Captain John Smith Chesapeake National Historic Trail

Compliance Coordination

- Letter sent to the Delaware Nation (June 17, 2009) M-1
- Letter sent to the Delaware Natural Heritage and Endangered Species Program (January 28, 2010) M-2
- Letter sent to the Maryland Wildlife and Heritage Program (January 28, 2010) M-3
- Letter sent to the Virginia Natural Heritage Program (January 28, 2010) M-5
- Letter sent to the District of Columbia Historic Preservation Office (January 28, 2010) M-7
- Letter sent to the Delaware Division of Historical and Cultural Affairs (January 28, 2010) M-9
- Letter sent to the Maryland Historical Trust (January 28, 2010) M-11
- Letter sent to the Virginia Department of Historic Resources (January 28, 2010) M-14
- Letter sent to the U.S. Fish and Wildlife Service, Chesapeake Bay Field Office (February 18, 2010) M-17
- Letter sent to the U.S. Fish and Wildlife Service, Virginia Field Office (February 18, 2010) M-20
- Letter received from Delaware Natural Heritage and Endangered Species Program (February 25, 2010) M-22
- Letter received from the Virginia Division of Natural Heritage (March 1, 2010) M-28
- Letter received from the Maryland Historical Trust (March 8, 2010) M-30

APPENDIX M: Compliance Coordination

United States Department of the Interior

NATIONAL PARK SERVICE

Captain John Smith Chesapeake National Historic Trail
410 Severn Avenue, Suite 109
Annapolis, MD 21403

June 17, 2009

Francis Tamara
Delaware Nation
NAGPRA/ Cultural Preservation
PO Box 825
Anadarko, OK 73005

Dear Ms. Tamara:

The National Park Service is in the process of developing a Comprehensive Management Plan for the Captain John Smith Chesapeake National Historic Trail that commemorates the exploratory voyages of Captain Smith on the Chesapeake Bay and its tributaries in 1607–09; shares knowledge about the American Indian societies and cultures of the seventeenth century; and interprets the natural history of the Bay (both historic and contemporary).

The purpose of the plan is to establish the administrative objectives, policies, processes, and management actions needed to fulfill the preservation and public use goals of the Captain John Smith Chesapeake National Historic Trail under the authorities of the National Trails System Act, as amended (16 USC 1241-1251). An environmental assessment will be prepared along with the study. The water trail covers areas of the Commonwealth of Virginia, the states of Maryland and Delaware, and the District of Columbia. A map identifying the study area and the communities located within the corridor is enclosed.

We are contacting you to invite the Delaware Nation to discuss cultural and historic places of interest to the Delaware Nation and to provide information about the historical, cultural and religious importance of any sites within the study area, which will be taken into consideration in the planning process. We welcome your input and will continue to seek your comments as the study advances.

Currently, the planning team is soliciting comments from the public and developing information about sites associated with John Smith's 1607 – 1609 exploration of the Chesapeake Bay and tributaries, areas of cultural importance to the modern Native American communities in the study area, and landscapes that reflect the ecology and natural history of the bay. The results will be used to determine critical resource sites and segments for the trail and to develop preliminary management alternatives for the study area. We anticipate having a draft CMP/EA the end of fall 2009 with a final plan prepared by spring 2010.

We would like to talk with you about cultural and historic places of significance to the Delaware Nation that lie within the trail planning area. As a follow up to this letter, our project manager, Jeff Winstel, will contact you by phone within the next few weeks to discuss the best way to begin consultations. In the meantime, if you have any questions or would like additional information, please contact Jeff at (410) 295-3152.

Sincerely,

John Maounis, Superintendent
Captain John Smith Chesapeake National Historic Trail

Enclosure

cc: Chuck Smythe, NPS NER
Terrence Moore, NPS NER
Dennis Reidenbach, Regional Director, NER

United States Department of the Interior

NATIONAL PARK SERVICE
Captain John Smith Chesapeake National Historic Trail
Chesapeake Bay Gateways and Water Trails Network
Star-Spangled Banner National Historic Trail
410 Severn Avenue, Suite 314
Annapolis, MD 21403

January 28, 2010

Edna Stetzar
Environmental Review/Information Request
Delaware Natural Heritage Program
Division of Fish and Wildlife
4876 Hay Point Landing Road
Smyrna, Delaware 19977

Dear Ms. Stetzar:

The National Park Service (NPS) is preparing a Comprehensive Management Plan (CMP) for the Captain John Smith Chesapeake National Historic Trail, which includes many areas of the Chesapeake Bay and major tributaries entering the bay. The trail will commemorate the exploratory voyages of Captain Smith on the Chesapeake Bay and its tributaries in 1607-1609, tracing twenty-three hundred miles on the bay and its tributaries. It is the first national water trail in the United States, and it will be administered by the National Park Service through the NPS Chesapeake Bay Office. The trail includes portions of the states of Delaware, Maryland, Virginia, and the District of Columbia.

In compliance with the National Environmental Policy Act (NEPA), we are requesting any information you have regarding federal and/or state protected species in Sussex County Delaware. Although most of the trail is over water, numerous existing partner-owned resource sites occur on land adjacent to the trail. There are plans to purchase access sites along shoreline for low impact watercraft (e.g., canoe and kayak) launching sites to promote recreational use of the trail. In addition, purchases may be made for significant unprotected resource sites. The exact location of any new access sites and/or new resource sites will be determined in the future pending further access and resource studies. The landward area of potential affect is considered to be within 1000 feet of the shoreline. Some clearing is likely at new access sites to allow for parking and boat launching.

We would appreciate information you can provide us for this project. We are aware of your fee schedule. Please let me know if you need any further information regarding this request.

Thank you for your consideration.

Sincerely,

John Maounis
Superintendent

United States Department of the Interior

NATIONAL PARK SERVICE
Captain John Smith Chesapeake National Historic Trail
Chesapeake Bay Gateways and Water Trails Network
Star-Spangled Banner National Historic Trail
410 Severn Avenue, Suite 314
Annapolis, MD 21403

January 28, 2010

Laurie Byrne
Maryland Department of Natural Resources
Wildlife and Heritage Program
580 Taylor Avenue, E-1
Tawes State Office Building
Annapolis, MD 21401

Dear Ms. Byrne:

The National Park Service (NPS) is preparing a Comprehensive Management Plan (CMP) for the Captain John Smith Chesapeake National Historic Trail, which includes many areas of the Chesapeake Bay and major tributaries entering the bay. The trail will commemorate the exploratory voyages of Captain Smith on the Chesapeake Bay and its tributaries in 1607-1609, tracing twenty-three hundred miles on the bay and its tributaries. It is the first national water trail in the United States, and it will be administered by the National Park Service through the NPS Chesapeake Bay Office. The trail includes portions of the states of Delaware, Maryland, Virginia, and the District of Columbia.

In compliance with the National Environmental Policy Act (NEPA), we are requesting any information you have regarding federal and/or state protected species within sixteen counties in Maryland (see attached County list). Although most of the trail is over water, numerous existing partner-owned resource sites occur on land adjacent to the trail. There are plans to purchase access sites along shoreline for low impact watercraft (e.g., canoe and kayak) launching sites to promote recreational use of the trail. In addition, purchases may be made for significant unprotected resource sites. The exact location of any new access sites and/or new resource sites will be determined in the future pending further access and resource studies. The landward area of potential affect is considered to be within 1000 feet of the shoreline. Some clearing is likely at new access sites to allow for parking and boat launching.

We would appreciate information you can provide us for this project. We are aware of your fee schedule. Please let me know if you need any further information regarding this request.

Thank you for your consideration.

Sincerely,

John Maounis
Superintendent

Maryland Counties on the Captain John Smith Chesapeake National Historic Trail

- Worchester
- Somerset
- Wicomico
- Dorchester
- Talbot
- Queen Anne's
- Kent
- Cecil
- Harford
- Baltimore
- Anne Arundel
- Calvert
- St. Mary's
- Charles
- Prince George's
- Montgomery

United States Department of the Interior

NATIONAL PARK SERVICE
Captain John Smith Chesapeake National Historic Trail
Chesapeake Bay Gateways and Water Trails Network
Star-Spangled Banner National Historic Trail
410 Severn Avenue, Suite 314
Annapolis, MD 21403

January 28, 2010

Rene Hypes, Project Review Coordinator
Department of Conservation and Recreation
Natural Heritage Program
217 Governor Street, Suite 312
Richmond, VA 23219-2094

Dear Ms. Hypes:

The National Park Service (NPS) is preparing a Comprehensive Management Plan (CMP) for the Captain John Smith Chesapeake National Historic Trail, which includes many areas of the Chesapeake Bay and major tributaries entering the Bay. The trail will commemorate the exploratory voyages of Captain Smith on the Chesapeake Bay and its tributaries in 1607-1609, tracing twenty-three hundred miles on the bay and its tributaries. It is the first national water trail in the United States, and it will be administered by the National Park Service through the NPS Chesapeake Bay Office. The trail includes portions of the states of Delaware, Maryland, Virginia, and the District of Columbia.

In compliance with the National Environmental Policy Act (NEPA), we are requesting any information you have regarding federal and/or state protected species within 36 counties in Virginia (see attached County list). Although most of the trail is over water, numerous existing partner-owned resource sites occur on land adjacent to the trail. There are plans to purchase access sites along shoreline for low impact watercraft (e.g., canoe and kayak) launching sites to promote recreational use of the trail. In addition, purchases may be made for significant unprotected resource sites. The exact location of any new access sites and/or new resource sites will be determined in the future pending further access and resource studies. The landward area of potential affect is considered to be within 1000 feet of the shoreline. Some clearing is likely at new access sites to allow for parking and boat launching.

We would appreciate information you can provide us for this project. We are aware of your fee schedule. Please let me know if you need any further information regarding this request.

Thank you for your consideration.

Sincerely,

John Maounis
Superintendent

Virginia Counties on the Captain John Smith Chesapeake National Historic Trail

- Arlington
- Alexandria
- Fairfax
- Prince William
- Stafford
- King George
- Westmoreland
- Northumberland
- Lancaster
- Richmond
- Spotsylvania
- Caroline
- Essex
- Middlesex
- Matthews
- Gloucester
- King and Queen
- King William
- New Kent
- James City
- York
- Poquoson
- Hampton
- Newport News
- Charles City
- Henrico
- Richmond
- Chesterfield
- Prince George
- Surry
- Isle of Wight
- Suffolk
- Portsmouth
- Norfolk
- Northampton
- Accomack

United States Department of the Interior

NATIONAL PARK SERVICE
Captain John Smith Chesapeake National Historic Trail
Chesapeake Bay Gateways and Water Trails Network
Star-Spangled Banner National Historic Trail
410 Severn Avenue, Suite 314
Annapolis, MD 21403

January 28, 2010

Mr. David Maloney, SHPO
Historic Preservation Office
Reeves Center,
2000 14th Street, NW #4000,
Washington, DC 20009

Dear Mr. Maloney:

As you are aware, we are in the process of preparing the Comprehensive Management Plan (CMP) for the Captain John Smith Chesapeake National Historic Trail (CAJO), to serve as the major planning document for the trail over the next several years. The trail will commemorate the exploratory voyages of Captain Smith on the Chesapeake Bay and its tributaries in 1607-1609, tracing twenty-three hundred miles on the bay and its tributaries. It is the first national water trail in the United States, and it will be administered by the National Park Service through the NPS Chesapeake Bay Office. The trail includes portions of the states of Maryland, Delaware, Virginia, and the District of Columbia.

In addition to recognizing Smith's voyages, the trail will also recognize the American Indian towns and culture of the seventeenth century, call attention to the natural history of the bay (both historic and contemporary), and provide new opportunities for education, recreation, and heritage tourism in the Chesapeake Bay region. In providing a focus on and appreciation of the resources associated with Smith's voyages, the trail would help to facilitate protection of those resources. As designated by Congress in 2006, the trail is intended to play an important role in fostering citizen stewardship of the bay. The law requires the Secretary of the Interior to administer the trail "in coordination" with the Chesapeake Bay Gateways and Watertrails Network authorized under the Chesapeake Bay Initiative Act of 1998 (16 U.S.C. 461 note; 112 Stat.2961) and the federal-state Chesapeake Bay Program authorized under section 117 of the Federal Water Pollution Control Act (33 U.S.C. 1267); and in consultation with other federal, state, tribal, regional, and local agencies, and the private sector.

Although most of the trail is over water, numerous existing partner-owned resource sites occur on land adjacent to the trail. There are plans to purchase access sites along shoreline for low impact watercraft (e.g., canoe and kayak) launching sites to promote recreational use of the trail. In addition, land purchases may be made for significant unprotected resource sites, including significant American Indian archeological sites. The exact location of any new access sites and/or new resource sites will be determined in the future pending further access and resource studies. Some clearing is likely at new access sites to allow for parking and boat launching.

In compliance with the Section 106 of the National Historic Preservation Act and the National Environmental Policy Act, we are requesting information you may have regarding any historic or archeological sites listed or eligible for listing on the National Register of Historic Places in the

District of Columbia near the trail. The area of potential affect would include portions of the District of Columbia along the trail (see attached map) within approximately 1,000 feet of the shoreline.

Please feel free to contact me at (410)-260-2471 if you have any questions regarding this project. We will be forwarding you a copy of the draft CMP when it is finished along with our Section 106 Assessment of Effect for the project.

Sincerely,

John Maounis
Superintendent

United States Department of the Interior

NATIONAL PARK SERVICE
Captain John Smith Chesapeake National Historic Trail
Chesapeake Bay Gateways and Water Trails Network
Star-Spangled Banner National Historic Trail
410 Severn Avenue, Suite 314
Annapolis, MD 21403

January 28, 2010

Mr. Timothy A. Slavin, SHPO
Division of Historical and Cultural Affairs
21 The Green
Dover, DE 19901

Dear Mr. Slavin:

As you are aware, we are in the process of preparing the Comprehensive Management Plan (CMP) for the Captain John Smith Chesapeake National Historic Trail (CAJO), to serve as the major planning document for the trail over the next several years. The trail will commemorate the exploratory voyages of Captain Smith on the Chesapeake Bay and its tributaries in 1607-1609, tracing twenty-three hundred miles on the bay and its tributaries. It is the first national water trail in the United States, and it will be administered by the National Park Service through the NPS Chesapeake Bay Office. The trail includes portions of the states of Maryland, Delaware, Virginia, and the District of Columbia.

In addition to recognizing Smith's voyages, the trail will also recognize the American Indian towns and culture of the seventeenth century, call attention to the natural history of the bay (both historic and contemporary), and provide new opportunities for education, recreation, and heritage tourism in the Chesapeake Bay region. In providing a focus on and appreciation of the resources associated with Smith's voyages, the trail would help to facilitate protection of those resources. As designated by Congress in 2006, the trail is intended to play an important role in fostering citizen stewardship of the bay. The law requires the Secretary of the Interior to administer the trail "in coordination" with the Chesapeake Bay Gateways and Watertrails Network authorized under the Chesapeake Bay Initiative Act of 1998 (16 U.S.C. 461 note; 112 Stat.2961) and the federal-state Chesapeake Bay Program authorized under section 117 of the Federal Water Pollution Control Act (33 U.S.C. 1267); and in consultation with other federal, state, tribal, regional, and local agencies, and the private sector.

Although most of the trail is over water, numerous existing partner-owned resource sites occur on land adjacent to the trail. There are plans to purchase access sites along shoreline for low impact watercraft (e.g., canoe and kayak) launching sites to promote recreational use of the trail. In addition, land purchases may be made for significant unprotected resource sites, including significant American Indian archeological sites. The exact location of any new access sites and/or new resource sites will be determined in the future pending further access and resource studies. Some clearing is likely at new access sites to allow for parking and boat launching.

In compliance with the Section 106 of the National Historic Preservation Act and the National Environmental Policy Act, we are requesting information you may have regarding any historic or archeological sites listed or eligible for listing on the National Register of Historic Places in Sussex County, Delaware. The area of potential affect would include portions of Sussex County along the

trail (see attached map) within approximately 1,000 feet of the shoreline.

Please feel free to contact me at (410)-260-2471 if you have any questions regarding this project. We will be forwarding you a copy of the draft CMP when it is finished along with our Section 106 Assessment of Effect for the project.

Sincerely,

John Maounis
Superintendent

United States Department of the Interior

NATIONAL PARK SERVICE
Captain John Smith Chesapeake National Historic Trail
Chesapeake Bay Gateways and Water Trails Network
Star-Spangled Banner National Historic Trail
410 Severn Avenue, Suite 314
Annapolis, MD 21403

January 28, 2010

Mr. J. Rodney Little, SHPO
Maryland Historical Trust
100 Community Place, 3rd Floor
Crownsville, MD 21032-2023

Dear Mr. Little,

As you are aware, we are in the process of preparing the Comprehensive Management Plan (CMP) for the Captain John Smith Chesapeake National Historic Trail (CAJO), to serve as the major planning document for the trail over the next several years. The trail will commemorate the exploratory voyages of Captain Smith on the Chesapeake Bay and its tributaries in 1607-1609, tracing twenty-three hundred miles on the bay and its tributaries. It is the first national water trail in the United States, and it will be administered by the National Park Service through the NPS Chesapeake Bay Office. The trail includes portions of the states of Maryland, Delaware, Virginia, and the District of Columbia.

In addition to recognizing Smith's voyages, the trail will also recognize the American Indian towns and culture of the seventeenth century, call attention to the natural history of the bay (both historic and contemporary), and provide new opportunities for education, recreation, and heritage tourism in the Chesapeake Bay region. In providing a focus on and appreciation of the resources associated with Smith's voyages, the trail would help to facilitate protection of those resources. As designated by Congress in 2006, the trail is intended to play an important role in fostering citizen stewardship of the bay. The law requires the Secretary of the Interior to administer the trail "in coordination" with the Chesapeake Bay Gateways and Watertrails Network authorized under the Chesapeake Bay Initiative Act of 1998 (16 U.S.C. 461 note; 112 Stat.2961) and the federal-state Chesapeake Bay Program authorized under section 117 of the Federal Water Pollution Control Act (33 U.S.C. 1267); and in consultation with other federal, state, tribal, regional, and local agencies, and the private sector.

Although most of the trail is over water, numerous existing partner-owned resource sites occur on land adjacent to the trail. There are plans to purchase access sites along shoreline for low impact watercraft (e.g., canoe and kayak) launching sites to promote recreational use of the trail. In addition, land purchases may be made for significant unprotected resource sites, including significant American Indian archeological sites. The exact location of any new access sites and/or new resource sites will be determined in the future pending further access and resource studies. Some clearing is likely at new access sites to allow for parking and boat launching.

In compliance with the Section 106 of the National Historic Preservation Act and the National Environmental Policy Act (NEPA), we are requesting information you may have regarding any historic or archeological sites listed or eligible for listing on the National Register of Historic Places in the sixteen Maryland Counties near the trail (see attached County list). The area of potential affect

would include portions of the Maryland Counties along the trail (see attached map) within approximately 1,000 feet of the shoreline.

