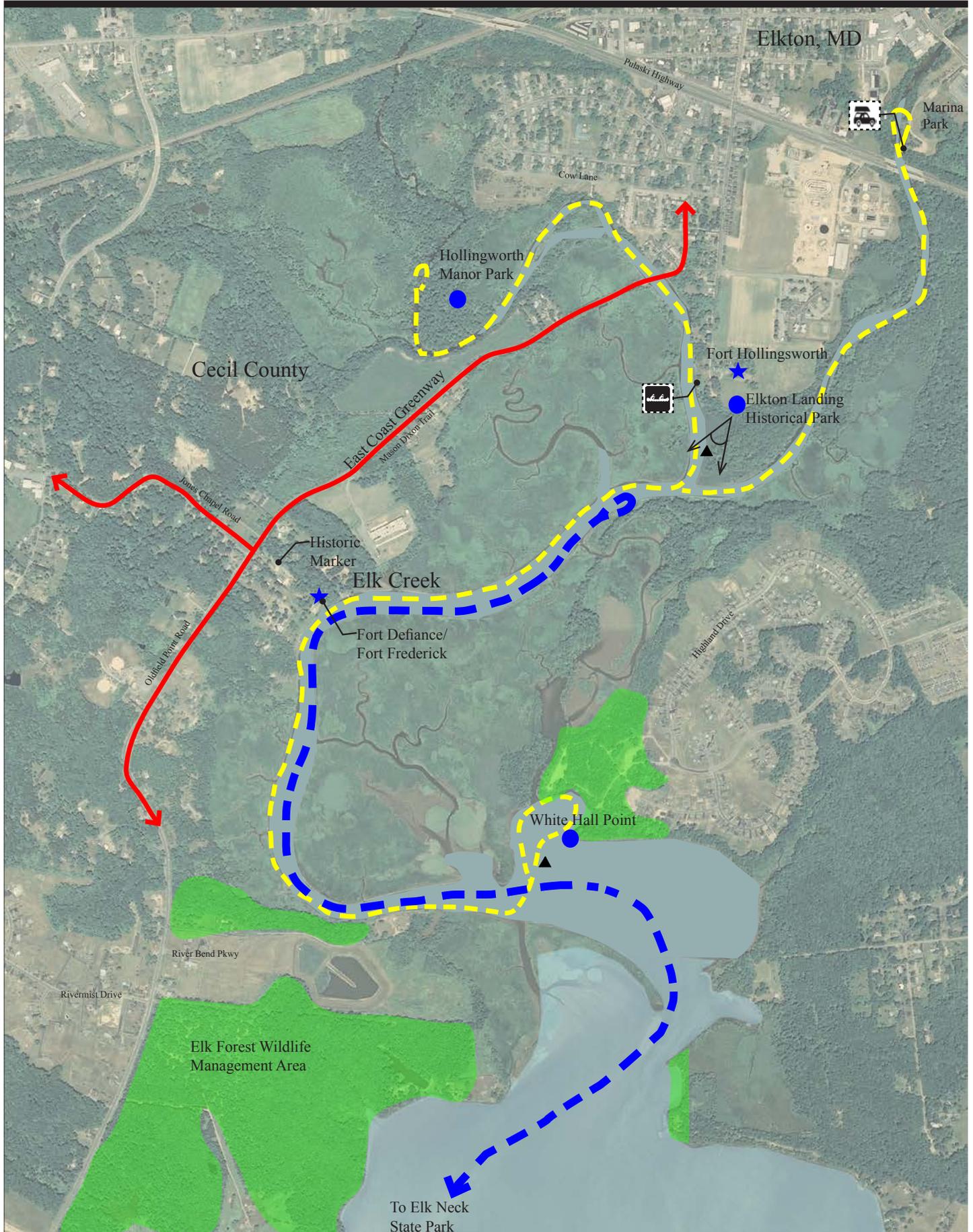
Historic Site	Description	Chesapeake Bay Gateway Site
Mount Welby/ Oxon Hill Farm/ Oxon Cove National Park		No
Old Town Alexandria, Virginia and the King Street Waterfront		No

### Other Resources Supporting Water-Based Visitor Experiences

Resource	Description	Chesapeake Bay Gateway Site
Potomac Riverboat Company and Dandy's Restaurant Cruises	Tour boat operators sail out of Alexandria and serve the National Harbor	No

