



OFFICE OF PLANNING AND ZONING
CULTURAL RESOURCES SECTION

Scenic & Historic Roads

OPZ Review Policy & Guidelines

History of the Program & its Codification

In 2006, the County Council approved legislation that recognized over 150 roads in the County as scenic and historic roads worthy of some level of protection. This Bill was a result of an initial study conducted in 1993 that surveyed the County's roads and identified roads of special historic and scenic interest. This survey effort was followed by the formation of a public commission, which studied the topic further, and compiled a report submitted to the County Council in 1997. The Scenic and Historic Roads Commission recommended that the County establish a Scenic and Historic Roads program. Resolution #45-97 was approved confirming that action be taken to include the Commission's recommendations in the zoning and development regulations.

When the subdivision and development regulations were revised in 2005, Bill #21-06 codified an inventory of 153 roads and road segments that would be subject to design and development regulations under Article 17-6-504, which is applied during the Site Development Process. Twenty-four of the most highly scenic and significant roads or road segments were set aside for additional protection under zoning regulations as per Bill #04-06. As such, two "lists" have been established;

- 1) Scenic & Historic Roads (n=153) are protected under Article 17 - Development provisions.
- 2) Scenic & Historic 'Rural' Roads (n=24) are further protected under Article 18 -Zoning provisions.

(Maps delineating these roads as adopted by the two different bills are included as Appendix C and D respectively.)

The final inventory of all Scenic and Historic Roads subject to Site Development Plan Review under Article 17 include those identified in 1993 and recommended for protections by the Commission in 1997. When the bill was before the County Council, additional roads that had not previously been studied or considered were added to the final list by individual Council members as an amendment to Bill#21-06. OPZ staff also included roads in the original bill based on recommendations that came from the adopted Small Area Plans.

Note that "**Rural Roads**" refer to the 24 collector roads called out in Bill#4-06 which are located in South County, adjacent to RA zoned property, which have exceptional integrity or historic/scenic character. That bill defines those roads for zoning purposes only, and restricts the location of certain conditional and special exception uses on those roads.

ALL 153 Scenic and Historic Roads are subject to Article 17-6-504 regulations, while the subset of 24 "Rural Roads" are subject to additional zoning requirements. These two classifications of roads are readily available in map form in the GeoCortex GIS mapping tool available to all County Employees.

Road Classifications and Character

The Commission’s 1997 report established three road classifications (essentially a ranking system) and defined two types of roads; Rural and Neighborhood. Though this level of detail was not incorporated into code language, the classification system established by the Commission’s work serves as a guideline for the Cultural Resources Section staff when reviewing development plans to determine how to apply the fourteen criteria set forth in 17-6-504. The 1997 classifications identify variations in treatment for each road, and help staff determine whether leniency or strict application of the code is appropriate.

These Classification Levels are 1) Preservation, 2) Protection, and 3) Recognition. The Commission report also defines two road types; ‘Neighborhood’ and ‘Rural.’ In general, all of the Category 1 (Preservation) roads are also rural roads and have the highest scenic and historic integrity. The Commission did not identify any neighborhood roads that they classified for Preservation, the highest level of treatment. For this purpose, Preservation is defined as per the National Park Service Standards as “the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property.” Categories 2 (Protection), and 3 (Recognition), include both Rural and Neighborhood roads.

It is also important to note that some of the roads have seen changes in the 20 years since the classifications were initially proposed, and OPZ/ CR Staff has reassessed several roads since that study and reclassified them based on new information or change of character. A spreadsheet with the full inventory of roads, showing their relative classifications and type is attached as Appendix A for reference purposes. Below is a brief summary in table format of the nature of the Scenic and Historic Roads Inventory.