Please feel free to contact me at (410)-260-2471 if you have any questions regarding this project. We will be forwarding you a copy of the draft CMP when it is finished along with our Section 106 Assessment of Effect for the project.

Sincerely,

John Maounis
Superintendent

Maryland Counties on the Captain John Smith Chesapeake National Historic Trail

- Worchester
- Somerset
- Wicomico
- Dorchester
- Talbot
- Queen Anne's
- Kent
- Cecil
- Harford
- Baltimore
- Anne Arundel
- Calvert
- St. Mary's
- Charles
- Prince George's
- Montgomery

United States Department of the Interior

NATIONAL PARK SERVICE
Captain John Smith Chesapeake National Historic Trail
Chesapeake Bay Gateways and Water Trails Network
Star-Spangled Banner National Historic Trail
410 Severn Avenue, Suite 314
Annapolis, MD 21403

January 28, 2010

Ms. Kathleen Kilpatrick, SHPO
Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

Dear Kathleen,

As you are aware, we are in the process of preparing the Comprehensive Management Plan (CMP) for the Captain John Smith Chesapeake National Historic Trail (CAJO), to serve as the major planning document for the trail over the next several years. The trail will commemorate the exploratory voyages of Captain Smith on the Chesapeake Bay and its tributaries in 1607-1609, tracing twenty-three hundred miles on the bay and its tributaries. It is the first national water trail in the United States, and it will be administered by the National Park Service through the NPS Chesapeake Bay Office. The trail includes portions of the states of Maryland, Delaware, Virginia, and the District of Columbia.

In addition to recognizing Smith's voyages, the trail will also recognize the American Indian towns and culture of the seventeenth century, call attention to the natural history of the bay (both historic and contemporary), and provide new opportunities for education, recreation, and heritage tourism in the Chesapeake Bay region. In providing a focus on and appreciation of the resources associated with Smith's voyages, the trail would help to facilitate protection of those resources. As designated by Congress in 2006, the trail is intended to play an important role in fostering citizen stewardship of the bay. The law requires the Secretary of the Interior to administer the trail "in coordination" with the Chesapeake Bay Gateways and Watertrails Network authorized under the Chesapeake Bay Initiative Act of 1998 (16 U.S.C. 461 note; 112 Stat. 2961) and the federal-state Chesapeake Bay Program authorized under section 117 of the Federal Water Pollution Control Act (33 U.S.C. 1267); and in consultation with other federal, state, tribal, regional, and local agencies, and the private sector.

Although most of the trail is over water, numerous existing partner-owned resource sites occur on land adjacent to the trail. There are plans to purchase access sites along shoreline for low impact watercraft (e.g., canoe and kayak) launching sites to promote recreational use of the trail. In addition, land purchases may be made for significant unprotected resource sites, including significant American Indian archeological sites. The exact location of any new access sites and/or new resource sites will be determined in the future pending further access and resource studies. Some clearing is likely at new access sites to allow for parking and boat launching.

In compliance with the Section 106 of the National Historic Preservation Act and the National Environmental Policy Act (NEPA), we are requesting information you may have regarding any historic or archeological sites listed or eligible for listing on the National Register of Historic Places in the 36 Virginia Counties near the trail (see attached County list). The area of potential affect would

include portions of the Virginia Counties along the trail (see attached map) within approximately 1,000 feet of the shoreline.

Please feel free to contact me at (410)-260-2471 if you have any questions regarding this project. We will be forwarding you a copy of the draft CMP when it is finished along with our Section 106 Assessment of Effect for the project.

Sincerely,

John Maounis
Superintendent

Virginia Counties on the Captain John Smith Chesapeake National Historic Trail

- Arlington
- Alexandria
- Fairfax
- Prince William
- Stafford
- King George
- Westmoreland
- Northumberland
- Lancaster
- Richmond
- Spotsylvania
- Caroline
- Essex
- Middlesex
- Matthews
- Gloucester
- King and Queen
- King William
- New Kent
- James City
- York
- Poquoson
- Hampton
- Newport News
- Charles City
- Henrico
- Richmond
- Chesterfield
- Prince George
- Surry
- Isle of Wight
- Suffolk
- Portsmouth
- Norfolk
- Northampton
- Accomack

United States Department of the Interior

NATIONAL PARK SERVICE
Captain John Smith Chesapeake National Historic Trail
Chesapeake Bay Gateways and Watertrails Network
Star-Spangled Banner National Historic Trail
410 Severn Avenue, Suite 314
Annapolis, MD 21403

February 18, 2010

Julie Thompson Slacum
U.S. Fish and Wildlife Service
177 Admiral Cochrane Drive
Annapolis, Maryland 21401

Dear Ms. Slacum,

The National Park Service (NPS) is preparing a Comprehensive Management Plan for the Captain John Smith Chesapeake National Historic Trail which includes many areas of the Chesapeake Bay and major tributaries entering the Bay. The trail will commemorate the exploratory voyages of Captain Smith on the Chesapeake Bay and its tributaries in 1607-1609, tracing twenty-three hundred miles on the bay and its tributaries. It is the first national water trail in the United States, and it will be administered by the NPS through the NPS Chesapeake Bay Office. The trail includes portions of the states of Virginia, Maryland, Delaware, and the District of Columbia. In compliance with the National Environmental Policy Act (NEPA), we are requesting any updated information you have regarding federally protected species in the attached counties of Maryland and Delaware, as well as species lists for the District of Columbia adjacent to the trail.

In addition to recognizing Smith's voyage, the trail will also recognize American Indian settlements and cultures of the seventeenth century, call attention to the natural history of the Bay (both historic and contemporary), and provide new opportunities for education, recreation, and heritage tourism in the Chesapeake Bay region. In providing a focus on and appreciation of the resources associated with Smith's voyages, the trail would help to facilitate protection of those resources. As designated by Congress in 2006, the trail is intended to play an important role in fostering citizen stewardship of the Bay. The law requires the Secretary of the Interior to administer the trail "in coordination" with the Chesapeake Bay Gateways and Watertrails Network authorized under the Chesapeake Bay Initiative Act of 1998 (16 U.S.C. 461 note; 112 Stat. 2961) and the federal-state Chesapeake Bay Program authorized under section 117 of the Federal Water Pollution Control Act (33 U.S.C. 1267); and in consultation with other federal, state, tribal, regional, and local agencies, and the private sector.

Although most of the trail is over water, numerous existing partner-owned resource sites occur on land adjacent to the trail. New access sites may be developed as a result of the plan. These will be for low impact watercraft (e.g., canoe and kayak) launching sites to promote recreational use of the trail. The exact location of any new access sites will be determined in the future, pending further access and resource studies. The landward area of potential affect is considered to be within 1000 feet of the shoreline. Some clearing is likely at new access sites to allow for parking and boat launching.

A copy of the draft CMP will be sent to you for review following completion of the draft document.

Thank you for your consideration.

Sincerely,

John Maounis
Superintendent

Counties for the Captain John Smith Chesapeake National Historic Trail

Maryland

- Worchester
- Somerset
- Wicomico
- Dorchester
- Talbot
- Queen Anne's
- Kent
- Cecil
- Harford
- Baltimore
- Anne Arundel
- Calvert
- St. Mary's
- Charles
- Prince George's
- Montgomery

Virginia

- Arlington
- Alexandria
- Fairfax
- Prince William
- Stafford
- King George
- Westmoreland
- Northumberland
- Lancaster
- Richmond
- Spotsylvania
- Caroline
- Essex
- Middlesex
- Matthews
- Gloucester
- King and Queen
- King William
- New Kent
- James City
- York
- Poquoson
- Hampton
- Newport News
- Charles City
- Henrico
- Richmond
- Chesterfield
- Prince George

- Surry
- Isle of Wight
- Suffolk
- Portsmouth
- Norfolk
- Northampton
- Accomack

Delaware

- Sussex

United States Department of the Interior

NATIONAL PARK SERVICE
Captain John Smith Chesapeake National Historic Trail
Chesapeake Bay Gateways and Watertrails Network
Star-Spangled Banner National Historic Trail
410 Severn Avenue, Suite 314
Annapolis, MD 21403

February 18, 2010

Michael Drummond
U.S. Fish and Wildlife Service
6669 Short Lane
Gloucester, Virginia 23601

Dear Mr. Drummond,

The National Park Service (NPS) is preparing a Comprehensive Management Plan for the Captain John Smith Chesapeake National Historic Trail which includes many areas of the Chesapeake Bay and major tributaries entering the Bay. The trail will commemorate the exploratory voyages of Captain Smith on the Chesapeake Bay and its tributaries in 1607-1609, tracing twenty-three hundred miles on the bay and its tributaries. It is the first national water trail in the United States, and it will be administered by the NPS through the NPS Chesapeake Bay Office. The trail includes portions of the states of Virginia, Maryland, Delaware, and the District of Columbia. In compliance with the National Environmental Policy Act (NEPA), we are requesting any updated information you have regarding federally protected species in the attached counties of Virginia adjacent to the trail.

In addition to recognizing Smith's voyage, the trail will also recognize American Indian settlements and cultures of the seventeenth century, call attention to the natural history of the Bay (both historic and contemporary), and provide new opportunities for education, recreation, and heritage tourism in the Chesapeake Bay region. In providing a focus on and appreciation of the resources associated with Smith's voyages, the trail would help to facilitate protection of those resources. As designated by Congress in 2006, the trail is intended to play an important role in fostering citizen stewardship of the Bay. The law requires the Secretary of the Interior to administer the trail "in coordination" with the Chesapeake Bay Gateways and Watertrails Network authorized under the Chesapeake Bay Initiative Act of 1998 (16 U.S.C. 461 note; 112 Stat. 2961) and the federal-state Chesapeake Bay Program authorized under section 117 of the Federal Water Pollution Control Act (33 U.S.C. 1267); and in consultation with other federal, state, tribal, regional, and local agencies, and the private sector.

Although most of the trail is over water, numerous existing partner-owned resource sites occur on land adjacent to the trail. New access sites may be developed as a result of the plan. These will be for low impact watercraft (e.g., canoe and kayak) launching sites to promote recreational use of the trail. The exact location of any new access sites will be determined in the future, pending further access and resource studies. The landward area of potential affect is considered to be within 1000 feet of the shoreline. Some clearing is likely at new access sites to allow for parking and boat launching.

A copy of the draft CMP will be sent to you for review following completion of the draft document.

Thank you for your consideration.

Sincerely,

John Maounis
Superintendent

Counties for the Captain John Smith Chesapeake National Historic Trail

- **Virginia**
- Arlington
- Alexandria
- Fairfax
- Prince William
- Stafford
- King George
- Westmoreland
- Northumberland
- Lancaster
- Richmond
- Spotsylvania
- Caroline
- Essex
- Middlesex
- Matthews
- Gloucester
- King and Queen
- King William
- New Kent
- James City
- York
- Poquoson
- Hampton
- Newport News
- Charles City
- Henrico
- Richmond
- Chesterfield
- Prince George
- Surry
- Isle of Wight
- Suffolk
- Portsmouth
- Norfolk
- Northampton
- Accomack

STATE OF DELAWARE
DEPARTMENT OF NATURAL RESOURCES
& ENVIRONMENTAL CONTROL
DIVISION OF FISH & WILDLIFE
NATURAL HERITAGE AND ENDANGERED SPECIES PROGRAM
4876 Hay Point Landing Road
Smyrna, Delaware 19977
302-653-2880
Fax: 302-653-3431

February 25, 2010

John Maounis
National Park Service
Chesapeake Bay Gateways and Water Trails Network
Star-Spangled Banner National Historic Trail
410 Severn Avenue, Suite 314
Annapolis, MD 21403

RE: Captain John Smith Chesapeake National Historic Trail
Nanticoke River from DE/MD state-line to mouth of Broad Creek, Sussex County, DE
Applicant: National Park Service

Dear Mr. Maounis:

Thank you for contacting the Natural Heritage and Endangered Species program about information on rare, threatened and endangered species, unique natural communities, and other significant natural resources as they relate to the above referenced project. The information below pertains to the Nanticoke River and within 1000ft of the shoreline from the Delaware-Maryland Stateline to the mouth of Broad Creek.

Rare Species and Species of Greatest Conservation Need

The following table includes records of Species of Greatest Conservation Need (SGCN[1]) and state-rare or federally listed species documented within the project area. Please note that our program scientists have not surveyed the entire project area, therefore, additional species could occur that are not listed. The information below pertains only to those elements that are in our current database. In addition, until the exact location of access sites and new resource sites are identified, we cannot determine if these animal and plant species will be impacted. Please continue to coordinate with our program on this issue. In addition, our Division scientists would gladly assist in efforts to identify areas that you referred to as *'significant unprotected resource sites'*.

[1] Species of greatest conservation need (SGCN) are indicative of the overall diversity and health of the State's wildlife resources. Some may be rare or declining, others may be vital components of certain habitats, and still others may have a significant portion of their population in Delaware. SGCN are identified in the Delaware Wildlife Action Plan (DEWAP) which is a comprehensive strategy for conserving the full array of native wildlife and habitats-common and uncommon- as vital components of the state's natural resources. This document can be viewed via our program website at http://www.dnrec.state.de.us/nhp.

Delaware's good nature depends on you!

Table 1. Rare species and Species of Greatest Conservation Need (SGCN) that occur within the Nanticoke River and within 1000ft of the shoreline from MD/DE state line to mouth of Broad Creek.

Scientific Name	Common Name	Taxon	State Rank	SGCN Tier	State Status	Federal Status
Sciurus niger cinereus	Delmarva fox squirrel	Mammal	S1	Tier 1	E	E
Buteo lineatus	red-shouldered hawk	Bird	S2B/S3N	Tier 2		
Coccyzus erythropthalmus	black-billed cuckoo	Bird	S1B	Tier 2		
Dendroica dominica	yellow-throated warbler	Bird	S2B	Tier 2		
Haliaeetus leucocephalus	bald eagle	Bird	S2B/S3N	Tier 1	E	
Ixobrychus exilis	least bittern	Bird	S1B	Tier 2		
Melanerpes erythrocephalus						
Pandion haliaetus	osprey	Bird	S3B	Tier 1		
Podilymbus podiceps	pied-billed grebe	Bird	S1B/S3N	Tier 1	E	
Setophaga ruticilla	American redstart	Bird	S1B	Tier 1		
Strix varia	barred owl	Bird	S2	Tier 2		
Opheodrys aestivus	northern rough green snake	Reptile	S2	Tier 2		
Pantherophis guttatus	red cornsnake	Reptile	S1	Tier 1	E	
Scincella lateralis	little brown skink	Reptile	S1	Tier 2		
Hemidactylium scutatum	four-toed salamander	Amphibian	S1	Tier 2		
Pseudotriton montanus montanus	Eastern mud salamander	Amphibian	S1	Tier 2		
Callophrys gryneus	juniper hairstreak	Insect	S2	Tier 2		
Callophrys hesseli	Hessel's hairstreak	Insect	S1	Tier 1	E	
Callophrys irus	frosted elfin	Insect	S1	Tier 1		
Catocala lacrymosa	tearful underwing	Insect	S1S3	Tier 1		
Cicindela unipunctata	A tiger beetle	Insect	S2?	Tier 2		
Gomphaeschna furcillata	harlequin darner	Insect	S1	Tier 2		
Gomphus plagiatus	russet-tipped clubtail	Insect	S2	Tier 2		
Macromia taeniolata	royal river cruiser	Insect	S1	Tier 2		
Xestia youngii	A noctuid moth	Insect	S1S2	Tier 2		
Anodonta implicata	alewife floater	Bivalve	S1	Tier 2		
Elliptio fisheriana	Northern lance	Bivalve	S2	Tier 2		
Arnoglossum atriplicifolium	pale Indian-plantain	Plant	S1	n/a		
Asclepias variegata	white milkweed	Plant	S1	n/a		
Betula populifolia	gray birch	Plant	S2	n/a		
Cardamine longii	Long's bitter-cress	Plant	S1	n/a		
Carex bromoides	brome-like sedge	Plant	S1	n/a		
Carex retroflexa	reflexed sedge	Plant	S1	n/a		
Dryopteris clintoniana	Clinton's wood fern	Plant	S1	n/a		
Elatine americana	American waterwort	Plant	S2	n/a		

Scientific Name	Common Name	Taxon	State Rank	SGCN Tier	State Status	Federal Status
Elatine minima	small waterwort	Plant	S2	n/a		
Eriocaulon parkeri	Parker's pipewort	Plant	S2	n/a		
Hypericum densiflorum	bushy St. John's-wort	Plant	S2	n/a		
Isoetes riparia	riverbank quillwort	Plant	S1	n/a		
Liparis lilifolia	large twayblade	Plant	S2	n/a		
Melanthium virginicum	Virginia bunchflower	Plant	S2	n/a		
Obolaria virginica	Virginia pennywort	Plant	S1	n/a		
Ruellia caroliniensis	Carolina petunia	Plant	S2	n/a		
Sagittaria graminea	grassleaf arrowhead	Plant	S2	n/a		
Sagittaria subulata	strap-leaf arrowhead	Plant	S2	n/a		
Sphenopholis pensylvanica	swamp wedgescale	Plant	S1	n/a		
Chamaecyparis thyoides	Atlantic White Cedar wetland	community	S2	n/a		

State Rank: S1- extremely rare within the state (typically 5 or fewer occurrences); S2- very rare within the state (6 to 20 occurrences); S3-rare to uncommon in Delaware, B - Breeding; N - Nonbreeding; SX-Extirpated or presumed extirpated from the state. All historical locations and/or potential habitat have been surveyed; SH- Historically known, but not verified for an extended period (usually 15+ years); there are expectations that the species may be rediscovered; SE-Non-native in the state (introduced through human influence); not a part of the native flora or fauna., SNR-not yet ranked in Delaware, SNA-occurences in DE of limited conservation value

SGCN Tiers: Tier 1 Species of Greatest Conservation Need (SGCN) are those that are most in need of conservation action on order to sustain or restore their populations. They are the focus of the Delaware Wildlife Action Plan (DEWAP), which is based on analyzing threats to their populations and their habitats, and on developing conservation actions to eliminate, minimize or compensate for these threats. **Tier 2** SGCN are also in need of conservation action, although not with the urgency of Tier 1 species. Their distribution across the landscape will help determine where DEWAP conservation actions will be implemented on the ground. **n/a**-not applicable, plant species and vegetative communities of concern are not addressed in the DEWAP.

State Status: E – endangered, i.e. designated by the Delaware Division of Fish and Wildlife as seriously threatened with extinction in the state;

Federal Status: E – endangered, i.e. designated by the U.S. Fish and Wildlife Service as being in danger of extinction throughout its range; T – threatened, i.e. designated by USFWS as being likely to become endangered in the foreseeable future throughout all or a significant portion of its range; C-candidate – Taxa for which the U.S. Fish and Wildlife Service has on file enough substantial information on biological vulnerability and threat(s) to support proposals to list them as endangered or threatened species.