### Proposed Improvements and Cost Estimates

Improvement	Type of Improvement	Estimated Cost
One paddler's wayside landing with a floating dock, on the south side of the cove. This will serve as a rest stop for paddlers and will give them access to the existing War of 1812 interpretation on the site.	Water access	\$31,000
One observation deck on the north side of cove. Proposed interpretation area will educate patrons of the British strategic advances on the Potomac River.	Viewshed	\$20,000
A new segment of trail to link the observation deck with the existing trail system in the park.	Multimodal opportunity	\$120,000
<b>Total</b>		<b>\$171,000</b>





## Elkton

*Water Trails Framework: Head of the Bay Branch/Elkton Segment*  
**Jurisdiction: Cecil County**

-  Existing Land Trail
-  SSBNHT Trail
-  Maryland Scenic Byway
-  Proposed Land Trail
-  Proposed Motorized Trail
-  Proposed Paddle Trail
-  Viewshed
-  1812 Area - High Significance
-  1812 Area - Other
-  Proposed
-  Existing
-  Hard Launch
-  Paddle Launch
-  Paddle Wayside
-  Observation Area
-  Bridge Art
-  Interpretation

The Elkton project area demonstrates the extent to which War of 1812 Chesapeake Campaign affected the entire Chesapeake Bay. The Town of Elkton has an attractive and historic downtown, and the Elk River is a scenic waterway that is underutilized for recreation. Expansion of paddling opportunities in Elkton will contribute to the local economy in a manner that is sustainable; and involves minimal environmental impact.

### **Historical Significance**

The American military viewed Elkton as a possible British landing point for an attack on Philadelphia. Based on this potential threat, the citizens of Elkton raised funds to build three defensive earthworks at Fort Hollingsworth, Fort Defiance, and Fort Frederick. Using these earthworks, American forces successfully defended the town, repulsing two British Attacks, one in April 1813 and one in July 1814.



The Hollingsworth House, at the head of the Elk River at Elk Landing, is being restored by the Historic Elk Landing Foundation. In 1813, American forces at Fort Hollingsworth repelled a British landing party at the same time that a British barge was repulsed at Fort Defiance on the Elk River. Zebulon Hollingsworth built the house in the mid 18th century and was rebuilt with an addition during the 19th century, after a fire destroyed much of the interior.  
*Photo by Ralph Eshelman*

### ***Overlapping Water Trails***

Captain John Smith Chesapeake National Historic Water Trail

### ***Protected Areas***

- Hollingsworth Park, Marina Park, Meadow Park, Hatchery Park
- Elk Neck State Park (Chesapeake Gateway Site)
- Elk Neck State Forest
- Elk Forest Wildlife Management Area
- Courthouse Point Managed Hunting Area

### ***Proposed Improvements and Estimated Costs***

The improvements proposed for the Elkton project area would enhance access to the portions of Elk Creek that embrace the southern portion of the Town of Elkton. These waters are rich in scenic beauty, wetlands and wildlife. They also offer an opportunity to interpret War of 1812 events from the point of view of the American common people. At the time national defense was largely dependent on civilian militias. Elkton was (and still is) a small town, away from the seats of economic and political power, yet found itself in a potentially strategic location for national defense in a time of crisis.

### SSBNHT Historic Sites within the Project Area

Historic Site	Description	Chesapeake Bay Gateway Site
Frenchtown*	A strategically located military depot that British forces attacked in April 1813.	No
White Hall Point	Where British forces landed after the attack on Frenchtown and began their march toward Elk Landing.	No
Fort Hollingsworth	Where American forces established an earthwork to defend Elkton and fended off a British landing party marching from Elk Landing.	No
Fort Defiance	Where American forces established an earthwork to defend Elkton and fired on approaching British barges, causing the barges to retreat.	No
Fort Frederick	Where American forces established an earthwork to defend Elkton.	No

### Other Resources Supporting Water-Based Visitor Experiences

Resource	Description	Chesapeake Bay Gateway Site
Elk Neck State Park	Located approximately 10 miles south of the project area. A boat launch facility with restrooms and convenience store is provided at Rogues Harbor. The park also contains several points from which to launch a kayak or canoe.	Yes

### Proposed Improvements and Cost Estimates

Improvement	Type of Improvement	Estimated Cost
A new soft launch at Marina Park	Water access	\$41,000
Additional interpretation at the existing launch near Fort Hollingsworth and in the Elkton Landing Historical Park	Interpretation	\$20,000
A soft launch at Elkton Landing	Water access	\$41,000
<b>Total</b>		<b>\$82,000</b>

\* Denotes sites not shown on concept plan maps.