Designation	Number
<i>Classification</i>	
“1” Roads (Preservation)	49
“2” Roads (Protection)	64
“3” Roads (Recognition)	40
<i>Types</i>	
Rural	95
Neighborhood	58
“RURAL Roads” <i>(as defined for ZONING applications)</i>	24

Implementation: The Site Development Review Process

The Office of Planning and Zoning/ Cultural Resources staff reviews each development project and evaluates the impacts to each road on a case by case basis. Note that not all fourteen of the 17-6-504 criteria will be applicable in each instance and it depends on what characteristics contribute to the S & H roads importance as defined by the initial documentation study. (The 14 criteria as found in Article 17-6-504 are attached as Appendix B). The Preservation and Protection goals seek to minimize road improvements but this does not prohibit improvements when legitimate safety concerns are demonstrated.

When there are questions as to the appropriateness of proposed improvements, the Cultural Resources Section will consult with the development planner and transportation specialists, and other agencies as needed. CRS defers to Transportation and Department of Public Works (DPW) planners' opinions, and the information presented by the applicant to determine if safety concerns are present that would warrant improvements, and to what extent. As our office reviews each project, we balance preserving the integrity of the Scenic and Historic Road with safety concerns as we evaluate proposals for widening roads, adding shoulders, bike lanes, curbs, and gutters, road straightening or realignments and vegetation removal. The goal is to maintain existing conditions in so far as possible, be it a historic neighborhood road alignment or gridded street pattern, a broad open scenic vista overlooking cropland or pasture, or maintaining the winding, deeply trenched 'rolling roads' of the colonial era. Below is a summary of each road classification and the approach that should be taken for road improvements, as provided in the 1997 Scenic & Historic Roads Commission Report.

Category 1: Road Preservation

Roads in this category are generally unspoiled by development, and contain outstanding scenic and historical characteristics. "Preservation" roads shall receive the highest level of protection. Improvements to these roads shall be limited to minimal safety improvements. Development on land abutting these roads shall meet the 14 criteria in Article 17-6-504 of the County Code in order to minimize any adverse impacts.

Category 2: Road Protection

While roads in this category may not be pristine as those in Category #1, they are still worthy of protection. Any required improvements, such as road frontage improvements, shall be kept to a minimum. Development along these roads shall also meet the 14 criteria in Article 17-6-504 of the County Code.

For neighborhood roads in this Category, the original integrity of the roads shall be preserved and protected. Adjacent development or redevelopment should be designed to be compatible with the character of each neighborhood. Article 17-6-504 criteria should be utilized to enhance and maintain the scenic and historic qualities of each neighborhood to the extent possible.

Category 3: Road Recognition

Due to adjacent intensive development or other alterations, the integrity of roads in this category has been compromised to some extent. Existing road alignments should be preserved and any road improvements should follow jurisdictional road standards, and strive to meet the applicable criteria in Article 17-6-504 in so far as possible.

Road widening and sidewalks would not be appropriate on several of the most historic, narrow, entrenched winding roads found in South County. We would review if there a logical point of connection should a short segment of sidewalk be installed, or would it remain a "sidewalk to nowhere" and our office would consider if

there are larger plans to provide coordinated connectivity, or if there are public amenities that might warrant improved pedestrian access, such a school or community center. In these cases, our office would participate in the design and planning process to ensure that such actions would be thoughtfully executed, use creative design solutions, and ensure that the action would not fundamentally change the character and nature of the historic road. OPZ/ CR have identified 64 exceedingly pristine and notable roads that have a high degree of integrity or possess some other unique characteristics that warrant a more stringent application of the code and criteria. These have been noted with a 'hashtag' mark (#) in the attached spreadsheet and our Office recommends strict adherence to the provisions found in Article 17-6-504.

If the road is a Category 3 road in a neighborhood area, as is found in more urban communities like Odenton and Pasadena, sidewalks would not only be appropriate, but would likely reinforce the historic character of the road, many of which were established before vehicles ruled the landscape, when most citizens still walked or rode horses to their destinations. Design details evoking these footpaths, while still respecting modern design criteria can be achieved with increased coordination.