- ***Delmarva Fox Squirrel***

This project lies within the area where Delmarva fox squirrel (*Sciurus niger cinereus*, DFS) are likely to occur. Although this is a water based trail, there are plans to provide land based access and possibly other amenities that could impact habitat. Delmarva fox squirrels are large-bodied tree squirrels that only inhabit mature forests on the Delmarva Peninsula. Threatened mainly by loss of its forested habitat, DFS have been protected as an endangered species since 1967. As required by the Endangered Species Act, the U.S. Fish and Wildlife Service reviews projects that may harm this species or their habitat. Based on past movement data, the Service only requires consultation on projects within 3 miles of known DFS populations. As you plan this project, please contact Trevor Clark of the U.S. Fish and Wildlife Service (410-573-4527) to learn how to avoid impacting the habitat. He may recommend simple alterations or suggest you have surveys conducted to determine if Delmarva fox squirrels are present. If

you have surveys conducted, they must be done by a federally approved fox squirrel surveyor, be conducted twice; once in the fall, and again between March 15 and May 30. A list of qualified surveyors is available upon request. Please note that surveys may confirm the presence of fox squirrels but cannot confirm absence.

- ***Bald Eagle***

There is an active bald eagle nest on the south side of the river at the Maryland/Delaware State Line. Bald Eagles retain protection under the federal Bald and Golden Eagle Protection Act (BGEPA). The US Fish and Wildlife Service (USFWS) developed *National Bald Eagle Management Guidelines*, to help landowners and others minimize impacts to eagles, including disturbance, which is prohibited by the BGEPA. The nest tree is on the Maryland side of the Stateline, however land on the Delaware side would also occur within protection distances established in the federal guidelines. These guidelines were drafted on a national level, so regional or local needs for greater protection of certain eagle populations are not necessarily addressed by these guidelines. Determinations of allowable activities within protection distances are evaluated on a case-by-case basis. Because BGEPA and the *National Bald Eagle Management Guidelines* are the jurisdiction of the USFWS, you or the applicant will need to contact Craig Koppie, biologist with the USFWS, at (410) 573-4534 or craig_koppie@fws.gov.

- ***Osprey***

There are several osprey (*Pandion haliaetus*) nests on channel markers within this section of the Nanticoke River. Although this species migrates south in the winter, it does exhibit nest site fidelity returning to the same nest site year after year. This species typically migrates to Delaware in mid-March and returns south in late fall. In Delaware osprey are considered a species of concern and an important indicator species. Individuals are protected via federal Migratory Bird Treaty Act and nests are federally protected when containing eggs and young.

- **Atlantic white cedar communities**

Atlantic white cedar (*Chamaecyparis thyoides*) (AWC) wetland communities occur along the Nanticoke River within the project area. AWC typically grow under unique conditions which also provide refugium for rare species. The hydrological regime is a major determinant of the resulting biota in this system and AWC are sensitive to sedimentation and changes in water quality, especially pH. Efforts should be made to avoid impacting this state-rare community.

Fisheries

The Nanticoke River is utilized during upstream migration by several fish species of concern. American shad (*Alosa sapidissima*), blueback herring (*Alosa aestivalis*), and alewife (*Alosa pseudoharengus*) collectively known as alosines, utilize the river during spawning and then as a nursery habitat for young-of-the-year. Habitat degradation is one factor leading to a decline in the populations of these species. American shad numbers have indicated serious declines along the East Coast and is a species currently undergoing restoration efforts on the Nanticoke River. Alewife (*Alosa pseudoharengus*) and blueback herring (*Alosa aestivalis*), often collectively referred to as 'river herring', are listed by the National Marine Fisheries Service as a Species of Concern[2]. In addition, these species are important to both commercial and recreational fisheries and form an important forage base for other fish and animal species. Other migratory species such as striped bass spawn in the Nanticoke River in the spring as well.

[2] **Species of Concern** are those species about which NOAA's National Marine Fisheries Service (NMFS) has some concerns regarding status and threats, but for which insufficient information is available to indicate a need to list the species under the Endangered Species Act (ESA).

If you have questions about these species, please get in touch with Mike Stangl, fisheries biologist, at (302) 739-4782 or at Michael.Stangl@state.de.us.

State Natural Heritage Site

At present, you did not indicate that the project would require wetland permits, so the following information is to aide in your planning efforts should permits become necessary at access site and/or new resource areas:

Because these species and ecological communities are present, portions of this project are within a State Natural Heritage Site. State Natural Heritage Sites are identified as "Designated Critical Resource Waters" by the Army Corps of Engineers (ACOE), and as such are subject to the restrictions and limitations imposed through Nationwide Permit General Condition No. 19. A copy of this letter shall be included in any permit application or pre-construction notification submitted to the Army Corps of Engineers for activities within this project area.

If you propose to use Nationwide Permit No. 3, 13, 18, 29, 39 or 42 the State of Delaware has denied 401 Water Quality Certification (WQC) and Coastal Zone Federal Consistency Concurrence (CZM) for these Nationwide Permits in Designated Critical Resource Waters. In order to use any of these six Nationwide Permits at this site you must apply for a project-specific Water Quality Certification (WQC) and Coastal Consistency Determination (CZM) from the appropriate offices at DNREC. To obtain the application materials and for all information regarding WQC, contact DNREC's Wetlands and Subaqueous Lands Section at 302/739-9943. For information pertaining to CZM, contact DNREC's Coastal Programs at 302/739-9283.

If you propose to use Nationwide Permit No. 7, 12, 14, 16, 17, 21, 29, 31, 35, 39, 40, 42, 43, or 44, this Designated Critical Resource Water designation may require you to obtain authorization through some other nationwide or general permit, or an individual permit from the Army Corps of Engineers. You should review the Nationwide Permit General Conditions and Regional Conditions for Delaware (see, in particular, Nationwide Permit General Condition No. 19) to determine what notification requirements or restrictions might be applicable for your activity. Please contact the Army Corps of Engineers at 215/656-6728 if you have questions or require additional information regarding the Nationwide Permit Program.

Key Wildlife Habitat

Most of your project area is mapped as Key Wildlife Habitat in the Delaware Wildlife Action Plan (DEWAP[3]) due to the array of plant and animal species that occur as well as the presence of large unfragmented wetland and forest blocks. Some of the species that occur are particularly sensitive to disturbance and habitat fragmentation. There are no regulatory requirements associated with KWH designation, however, the maps are intended to help guide site specific conservation planning efforts. Measures should be taken that will minimize impacts to habitat in this area are desirable.

State Natural Area

[3] The Delaware Wildlife Action Plan (DEWAP) is a comprehensive strategy for conserving the full array of native wildlife and habitats-common and uncommon- as vital components of the state's natural resources. This document can be viewed via our program website at http://www.dnrec.state.de.us/nhp. This document also contains a list of species of greatest conservation need as well as species-habitat associations.

The project area is on Delaware's Natural Areas Inventory. State Natural Areas involve areas of land or water, or of both land and water, whether in public or private ownership, which either retains or has reestablished its natural character (although it need not be undisturbed), or has unusual flora or fauna, or has biotic, geological, scenic or archaeological features of scientific or educational value. State Natural Areas are depicted on maps maintained by the Department of Natural Resources and Environmental Control, Division of Parks and Recreation, Natural Areas Program, as approved by the Department Secretary and upon recommendation by a governor appointed Natural Areas Advisory Council. If you require further information about this area for your planning project, please contact Eileen Butler, Natural Areas Program Manager, at (302) 739-9235.

State Wildlife Management Area

A large portion of the shoreline in the project area is within the Nanticoke Wildlife Area, a State Wildlife Area managed by the Division of Fish and Wildlife, DNREC. Efforts should be made to coordinate with the Regional Wildlife Biologist (currently Rob Gano 302-539-3160) to minimize impacts to the wildlife area and to activities that occur within the area. The wildlife area supports legal hunting activities and at times users of access sites placed on the wildlife area could be subject to firearm noise or dogs barking when pursuing game.

We are continually updating records on Delaware's rare, threatened and endangered species, unique natural communities and other significant natural resources. If the start of the project is delayed more than a year past the date of this letter, please contact us again for the latest information. If you have any questions, please contact me at (302) 653-2880 ext. 101 or Edna.Stetzar@state.de.us.

Sincerely,

Edna J. Stetzar

Edna J. Stetzar
Biologist/Environmental Review Coordinator

cc: Sarah Cooksey, Division of Soil and Water Conservation, DNREC
Laura Herr, Wetlands Section, Division of Water Resources, DNREC
Eileen Butler, Natural Areas Program, Division of Parks and Recreation, DNREC
Rob Gano, Sussex County Regional Wildlife Biologist, DNREC
Craig Koppie, Endangered Species Biologist, Chesapeake Bay Field Office, USFWS
Trevor Clark, Endangered Species Biologist, Chesapeake Bay Field Office, USFWS

COMMONWEALTH of VIRGINIA

DEPARTMENT OF CONSERVATION AND RECREATION

Division of Natural Heritage

217 Governor Street

Richmond, Virginia 23219-2010

(804) 786-7951 FAX (804) 371-2674

March 1, 2010

John Maounis
National Park Service
Chesapeake Bay Gateways and Water Trails Network
Star-Spangled Banner National Historic Trail
410 Severn Avenue, Suite 314
Annapolis, MD 21403

Re: John Smith Chesapeake National Historic Trail

Dear Mr. Maounis:

The Department of Conservation and Recreation's Division of Natural Heritage (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, numerous natural heritage resources have been documented within a 1000 foot landward of the John Smith Chesapeake National Historic Water Trail (see attached table). Our files also indicate the presence of the Cumberland Marsh State Natural Area Preserve under DCR's jurisdiction in the project vicinity. In order to determine potential impacts to these documented resources, DCR requests further coordination once exact locations of the proposed access areas are determined.

In addition, "Threatened and Endangered Species Waters" as designated by the Virginia Department of Game and Inland Fisheries (VDGIF) are within the 1000 foot landward of the water trail. Due to the legal status of these species assoicated with these T & E waters, DCR recommends coordination with the VDGIF to ensure compliance with protected species legislation.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Virginia Department of Conservation and Recreation (DCR), DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species.

New and updated information is continually added to Biotics. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

The Virginia Department of Game and Inland Fisheries maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters that may contain

information not documented in this letter. Their database may be accessed from http://vafwis.org/fwis/ or contact Shirl Dressler at (804) 367-6913.

Should you have any questions or concerns, feel free to contact me at 804-371-2708. Thank you for the opportunity to comment on this project.

Sincerely,

S. Rene' Hypes
Project Review Coordinator

Cc: Amy Ewing, VDGIF

Maryland Department of Planning
Maryland Historical Trust

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Richard Eberhart Hall
Secretary

Matthew J. Power
Deputy Secretary

March 8, 2010

John Maounis
National Park Service
410 Severn Avenue, Suite 314
Annapolis, MD 21403

Re: Comprehensive Management Plan
Captain John Smith Chesapeake National Historic Trail

Dear Mr. Maounis:

Thank you for contacting the Maryland Historical Trust (Trust), the State Historic Preservation Office, regarding the above-referenced planning study. Since the trail is administered by NPS, the Trust will be involved in reviewing proposed trail development actions in Maryland, pursuant to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. We appreciate your proactive efforts to consult with the Trust and take historic properties into account during your planning process. We offer the following preliminary comments and look forward to future coordination with NPS and other involved entities to successfully address any historic preservation issues associated with Maryland sections of the trail.

According to your letter, we understand that NPS is preparing a Comprehensive Management Plan (CMP) for the Captain John Smith Chesapeake National Historic Trail (CAJO). CAJO is the first national water trail in the United States and is located within portions of Maryland, Delaware, Virginia, and the District of Columbia. The trail will recognize the region's cultural as well as natural history and will provide opportunities for education, recreation, and heritage tourism in the Chesapeake Bay region. While most of the trail is situated over water, it encompasses numerous existing partner-owned resource sites located on land adjacent to the trail. Planned development actions may include site acquisition to provide canoe/kayak launching, development of related parking and boat launching facilities, and acquisition of significant and unprotected resources (such as archeological sites) to afford resource preservation.

Your recent letter requested information on historic and archeological resources located within 1,000 feet of the shoreline for sixteen counties situated adjacent to the trail in Maryland. The Trust maintains the Maryland Inventory of Historic Properties (which includes currently known terrestrial and submerged archeological sites, historic buildings, structures, and districts) as well as the National Register listings for Maryland. There are literally thousands of historic and archeological resources recorded in the Inventory and listed in the National Register within the project's sixteen county study area for Maryland. Given the scope of the study and number of resources involved, the Trust is unable to provide NPS with specific information on cultural resources in the study area. All of the Trust's records regarding known historic resources within the study area are available in our library. Please see the library's website for further information about our holdings, www.mht.maryland.gov/MHTlibrary.html, or contact the librarian, Mary Louise de Sarran, at mdeSarran@mdp.state.md.us to arrange access to the GIS system, the Maryland Inventory of Historic Properties, and other sources of potentially-relevant information.

We encourage NPS study planners to visit the Trust's library and compile data relevant to the geographic areas covered by the trail and proposed actions in Maryland. The CMP should address known and anticipated cultural resources located in

100 Community Place Crownsville, Maryland 21032-2023
Telephone: 410.514.7600 Fax: 410.987.4071 Toll Free: 1.800.756.0119 TTY Users: Maryland Relay
Internet: www.marylandhistoricaltrust.net

the study area and identify potential resources to target for future acquisition and protection efforts. In addition, the plan should discuss relevant historic preservation stewardship and review requirements for future development of the trail itself.

The currently anticipated project actions will likely entail minimal disturbances and include activities that will help protect cultural resources. Nonetheless, careful planning and coordination are necessary to ensure that the development of the trail avoids and minimizes the potential for adverse effects on historic and archeological properties. Ongoing consultation with the Trust and other involved parties as planning progresses will help ensure NPS compliance with Section 106 requirements and provide for the appropriate treatment of cultural resources. Individual acquisition, construction, demolition, and ground-disturbing projects that are undertaken, funded, or permitted by a federal or state agency will require consultation with the Trust in accordance with Section 106 of the National Historic Preservation Act and the comparable Maryland Historical Trust Act of 1985 (Sections 5A-325 and 5A-326 of the State Finance and Procurement Article) for state assisted actions. To request the Trust's comments about a project, we encourage submittal of a completed Project Review Form, available online at www.mht.maryland.gov/projectreview.html, accompanied by accurate maps and current photographs.

We look forward to working with NPS and other involved parties regarding the Section 106 review of this exciting trail initiative, as project planning proceeds. We await a copy of the CMP when it is available, as the CMP will provide useful information to guide future planning and management decisions for the trail. Submittal of planning documents to the Trust augments coordination, but does not replace the Section 106 consultation required for specific undertakings proposed by a plan.

If you have any questions or we may be of assistance, please contact Jonathan Sager (regarding historic buildings and landscapes) at jsager@mdp.state.md.us \ 410-514-7636 or me (regarding archeology) at bcole@mdp.state.md.us \ 410-514-7631. Thank you for providing us this opportunity to comment.

Sincerely,

Beth Cole

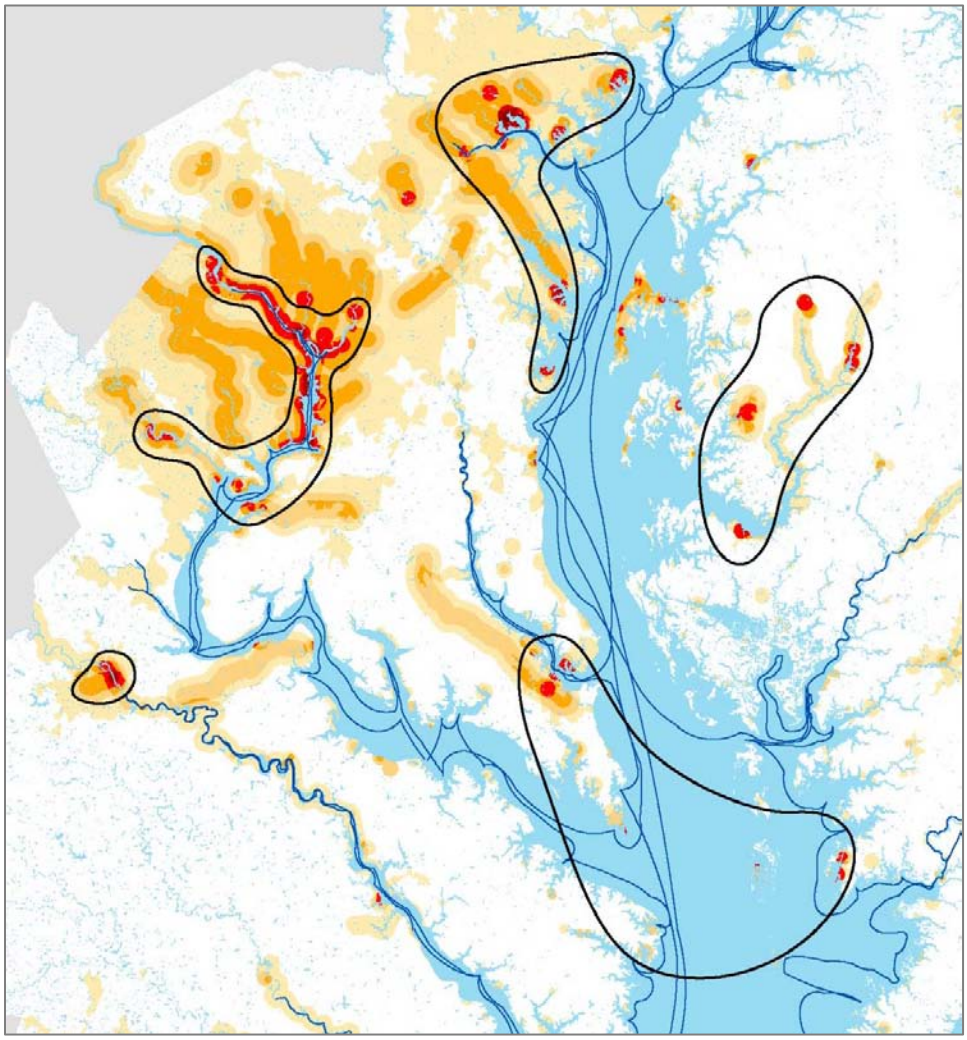
Beth Cole
Administrator, Project Review and Compliance
Maryland Historical Trust

EJC\JES
201000661

National Park Service
U.S. Department of the Interior

Captain John Smith Chesapeake National Historic Trail
Annapolis, Maryland

Captain John Smith Chesapeake National Historic Trail
Alternative Transportation Study
Support to Comprehensive Management Plan



PMIS No. 135731
April 2010

John A. Volpe National Transportation Systems Center
Research and Innovative Technology Administration
U.S. Department of Transportation

APPENDIX N: Alternative Transportation Study

Table of Contents

Introduction 5
Section 1: Alternative Transportation Systems (ATS) Inventory 6
Section 2: Regional Alternative Transportation Systems (ATS) Analysis 9
Section 3: Putting the Regional ATS Analysis to Use 12
Section 4: Next Steps 19

APPENDIX N: Alternative Transportation Study

Introduction

The Captain John Smith Chesapeake National Historic Trail (CAJO) was established by legislation in 2006 as the first national water trail in the United States. Administered by the National Park Service (NPS) through the NPS Northeast Region's Chesapeake Program Office, the trail commemorates the exploratory voyages of Captain Smith on the Chesapeake Bay and its tributaries in 1607-1609, tracing over 3,000 miles. It includes portions of the states of Virginia, Maryland, Delaware, and the District of Columbia. In addition to commemorating Smith's 17th century travels, CAJO is intended to play an important role in water-based recreation opportunities, as well as fostering citizen stewardship of the bay.