Fredericktown and Georgetown attract visitors to the water at four marinas: Sassafras Harbor Marina, Duffy Creek Marina, the Skipjack Cove Yachting Resort and Georgetown Yacht Basin. By creating a gateway to the area, improving pedestrian access and installing interpretive signage, visitors will be able to understand the area's significance in the War of 1812.

## Fredericktown/Georgetown

### *Water Trails Framework: Head of the Bay Branch/Sassafras River Segment* **Jurisdictions: Kent and Cecil counties**

While not published as a stand-alone itinerary, the Sassafras River has an existing water trail that is popular among both paddlers and motorized boat users. The bicentennial of the War of 1812 will enable the Sassafras to be experienced through an historical lens. An important aspect of the Star-Spangled Banner story can be brought to life through exploration and enjoyment of key historic and natural resources along the river.

Fredericktown and Georgetown attempted to defend their communities from a British naval attack. Both Ft. Pierce and Ft. Duffy were engaged in this skirmish. The Americans lost and most of both towns were destroyed. The Kitty Knight House is one of a few that survived. This site serves as a perfect example of how the poorly trained and equipped local militia was no match for the superior British forces. Because Fredericktown and Georgetown attempted to defend themselves the British made an example of them and burnt most of the towns. Only through the heroic effort of Miss Kitty Knight was one house saved.

#### **Historical Significance**

As part of their campaign to undermine U.S. objectives in the war, the British burned many communities in the Chesapeake, destroying homes, businesses, infrastructure and valuable goods. In 1813 the local militias from

-  Existing Land Trail
-  SSBNHT Trail
-  Maryland Scenic Byway
-  Proposed Land Trail
-  Proposed Motorized Trail
-  Proposed Paddle Trail
-  Viewshed
-  1812 Area - High Significance
-  1812 Area - Other
-  Proposed
-  Existing
-  Hard Launch
-  Paddle Launch
-  Paddle Wayside
-  Observation Area
-  Bridge Art
-  Interpretation



This view of the Skipjack Marina in Fredericktown is at the site of Fort Duffy, an earthworks built to defend the town.

Photo by Ralph Eshelman

### ***Overlapping Water Trails***

A Sassafra River Water Trail is currently in development. The 2000 Edition of the Maryland Greenways Atlas identified the Sassafra River Water Trail in the chapter on Kent County greenways.

The Sassafra River is as suitable for paddling as the Chester River, although there is a fair amount of boat traffic near Georgetown. Public landings are available at Fox Hole Landing near the head of the river, Gregg Neck landing on Mill Creek near Georgetown, Shallcross Wharf, Turner's Creek Landing near the Sassafra Natural Resources Management Area, and at Betterton near the mouth of the river. In addition, there are numerous tributaries that can be explored on either side of the Sassafra.

### ***Proposed Improvements and Estimated Costs***

The Sassafra River Segment of the SSBNHT can be greatly enhanced by improvements proposed in the Fredericktown / Georgetown project area, including a proposed gateway area that would provide enhanced green space along the shoreline, as well as a paddle craft launch site, a dock, a gazebo, parking and an area for picnics..

### SSBNHT Historic Sites within the Project Area

Historic Site	Description	Chesapeake Bay Gateway Site
Kitty Knight House	One of the few houses in Georgetown to survive the British onslaught.	No
Ft. Pierce and Ft. Duffy sites	Earthworks where militiamen resisted the British invaders.	No

### Other Resources Supporting Water-Based Visitor Experiences

Resource	Description	Chesapeake Bay Gateway Site
Turner's Creek Park	Located approximately 10 miles west of the project. The park has a pier and an excellent boat launching ramp.	Yes

### Proposed Improvements and Cost Estimates

Improvement	Type of Improvement	Estimated Cost
Providing a gateway area with enhanced green space along the shoreline, a paddle craft launching, docking and short term storage area, motor vehicle parking, a picnicking area, gazebo and potentially public restrooms.	Visitor services Viewshed Multimodal opportunity	\$500,000
Paddler launch	Water access	\$41,000
Improving pedestrian access along the approaches to the MD 213 bridge, potentially widening the sidewalk on the bridge, and providing crossing improvements at key locations.	Multimodal opportunity	\$116,000
An interpretive installation on the MD 213 bridge	Interpretive Bridge Design	\$125,000
Negotiating public access to select areas of private marinas.	Stewardship Water access	TBD
Providing interpretation at the public boat launch, Ft. Duffy and the Kitty Knight House	Interpretation	\$60,000
<b>Total</b>		<b>\$842,000</b>

## Implementing the Project Area Concept Plans

The field work and analysis completed to create the concept plans for the 11 project areas was the first step in the implementation process. To develop the concept plans, most locations were visited; however, not all sites were studied from both the land and water point of view. Moreover, while many local stakeholders were consulted during the process, a complete set of stakeholder consultations were not undertaken for each individual project area.