As development occurs over the years, even within the construct of a carefully administered Scenic and Historic Roads program, invariably changes will arise that may change the nature, character and integrity of certain roads. There are also several roads in the County that Staff has identified as meeting all of the characteristics and criteria for Scenic and Historic Road designation, yet they are not included in the list adopted under the Code in 2006. A regular process for re-assessment and reevaluation of the roads list should be established, perhaps as part of the General Development Plan every 8 years. Given this list was adopted more than a decade ago, at some point in the near future, consideration should be given to updating the official list and its classifications, to account not only for changes that have occurred since adoption, but also to address known or potential omissions from the original report and adopted Roads List under which we operate today.

Interagency Coordination and Recommendations

Since these roads were designated over a decade ago, actions outside and beyond Planning & Zoning's purview have impacted certain roads and road segments. Recent changes in OPZ Departmental policy and improved coordination with other County Agencies now allow OPZ to review more CIP and road construction projects and provide comment. It should be noted, however, that treatment of Scenic and Historic Roads are not addressed in the current DPW Design Manual, thus our recommendations, when we conduct courtesy reviews, are the only available guidance for DPW to achieve design solutions that avoid or minimize Scenic and Historic Road impacts. A comprehensive approach should be taken to address the treatment of Scenic and Historic roads in the Manual, as this document seems to be the primary source of regulations that is used to design road improvements. Including a design approach for Scenic and Historic roads will be crucial in order to ensure that the integrity of these roads is preserved.

Our Office strongly recommends that any future amendments or revisions to the DPW Design Manual should both identify designated roads, and directly address the preferred treatment of Scenic and Historic Roads based on their type and classification.

The existing criteria in Article 17-6-504 of the Subdivision and Development section of the County Code should also be referenced and utilized by other County agencies for road improvement projects, as they offer measures that will enable the scenic and/or historic character of these roads to be preserved.

State agencies and Utilities (SHA/ BGE) do not recognize or honor the criteria set forth in this local program, and spot changes, particularly related to vegetation removal along electrical lines, have compromised the visual integrity of certain segments of roads since adoption of the program.

Our Office recommends conducting outreach with colleagues at the State Highway Administration and within BGE to raise awareness about our local provisions for protected designated roads and request that those Agencies consult with our office when work is occurring on designated roads to ensure sensitive treatment of Scenic and Historic Roads.

The **Anne Arundel County Pedestrian and Bicycle Master Plan: 2013 Plan Update** notes that Scenic and Historic Roads are a concern, and may be a limiting factor for potential road improvement projects. Presently, the County is operating under the 2003 Pedestrian and Bicycle Master Plan, which was adopted in January 2003, prior to codification of the Scenic and Historic Roads protections adopted under Article 17-6-504 several years later.

The 2003 Plan includes a map of Tier 1 and Tier 2 roads. Tier 2 roads were routes recommended for future bicycle and pedestrian improvements when the opportunity arose. This plan calls out many roads for pedestrian and bike enhancements that are presently designated as **Category 1 Rural Scenic and Historic Roads**, or **Category 2** roads typed as both **Rural** and **Neighborhood**. The Transportation Division has indicated that the Transportation Functional Master Plan (TFMP) will continue to reference and apply the recommendations found in the 2003 Bicycle and Pedestrian Master Plan.

“Rural /Category 1 Scenic and Historic Roads” have been called out for pedestrian or bicycle improvements in the 2003 Plan which may not be compatible and could threaten the scenic and historic integrity of those designated roads.

Our Office strongly recommends reconciling and resolving inconsistencies between ‘Bike/ Ped’ goals with the Scenic and Historic Roads preservation goals as an element of the Transportation Functional Master Plan. A close evaluation of recommended treatment or enhancements that would facilitate pedestrian or bicycle access improvements should be reconciled with the treatments recommended by the 1997 Commission Report and should ensure compliance under Article 17-6-504.