CAJO is designed to complement the existing Chesapeake Bay Gateways and Water Trails Network, which is also administered by NPS. Furthermore, CAJO is one of a group of new NPS initiatives in the region, including the Star-Spangled Banner National Historic Trail and the Potomac Heritage National Scenic Trail.

Project Overview

Each NPS unit is required to complete a Comprehensive (or General) Management Plan (CMP) that defines the park's basic approaches to natural and cultural resource protection, visitor experience, facilities, and partnerships for the next 15 – 20 years. The alternative transportation needs assessment is a component of the CMP. This study, developed as a first phase of alternative transportation systems (ATS) support for CAJO, focuses on two primary components: an ATS inventory and a regional ATS analysis.

The ATS inventory is a geospatial database of services and facilities that support alternative transportation access to CAJO. As the United States' first federally designated water trail, this type of ATS inventory may be the first of its kind. Focusing on categories such as kayak rentals and storage facilities, water-based tours and excursions, and major land-based transportation trails, the inventory will help trail planners understand the many ways CAJO can be experienced without the use of a private automobile.

The regional ATS analysis is a high-level study seeking to lay a foundation for future alternative transportation planning, funding, and implementation initiatives. Using the ATS inventory in conjunction with the analytical capabilities of geographic information systems (GIS), the report identifies transportation trends and high-potential ATS sub-regions within the greater CAJO region that are worthy of more detailed investigation. Rather than focus on the transportation details of each city and town in the CAJO region, the regional ATS analysis is the first step in determining where alternative transportation opportunities are available, where investment is viable, and where improvements in ATS service are needed.

Section 1: Alternative Transportation Systems (ATS) Inventory

The ATS inventory identifies services, facilities, and locations that may support alternative transportation access to CAJO. A database, including spatial and tabular data, was created for the following purposes:

1. For use by CAJO management in future planning initiatives;
2. As a foundation for the future development of traveler information services; and
3. As a framework for the creation of a regional ATS analysis as described in Section 2 of this report.

Inventory Components

Each component of the inventory is described below. Maps and tables are included in the appendix of the full report, which is on file at CAJO headquarters. The Volpe Center and CAJO recognize that due to the immense number of ATS opportunities in the Chesapeake Bay region, it is possible that an element has been mistakenly omitted or overlooked. In subsequent ATS planning efforts, CAJO will continue working to develop and maintain its ATS inventory with the goal of having a comprehensive, up-to-date database of information that will benefit CAJO managers, planners, stakeholders, and visitors.

Chesapeake Bay Gateways Clusters

Facilitated and coordinated by the National Park Service, the Chesapeake Bay Gateways Network is a partnership system of parks, refuges, museums, historic sites, and water trails across the watershed whose purpose is to increase access and awareness to these sites and the Chesapeake Bay in general.

Using a GIS proximity tool, the Volpe Center identified clusters of Gateway sites where less than two miles separates one site from another. Gateways clusters are important when considering ATS viability, as improvements to services or facilities have the potential to serve multiple CAJO sites. This has the potential to create higher demand, ensure efficiency, and promote connectivity between sites.

Source data for individual Gateways sites were provided by CAJO.

CAJO Access Point Clusters

CAJO access points are located along the shores of the Chesapeake Bay and its tributaries. Access points are broadly defined as places where a visitor can gain access to the water trail. While access points sometimes offer only land-based facilities, the majority has some kind of put-in facilities for boats, including hard-surfaced landings, docks, or soft launches for small craft such as canoes and kayaks.

Using a GIS proximity tool, the Volpe Center has compiled clusters of CAJO access points where less than one mile separates one access point from another. Like Gateways clusters, CAJO access points benefit from close proximity to one another, as they may be easily linked together as part of an ATS network.

Source data for individual CAJO access points were compiled and provided by CAJO.

Major Land-based Transportation Trails

Major land-based transportation trails provide enhanced opportunities for non-motorized alternatives such as walking or bicycling. In an effort to focus on trails that may be considered viable transportation alternatives, a trail must meet certain criteria to be included in the inventory. For inclusion, a trail must be (1) existing, under construction, or a planned segment of a trail that is partially completed; (2) approximately one mile or longer; (3) clearly distinguishable on publicly available aerial photography; (4) able to support multiple modes of transportation ("multi-use" or "shared-use"); and (5) publicized as a local or regional amenity or attraction by the city, county, state, or third party.

Source trail data originated from the Virginia Department of Conservation and Recreation, the Maryland Department of Natural Resources, the Maryland Department of Transportation, and the District of Columbia Office of the Chief Technology Officer. Public and private internet resources helped verify unknown, questionable, or out-of-date information.

Kayak and Canoe Services

Kayak and canoe services are an important ATS inventory component because they eliminate the need to transport equipment to a CAJO put-in with a private automobile.

Guides and trip leaders provide equipment and instruction, allowing paddlers with little experience to get on the water. Rental companies provide all the necessary equipment while allowing paddlers to choose their own destination. For the purposes of this study, the project team focused on rental companies that are either located on the water or are willing to transport paddlers and equipment to an access point. Finally, storage facilities are secure structures located at access points, allowing kayak and canoe owners to lease storage space, again eliminating the need to transport equipment to a put-in site.

Primary source data for kayak and canoe services was provided by the Virginia Tourism Corporation, Virginia Department of Conservation and Recreation, Maryland Department of Natural Resources, Maryland Office of Tourism, Destination DC, Delaware Department of Natural Resources and Environmental Control, and the Delaware Tourism Office. Internet resources helped verify unknown, questionable, or out-of-date information.

Excursion/Tour Boats

Generally catering to groups of more than four people, excursion boats and tour boats are non-human powered vessels offering access to the heart of CAJO's waters with minimal effort. Interpretation is also frequently a part of the experience, and a number of boats offer history-themed trips. Location data represent the points of embarkation for these excursions.

The excursion/tour boat inventory does not include fishing-oriented guides or charter boats, although these types of services may be important to include in future planning efforts.

Source data for excursion/tour boats was provided by the Virginia Tourism Corporation, the Maryland Office of Tourism, Destination DC, and the Delaware Tourism Office. Internet resources helped verify unknown, questionable, or out-of-date information.

Ferries and Water Taxis

Ferries and water taxis often serve both locals and visitors. In Baltimore, water taxis are integral to the greater urban transit picture and are often used by locals as part of a daily commute. On Tangier and Smith Islands, ferries provide regularly scheduled service to residents and tourists, and even carry mail. Finally, a number of small, traditional ferries are equipped to carry passengers and a few vehicles across small bodies of water. Points of embarkation and destination were mapped for each operating ferry service.

Source information was provided by the U.S. DOT National Ferry Database; the Virginia Tourism Corporation; Virginia Department of Transportation; Maryland Office of Tourism; Destination DC; and the Delaware Department of Transportation. Internet resources helped verify unknown, questionable, or out-of-date information.

Transit Agencies

An inventory of transit agencies serves primarily as a source for contact information. At such a high level and with so many different transit agencies in the CAJO region, it is difficult to distinguish transit service details such as routes, stops, and schedules. Consequently, transit agencies are geo-located based on the address of the agency's headquarters. The size of each transit fleet is included in the tabular data.

Because of the lack of comprehensive detailed transit data, the transit agency inventory is not a component of the regional ATS analysis of Section 2 of this report. Instead, the project team opted to use the U.S. Census designated urbanized areas and urban clusters (see below) to approximate transit service areas.

Source information came from the U.S. Department of Transportation.

Urban Lands

According to Census definition, an urbanized area consists of densely settled territory that contains 50,000 or more people, while an urban cluster consists of densely settled territory that has at least 2,500 people but fewer than 50,000 people. Urbanized areas and urban clusters are an effective way to approximate higher population densities. High population densities could lead to increased potential for alternative transportation access to CAJO through (1) increased prevalence of transit services, (2) increased likelihood of infrastructure supporting alternative transportation, such as on-road bicycle lanes, paved sidewalks, and features related to increased accessibility for the disabled, and (3) greater demand for recreational use of CAJO in general.

Source data originated from the U.S. Census Bureau.

Section 2: Regional Alternative Transportation Systems (ATS) Analysis

The large geographic area of the CAJO region necessitates an analysis that assumes a regional, rather than localized, approach. The CAJO regional ATS analysis, as developed by the Volpe Center, is an assessment of alternative transportation potential throughout the CAJO region. The high-level, spatial analysis allows trail managers, planners, and transportation specialists to:

1. Broadly survey the entire CAJO region and identify overarching trends in alternative transportation infrastructure and services;
2. Create sub-regions indicating level of potential for accessing CAJO via alternative transportation; and
3. Identify and categorize CAJO access points and Chesapeake Bay Gateway sites based on ATS potential.

Analysis Methodology

The regional ATS analysis employs a straightforward location-based scoring system to assess the level of potential using alternative transportation to visit CAJO. All lands within the project study area ultimately receive a score – locations with higher scores indicate a higher level of alternative transportation potential, while locations with lower scores indicate a lower level of alternative transportation potential.

Scores reflect the number of points accumulated by each location in the CAJO region. Points are accumulated based on criteria inventoried and presented in Section 1 of this document, focusing on general location and proximity to services and facilities.

The system for scoring points is outlined below:

General Location

- Two points for all locations within a Chesapeake Bay Gateways cluster; one point for all locations within one mile of a single Gateways site
- Two point for all locations within a CAJO access point cluster; one point for all locations within ½ mile of a single CAJO access point
- One point for all locations within a U.S. Census designated urbanized area or urban cluster

Proximity to Services and Facilities

- One point for all locations within two miles of a major land-based transportation trail; two points for all locations within one mile of a major land-based transportation trail
- One point for all locations within one mile of a canoe/kayak service
- One point for all locations within one mile of an excursion/tour boat dock
- One point for all locations within one mile of a ferry dock
- One point for all locations within one mile of a water trail[1]

To complete the analysis, all criteria are compiled in a single map, layered together to show where different criteria overlap. Areas with many overlapping criteria accumulate more points and receive a higher score, while lower scores indicate few overlapping criteria. For example, a location scores three points if it is within one mile of a land-based trail (worth two points) and within one mile of a ferry dock (one point). Another location scores four points if it within a Chesapeake Bay Gateways cluster (two points), within an urbanized area (one point), and within one mile of an excursion/tour boat dock (one point).

[1] Water trail data was provided by NPS, and as such, is not a component of the Volpe Center's ATS inventory. Water trail map and tabular information is available in the appendix.

Analysis Results

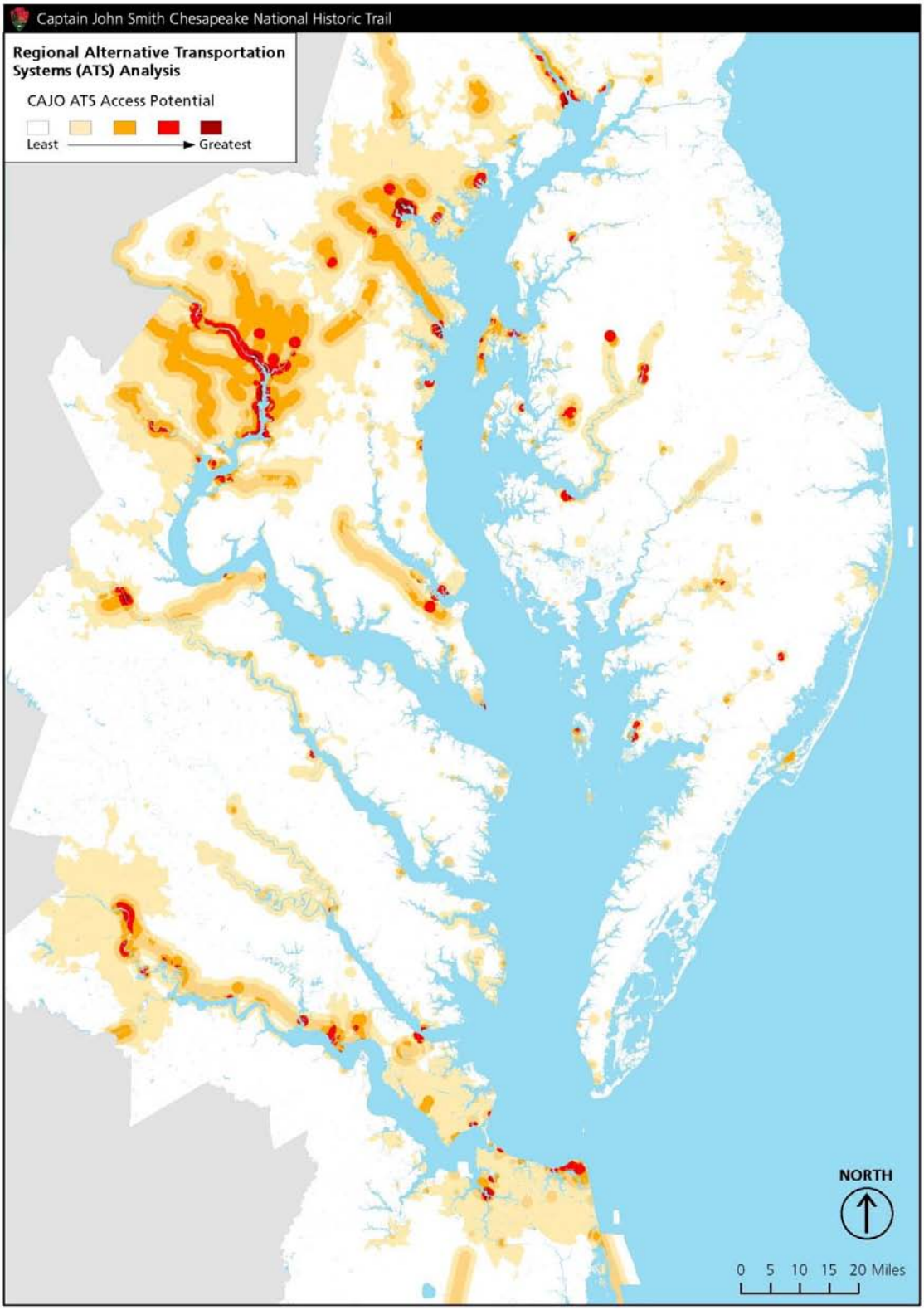
The regional ATS analysis reveals a range of potential for CAJO access via alternative transportation, illustrated in Figure 1.

A few locations scored very high – in the 8 to 10 point range – indicating a high potential for CAJO accessibility by alternative transportation. Not surprisingly, most of these locations are concentrated around water bodies in the major population centers, but a couple of smaller towns are also represented in this range. Based on their scores, it is likely that these areas already possess a number of alternative transportation options.

Locations scoring in the middle range of 4 to 7 points account for a variety of unique locations throughout the CAJO region. Some appear to be urban trail corridors, while others appear to be relatively isolated areas of alternative transportation potential that may not easily be connected to other areas. Regardless, the middle ranges may account for some of the more interesting opportunities for alternative transportation program development in the CAJO region, particularly if they provide links or connections to areas with higher scores.

Not surprisingly, most low scoring areas of 1 to 3 points are rural, remote, or removed from the Chesapeake Bay's activity centers and transportation corridors.

Figure 1
CAJO Regional Alternative Transportation Systems (ATS) Analysis
Source: The Volpe Center



Section 3: Putting the Regional ATS Analysis to Use

The purpose of the regional ATS analysis is to allow planners and trail managers to easily see where and what types of ATS development are most likely to have a positive impact on alternative transportation access for the Captain John Smith Chesapeake National Historic Trail.

Scored Gateways and Access Points

One application of the regional ATS analysis is to apply a score to each Gateway and CAJO access point based on where it falls within the region. Without getting mired in the details of each site or access point, ATS generalizations can be made based on a site's score. While circumstances will undoubtedly vary from site to site, these generalizations can serve as the first step in a more detailed investigation. In other words, planners and managers will know what to look for and will have a better understanding of what types of projects might most successfully be initiated at which sites. A map of scored Gateways sites and CAJO access points is presented in Figure 2, along with an accompanying list of Gateways sites scored from high to low in Table 1.

For Gateways sites and access points that score between eight and ten points, ATS options are most likely available, and successful ATS projects will need to be tied to services and facilities at or near the site itself. Since public transportation service is probably nearby, it will be important to ensure safe access from public transportation to the site or access point. Furthermore, transit facilities such as bus shelters and information kiosks may assist visitors in using public transportation. Pedestrian connectivity to the site will also be an important consideration. Crosswalks and signals are essential for improving the walkability of the immediate surroundings, while ensuring smooth transitions between other modes of transportation. The site or access point is almost certainly accessible by bicycle. Ensuring that bike storage is available at the site will further encourage bike use, as will improving road safety with dedicated or shared bike lanes.

For Gateways sites and access points scoring between four and seven, focus may be placed less on site-specific ATS characteristics, while shifting more toward inter-connectivity with surrounding resources, Gateways sites, and access points, particularly those with higher scores. If a major transportation trail is in the vicinity, CAJO planners might ask what other sites are accessible from the same trail. The same could be said for water trails, public transportation, and water-based transportation. For these sites, public transportation might be in the area, but may not provide direct access. Forging partnerships with local parks and transportation departments will be important here, possibly creating neighborhood kayak rental facilities or developing improvements in transportation services that provide better access to CAJO for both residents and visitors.

Finally, for sites and access points scoring between one and three, it is unlikely that ATS development is a viable use of funding. While exceptions to this rule certainly exist within the CAJO region, it can be surmised that the majority of these sites and access points is difficult to access with ATS. CAJO would be better served by ATS investment at higher priority sites.

ATS Sub-regions

Creating ATS sub-regions will allow planners to think broadly about transportation services for all of CAJO with the possibility of developing a more detailed ATS corridor study for a smaller study area. While any number and combination of potential sub-regions exists within the CAJO region, seven examples with a high potential for ATS improvement are illustrated in Figure 3. Example sub-regions are:

1. Susquehanna River Corridor

   Includes Aberdeen, Havre de Grace, Port Deposit, Perryville, and Charlestown.

2. Greater Baltimore and Annapolis

Focuses on Baltimore to Annapolis corridor, including the Cunninghill Cove/Gunpowder Falls region to the north and the Shady Side/Galesville region to the south.