Therefore, it is recommended that the implementing organizations review the list below as implementation of the concept plans moves ahead. Not all tasks would be required at every site.

- Determining ownership for relevant properties and verification of public land boundaries, managing agency and governing land management policies and regulations. Possibly conducting formal land survey of project site(s).
- Reviewing water depths, tidal variation and other marine navigation information to confirm what types of water craft can be accommodated, and what type of access infrastructure is most appropriate. This study could consider seasonal and weather conditions.
- Conducting further coordination with existing water trails and their managing and sponsoring agencies.
- Conducting further coordination with stakeholders and developing a plan for management and operations. Determining

the role for private tour operators or outfitters is relevant here.

- Determining what environmental or marine permits will be needed to implement the project.
- Determining who the lead or implementing agency(s) should be. The lead agency may be different than the implementing agency.
- Developing a refined set of cost estimates that can be used to design and construct the infrastructure components of the plan.
- Consider the roles of outfitters, local marinas and partners, and other stakeholders in implementing these projects.

## Other Projects within the Water Trails Framework

Table 13 shows additional projects along each of the Water Trails Framework branches and segments that are not located within project areas. This list is not comprehensive. Cost estimates were not developed for these projects but the scale of costs is likely to be similar to similar improvements identified in the project area recommendations.

**Table 13: Additional Projects Along Water Trails Framework Branches and Segments**

Branch	Area	Project Type	Project	Note
Patapsco	Bear Creek	Interpretive Opportunity	Interpretive Materials Needed	British occupation, Joshua Barney landholdings
Patapsco	Bear Creek	Interpretive Opportunity	Interpretive Materials Needed	North Point battlefield
Patapsco	Bear Creek	Sidetrail	Water Trail Segment	Yes
Patapsco	Bear Creek	Water Access Improved	Water Access - Improve	Soft launch for small water craft to provide access to North Point Battlefield
Patapsco	Bear Creek	Viewshed		Show location of British vessels
Patuxent	Queen Anne's Town	Interpretive Opportunity	Interpretive Materials Needed	Hazelwood/Queen Anne's Town
Patuxent	Mount Calvert	Water Access Improved	Water Access - Improve	Mt. Calvert - Cartop landing/launching
Patuxent	Mount Calvert	Interpretive Opportunity		Supplement existing interpretation
Patuxent	Mount Calvert	Multimodal Opportunity		SHA SSB byway, etc
Patuxent	Mount Calvert	Viewshed		
Patuxent	Croom	Visitor Services	Canoe Campground	Croom Ramp
Patuxent	Croom	Water Access Improved		
Patuxent	Nottingham	Water Access New	Water Access - Establish	Nottingham M-NCPPC
Patuxent	Nottingham	Visitor Services		parking, facilities
Patuxent	Nottingham	Interpretive Opportunity		British encampment, landing
Patuxent	Nottingham	Multimodal Opportunity		SHA SSB byway, etc
Patuxent	Nottingham	Stewardship		M-NCPPC
Potomac	Port Tobacco River	Interpretive Opportunity	Interpretive Materials Needed	Port Tobacco Courthouse
Potomac	Port Tobacco River	Interpretive Opportunity	Interpretive Materials Needed	Chapel Point State Park
Potomac	Port Tobacco River	Multimodal Opportunity		Byways and Potomac NST nearby
Potomac	Maryland Welcome Center (Charles County)	Interpretive Installations at Bridges	Interpretive Bridge Treatment	Harry Nice Bridge
Potomac	Maryland Welcome Center (Charles County)	Interpretive Opportunity	Interpretive Materials Needed	Materials at Welcome Center
Potomac	Maryland Welcome Center (Charles County)	Multimodal Opportunity		Byway
Potomac	Maryland Welcome Center (Charles County)	Viewshed		from bridge or shoreline
Potomac	Woodland Point	Interpretive Opportunity	Interpretive Materials Needed	Kettle Shoals - Interpret from land, computer