To assist in this process, the attached spreadsheet includes a column that indicates which affected roads should be specifically called out for limited or reduced improvements and which ones would be better suited for improvements to enhance “Ped/ Bike” goals. Forty-three (43) designated Scenic and Historic Roads are noted on maps or by name in the 2003 or 2013 Pedestrian and Bicycle Master Plan.

In 22 cases, this Office believes that physical improvements to accommodate pedestrian or bicycle traffic along these roads are general inappropriate or would prove incongruous with their character and physical nature, and improvements could likely not be accomplished without compromising the scenic and historic roads’ integrity.

Of the remaining 21 roads that are both designated Scenic and Historic Roads and called out in the 2003 or 2013 Plans for Ped/Bike improvements, our Office finds that they could easily accommodate such actions without material impact to the roads’ scenic or historic integrity. These are either larger State roads (such as Solomon’s Island Route 2 or Muddy Creek Route 468), roads with traditions of more intensive development, or those designated as neighborhood and rural roads with a Classification Level 3 (Recognition,) which offers greater flexibility and lenience for improvements than would be permissible for Rural roads with a Classification Level 1 (Preservation) or Classification Level 2 (Protection).

Additional Recommendations

- Of the proposed non-vehicular trails in the Plan, one could directly impact Category 1 roads (the **Chesapeake Beach Rail Trail**.) The proposed trail would utilize 3 Scenic and Historic rural roads which include; Wrighton Rd, Pindell Rd, and part of Fishers Station Rd. Road improvements for this trail should be done in a sensitive manner to preserve the scenic and most character defining qualities of these roads. Our office should be involved in the design process for the trail should that move forward
- Clarification in the 2013 Plan Update should also be made in **Part V. Project Identification & Evaluation** where it is mentioned that Scenic and Historic roads are a limiting factor. The Plan appears to presume that if a road is designated Scenic and Historic, then no improvements can be made. We hope this policy document clarifies how the Classification Level and Type of each road impacts the review process and that some roads may be more suited for improvements than others. This section might also reiterate that projects are reviewed on a case by case basis.
- The Maryland Scenic Byways Program could provide support for larger Pedestrian and Bicycle initiatives and the Program may be a potentially valuable partner organization. The Program is administered through MDOT (SHA) and the goal of the Program is to help communities enhance the quality of life and pride as well as visitor appeal by identifying and promoting as well as encouraging the responsible management and preservation of the state’s most scenic, cultural and historic roads and surrounding resources. Anne Arundel County contains one MD Scenic Byway which is called “**Roots & Tides**”. The Byway begins in Annapolis and ends in Fairhaven. Points of interests noted on the Byway are located in Annapolis, Edgewater, Shady Side, and Galesville.

Attachments:

APPENDIX A: SPREADSHEET OF DESIGNATED SCENIC & HISTORIC ROADS

APPENDIX B: EXCERPT OF ARTICLE 17-6-504 (14 criteria for review)

APPENDIX C: Map Showing all Scenic and Historic Roads (Bill #21-06)

APPENDIX D: Map Showing Rural Scenic & Historic Roads (Bill #04-06)