3. Washington DC Potomac River Corridor

   Includes Great Falls to Mason Neck on the Potomac, including the Anacostia corridor north to Bladensburg and the Occoquan corridor between Woodbridge and Manassas.

4. Maryland's Eastern Shore

   Includes Queen Anne, Denton, Easton, and Cambridge. May also include St. Michaels, Tilghman Island, Kent Island, Grasonville, etc.

5. Fredericksburg

6. Fishing Villages and Islands

   Includes Solomons, Point Lookout, Smith Island, Tangier Island, Reedville, and Crisfield.

7. James River Corridor

   Includes Richmond, Williamsburg, Jamestown, Yorktown, Hampton, Norfolk, and Virginia Beach.

Figure 2
Regional ATS Analysis Gateways Sites and Access Point Scores
Source: The Volpe Center

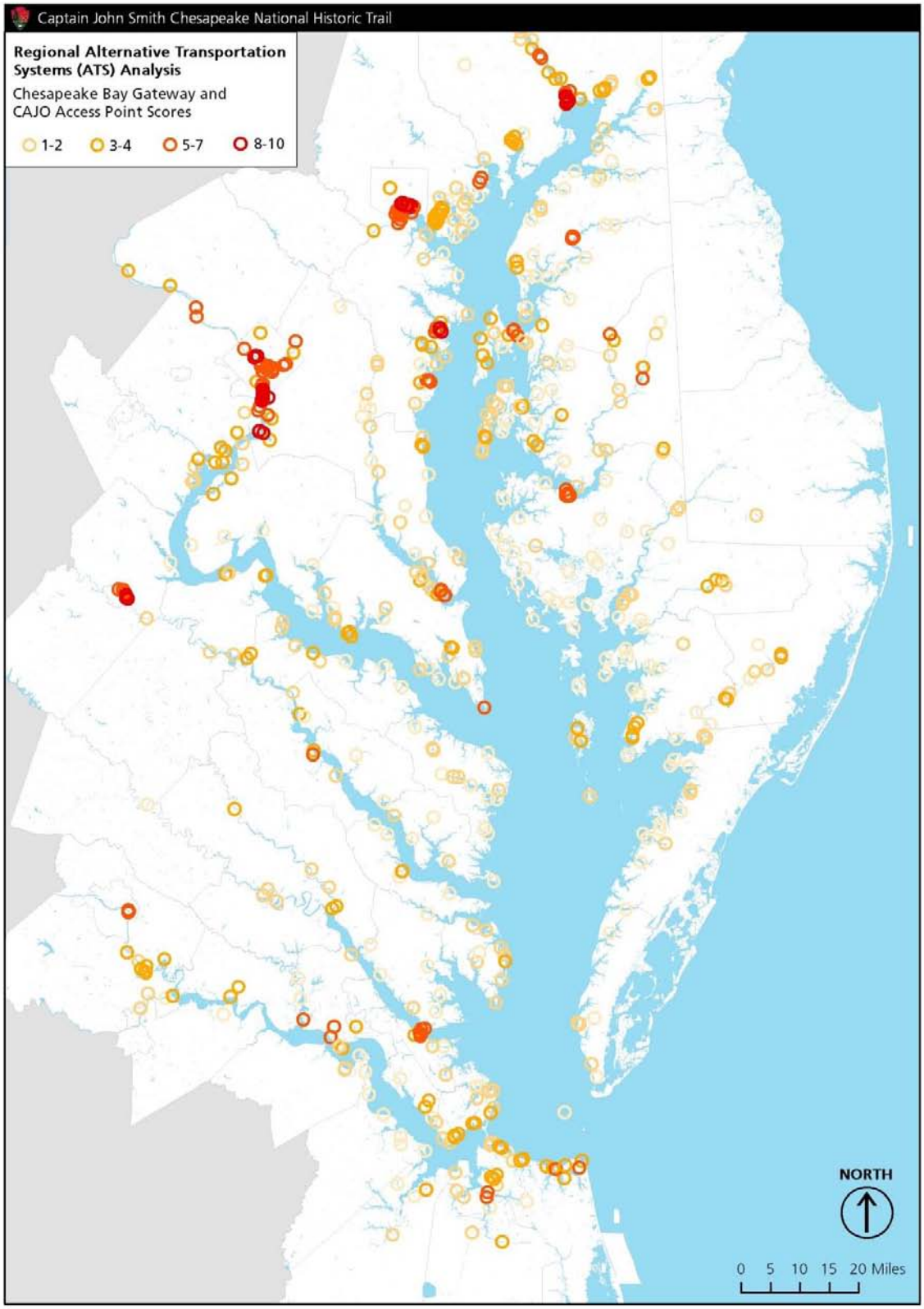


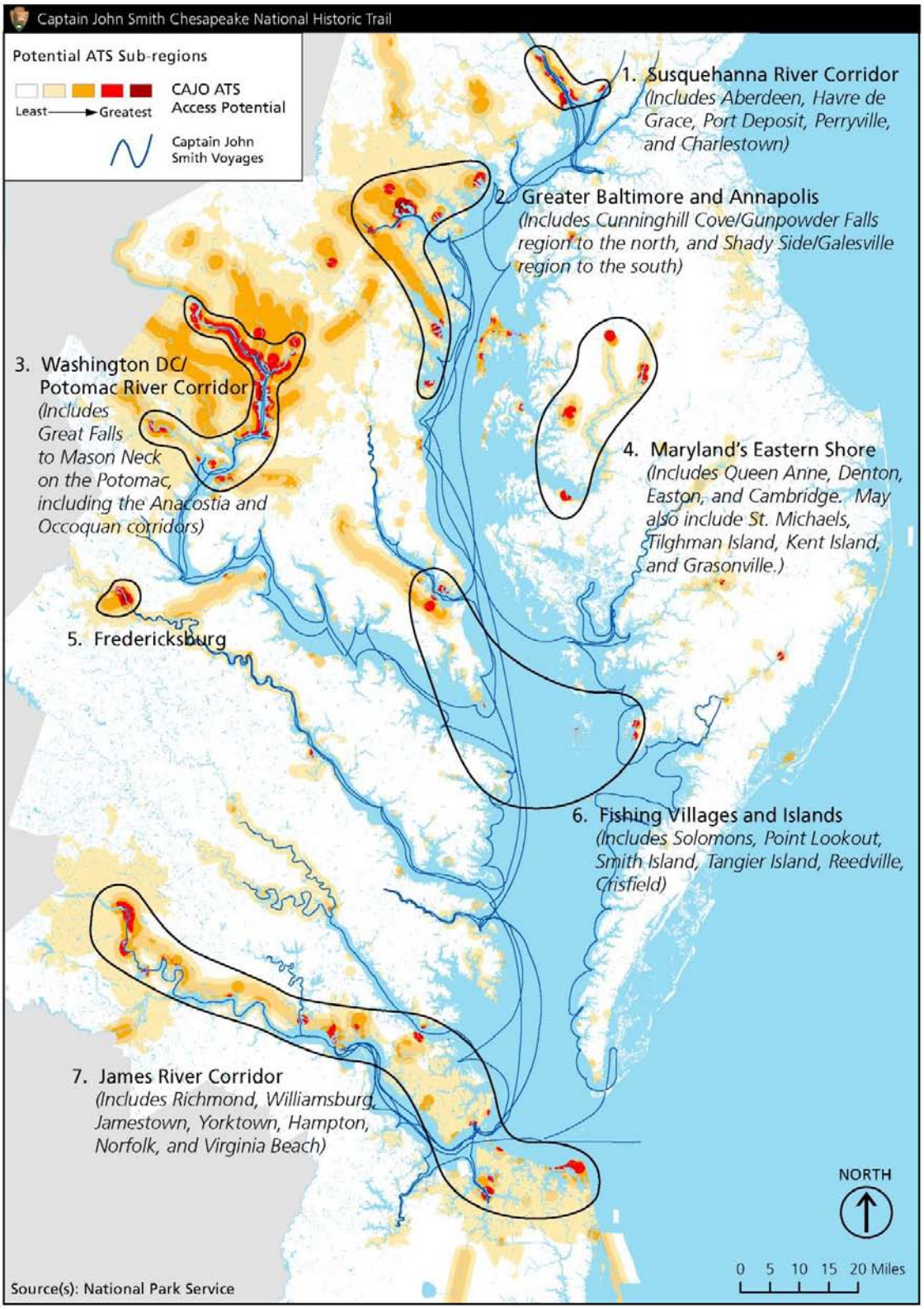
Table 1
Chesapeake Gateway Sites Scores
Source: The Volpe Center

NAME	TYPE	SCORE
USS Constellation Museum	Gateway Site	10
Baltimore Visitor Center	Regional Information Center	10
National Aquarium in Baltimore	Gateway Site	9
Pride of Baltimore II	Gateway Site	9
Lightship Chesapeake & 7 Foot Knoll Lighthouse	Gateway Site	9
Concord Point Lighthouse	Gateway Site	9
Fells Point Historic District	Gateway Site	9
Fells Point Maritime Museum	Gateway Site	9
Havre De Grace Decoy Museum	Gateway Site	9
Frederick Douglass-Isaac Myers Maritime Park	Gateway Site	9
Havre de Grace Maritime Museum	Gateway Site	9
Skipjack Martha Lewis	Gateway Site	9
Susquehanna Museum at Havre de Grace	Gateway Site	8
Fort Washington Park	Gateway Site	8
Annapolis Maritime Museum	Gateway Site	8
Historic Annapolis Gateway-City Dock	Gateway Site	8
George Washington's Ferry Farm	Gateway Site	8
Nathan of Dorchester	Gateway Site	7
Nauticus, National Maritime Center	Gateway Site	7
Sailwinds Visitor Center	Regional Information Center	7
Fort McHenry National Monument	Gateway Site	7
Baltimore Museum of Industry	Gateway Site	7
Richardson Maritime Museum	Gateway Site	6
Solomons Visitor Information Center	Regional Information Center	6
Watermen's Museum	Gateway Site	6
Yorktown Visitor Center and Battlefield	Gateway Site	6
Point Lookout State Park	Gateway Site	6
Annapolis & Anne Arundel Co Information Center	Regional Information Center	6
Captain Salem Avery House Museum	Gateway Site	6
Riverbend Park	Gateway Site	5
Schooner Sultana	Gateway Site	5
Anacostia Park	Gateway Site	5
Calvert Marine Museum	Gateway Site	5
Chickahominy Riverfront Park	Gateway Site	5
First Landing State Park	Gateway Site	5
Gloucester Point Park	Gateway Site	5
Gunpowder Falls State Park	Gateway Site	5
Martinak State Park	Gateway Site	5
Tuckahoe State Park	Gateway Site	5
Anacostia River Community Park	Gateway Site	5
Bladensburg Waterfront Park	Gateway Site	5
Chesapeake Biological Laboratory, UMCES	Gateway Site	5
Chesapeake Exploration Center	Regional Information Center	5

Geddes-Piper House	Gateway Site	5
Great Falls Park	Gateway Site	5
Marshy Point Park	Gateway Site	5
J.Millard Tawes Museum & Ward Bros. Workshop	Gateway Site	4
Smith Island Center	Gateway Site	4
Wharves at Choptank Crossing	Gateway Site	4
Dutch Gap Conservation Area	Gateway Site	4
Janes Island State Park	Gateway Site	4
Mason Neck State Park	Gateway Site	4
Patapsco State Park	Gateway Site	4
Sturgis Memorial Gateway	Gateway Site	4
Terrapin Nature Park	Gateway Site	4
Chesapeake Bay Center at First Landing State Park	Regional Information Center	4
Chesapeake Beach Railway Museum	Gateway Site	4
Rock Creek Park	Gateway Site	4
The Maryland Zoo in Baltimore	Gateway Site	4
Historic London Town and Garden	Gateway Site	3
Historic St. Mary's City	Gateway Site	3
James Mills Scottish Factor Store	Gateway Site	3
Mariners' Museum	Gateway Site	3
Potomac Gateway Welcome Center	Regional Information Center	3
St. Clement's Island - Potomac River Museum	Gateway Site	3
Virginia Living Museum	Gateway Site	3
Galesville Heritage Museum	Gateway Site	3
Great Bridge Lock Park	Gateway Site	3
Mason Neck NWR	Gateway Site	3
Occoquan Bay NWR	Gateway Site	3
Pemberton Historical Park	Gateway Site	3
Piscataway Park/National Colonial Farm	Gateway Site	3
Smallwood State Park	Gateway Site	3
Westmoreland State Park	Gateway Site	3
Adkins Arboretum	Gateway Site	3
Dogwood Harbor, Tilghman Island	Gateway Site	3
Lawrence Lewis, Jr. Park	Gateway Site	3
Myrtle Point Park	Gateway Site	3
Hoffler Creek Wildlife Preserve	Gateway Site	2
Huntley Meadows Park	Gateway Site	2
Reedville Fishermen's Museum	Gateway Site	2
Sotterley Plantation	Gateway Site	2
Stratford Hall Plantation	Gateway Site	2
Ward Museum of Wildfowl Art	Gateway Site	2
Jamestown Island	Gateway Site	2
Pamunkey Indian Reservation	Gateway Site	2
Battle Creek Cypress Swamp	Gateway Site	2
Belle Isle State Park	Gateway Site	2
Blackwater NWR	Gateway Site	2
Caledon SP/Natural Area	Gateway Site	2
Calvert Cliffs State Park	Gateway Site	2

Chippokes Plantation State Park	Gateway Site	2
Eastern Neck NWR	Gateway Site	2
Elk Neck State Park	Gateway Site	2
Jefferson Patterson Park & Museum	Gateway Site	2
King's Landing Park	Gateway Site	2
Kiptopeke State Park	Gateway Site	2
Leesylvania State Park	Gateway Site	2
Merkle Wildlife Sanctuary	Gateway Site	2
North Point State Park	Gateway Site	2
Piney Point Lighthouse Museum/Park	Gateway Site	2
Pocomoke River State Forest & Park	Gateway Site	2
Sandy Point State Park	Gateway Site	2
Wye Island NRMA	Gateway Site	2
York River SP/Croaker Landing	Gateway Site	2
George Washington Birthplace NM	Gateway Site	2
Chesapeake Bay Environmental Center	Gateway Site	2
Chesapeake Bay Maritime Museum	Regional Information Center	2
Greenwell State Park	Gateway Site	2
Steamboat Era Museum	Gateway Site	2
Trap Pond State Park	Gateway Site	2
Tangier History Museum & Intercultural Center	Gateway Site	2
Mathews Co. Visitor Information Center (McVic)	Regional Information Center	1
Nassawango Creek Preserve-Furnace Town	Gateway Site	1
Patuxent Research Refuge, National Wildlife Visitor Center	Gateway Site	1
Patuxent River Park, Jug Bay Natural Area	Gateway Site	1
Pickering Creek Audubon Center	Gateway Site	1
Sassafras NRMA & Turner's Creek Park	Gateway Site	1
Susquehanna State Park	Gateway Site	1
Wye Grist Mill	Gateway Site	1
Cape Charles Historic District	Gateway Site	1
Eastern Shore of Virginia NWR	Gateway Site	1
Flag Ponds Nature Park	Gateway Site	1
Mount Harmon Plantation	Gateway Site	1
Parkers Creek (American Chestnut Land Trust)	Gateway Site	1
Rappahannock River Valley NWR	Gateway Site	1
Smithsonian Environmental Research Center	Gateway Site	1
East Branch Elizabeth River Trail	Water Trail	1
Virginia Eastern Shore Water Trails	Water Trail	1
Virginia Eastern Shore Water Trails	Water Trail	1

Figure 3
Potential ATS Sub-regions
Source: The Volpe Center and NPS



Section 4: Next Steps

In order to continue moving forward with ATS planning for CAJO, it will be important to use the resources developed in this phase of the CMP as a starting point for future endeavors.

Inventory Maintenance

Maintaining an accurate inventory has numerous benefits for the trail, its visitors, and its partners. As part of this study, the ATS inventory represents a snapshot of services and facilities as they are today. Because of the large geographic area, and because of the dynamic nature of private business and infrastructure improvements, the ATS picture will undoubtedly change over time. As trails are developed, excursion operators come and go, and transit systems evolve, inventory information will need to follow suit.

While revisiting each inventory component at a designated juncture is one option, other avenues exist whereby inventories may actually be maintained outside the jurisdiction of the park. For example, it is arguably in a kayak rental company's best interest to be accurately represented in a CAJO inventory. As a result, CAJO might decide that it is worth it to provide a forum that allows a kayak rental company to maintain its operational status and the services it provides. The same principle applies to excursion/tour boats, ferries, water taxis, and other service providers.

CAJO leaders and partners will need to work together to design an inventory maintenance plan. The process will involve examining maintenance alternatives, establishing criteria for inclusion in an inventory, and planning for how the inventory might be used both internally and externally.

Data Collection

In order to begin more detailed ATS planning and project development, CAJO will need to think about how visitation can be monitored. With so many different partner organizations and visitation variables, coordination will be a significant challenge. However, understanding the ways in which visitors to CAJO visitors are accessing and experiencing the trail will be an important step in ATS program development.

Detailed Corridor Study

The ATS analysis as presented in this report should be used as the first step in a deciding upon a more detailed corridor study. By choosing one or more of the suggested sub-regions, or creating a new one that has yet to be defined, a detailed corridor study will allow CAJO planners and managers to move beyond regional analysis into localized planning efforts. This will include developing partnerships with local government agencies, working with small businesses and advocacy groups, and creating an implementation plan for ATS improvements that will provide benefits locally and throughout the CAJO region.