**Table 13 (continued)**

Branch	Area	Project Type	Project	Note
Potomac	Woodland Point	Interpretive Opportunity	Interpretive Materials Needed	Interpret skirmish
Potomac	Woodland Point	Multimodal Opportunity		Byway nearby
Potomac	Woodland Point	Viewshed		
Potomac	Westmoreland State Park	Coordination	Interjurisdictional Coordination	Coordinate with Lower Potomac/VA entities
Potomac	Cobb Island	Guided Interpretive Tour	Commercial Boating Opportunity	Cobb Island Tour Operators
Potomac	Cobb Island	Viewshed		Potomac River, VA shoreline
Potomac	Chaptico Bay	Sidetrail	Water Trail Segment	Interpret Chaptico Site
Potomac	St. Clement Island	Guided Interpretive Tour	Commercial Boating Opportunity	Water Taxi Service
Potomac	St. Clement Island	Interpretive Opportunity	Interpretive Materials Needed	
Potomac	St. Clement Island	Viewshed		
Potomac	St George Island	Interpretive Opportunity	Interpretive Materials Needed	Interpret St. George's Island Raid
Potomac	St George Island	Sidetrail	Water Trail Segment	St. George's Island
Potomac	St George Island	Guided Interpretive Tour	Commercial Boating Opportunity	Dee of St. Mary's
Potomac	St Inigoe's	Interpretive Opportunity	Interpretive Materials Needed	Interpret St. Inigoe's Raid; church near raid site
Potomac	St Inigoe's	Water Access New	Water Access - Establish	DNR Property?
Potomac	St. Mary's River	Interpretive Opportunity	Interpretive Materials Needed	Interpret St. Mary's River and Tie in to HSMC
Potomac	St. Mary's River	Multimodal Opportunity		Byways and Potomac NST nearby
Potomac	St. Mary's River	Stewardship		Historic St. Mary's City and St. Mary's MC
Potomac	Great Mills	Interpretive Opportunity	Interpretive Materials Needed	Great Mills
Potomac	Great Mills	Multimodal Opportunity	Test	Byways and Potomac NST nearby
Potomac	Point Lookout	Interpretive Opportunity	Interpretive Materials Needed	Point Lookout
Potomac	Point Lookout	Viewshed		mouth of the Potomac River
Potomac	Point Lookout	Multimodal Opportunity		HSCM and SMCM
Potomac	Navy Yard	Coordination	Interjurisdictional Coordination	Navy Yard
Potomac	Navy Yard	Interpretive Opportunity		Navy Yard

**Table 13 (continued)**

Branch	Area	Project Type	Project	Note
Potomac	Alexandria	Coordination	Interjurisdictional Coordination	Alexandria Historic Events
Potomac	Fort Washington	Guided Interpretive Tour	Commercial Boating Opportunity	Marina and services to south of Fort
Potomac	Fort Washington	Interpretive Opportunity		Enhance Existing Materials
Potomac	Fort Washington	Viewshed		Potomac River, VA shoreline
Potomac	Piscataway Park/ Mount Vernon	Other	World Heritage Site	View of Mt Vernon - Candidate World Heritage Site
Potomac	Piscataway Park/ Mount Vernon	Coordination		Market with Mount Vernon
Potomac	Piscataway Park/ Mount Vernon	Viewshed		
Potomac	Mattawoman Creek	Guided Interpretive Tour	Commercial Boating Opportunity	Tour operators
Potomac	Indian Head	Interpretive Opportunity	Interpretive Materials Needed	Skirmish off Indian Head
Potomac	Indian Head	Guided Interpretive Tour	Commercial Boating Opportunity	
Potomac	Leonardtown	Interpretive Opportunity	Interpretive Materials Needed	Leonardtown Waterfront - Link to Town
Potomac	Leonardtown	Interpretive Opportunity	Interpretive Materials Needed	Tudor Hall
Potomac	Leonardtown	Water Access Improved	Water Access - Improve	Pier for non-paddle craft
Potomac	Leonardtown	Multimodal Opportunity		Walking tours of town
Potomac	Leonardtown	Multimodal Opportunity		Byway and Potomac NST nearby
Potomac	Breton Bay/ McIntosh Run	Sidetrail	Water Trail Segment	Breton Bay/McIntosh Run
Potomac	Newtowne Peninsula	Water Access New	Water Access - Establish	Southern Tip of Newtowne Peninsula; DNR prefers further north
Head of the Bay	Havre de Grace	Interpretive Installations at Bridges	Interpretive Bridge Treatment	Hattem Bridge
Head of the Bay	Havre de Grace	Guided Interpretive Tour		Local services and tour operators
Head of the Bay	Havre de Grace	Viewshed		Views of Susquehanna and Head of the Bay
Head of the Bay	Havre de Grace	Interpretive Opportunity	Interpretive Materials Needed	Charlestown Battery Site
Head of the Bay	Havre de Grace	Interpretive Opportunity	Interpretive Materials Needed	Correct/Enhance Existing Materials
Head of the Bay	Havre de Grace	Multimodal Opportunity	Multimodal Opportunity	Link Water Access with Walking Tours