APPENDIX A: SPREADSHEET OF DESIGNATED SCENIC & HISTORIC ROADS

Designated Scenic & Historic Roads <i>(Adopted as per Bill #21-06)</i>	Classification: Ranking from the 1997 Commission Report.	Road Type based on 1993 Identification Study	Rural Designation as per Bill 04-06 <i>(Article 18: Zoning)</i>	High Integrity/ Unique Character <i>Strict Adherence to 17-6-504 and Minimal Physical Improvements Recommended.</i>	S & H Roads in the 2003 and/or 2013 Bicycle and Pedestrian Master Plan <i>(includes Tier 1 and 2 roads)</i>
A Street	3	Neighborhood			
Arundel Road	2	Neighborhood			
Askewtown Road	2	Neighborhood			
Bacon Ridge Road *	1	Rural		#	
Bayfields Road	1	Rural	RURAL	#	
Becknel Road	2	Neighborhood			
Bell Branch Road	1	Rural	RURAL	#	
Brick Church Road	1	Rural		#	
Brooks-Woods Road	1	Rural	RURAL	#	
Catalpa Avenue	3	Neighborhood			
Catalpa Road	2	Neighborhood			
Central Avenue	3	Neighborhood			X
Chesterfield Road (Allis Streein Sylmac to Crownsville Road)	2	Rural			X
Chesterfield Road (St. Stephens Church Road to Allis Street in Sylmac)	1	Rural		#	X
Chestnut Road	2	Neighborhood			
Chestnut Street (E & W)	3	Neighborhood			

Collins Avenue	2	Rural			
Contees Wharf Road	1	Rural	RURAL	#	
Conway Road	3	Rural			
Crownsville Road	3	Rural			X
Cumberstone Road	1	Rural	RURAL	#	
D Street SW	3	Neighborhood			
Dairy Farm Road *	2	Rural			
Duckens Street	2	Neighborhood			
Ed Prout Road *	1	Rural	RURAL	#	
Fairhaven Road (Town Point Road to Friendship Road)	1	Rural		#	X
Ferry Point Road	3	Rural			
First Avenue	3	Neighborhood			
Fishers Station Road	1	Rural	RURAL	#	
Forest Avenue *	3	Rural			X
Francis Station Road	3	Rural (Exterminated by Piney Orchard Development)			
Franklin-Gibson Road (Fairhaven Road to Highview Road)	1	Rural		#	
Furnace Road	3	Rural			
Glenns Road *	3	Neighborhood			
Governor's Bridge Road	1	Rural	RURAL	#	X
Gray's Ford Road	2	Rural			X

Greenock Road	1	Rural		#	X
Greenway NW	3	Neighborhood			
Greenwood Road	3	Neighborhood			
Hamburg Street (E. & W.)	3	Neighborhood			
Hammonds Ferry Road	2	Neighborhood			X/ 2013
Harness Creek Road (Hunt Meadow Drive to South River)	1	Rural		#	
Harness Creek Road (Spa Road and Ferry Point to Hunt Meadow Road)	2	Rural			
Harwood Road	1	Rural		#	
Hawkins Road *	1	Rural		#	
Hawthorne Road	3	Neighborhood			
Herald Harbor Road	2	Rural		#	
Hilltop Road	2	Neighborhood			
Homewood Road South	2	Neighborhood			
Honeysuckle Lane	1	Rural		#	X
Indian Landing Road	2	Rural			
Jennings Road *	3	Neighborhood			
Jennings Road South *	3	Neighborhood			
Jewell Road	2	Rural		#	
Johns Hopkins Road (from Reidel Road to MD Rt. 3)	3	Rural			
Johns Hopkins Road (Reidel Road to St. Stephens Church Road)	1	Rural		#	
Joyce Lane	1	Rural		#	

Ken-Mar Avenue	3	Neighborhood			
Leitch Road	1	Rural		#	
Light Street Ave	3	Neighborhood			
Linden Ave	3	Neighborhood			
Little Road	1	Rural	RURAL	#	
Lower Pindell Road	1	Rural	RURAL	#	
Mallard Lane	1	Rural	RURAL	#	
Maple Avenue	3	Neighborhood			
Maple Lane SW	3	Neighborhood			
Maple Road (169)	2	Neighborhood			
McKendree Road	2	Rural			
MD 177, Mountain Road (Long Point Road to Gibson Island)	2	Rural			X
MD 178, Generals Highway (MD 32 to Veterans Highway)	2	Rural			X
MD 178, Generals Highway remainder excluding above mentioned segments	3	Rural			X/ 2013
MD 2, Solomons Island Road (Brick Church Road to MD 260)	2	Rural			X
MD 214 (within Davidsonville Historic District)	2	Rural			X
MD 255, Owensville Road (MD 2 to MD 468)	1	Rural		#	X
MD 258, Bay Front Road (MD 4 to Franklin-Gibson Road)	2	Rural			X