As the nation's principal conservation agency, the Department of the Interior has the responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our parks and historic places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

April 2010

Applicable Laws and Regulations and National Park Service Policies

Federal Mandates	Reference	Purpose	Compliance Required by
National Park Service Organic Act of 1916	16 U.S.C. 1-4 et seq.	Promotes and regulates the use of national parks, monuments, and reservations, by such means and measures as to conserve the scenery and the natural and historic objects and the wildlife therein and provides for the enjoyment of the land in such manner as will leave them unimpaired for the enjoyment of future generations	National Park Service
National Parks and Recreation Act of 1978	16. U.S.C. 1(a)-7(b)	Requires the National Park Service to conduct comprehensive general management planning on park units	National Park Service
Government Performance and Results Act of 1933	P.L. 103-62; 31 U.S.C. 1101	Requires Federal Agencies to develop a strategic planning and performance management system establishing goals and reporting results	Federal Agencies
National Parks Omnibus Management Act of 1998	P.L. 105-391; 112 Stat 3497; 36 CFR 51	Public accommodations, facilities, and services in NPS units shall be limited to those accommodations, facilities, and services necessary for public use and enjoyment, and consistent with the preservation and conservation of the resources and values of the unit	National Park Service
General Authorities Act of 1970, as amended in 1978	16 U.S.C. 1a-1	Affirmed that all national park areas, including historic sites, while acknowledged to be "distinct in character," were "united through their interrelated purposes and resources into one national park system, as cumulative expressions of a single national heritage"	National Park Service
National Environmental Policy Act of 1969 (NEPA)	P.L. 91-190, as amended by P.L. 94-52; 42 U.S.C. 4321-4347	Establishes national policy for protection of the human environment and ensures that decision-makers take into account; requires all Federal Agencies to analyze alternatives and document impacts resulting from proposed actions that could potentially affect the natural and human environment	Federal Agencies
Council on Environmental Quality (CEQ) Regulations, as amended	40 CFR 1500-1508	Implements NEPA and provides guidance to Federal Agencies in the preparation of environmental documents identified under NEPA	Federal Agencies
Procedural Provisions of the National Environmental Policy Act by CEQ, as amended	40 CFR Parts 1500-1508	Provides guidance to Federal Agencies in the preparation of environmental documents	Federal Agencies
Administrative Procedures Act of 1979, as amended	5 U.S.C. 551, et seq	Outlines the forms of administrative proceedings (hearings, adjudication, etc.) and prescribes procedural and substantive limitations thereon; provides for judicial review of federal decision-making actions	Federal Agencies
National Trust Act of 1949	16. U.S.C. 468-c-e	Facilitates public participation in the preservation of sites, buildings, and objects of national significance or interest	Federal Agencies
Historic Sites Act of 1935	16 U.S.C. 461-467; 36 CFR 65	Establishes a national policy to preserve historic sites and objects of national significance for public use	Federal Agencies
National Historic Preservation Act of 1966, as amended; Sec. 106 and Sec. 110	16 U.S.C. 470; 36 CFR 60,63, 65,78-79, 800	Protects and preserves districts, sites, and structures and architectural, archeological, and cultural resources; Section 106 requires consultation with the State Historic Preservation Office; Section 110 requires that NPS identify and nominate all eligible resources under its jurisdiction to the National Register of Historic Places	Federal Agencies

Applicable Laws and Regulations and National Park Service Policies (continued)

Federal Mandates (continued)	Reference	Purpose	Compliance Required by
Antiquities Act of 1906, as amended	16. U.S.C. 431-433	Provides for the protection of historic and prehistoric remains, "or any antiquity," on federal lands; authorizes the President to declare national monuments by proclamation; authorizes the scientific investigation of antiquities on federal lands; provides for protection of historic monuments on public lands	Federal Agencies
Archeological and Historic Preservation Act of 1974, as amended	16 U.S.C. 469-469c	Requires survey, recovery and preservation of significant scientific, prehistorical, historical, archeological, or paleontological data when such data may be destroyed due to a federal project; directs Federal Agencies to notify the Secretary of the Interior whenever they find that such a project may cause loss or damage	Federal Agencies
Archeological Resources Protection Act of 1979, as amended	16 U.S.C. 470aa-mm	Prohibits the unauthorized excavation or removal of archeological resources on federal and Indian land. Archeological resources include sites, features, artifacts, etc.	Federal Agencies
Native American Graves Protection and Repatriation Act	25 U.S.C. 3001 et seq; 43 CFR 10	Requires Federal Agencies and museums receiving federal funding to return Native American cultural items – including human remains – to their respective peoples (allowing a short time for analysis by archeological teams)	Federal Agencies and museums receiving federal funding
American Indian Religious Freedom Act	42 U.S.C. 21	Protects and preserves the traditional religious rights of American Indians, Eskimos, Aleuts, and Native Hawaiians on federal lands	Federal Agencies
Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation	48 FR 44716	Organizes information about federal preservation activities; describes results to be achieved by Federal Agencies, states, and other when planning for the identification, evaluation, registration and treatment of historic properties; integrates diverse efforts of many entities performing historic preservation into a systematic effort to preserve the nation's cultural heritage	Federal, State, and Local Agencies
Secretary of the Interior's Standards for the Treatment of Historic Properties	36 CFR 68	Provides guidance regarding the treatment of historic properties, focusing treatments: preservation, rehabilitation, restoration, and reconstruction	National Park Service
The Architectural Barriers Act of 1968; the Rehabilitation Act of 1973; and Americans with Disabilities Act of 1990	42 U.S.C. 4157 et seq.; 29 U.S.C. 701, et seq.; 42 U.S.C. 12101, P.L. 101-336. 1-4 Stat. 327	Requires public buildings constructed, altered, leased, or financed with federal funds to be accessible to persons with disabilities; ensures that all facilities and programs are accessible to visitors with disabilities	Federal, State, and Local Agencies
Federal Cave Resources Protection Act	16. U.S.C. 4301-4310	Protects and preserves significant caves on federal lands for the perpetual use, enjoyment, and benefit of all people; fosters increased cooperation and exchange of information between governments and those who use caves on federal land	Federal Agencies
Clean Water Act (CWA) of 1977, as amended, Sec. 401, Sec. 402 and Sec. 404(b)(1)	33 U.S.C. 121, et seq.	Sec. 401 regulates water quality requirements specified under the CWA; Section 402 requires a National Pollutant Discharge Elimination System (NPDES) permit for discharges into waters of the U.S.; Sec. 404 requires a permit before dredging or filling wetlands can occur	Federal, State, and Local Agencies

Applicable Laws and Regulations and National Park Service Policies (continued)

Federal Mandates (continued)	Reference	Purpose	Compliance Required by
Rivers and Harbors Act of 1899	33 U.S.C. 403	Prohibits construction of any bridge, dam, dike or causeway over or in navigable waterways of the U.S. without Congressional approval	Federal, State, and Local Agencies
Federal Water Pollution Control Act of 1972, as amended	33 U.S.C. 1251-1376, et seq.	Establishes criteria and performance standards for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's waters through prevention, reduction, and elimination of pollution	Federal, State, and Local Agencies
Fish and Wildlife Coordination Act of 1934, as amended	16 U.S.C. 661-666c; 48 Stat. 401	Requires Federal Agencies to coordinate with the FWS when any project involves impoundment, diversion, channel deepening or other modification of a stream or water body	Federal, State, and Local Agencies
Clean Air Act (CAA) Amendments of 1990, as amended; Sec. 118	42 U.S.C. 7401, et seq. 42 U.S.C. 7609	Establishes standards to protect and improve air quality; requires project conformity with State Implementation Plan concerning air quality; Sec. 118 requires federal land managers to protect air quality on federal land	Federal, State, and Local Agencies
Endangered Species Act of 1973, as amended	16 U.S.C. 1531-1543	Establishes a policy to protect and restore federally listed threatened and endangered species of flora and fauna	Federal, State, and Local Agencies
Surface Mining Control and Reclamation Act of 1977, as amended	P.L. 95-87	Provides funding for: (1) reclamation and restoration of land and water resources adversely affected by past coal mining, including but not limited to reclamation and restoration of abandoned surface mine areas, abandoned coal processing areas, and abandoned coal refuse disposal area (2) sealing and filling abandoned deep mine entries and voids (3) planting of land adversely affected by past coal mining to prevent erosion and sedimentation; prevention, abatement, treatment, and control of water pollution created by coal mine drainage including restoration of stream beds, and construction and operation of water treatment plants (4) prevention, abatement, and control of burning Section 522(e) prohibits or restricts surface coal mining operations on certain lands, including, among other areas, units of the National Park System, federal lands in national forests, and buffer zones for public parks, public roads, occupied dwellings, and cemeteries	
Land and Water Conservation Fund Act of 1965, as amended; Section 6(f)	16 U.S.C. 4601-4 to 4601-11	Preserves, develops, and assures the quality and quantity of outdoor recreational resources; applies to all projects that impact recreational lands involving funds obtained from the Land and Water Conservation Fund	Federal, State, and Local Agencies
Federal Farmland Protection Act of 1981	7 U.S.C. 4201-4209	Minimizes impacts of federal programs on the unnecessary and irreversible conversion of farmland to nonagricultural uses; assures to the extent possible that federal programs are administered to be compatible with the farmland protection programs and policies of state and local units of government and private organizations	Federal, State, and Local Agencies

Applicable Laws and Regulations and National Park Service Policies (continued)

Federal Mandates (continued)	Reference	Purpose	Compliance Required by
Resource Conservation and Recovery Act, as amended	42 U.S.C. s/s 6901 et seq. (1976)	Authorizes USEPA to control hazardous waste, including the generation, transportation, treatment, storage, and disposal of hazardous waste; RCRA also sets forth a framework for the management of non-hazardous wastes; addresses environmental problems resulting from underground storage tanks; focuses on active and future facilities, not abandoned or historical sites	federal, state and Local Governments; private industry
Federal Communications Commission Procedures Implementing the National Environmental Policy Act of 969	47 CFR 1.301-1.1319	Addresses impacts that proposed antenna structures may have on historical sites and other protected resources	Federal Communications Commission and cell service carriers
Uniform Relocation Assistance and Real Property Acquisition Policies Act	42 U.S.C. 4601 et seq.	Establishes uniform policies to compensate people displaced from their homes or businesses by activities that are wholly or partially federally-funded	Federal Agencies
Payments In Lieu of Taxes Act (PILOT or PILT), as amended by P.L 98-63	P.L. 94-565 (31 U.S.C. 6901-6907), recodified at 31 U.S.C. 6907	Provides certain payments from the Federal Government to Local Governments to compensate for the removal of land from the local real estate tax base and the amount (acres) of certain public lands within the boundaries of local governmental units	National Park Service
Department of Transportation Act of 1966, Section 4(f)	49 U.S.C. 303	Requires the Secretary of Transportation to demonstrate that there is no feasible or prudent alternative to impacting publicly-owned land in a park, recreation area, wildlife and waterfowl refuge, or an historic site of national, state or local significance, or any land from an historic site of national, state or local significance, and that all possible planning to minimize harm to such land is incorporated into proposed transportation project	U.S Department of Transportation; WV DOT; FAA
Wilderness Act of 1964	P.L. 88-577 (16 U.S.C. 1131-1136)	Establishes the National Wilderness Preservation System to include federal lands designated as "wilderness" by Congress; directs the Secretary of the Interior to review all roadless areas of 5,000 contiguous acres or more in national parks for designation as wilderness	U.S. Department of the Interior
Coastal Zone Management Act	P.L. 92-583 (16 U.S.C. 1451-1464)	Establishes a voluntary national program to encourage coastal states to develop and implement coastal zone management plans; where adopted by states, federal actions must be consistent with each approved plan	U.S. Department of Commerce and State Governments
Chesapeake Bay Initiative of 1998, as amended	P.L.105-312 (16 U.S.C. 461)	Enabling legislation of the Chesapeake Bay Gateways and Watertrails Network; recognize the importance of the Chesapeake Bay and authorizes technical and financial assistance for a series of gateways, trails, and other connections linking sites	National Park Service, with federal agencies and state and local governments in the bay watershed
Chesapeake Bay Restoration Act of 2000		Continues federal support and further commits the signatories of the Chesapeake Bay Initiative to a comprehensive cooperative program to improve water quality and the productivity of living resources in the bay	National Park Service, with federal agencies and state and local governments in the bay watershed

Applicable Laws and Regulations and National Park Service Policies (continued)

NPS Mandates	Reference	Purpose	Compliance Required by
Final Draft Park Planning Program Standards	NPS 2007	Describes the National Park Service framework for park planning and decision-making, which includes six discrete kinds of planning, each with its own particular purpose and standards	National Park Service
National Park Service Management Policies 2006	NPS 2006	Sets the policy framework and provides direction for all management decisions for units of the national park system	National Park Service
Conservation Planning, Environmental Impact Analyses and Decision-Making	Director's Order 12 and Handbook for Environmental Analysis	Provides bureau guidance on NEPA compliance consistent with CEQ regulations and on approaches to environmental documentation	National Park Service
National Park Service Tourism	Director's Order 17	Promotes and supports sustainable, responsible, informed, and managed visitor use through cooperation and coordination with the tourism industry	National Park Service
Land Protection	Director's Order 25	Articulates the framework for land protection and the process for land acquisition and interests in land within the authorized boundaries of NPS units; the policy includes direction for parks to develop a "land protection plan," which establishes land acquisition priorities	National Park Service
Cultural Resource Management	Director's Order 28	Addresses the preservation and treatment of archeological, cultural, and historic properties and ethnographic resources	National Park Service
Cultural Resource Management Guideline Release No. 5	NPS-28	Addresses standards and requirements for research, planning, and stewardship of cultural resources, as well as management of archeological resources, cultural landscapes, historic, and prehistoric structures, museum objects, and ethnographic resources	National Park Service
Cultural Resource Management	Director's Order 28A	Articulates framework for planning, reviewing, and undertaking archeological activities and other activities that may affect archeological resources within the National Park System; also addresses the manner in which the Service will meet its archeological assistance responsibilities outside the national parks	National Park Service
Coordination with State Historic Preservation Officers	Programmatic MOA among NPS, Advisory Council on Historic Preservation and National Council of SHPOs (1995; revised 2002)	Describes how the NPS will carry out its Section 106 responsibilities with respect to managing the national park system; states that the NPS will coordinate with SHPO activities for research related to resource management needs and identification, evaluation, and registration of park historic properties	National Park Service
Accessibility for Park Visitors	Director's Order 42	Ensures that all people have the highest level of accessibility that is reasonable to NPS programs, facilities, and services in conformance with applicable regulations and standards	National Park Service
Special Park Uses	Director's Order 53	Provides supplemental guidance to Section 8.6 of NPS Management Policies on permitting special park uses	National Park Service
Natural Resource Management Guidelines	NPS-77	Guides the actions of park managers so that natural resource management activities planned and initiated at field areas comply with federal laws and regulations, and with Department of the Interior and NPS policy	National Park Service

Applicable Laws and Regulations and National Park Service Policies (continued)

NPS Mandates (continued)	Reference	Purpose	Compliance Required by
Wetlands Protection	Director's Order 77-1	Establishes NPS policies, requirements and standards for implementing Executive Order 11990, "Protection of Wetlands;" recommends park units obtain a parkwide wetland inventory, based on "Classification of Wetlands and Deepwater Habitats of the U.S.," FWS/OBS-79-31	National Park Service
Wilderness Preservation and Management	Director's Order 41 and Reference Manual 41	Provides accountability, consistency, and continuity to the NPS's wilderness management program and to generally guide NPS policies to comply with the Wilderness Act of 1964	National Park Service
Integrated Pest Management Manual and Integrated Pest Management Plan	Reference Manual 77-7	Describes the biology and management of 21 species or categories of pests; minimizes the use of toxic pesticides and establishes a strategy for the control of invasive species	National Park Service
Structural Fire Management	Directors Order 58 and Reference Manual-58	Supplements the structural fire policy articulated in NPS Management Policies by setting forth the policies and procedures necessary to establish and implement structural fire management programs throughout the national park system	National Park Service
Federal Executive Orders	**Reference**	**Purpose**	**Compliance Required by**
Chesapeake Bay Protection and Restoration	E.O. 13508	Recognizes the Chesapeake Bay as a national treasure and calls on the federal government to lead a renewed effort to restore and protect the nation's largest estuary and its watershed	Federal Agencies
Intergovernmental Review of Federal Programs	E.O. 12372	Establishes clearinghouse coordination required with state and local agencies concerning impacts of federal projects	Federal Agencies and State Governments
Protection and Enhancement of Environmental Quality	E.O. 11514, as amended by E.O. 11990	Provides federal leadership in protecting and enhancing the quality of the nation's environment to sustain and enrich human life	Federal Agencies
Protection of Floodplains	E.O. 11988	Establishes federal policy to avoid long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to preserve the natural and beneficial values served by floodplains	Federal Agencies
Protection of Wetlands	E.O. 11990	Requires Federal Agencies to consider all practicable alternatives to impacting wetlands	Federal Agencies
Off-Road Vehicles on Public Lands	E.O. 11644, as amended by E.O. 11989	Requires public land managers to establish policies and procedures to ensure that the use of off-road vehicles on public lands will be controlled to protect the resources, to promote the safety of all users of those lands and to minimize conflicts among the various uses of those lands	Federal Agencies
Invasive Species	E.O. 13112	Prevents the introduction of invasive species and provides for their control and to minimize the economic and human health impacts that invasive species cause	Federal Agencies
American Indian Sacred Sites	E.O. 13007	Requires that management of federal land shall, to the extent practicable, permitted by law, accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners and avoid adversely affecting the physical integrity of sacred sites	Federal Agencies

Applicable Laws and Regulations and National Park Service Policies (continued)

Federal Executive Orders (continued)	Reference	Purpose	Compliance Required by
Greening the Government through Efficient Energy Management	E.O. 13123	Directs the Federal Government to significantly improve its energy management in order to save taxpayer dollars and reduce emissions that contribute to air pollution and global climate change; sets specific goals for federal agencies to reduce energy consumption	Federal agencies
Governmental Actions and Interference with Constitutionally Protected Property Rights	E.O. 12630	Establishes federal policy to assist Federal Agencies in proposing, planning and implementing actions with due regard to the protections provided by the Fifth Amendment and to reduce undue or inadvertent burdens on the public resulting from lawful government action	Federal Agencies
Federal Actions to Address Env Justice in Minority Populations and Low-Income Populations	E.O. 12898	Established federal policy to avoid federal actions that cause disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment	Federal Agencies
Protection and Enhancement of the Cultural Environment	E.O. 11593	Establishes federal policy to protect and enhance the cultural environment	Federal Agencies
Strengthening Federal Environmental, Energy, and Transportation Management	E.O. 13423	Requires federal agencies to conduct their environmental, transportation, and energy-related activities in support of their respective missions in an environmentally, economically, and fiscally sound, integrated, continuously improving, efficient, and sustainable manner.	Federal Agencies
Government-to-Government Relations with Tribal Governments	Presidential Memorandum of April 29, 1994	Establishes principles to be followed by federal departments and agencies in their interactions with Native American tribal governments and requiring consideration of the impacts of federal actions on tribal trust resources	Federal Agencies
Major State Laws Related to the Chesapeake Bay	**Reference**	**Purpose**	**Compliance Required by**
Chesapeake Bay Critical Area Law	COMAR 14.15	Regulates activities within 1,000 feet of tidal waters of the Chesapeake Bay with the intent of improving water quality and habitat in the bay	Maryland Agencies and local governments
Virginia Chesapeake Bay Environmental Preservation Act of 1988	Virginia Code, Chapter 21, Section 10.1	Requires local governments to adopt land use regulations to protect resources of the Chesapeake Bay; includes designation of environmentally sensitive Chesapeake Bay preservation areas	Virginia Agencies and local governments

Captain John Smith Chesapeake National Historic Trail
Connecting or Side Trail Designation

Criteria for Designating Connecting and Side Trails

For the purposes of the Captain John Smith NHT, to be eligible for inclusion as a connecting or side trail, the proposed trail should (see table 1):

- be significantly associated with the voyages of exploration of Captain John Smith in 1607–1609, or
- be significantly associated with the American Indian towns and cultures of the 17th-century Chesapeake, or
- be significantly illustrative of the natural history of the 17th-century Chesapeake Bay

Trails that meet two of these three criteria would be looked upon more favorably when considered for potential connector designation, but meeting at least one criterion is required.