**Table 13 (continued)**

Branch	Area	Project Type	Project	Note
Head of the Bay	Havre de Grace	Sidetrail	Water Trail Segment	Tie in to Lower Susquehanna Water Trail
Head of the Bay	Havre de Grace	Sidetrail	Water Trail Segment	HdG to Charlestown via Principio
Head of the Bay		Sidetrail	Water Trail Segment	Fairlee PL to Tolchester PL
Head of the Bay	Chesapeake Country Scenic Byway	Interpretive Opportunity	Interpretive Materials Needed	Coordinate with Chesapeake Country Scenic Byway
Miles	St. Michaels	Guided Interpretive Tour	Commercial Boating Opportunity	St. Michaels Marina
Miles	St. Michaels	Interpretive Opportunity	Interpretive Materials Needed	Chesapeake Bay Marine Museum
Miles	St. Michaels	Interpretive Opportunity	Interpretive Materials Needed	St. Mary's Square Museum
Miles	St. Michaels	Stewardship		St. Mary's Square Museum
Miles	St. Michaels	Multimodal Opportunity		Byway, walking tours
Miles	St. Michaels	Visitor Services	Land Access - Improve	St. Michaels Marina - Parking Needed
Severn	Annapolis	Guided Interpretive Tour	Commercial Boating Opportunity	Watermark Tours
Severn	Annapolis	Interpretive Opportunity	Interpretive Materials Needed	Sailing Hall of Fame
Severn	Annapolis	Multimodal Opportunity	Multimodal Opportunity	City Dock Bulkhead
Severn	Annapolis	Multimodal Opportunity	Multimodal Opportunity	Jonas Greene Park trail head
Severn	Annapolis	Stewardship	Stewardship Opportunity	US Naval Academy Museum
Severn	Annapolis	Viewshed		Severn River, Chesapeake Bay
Tangier Sound	Crisfield	Interpretive Opportunity	Interpretive Materials Needed	
Chester	Chestertown	Guided Interpretive Tour		Sultana
Chester	Kent Narrows	Stewardship	Stewardship Opportunity	Queen Anne's County Visitors Center
Chester	Queenstown	Interpretive Opportunity	Interpretive Materials Needed	Correct Existing Interpretation
Chester	Queenstown	Interpretive Opportunity	Interpretive Materials Needed	Capture existing tourism at outlets
Chester	Queenstown	Water Access Improved	Water Access – Improve	Clarify/define public water access
Chester	Queenstown	Multimodal Opportunity		Byway nearby
Choptank	Madison	Interpretive Opportunity	Interpretive Materials Needed	Battle of the Ice Mound