MD 261, Friendship Road (MD 2 to Rose Haven Harbor)	2	Rural		#	X
MD 422, Bayard Road (MD 2 to Polling House Road)	2	Rural		#	X
MD 424 (US 50 to MD 450)	3	Rural			X
MD 424, Birdsville Road *	3	Rural			X
MD 424, Davidsonville Road (US 50 to MD 214)	2	Rural			X
MD 450, Defense Highway (Annapolis Water Works to Staples Corner)	2	Rural			X
MD 648, B&A Boulevard (MD 2 near Arnold to Severna Park)	2	Rural			
MD Business 3, Crain Highway (from Fourth Street to B&A Blvd)	3	Neighborhood			2013
MD Rt. 408, Mt. Zion-Marlboro Road (MD 2 to Greenock Road)	1	Rural		#	X
Meyer's Station Road	2	Rural		#	
Middle Court	3	Neighborhood			
Mill Swamp Road	1	Rural	RURAL	#	X
Morgan Road, Odenton	3	Neighborhood			
New Cut Road (Burns Crossing to Gambrills Road) *	2	Rural		#	X
Nutwell Road	1	Rural	RURAL	#	
Nutwell-Sudley Road *	1	Rural	RURAL	#	
Oak Lane	3	Neighborhood			
Oakdale Road	3	Neighborhood			

Odenton Road	2	Neighborhood			2013
Old Camp Meade Road (170?)	2	Neighborhood			2013
Old County Road	2	Neighborhood			
Old Dairy Farm Road *	3	Rural			
Old Generals Highway (Dunton Road to MD 178)	2	Rural		#	X
Old Herald Harbor Road	2	Rural			
Old Mill Road (between Burns Crossing Rd N and Telegraph Rd) *	2	Rural			
Old Station Road	2	Neighborhood			
Old Sudley Road	1	Rural			
Padfield Boulevard	3	Neighborhood			
Pasadena Road	2	Neighborhood			2013
Patuxent River Road (Rossback Road to Sands Road) *	1	Rural		#	X
Patuxent Road (Village of Woodwardville)	1	Rural		#	X
Patuxent Road North	2	Neighborhood			
Pindell Road (formerly Plummer Lane)	1	Rural	RURAL	#	
Pleasant Plains Road	2	Rural		#	
Polling House Road	1	Rural	RURAL	#	X
Queen Anne Bridge Road	1	Rural	RURAL	#	
Railroad Avenue	3	Neighborhood			
Randell Road	2	Neighborhood			

Revel Road	2	Neighborhood			
Ridout Road	2	Neighborhood			
Riva Road (South River Bridge to MD 214) *	2	Rural			X
River Road (Crownsville)	1	Rural		#	
River Road (Patapsco)	1	Rural		#	
Riverview Road	2	Neighborhood			
Rossback Road	2	Rural		#	X
Round Bay Road	2	Neighborhood			
Rutland Road, upper section	2	Rural		#	X
Sands Road	2	Rural		#	X
School Lane	2	Neighborhood			
Second Avenue	3	Neighborhood			
Severn Chapel Road	1	Rural		#	
Severn River Road	2	Neighborhood		#	
Sherwood Forest Road	2	Rural			
Skyline Avenue	2	Neighborhood			
South Polling House Road	1	Rural	RURAL	#	
South River Clubhouse Road	1	Rural	RURAL	#	
Spruce Avenue	3	Neighborhood			
St. George Barber Road *	1	Rural	RURAL	#	
St. Margaret's Road (MD 179)	2	Rural		#	X
St. Stephens Church Road	2	Rural		#	X