In addition, a potential connecting or side trail would need to demonstrate that it is in fact a trail since many connecting or side trails would be rivers and river segments. As with national recreation trails, a connecting or side trails meet the following criteria:

The trail must be open to public use and be designed, constructed, and maintained according to best management practices, in keeping with the use anticipated. Trails that demonstrate state-of-the-art design and management are especially encouraged to apply for NHT connecting and side trail designation.

- The trail is in compliance with applicable land use plans and environmental laws.
- The trail would be open for public use for at least 10 consecutive years after designation.
- NHT connecting and side trail designation must be supported by the landowner(s) (public or private) whose property the trail crosses.

Designation Process

Proposed connecting or side trails would submit an application package (see appendix P) to the trail superintendent for evaluation. The application would be consistent with the application for designation of a national recreation trail with the addition of a study or report that demonstrates that the trail meets one or more of the thematic criteria. The application package would be composed of the following:

- a report or study demonstrating that the proposed connecting or side trail meets one or more of the thematic
- a completed application form (following the national recreation trail application form – see below)
- a hard-copy of the signature page ("Certification for Public Use") with original signature

Table 1 Historical Association Criteria Required for Connecting and Side Trails Designation

To be Eligible for Inclusion as a Connecting or Side Trail, the Proposed Trail Should:

- **Be significantly associated with the voyages of exploration of Captain John Smith in 1607-1609**

The first English settlers, including John Smith, were charged with exploring Virginia, searching for the Northwest Passage and mines of valuable minerals, and establishing communication with the Native peoples. Smith's writings and maps demonstrate that he gathered information from other observers – especially from Indians familiar with the Bay and its tributaries – and used that information as well as his own observations to document the Bay region. He compiled data during his entire tenure in Virginia, not only during his Bay voyages, and then published his accumulated body of knowledge in his books and maps. This association, therefore, may be established broadly and not confined only to Smith's two voyages on the Bay in the summer of 1608. Although the primary focus of the Captain John Smith Chesapeake NHT is appropriately on his Bay voyages, the criteria for the inclusion of connecting or side trails should be broadly interpreted as association with the larger theme of exploration for the period 1607–1609. To be included under this criterion, then, a proposed connecting or side trail should be significantly associated with the theme of exploration by John Smith or others during the period 1607–1609.

OR

- **Be significantly associated with the American Indian towns and cultures of the 17th century Chesapeake**

The Virginia Company also charged the colonists with establishing trading and political relationships with the Native peoples of Virginia. During John Smith's tenure in Virginia, he made contact with many tribes, especially during his Chesapeake Bay voyages. He wrote extensively about the tribes, recorded their towns on his maps, relied on Indians for descriptions of the watercourses and other natural features that he did not explore himself, and established trading relationships with them. Evidence abounds, from Smith's and others' writings, as well as from subsequent archaeological and anthropological studies, that the Indians of the Chesapeake Bay region maintained a complex and sophisticated network of alliances, polities, and trading routes. An unintended consequence of Smith's contacts and alliances was the disruption of this network, with effects that lasted for many years. To be included under this criterion, then, a proposed connecting or side trail should be significantly associated with Indian towns or cultures that existed during the 17th century or were subsequently affected by Smith's explorations.

OR

- **Be significantly illustrative of the natural history of the 17th century Chesapeake Bay**

John Smith recorded a great deal of information about the trees, plants, fish, birds, mammals, and other flora and fauna that he found in and around the Chesapeake Bay and its tributaries. However, this unique historic landscape cannot effectively be evaluated for its exact resemblance to the landscape that John Smith observed and the 17th-century Indians knew. Instead, potential connector trails should be evaluated based on the similarity of land patterns and vegetative communities of marsh and woodlands, even though obvious shifts in water bodies and vegetative communities have occurred since that time. To be included under this criterion, then, a proposed connecting or side trail should have sites or segments that are significantly illustrative of the natural history of the 17th-century Bay watershed and possess landscapes evocative of life in the Bay watershed during the 17th century.

- a letter of consent from each affected landowner (For land trails, letters of consent are required from all landowners, both public and private, whose property the trail crosses. For a water trail, letters of consent are required from all landowners/managers, both public and private, of access points and landings along the trail, as well as from the owner(s) of the body of water.)
- a map or maps of the trail (Often two maps may be necessary – one to show the trail's general location and another with the details of the route and associated features.)
- photos of print quality (Digital photos must be 800 kb (300 dpi) or larger.)
- a letter or e-mail of support from the appropriate State Trails Administrator/Coordinator if the trail is a state, local government, or private trail (a list of State Trails Administrators/Coordinators is available at http://www.fhwa.dot.gov/environment/rectrails/rtpstate.htm)
- (optional) support letters
- (optional) resolution of support by units of local government (optional)
- (if available) trail brochure
- (if available) trail shapefile or any other geospatial information for GIS/GPS

Once a package for a proposed connecting or side trail is received it would be evaluated. The trail superintendent would make a recommendation for designation to the Secretary of the Interior through the Regional Director and Director of the NPS.

Application for Designation

Captain John Smith Chesapeake National Historic Trail – Connecting or Side Trail

Trail Name:

Trail Location:

City(ies)/County(ies)/Township(s) crossed by the trail:

State(s):

U.S. Congressional District(s):

Trail Managing Agency or Organization:

Name of Trail Managing Agency or Organization:
Trail Manager's Name:
Title/Position:
Mailing Address:
City, State, Zip code:
Street Address for FedEx Delivery (if different from Mailing Address):
City, State, Zip code:
Phone number:
Fax number:
Email address:
Website address:

Public Information Contact:
(If different from trail managing agency/organization named above)

Name:
Title/Position:
Address:
City, State, Zip code:
Phone number:
Fax number:
Email address:
Website address:

Name and Address to Appear on the Letter from the Secretary of the Interior if the Trail is Designated:
(If different from trail manager's name and address – examples: department head, mayor, president of organization, etc.)

Name:
Title/Position:
Address:
City, State, Zip code:
Phone number:

Short Description of Trail:
(A quick "snapshot" for news releases, 35 words is the recommended maximum.)

Long Description of Trail:
(500-800 words recommended. State how your trail is nationally significant, what sets your trail apart from others. Highlight the trail's main features, emphasizing such factors as connection with other trails, health and fitness benefits, youth involvement, service to diverse communities and urban populations, innovation, quality of design and construction, maintenance plan, cost-effective management strategies, partnerships and support, outstanding resources, and even relevant art installations and interpretive facilities and services. As appropriate, describe the trail's history and evolution including concept, lay-out, partnerships, historic uses, political issues, and special events. Also describe current management direction: protection, safety program, maintenance, rules and regulations, signs, and associated recreation features.)

Trail Statistics

Designation
Please put an "**X**" next to all that apply.

- ☐ None/Unknown
- ☐ Millennium Trail
- ☐ Other National Designation (Please list.)
- ☐ State or local designations (Please list.)

Type
Please put an "**X**" next to all that apply.

- ☐ Greenway
- ☐ Rail-trail
- ☐ Backcountry
- ☐ Urban trail/bikeway
- ☐ Snow trail
- ☐ Water trail
- ☐ Nature or interpretive trail
- ☐ Equestrian trail
- ☐ Other (Please list)

Uses and Activities
Please mark "**X**" for Allowed.

Trail Uses

____ Bicycling (on pavement)
____ Bicycling-Mountain (off pavement)
____ Boating-Motorized
____ Boating-Non-motorized:
    ____ Canoeing
    ____ Kayaking
____ Rafting
____ Sailing
____ Camping
____ Camping-Backpacking
____ Dogs-Mushing
____ Dogs-On Leash
____ Dogs-Off Leash
____ Equestrian-Riding
____ Equestrian-Pack Trips
____ Equestrian-Other Stock
____ Motorized Vehicles-ATV Riding
____ Motorized Vehicles-Four-wheel drive
____ Motorized Vehicles-Motorcycling
____ Motorized Vehicles-OHV Driving
____ Motorized Vehicles-Snowmobiling
____ Pedestrian-Caving
____ Pedestrian-Hiking/Walking/Running
____ Roller/Inline Skating
____ Skateboarding
____ Snow-Skiing, Cross Country
____ Snow-Snowshoeing
____ Swimming
____ Swimming-Diving/Snorkeling

Other related activities

____ Hang Gliding
____ Hunting (any)
____ Hunting-Archery
____ Hunting-Big Game
____ Hunting-Bird
____ Hunting-Small Game
____ Ice Skating
____ Land Sailing
____ Rock Climbing
____ Rockhounding
____ Snow-Skiing, Downhill
____ Snow-Snow Play, General
____ Snow-Snowboarding
____ Sand Sailing
____ Wildlife Watch – Birds
____ Wildlife Watching – Animals
____ Other (Please list.)

Trail Features

Loop trail? __Yes __No
Lowest elevation: _____feet
Highest elevation: _____feet
Average width of tread or beaten path ____ inches
Minimum width of tread or beaten path ____ inches
Average grade of trail ____ %
Maximum grade of trail ____ %

Average cross-slope ____ %
Is user accessibility information available?
__Yes __No
If yes, in what format:
__trailhead signage __brochure __web site
__other

Additional information:

Primary and Additional Surface Material

Please put an "**X**" next to all that apply. Place the letter "**P**" next to the material that is the primary surface of the trail.

____ Asphalt
____ Boardwalk
____ Bituminous Treatment
____ Bricks
____ Concrete
____ Crushed Rock, Compacted
____ Grass or Vegetation
____ Gravel
____ Paver Blocks
____ Puncheon

____ Rock, Boulders
____ Rock, Smooth
____ Sand
____ Snow or Ice
____ Soil
____ Soil, Compacted
____ Soil with Stabilizer
____ Water, Moving
____ Water, Still
____ Wood Chips
____ Wood, Running Plank

Open Dates

☐ Open all year
☐ Open from _____to_____

Permit required Yes No amount $_____

Times of Operation

☐ Open 24 hours
☐ Open from _____to_____

Seasonal Closures

Please indicate dates and reason for closure.

Fees

Admission Yes No amount $_____
Parking fees Yes No amount $_____

Certification for Public Use

I hereby certify that:

(1) I am duly authorized to represent the agency, organization or individual officially responsible for permitting trail use on this trail.

(2) The trail is in existence and will be available for public use, to the best of my knowledge, for at least 10 consecutive years after designation.

(3) The trail has been designed, constructed, and is maintained according to best management practices in keeping with the anticipated use(s),

(4) The trail is in compliance with applicable land use plans and environmental laws.

(5) All affected land and water owners, public or private, have been notified and have given their written consent to this application. If this trail becomes permanently closed to public use, we will immediately notify the Department of the Interior's National Trails System Coordinator.

Applicant Signature:

Agency or Organization:

Address:

Phone and E-mail:

Date of Signature:

Checklist for submission. Did you remember to:

___ sign the application form?
___ include both short and long descriptions of your trail?
___ include letters of permission from all affected public and private land and water owners?
___ include a support letter or e-mail from the State Trails Administrator/Coordinator?
___ include adequate maps so someone unfamiliar with trail can find their way to it?
___ submit your application via e-mail by November 1?
___ ship your supplemental package by November 1?

The Indigenous Cultural Landscape of the Chesapeake Bay
An Old/New Model for Land Conservation, Public Access, and Preservation of the Bay

Deanna Beacham (Weapemeoc)

April 2010

It is universally recognized by those concerned with the preservation and restoration of the Chesapeake Bay that widespread public buy-in can be best achieved by appealing to the citizens' appreciation of the Bay. The immediate corollary is that to appreciate the Bay watershed, one needs to have access to the Bay or its tributaries, or the lands adjacent. Those lands will be best appreciated if they are already preserved and protected from some of the encroachments of modern life, and especially if those lands and access points have scenic, historical, or cultural significance.

The concept of the indigenous cultural landscape as useful in land conservation programs arose from considering what an indigenous person's perspective of the Chesapeake Bay region might have been when John Smith first explored the Bay and its tributaries. This construct recognizes and respects that Indian cultures lived within the context of their environment, although not in the stereotypical sense of "living in harmony with the environment". American Indian peoples lived around the Chesapeake Bay and its rivers within large varied landscapes, with which they were intimately familiar. They used different parts of those landscapes in different ways: for food, medicine, and clothing procurement, for making tools and objects related to transportation and the household, for agriculture, and for settlements.

A brief glimpse into the lifestyles of the American Indian peoples of the Chesapeake Bay region at the time of early European contact might be helpful here. Although those nations had somewhat different cultures and sociopolitical structures, their life-ways were similar throughout the Bay area. They practiced agriculture, and lived for some parts of the year in permanent towns and communities. The communities were often fairly widely dispersed. Houses were not stationary, but moved as agricultural lands became fallow, so that communities drifted in location over the years. Men and women had differing duties and the duties of both took them away from their permanent communities during some periods of the year. Men were primarily responsible for hunting, and procuring food from fish and shellfish. They were also the principal tool makers for tools made of stone. The women were primarily responsible for agriculture, for gathering plant materials used for food, housing, medicine, and clothing, and for processing animals for food and clothing.

To be effective in such an agrarian society, both men and women had to be familiar with very large areas of land and water, and be able to remember and travel to the appropriate places for gathering particular plants, acquiring stone for tools, or hunting particular species of animals. This was the indigenous person's world of the time; in area it far outstripped what is generally understood today as an "Indian community" according to the dots on John Smith's map.

The construct of the indigenous cultural landscape is particularly pertinent to land conservation in the Chesapeake today for several reasons. First of all, it embraces an aspect of America's cultural heritage that has widespread appeal for the geotourist. People of all ages and backgrounds are intrigued by Native history and culture and eager to learn more about what life was like for Indians before the advent of Europeans into the Chesapeake changed their world. This fact is acknowledged by one of the major themes of the Captain John Smith Chesapeake National Historic Trail, which embraces respect for, inclusion of, and education about the Indian communities of the Chesapeake. But the use of such a construct does more than capitalize on the public's great interest about American Indians and their cultures, and the emotional ties such interest brings to the conservation of natural resources. It also recognizes that these indigenous communities still exist, and that respecting them and their cultures is a valid and central goal of any land/water conservation effort. Furthermore the construct re-emphasizes the values that American Indians have toward natural resources, including an attachment to place, and thereby encourages that attachment to place which will further efforts to help the Chesapeake Bay and its watershed.

In the past, opportunity related to American Indian cultural conservation and curiosity has focused primarily on archeological sites, not on the full landscapes in which these cultures existed prior, and for some decades after, European contact. Conservation and preservation of Native archaeological sites is indeed critical, but our efforts should not be limited to such sites. Instead, they should be expanded whenever possible to embrace known archaeological sites - or areas of high potential for pre-Colonial archaeology - and their surrounds, in units of land large and natural enough to accurately reflect the cultural life-ways of the communities that lived within them. Such an approach strengthens the arguments for preserving and conserving and/or restoring larger cohesive landscape units, which may include uplands, forests, natural openings and meadows, as well as riverine, estuarine, and marine waters, in connected blocks and corridors.

This approach also brings equality to the descendents of the indigenous cultures who inhabited these lands historically. If we conserve for both indigenous cultural and ecological reasons, along with scenic and aesthetic reasons, we build a greater meaning for these landscapes, and for the people who were…and still are…attached to them culturally. We build opportunities for the public to interact with and learn about these communities which furthers attachment to the Bay.

The descendent indigenous groups of the Chesapeake Bay region should participate in the process of selecting and prioritizing culturally significant indigenous landscapes, which are currently underrepresented in our federal, state, and regional databases. This participation would not be linked to their recognition by the Federal government or the states as tribes. Federal recognition by these groups is usually problematic, because their treaties with Europeans preceded the formation of the United States government. Nevertheless, these American Indian groups still use, protect, respect, and enjoy the rivers and tributaries that often share their names, and they will want to help in efforts to conserve the related lands of the Chesapeake Bay watershed.

Water Trails along the Captain John Smith Chesapeake NHT

(established or under development as of 2010)

Delaware Water Trails	
Nanticoke River Water Trail (under development)	Stretching 63 miles from its headwaters in Delaware south to Tangier Sound in Dorchester County, MD, the Nanticoke River meanders through the tidal marshes, farmlands, and forests of the Chesapeake's Eastern Shore. Much of this rural, natural landscape remains characteristic of what Captain John Smith would have seen during his explorations of the river in 1608. Captain John Smith and the shallop crew reached the point where Broad Creek meets the Nanticoke River near present-day Seaford, DE. He planted a cross to indicate the extent of their explorations on June 10, 1608. American Indians fished and farmed along this river, which they called Kuskarawaok, long before the English explorers arrived. Although hostile at first, within a few days the native Nanticoke group traded with the Englishmen. Smith wrote that the native people were excellent traders who produced highly polished shell beads, called wampumpeak.
Maryland Water Trails	
Susquehanna River Water Trail (Lower Section)	From Harrisburg, PA, to Havre de Grace, MD, this 65-mile stretch of the Susquehanna River shows off the scenic beauty of the Chesapeake's largest tributary. On August 2, 1608, Smith's shallop traveled up the Susquehanna just north of the present-day town of Port Deposit, MD. The rocks and riffles (shallow stretches where small waves form) are today known as Smith's Falls, where Captain John Smith planted a cross claiming the river for the English. Smith returned to the falls three days later, where he was met by Susquehannock leaders bearing trade goods including venison, tobacco pipes, and bows and arrows. Smith and the Susquehannocks traveled to a Tockwogh town on the Sassasfras River (near present-day Kentmore Park, MD), where the Susquehannock and English formed an alliance.
Patuxent Water Trail	The Patuxent Water Trail is a self-guided paddling trail designed for kayaking and canoeing enthusiasts. It allows paddlers to explore the Patuxent River and experience its beauty, camp along its banks and visit its numerous parks, historic sites, sanctuaries, and refuges. The trail can be accessed from many points along the river, including designated Chesapeake Bay Gateways and Watertrails Network sites.
Chester and Sassafras River Water Trail (under development)	Encompassing all the navigable tidal waters of the Sassafras and Chester rivers and their major tributaries, as well as the western shoreline of Kent County, MD, and its associated tidal creeks, the "Chester and Sassafras River Water Trail" will be developed in close partnership with the Chesapeake Bay Gateways and Watertrails Network, the Maryland Heritage Areas Authority, and other partners. In establishing the trail the goals include providing boaters and paddlers with logistical information, historic and environmental interpretation, and to attract and encourage small boaters to use the water of the Chester and Sassafras rivers in an environmentally and culturally sensitive way that supports local economic activity while encouraging stewardship of the region's natural resources.
Choptank and Tuckahoe Rivers Water Trail	This expansive water trail network on Maryland's Eastern Shore offers 80 miles of trail along the Choptank and Tuckahoe rivers. Although Smith did not explore these rivers (the present-day James Islands, then connected to the mainland, obstructed his view of the wide mouth of the Choptank), he shows the area's wooded interior on his 1612 map. His description was apt, as the Choptank Valley area was heavily forested by oaks, hickories, and chestnuts. A mature forest can still be seen today at the Adkins Arboretum near Tuckahoe State Park.