## VI. Appendices



# Appendix 1: Glossary

Captain John Smith Chesapeake National Historic Trail (CAJO)	CAJO is the nation's first designated national water trail and covers approximately 3,000 miles of the Chesapeake Bay throughout Maryland, Delaware, and Virginia, including parts of the Nanticoke River, Fishing Bay, and the southern reaches of Elliott's and Hooper's Islands in Dorchester County.
Chesapeake Bay Gateways Network (Gateways Network)	A collection of more than 160 parks, refuges, museums, historic sites and water trails throughout the Chesapeake Bay watershed that provide the public with opportunities to access, enjoy, understand and appreciate the natural, cultural, historic and recreational resources and values of the Chesapeake Bay and its tributaries, and to engage in their stewardship.
Comprehensive Management Plan	Federal law requires that every national historic trail have a Comprehensive Management Plan (CMP) that describes how the trail will be managed. A CMP establishes the administrative objectives, policies, processes, and management actions needed to fulfill the preservation and public use goals established in the National Trails System Act.
Corridor Management Plan	The Federal Highway Administration requires a Corridor Management Plan to support the designation of a National Scenic Byway
Maryland War of 1812 Bicentennial Commission	The Commission is charged with coordinating the commemoration of Maryland's national contributions to the War of 1812 and to "stimulate and coordinate investment in the commemoration of the bicentennial of the war of 1812 for maximum benefit to Marylanders."
Multi-modal trips	Multi-modal trips combine the characteristics of vessel-related visitor experiences with opportunities to experience and interpret land-based resources and trails.
Project, or capital investment	A capital investment "project" can be defined in a number of ways, depending upon the context. In this plan, a project is defined as an improvement, program or action that helps to complete a visitor experience. A "project" can be a capital investment such as access improvements, trail-related infrastructure (including parking lots, campsites and restrooms) or signage and trail markers. A project also can be a non-capital investment such as interpretive programming, interjurisdictional coordination or a stewardship activity.
Project area	Areas within the STSP study area with concentrations of historic resources associated with the War of 1812 and Chesapeake Campaign. Concept plans were developed for each of the project areas identified in this plan.
Public Law 106-145	Also known as the Star-Spangled Banner National Trail Study Act of 1999. The purpose of the act was to study the potential of designating a National Historic Trail commemorating the Star-Spangled Banner and the lyrics behind the poem that became the national anthem.
Scenic vistas or "viewsheds"	Scenic vistas include panoramic views from bridges over rivers that provide opportunities for travelers to visualize and understand some of the most significant historic resources and cultural landscapes associated with the Chesapeake Campaign.
Star-Spangled Banner National Historic Trail	The 290-mile land and water route that traces the major events of the Chesapeake Campaign of the War of 1812 includes the water and land routes the British military used to reach Washington D.C. and Baltimore City – and the corresponding routes Americans used to repel these advances – during the Chesapeake Campaign.
Star-Spangled Banner Scenic Byway Interpretive Plan	The Interpretive Plan seeks to communicate the significance of the STSP's historic sites, events and resources to the public. The Interpretive Plan identifies the Trail's primary themes, describes desired visitor experiences and objectives, and recommends interpretive services and outreach activities to help Trail partners communicate the Trail's purpose, significance and opportunities to the public.
SSBNHT Feasibility Study and Environmental Impact Statement (2004)	This study evaluated the feasibility and desirability of designating routes used by the British and Americans during the War of 1812 against National Trail System and National Historic Landmark criteria.
Star-Spangled Banner Scenic Byway	The byway winds through much of southern and central Maryland, from Solomons to Baltimore. The southern portion of the byway approximates the British water and land approach to Washington D.C. via the Patuxent River.
Water Trails Framework	For this plan, a Water Trails Framework, or network of water trail segments, was developed, based on War of 1812 resources and sites with proximity to Maryland's waterways (the methodology used to define 'proximity' is explained below). The framework serves two purposes: it defines where War of 1812 water-based visitor experiences are, and, by focusing on resources with the highest degrees of significance and integrity, helped to prioritize potential projects identified in this plan.

## Appendix 2: Evaluation of Potential Project Areas

The *Access, Stewardship and Interpretive Opportunity Plan* was scoped to identify the *highest priority* projects that support (1) the development of water trail segments and (2) stewardship and interpretive opportunities. To identify these priorities, criteria were developed and applied to the potential projects. The team also used the criteria as a guide in scoping field work and developing concept plans for the project areas.

The application of the criteria created “scores” for the project areas, and the criteria were weighted and classified into three tiers to reflect their relative importance. The scores do not represent the final determination of project feasibility or preference.

The initial scoring was completed in a workshop, with the client team providing input to identify the final list of project areas. The results of this evaluation are shown in the table below.

Evaluation of Potential Project Areas														
	First Tier Criteria					Second Tier Criteria						Third Tier Criteria		
	Carrying Capacity	User Proximity/ Anticipated Visitation	User Experience Variety	Local Support/Stewardship	Boating Support Services	Overlap with John Smith Trail	Presence of Protected Land	Scenic Byway	Historic/Heritage Designations	Other Water Trails Proximity	Bay Gateway Site Proximity	Proximity to National Park System Units	PFA Status	Climate Change Vulnerability
Scoring: High - 1 Medium - 0.5 Low - 0	3	3	3	3	3	2	2	2	2	2	2	2	1	1
Bear Creek	1	1	0.5	0.5	0.5	0	1	0	0	0	0	0	1	0
Benedict	0.5	0.5	1	1	1	0.5	1	1	1	1	0	0	1	1
Betterton	0.5		0.5	1	1	0.5	1	1	1	1	0		1	0
Bladensburg	0.5	1	0.5	1	0.5	0	0.5	1	1	1	1	0.5	1	1
Canoe Campground	0.5	0	0	0.5	0.5	0	1	1	0	1	0.5	0	0	1
Chestertown	0.5	1	0.5	1	1	0		1	1	1	1		1	1
Crisfield	1	1	1	1	1	1	1	1	1	1	1		1	1
Elk Landing Historical Park	0.5	0.5	0.5	0.5	0	1	1	0	0.5	0	0	0	1	0.5
Fells Point	1	1	0.5	0.5	0.5	0	0	0.5	1	0	1	0	1	0
Fort McHenry	0.5	1	1	1	0.5	0.5	1	1	1	0	1	1	1	0
Fort Smallwood	0.5	1	0.5	1	0	0	1	0	0	0	0	0	0	0.5