Sudley Road (MD 255 to Muddy Creek Road)	1	Rural	RURAL	#	
Sudley Road (Nutwell-Sudley Rd to Muddy Creek Rd)	1	Rural		#	
Swamp Circle Road *	1	Rural		#	
Sweetser Road	3	Neighborhood			
Sycamore Road	2	Neighborhood			
Tower Drive	2	Neighborhood			
Town Point Road	1	Rural		#	
Underwood Road	2	Rural		#	
Upper Pindell Road	1	Rural	RURAL	#	X
Valley Road	2	Neighborhood			
Waco Avenue	2	Neighborhood			
Waterbury Road *	2	Rural		#	X
Waters Road	2	Neighborhood			
Wayson Road	1	Rural	RURAL	#	
Whitehall Road	1	Rural		#	
Whites Road *	3	Neighborhood			
Wigley Avenue *	2	Rural			
Wrighton Road	1	Rural	RURAL	#	

** Roads not originally classified or typed by 1993 study or the 1997 Commission Report have been evaluated and ranked by OPZ/ CR Staff.*

(Unless a specific road segment is called out in parentheses, the above list refers to the entire road length as shown on the attached maps in Appendix C and D)

APPENDIX B: ARTICLE 17-6-504 (Criteria)

Anne Arundel County MD Article 17: Subdivision and Development; SUBTITLE 5.

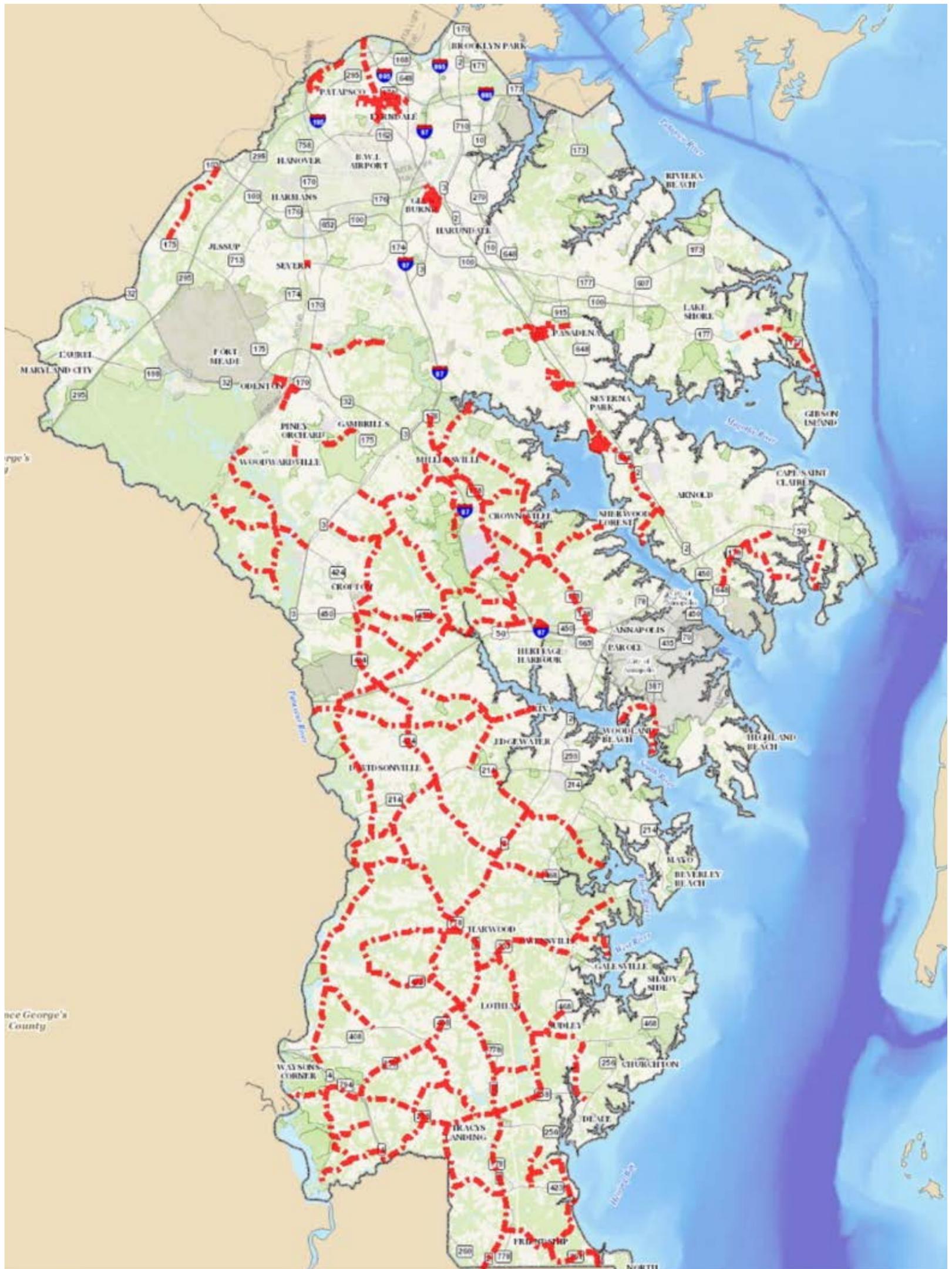
§ 17-6-504. Scenic or historic roads.

Development along a scenic or historic road shall preserve, maintain, and enhance the scenic or historic character of the landscape viewed from the road, and the achievement of maximum possible density is not a sufficient justification to allow impacts on a scenic or historic road. Development along a scenic or historic road shall occur in accordance with the following:

- (1) structures and roads shall be designed to retain the open character of the site and to minimize the impact of the development on views from the road;
- (2) structures and uses shall be located away from the road right-of-way unless sufficiently screened by topography or vegetation;
- (3) development shall minimize tree and vegetation removal and protect existing vegetation adjacent to the road;
- (4) the design shall minimize grading and retain existing slopes along the road frontage;
- (5) development shall avoid having a rear facade oriented towards the road but, if that is unavoidable, the structure shall be set back as far as possible from the road;
- (6) utilities, storm water management facilities, drainage structures, bridges, lighting, fences, and walls shall be located and designed to have the least impact, be unobtrusive, and harmonize with the surroundings and character of the road;
- (7) the primary access or entrance to new development shall not be located on a scenic or historic road if any reasonable alternative access is available and, if unavailable, the primary access or entrance shall be located in an area that has the least impact to the scenic or historic qualities of the road;
- (8) entrance features shall be low, open, and in keeping with the scenic or historic character of the surrounding area;
- (9) road improvements required as a result of new development shall preserve, maintain, and enhance existing road alignments and be limited to those minimal improvements required for purposes of safety;
- (10) there shall be a buffer of existing forest between the road and the proposed development that is sufficiently wide to preserve, maintain, or enhance the visual character of the road and, when there is inadequate existing forest to screen the development from the road, reforestation or landscaping shall be required to create a buffer;
- (11) new structures shall be located to the extent practical behind natural screening or in or along the edges of forests, at the edges of fields and hedgerows, or near existing buildings;
- (12) the development shall preserve the existing forest, tree canopy, foreground meadow, pasture, crop land, and other natural screening and shall be designed to place development in the background as viewed from the road;
- (13) the scenic or historic character of each road shall guide the design of visible shoulders, curbs, and sidewalks; and
- (14) the design shall include select materials for guardrails and bridges that are compatible with the surrounding character.

(Bill No. 3-05)

APPENDIX C: Map Showing all Scenic and Historic Roads (Bill #21-06)



APPENDIX D: Map Showing Rural Scenic & Historic Roads (Bill #04-06)