**continued: Evaluation of Potential Project Areas**

	First Tier Criteria					Second Tier Criteria							Third Tier Criteria	
	Carrying Capacity	User Proximity/ Anticipated Visitation	User Experience Variety	Local Support/Stewardship	Boating Support Services	Overlap with John Smith Trail	Presence of Protected Land	Scenic Byway	Historic/Heritage Designations	Other Water Trails Proximity	Bay Gateway Site Proximity	Proximity to National Park System Units	PFA Status	Climate Change Vulnerability
	3	3	3	3	3	2	2	2	2	2	2	2	1	1
Fredericktown/Georgetown	0.5	0	1	0.5	1	0	0	0.5	1	1	0	0	1	1
Havre de Grace	1	1	1	0.5	1	1	1	0.5	1	1	1	0	1	0
Inner Harbor	1	1	1	0.5	0.5	0	0	0.5	1	0	1	0	1	0
Leonardtown	0.5	0.5	0.5	0.5	0.5	0	0.5	0.5	1	0	0	0.5	1	0.5
Magruder's Landing	0.5	0	0.5	1	0	1	1	0	1	1	0	0	0	0
Mount Calvert	1	0.5	0.5	1	0	0	0.5	1	0	1	0.5	0	0	0
Mount Harmon	0.5	0	0.5	1	0	0	1	1	1	1	1	0	0	1
Naylor's Landing	0.5	0	0.5	0.5	0	0.5	1	0.5	0	1	0	0	0	0
Newtowne Peninsula	0.5	0	0.5	0	0	0.5	1	0.5	0	1	0	0	0	0
North Point Landing	0.5	1	1	0.5	0	1	1	0	0.5	0	0.5	0	1	0
Nottingham	0.5	0	0.5	1	0	0.5	1	1	0.5	1	0.5	0	0	0
Oxon Cove Park	0.5	1	0.5	1	0	0.5	1	0	1	1	0	1	1	1
Pig Point	0.5	0.5	0.5	1	0	0	1	0	0.5	1	0	0	0	1
Queenstown	0	0.5	0	0	0.5	0	0.5	0.5	1	1	0	0	1	0.5
Shaw-Bauer House	0.5	1	0.5	0.5	0	0	1	0	0	0	0.5	0	0	0
Solomons	1	1	1	1	1	1	0	1	1	1	1	0	1	0
Sotterly	1	0.5	0.5	1	0	1	0.5	0	1	1	1	0	0	1
St. George's Island	0.5	0	1	0.5	1	0	0.5	0	1	1	0	0	0	0
St. Inigoe's	0	0	0	0.5	0	0	0	0.5	1	0	0	0.5	1	1
St. Leonard Creek (JPP)	0.5	0.5	1	0.5	0	0	1	1	1	0.5	1	0	0	0
St. Michaels	0.5	0.5	1	0.5	1	0	0	0.5	1	1	1	0	1	0.5
Woodland Point	0.5	0	0.5	0	1	0.5	0	0	0	0.5	0	0	1	0

## Appendix 3: List of Preparers and Planning Team

### **Maryland Department of Business & Economic Development**

#### **Maryland Division of Tourism, Film and the Arts**

Bill Pencek, Deputy Assistant Secretary and Executive Director, MD War of 1812 Bicentennial Commission

Kate Marks, Outreach and Partnership Coordinator, MD War of 1812 Bicentennial Commission

### **Maryland Department of Natural Resources**

Boating Facilities and Access Planning Division

Lisa A. Gutierrez, Director

### **Maryland Department of Transportation**

#### **Maryland State Highway Administration**

Office of Environmental Design

Terry Maxwell, Program Manager

### **United States Department of Interior**

#### **National Park Service**

##### **Chesapeake Bay Office**

##### **Star-Spangled Banner National Historic Trail**

John Maounis, Superintendent

Suzanne Copping, Project Manager

### **Fort McHenry National Monument and Historic Shrine**

Gay Vietzke, Superintendent

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