Maryland Water Trails (continued)	
Eastern Neck Island Water Trail	Eastern Neck Island Water Trail encircles the refuge and connects scenic, historic and wetland restoration sites located around the island. The trail consists of several points of interest, including historical locations, key wildlife viewing areas, hiking trails, and other recreation sites. Interpretive wayside signs highlight area wildlife, island history, and wetland restoration efforts. The Eastern Neck National Wildlife Refuge was designated as a site in the Chesapeake Bay Gateways and Watertrails Network in 2002.
Blackwater National Wildlife Refuge Paddling Trails	In a canoe or kayak, visitors can explore tidal marshes and brackish ponds for a closer look at the Blackwater Refuge's resident and visiting wildlife. Over 27 miles of water trail wind through expanses of open water and marsh, osprey and terns slice the vast sky as they dive, and bald eagles are the sentinels atop the tallest pines. From October through November, as many as 50,000 geese, ducks, and tundra swans stop at Blackwater Refuge during their migration along the Atlantic Flyway. Up to 20 species of ducks and 250 species of other birds may also be seen here, along with 165 species of threatened or endangered plants. The Blackwater National Wildlife Refuge was designated as a site in the Chesapeake Bay Gateways and Watertrails Network in 2000.
Monocacy River Water Trail	The Monocacy is a Maryland scenic river enjoyed by canoeists, kayakers, and fishermen. American Indians inhabited the shores of the Monocacy for thousands of years before European settlement. Natives lived in intermittent or permanent villages, fishing and hunting as well as tilling the soil and raising corn. The Massawomeck, enemies of many of the tribes encountered by Captain John Smith, used the Monocacy river for travel into rival territories. The Algonquian-speaking Shawnee called the river the Monnockkesy, the "river with many bends." The Monocacy was also called "the garden creek," for the lush vegetation bordering its banks. Both descriptions apply to the 41-mile Monocacy River Water Trail, which features rolling farmland with rock outcroppings, historic landscapes and bridges, and overhanging shade trees. Today's paddlers can see a diversity of wildlife along the river, thanks in part, to local river conservation efforts.
Virginia Water Trails	
Potomac River Water Trail *(also a Maryland water trail)*	History and nature abound along the 100-mile route linking the nation's capital to the Chesapeake Bay. Captain John Smith explored the Potomac River as far north as Great Falls in search of precious minerals. He documented the extensive presence of American Indians. Rich marshes provided tuckahoe, fish, and other food to indigenous cultures living along the river in more than 40 settlements. Smith spent a month exploring the tidal waters of the Potomac and becoming acquainted with the people. The forested shorelines and brackish marshes teemed with wildlife and plants. The river was a major highway of native trade, moving copper, furs, and marine shells between the Atlantic and the Great Lakes. It has continued to course through American history as a critical route for transportation, settlement, and growth of the nation. The Potomac is suitable for all types of boating. Today's river explorer can still find many river and shore vistas that are essentially unchanged from the views of 400 years ago.
Occoquan Water Trail	This 40-mile water trail winds its way through centuries of Virginia history, while offering a broad range of paddling adventures, scenic vistas, and historic landscapes. It includes areas once visited by Captain John Smith and long occupied by American Indians. Smith and his crew passed by the mouth of the Occoquan River on their ascent and descent of the Potomac River. At Occoquan Bay the Tauzenent gave Smith and his crew a friendly welcome. The area was a known fishing ground for American Indian groups; two of the native towns were named "fish--plenty of" and "fishing place." The Occoquan Water Trail is in two sections, separated by the Occoquan River Dam. The upper segment runs from Bull Run down to the lake formed by the dam; below the dam the trail flows past the protected marshlands of the Mason Neck Peninsula and meet the Potomac River Water Trail to continue the journey to the Chesapeake Bay.

Virginia Water Trails (continued)	
Rappahannock River Water Trail	The longest free--flowing river on the East Coast, the Rappahannock travels 184 miles from its origin in western Virginia to Stingray Point on the Chesapeake, near Deltaville. Captain John Smith journeyed up the Rappahannock in August 1608 to just below the fall line at modern-day Fredericksburg. Going ashore where the river was no longer navigable, Smith's expedition was cut short by an attack from Mannahoac Indians who were gathered at a large fishing camp along the river. The English captured a wounded Mannahoac named Amoroleck. From information Amoroleck provided, Smith made a map of the upper Rappanhannock and Rapidan rivers depicting the approximate location of five different Indian towns. The Rappahannock River Water Trail features areas rich in historical and natural landscapes. The initial trail includes 27 miles of the Rappahannock from Kelly's Ford Fredericksburg, and 13 miles along the Rapidian tributary. A tidewater portion of the trail covers 108 miles from Fredericksburg to the Chesapeake Bay and includes a series of interpretive paddling trails for scenic tributaries of the Rappahannock.
Mathews Blueways Water Trails	Located on the western shore of the Chesapeake Bay, the Mathews Blueways is an interconnected system of five separate water trails spanning Mathews County, Virginia. The 90 miles of trails are particularly suited for small hand-powered craft, such as canoes and touring kayaks. Captain John Smith's shallop traveled southward along the coast of Mathews County on the night of July 18, 1608, staying close to the shore to avoid the rough waters of the open Bay. Smith was injured. The previous day a cownose ray speared his wrist at the place Smith named Stingray Point (near Deltaville, VA). A few days later the shallop arrived in Jamestown, ending its first voyage of the Chesapeake, but Smith returned in August to explore the Piankatank and other rivers he had missed.
Chickahominy Water Trail (under development)	The Chickahominy Water Trail will provide opportunities for recreation, interpretation, education, and conservation along 77 miles of the Chickahominy River. The river is a major tidewater tributary of the James River and Chesapeake Bay and the river represents the place where Captain John Smith traded with American Indians for food, which saved the colony. It is also along the James River where Smith was ultimately captured by Virginia Indians in December 1607. The Chickahominy watershed is one of the Bay's more pristine areas and is known for its superb fishing, waterfowl hunting, paddling, and birding.
Mattaponi and Pamunkey Rivers Water Trail	This water trail features the Mattaponi and Pamunkey rivers which flow into the tidal York River for a combined 120 miles. The meandering of the two branches and the wide, deep course of the York offer a diverse landscape rich in American Indian and colonial history and natural beauty for paddlers and (on the York) other boaters. The York, Mattaponi, and Pamunkey watersheds were heavily populated by American Indians when the English arrived. Powhatan first met Captain John Smith at Werowocomoco, the Powhatan capital, located on the north bank of the York River, near present-day Purtan Bay, VA. Smith showed the three rivers on his 1612 map as the Pamaunk Flu. You can follow Smith's adventures on the Pamanunk Flu by water or land.
Powhatan Creek Blueway	This 23-mile tributary of the James River, near Williamsburg, VA, passes through an area between the York and James rivers considered one of the most environmentally and historically significant natural resources on the Virginia Peninsula. This watershed was part of the Powhatan Indian Confederacy at the time the English settled nearby Jamestown, and Powhatan Creek was a vital resource for transportation and subtidal. Today's paddlers can still see large expanses of tuckahoe, a wetland plant that was a food staple for American Indians. The rich flora and fauna of the tidal marshes include rare plant species and habitat for bald eagles and great blue herons. The recommended paddling route is a round trip of about eight miles along Powhatan Creek. An additional eight-mile option around Jamestown Island should only be attempted by well-prepared and highly skilled paddlers.

Virginia Water Trails (continued)	
James River Water Trails	The James River is Virginia's largest tributary to the Chesapeake Bay and is the heartland for exploring the stories and landscapes of the Captain John Smith Chesapeake National Historic Trail. You can follow John Smith's Adventure on the James River in a series of loop trails to be explored either by car or by water.
Elizabeth River Water Trail, Eastern Branch	This scenic Eastern Branch of the Elizabeth River provides a glimpse of the environment as Captain John Smith would have seen it. The forested shorelines and wetlands along this short paddling trail offer refuge from the urban development on other parts of the busy river. Near the end of Smith's second voyage on the Chesapeake in 1608, Smith sailed up the Elizabeth River, to the home of the Chisapeack (Chesapeake) Indians. He reports seeing garden plots and a few houses and "shores overgrown with the greatest pine and fir trees we ever saw in the country."
Virginia Eastern Shore Water Trails (Virginia Eastern Shore)	Two loop water trails are under development on Virginia's Eastern Shore: the Onancock Creek Loop Trail and the Saxis Water Trail Loop. These trails provide opportunities for paddlers to experience this special part of the Chesapeake Bay. On the Onancock Creek Loop, paddlers can launch from the town of Onancock's public dock and enjoy a 14 mile roundtrip to the mouth of the Bay and Parker's Marsh. The Saxis Water Trail Loop includes the Saxis Wildlife Management Area (WMA), which contains more than 5,800 acres of marshland and creeks bounded by the Pocomoke Sound and salt and freshwater creeks. Thousands of migrating shorebirds, waterfowl, marsh birds and land birds use the area as a stopover. Some areas of Saxis WMA are seasonally restricted because the WMA is managed for hunting, fishing and other activities.

The Trail's Ten Management Segments – Relationship to the John Smith Voyages

Trail Segment	River/Bay	Routes Traveled and Places Visited by John Smith	Voyage Dates
1	**James River Chickahominy River Nansemond River Elizabeth River**	Cape Henry to Jamestown	April 26 - May 13, 1607
		James River to the Falls	May 21 - 27, 1607
		James River Downstream - Kecoughtan and Warraskoyack	After September 10, 1607
		James River Upstream - Toppahanock and Paspahegh	October, 1607
		Chickahominy River	November 9, 1607 - January 2, 1608
		Cape Henry and Nansemond River	April, 1608
		Jamestown to Cape Henry	June 1, 1608
		Kecoughtan to Warraskoyack	July 20, 1608
		Warraskoyack to Jamestown	July 21, 1608
		Jamestown to Kecoughtan	July 24, 1608
		Kecoughtan	July 25, 1608
		Pt. Comfort to Jamestown, incl. Elizabeth and Nansemond	September 5 - 7, 1608
2	**Cape Charles, Lower Eastern Shore**	Cape Henry to Cape Charles	June 2 -3, 1608
		Cape Charles to Accomack Town	June 3, 1608
		Accomack Town to Chesconnessex Creek	June 4, 1608
		Chesconnessex Creek to Wicocomoco Town	June 5, 1608
		Wicomoco Town to Bloodsworth Island	June 6, 1608
		Blodsworth Island	June 7-8, 1608
		Bloodsworth Island to mouth of Nanticoke River	June 8, 1608
3	**Nanticoke River**	Mouth of Nanticoke River	June 9, 1608
		Up Nanticoke River and Back	June 10, 1608
4	**Middle Bay**	Cape Henry to Cape Charles	June 2 -3, 1608
		Nanticoke River to Randle Cliff	June 11, 1608
		Randle Cliff to Sillery Bay, Patapsco River	June 12, 1608
		Patapsco River to mouth of Herring Bay	June 15, 1608
		Herring Bay to Cornfield Harbor	June 16, 1608
		Cornfield Harbor to Nomini Creek	June 17, 1608
		Mouth of Potomac River to Ingram Bay	July 15, 1608
		Ingram Bay to Fleets Bay	July 16, 1608
		Fleets Bay to Stringray Point, Rappahannock River	July 17, 1608
		Stringray Point to Kecoughtan on James River	July 18-19, 1608
		Kecoughtan to Stringray Point	July 27, 1608
		Rapppahannock River to Cove Point	July 28, 1608
		Cove Point to mouth of Patapsco	July 29, 1608
		Patapsco River to head of Northeast River	July 30, 1608
		Sassafras River to Rock Hall Harbor, mouth of Chester River	August 8, 1608
		Chester River to Patuxent River	August 9, 1608
		Patuxen River to St. Jerome Creek below North Point	August 13, 1608
		Potomac River to Rappahannock River	August 14, 1608
		Piankatank River to Old Point Comfort	September 3-4, 1608
5	**Patapsco River**	Patapsco River to Sillery Bay to Elkridge and back	June 13, 1608
		Patapsco River	June 14, 1608
6	**Patuxent River**	Up Patuxent River to Pawtuxunt Town, Battle Creek	August 10, 1608
		Pawtuxunt Town to Mattpanient Town	August 11, 1608
		Mattpanient Town to Acquintanacsuck Town	August 12, 1608
7	**Potomac River**	Nomini Bay to Great Falls, return to mouth of Potomac	June 18 - July 15, 1608
8	**Sassafras River Head of Bay Susquehanna River**	Northeast River to Tockwogh (Sassafras) River	July 31, 1608
		Up the Sassafras River	August 1, 1608
		Sassafras River to Smith Falls, Susquehanna River	August 2, 1608
		Susquehanna River to Head of Elk River	August 3, 1608
		Head of Elk River to Big Elk Creek	August 4, 1608

Trail Segment	River/Bay	Routes Traveled and Places Visited by John Smith	Voyage Dates
		Elk Creek to Smith's Falls, Susquehanna River	August 5, 1608
		Susquehanna River to Tockwogh Town	August 6, 1608
		Tockwogh Town	August 7, 1608
9	**Rappahannock River Piankatank River**	Upper Rappahannock River to Moraughtacund town	August 15 - 16, 1608
		Moraughtacund to Rappahannock Ambush at Cat Point Cr	August 17,1608
		Cat Point Creek to Pissaseck	August 18, 1608
		Pissaseck to Nantaughtacund Towns	August 19, 1608
		Nantaughtacund to Upper Cuttatawomen Towns	August 20, 1608
		Cuttatawomen town to Fetherstone Bay	August 21, 1608
		Fetherstone Bay to thefall ine to Hollywood Bar	August 22, 1608
		Hollywood Bar to Cuttatawomen	August 23, 1608
		Cuttatawomen to Pissaseck Towns	August 24, 1608
		Pissaseck to Rappahannock Near Moraughtacund	August 25, 1608
		Negotiations near Moraughtacund	August 26 - 29, 1608
		Moraughtacund to Piankatank River	August 30 - 31, 1608
		Piankatank River Exploration	September 1 - 3, 1608
10	**York River Mattaponi River Pamunkey River**	James River to Werowocomoco	February - March 9, 1608
		Journey to Pamunkey	December 29, 1608 - February, 1609

References

Barbour, Philip L. (editor)
1986 *The Complete Works of Captain John Smith, 1580 – 1631.* Chapel Hill, NC: University of North Carolina Press.

Chesapeake Conservancy
2010 *Draft Connector Trails Evaluation Study for the Captain John Smith Chesapeake National Historic Trail.* Annapolis, MD: Friends of the John Smith Chesapeake Trail.

Curtin, Philip D., Grace S. Brush, and George W. Fisher, eds.
2001 *Discovering the Chesapeake: The History of an Ecosystem.* Baltimore, MD: Johns Hopkins University Press.

Grumet, Robert S.
2000. *Bay, Plain and Piedmont: A Landscape History of the Chesapeake Heartland from 1.3 Billion Years Ago to 2000*. Annapolis, MD: Chesapeake Bay Heritage Context Project, U.S. Dept. of Interior, National Park Service.

Delaware Park Resource Office, Delaware Division of Parks and Recreation, and Delaware Division of Natural Resources and Environmental Control
2009 *Delaware Outdoors 2009-2011 Delaware State Comprehensive Outdoor Recreation Plan.* Dover, DE: Delaware Park Resource Office, Delaware Division of Parks and Recreation, and Delaware Division of Natural Resources and Environmental Control.

Haile, Edward Wright
2008 *John Smith in the Chesapeake.* Champlain, VA: RoundHouse.

Lippson, Alice Jane and Robert L. Lippson
1997. *Life in the Chesapeake Bay.* Baltimore, MD: Johns Hopkins University Press.

Maryland Department of Natural Resources, Department of Boating Services
2009 *An Analysis of Public Access along the Captain John Smith Historical Trail in Maryland.* Annapolis, MD: Maryland Department of Natural Resources.

2009 *Maryland Land Preservation, Parks and Recreation Plan 2009 – Volume II*. Baltimore, MD: Maryland Department of Natural Resources.

Maryland Department of Planning
2009 *Maryland Land Preservation, Parks and Recreation Plan 2009 – Volume I*. Baltimore, MD: Maryland Department of Planning (Publication No. 2009-002B).

McKendry, Jean E.
2009. *A Socioeconomic Atlas for the Chesapeake Bay Watershed and its Region.* University of Idaho (Prepared for the National Park Service.).

NatureServe
2009. *NatureServe Explorer: An Online Encyclopedia of Life* [web application], Version 7.1. Arlington, VA: NatureServe. (Available http://www.natureserve.org/explorer) (Accessed: February 10, 2010).

Rountree, Helen C., Wayne E. Clark and Kent Mountford
2007 *John Smith's Chesapeake Voyages.* Charlottesville, VA: University of Virginia Press.

Thompson, John M.
2007 *The Journals of Captain John Smith.* Washington, D.C.: National Geographic Society.

U.S. Department of the Interior, Fish and Wildlife Service

2010 U.S. Fish & Wildlife Service Endangered Species Office, Northeast Region. [Online] Available http://www.fws.gov/northeast/endangered/

2009 *Eastern Neck National Wildlife Refuge Draft Comprehensive Conservation Plan and Environmental Assessment.* Boston, MA: Northeast Regional Office.

2008 *Rappahannock River Valley National Wildlife Refuge Draft Comprehensive Management Plan.* Boston, MA: Northeast Regional Office.

2006a *Chesapeake Marshlands National Wildlife Complex Comprehensive Management Plan.* Boston, MA: Northeast Regional Office.

2006b *Great Dismal Swamp National Wildlife Refuge*. Boston, MA: Northeast Regional Office

2004 *Eastern Shore of Virginia and Fisherman Island National Wildlife Refuges*. Boston, MA: Northeast Regional Office.

1993 *Recovery Plan for Michaux's sumac (Rhus michauxii)* (Prepared by: Sargent Nora Murdock and Julie Moore) Washington, DC.

U.S. Department of the Interior, National Park Service
2010 *Captain John Smith Chesapeake National Historic Trail CMP – Choosing By Advantages Workshop Documentation.* Annapolis, MD: Chesapeake Bay Program Office.

2009a *Interpretive Plan Captain John Smith Chesapeake National Historic Trail*. Annapolis, MD: Chesapeake Bay Program Office, Northeast Region Office.

2009b *Public Access Guide – Chesapeake Bay, Susquehanna River and Tidal Tributaries.* Annapolis, MD: Chesapeake Bay Program Office (Available: http://www.chesapeakebay.net/pub_order.aspx?publicationid=12099)

2008 *General Management Planning Dynamic Sourcebook.* Washington, D.C.: Washington Office.

2006a *Captain John Smith Chesapeake National Historic Trail Feasibility Study and Environmental Assessment.* Philadelphia, PA: Northeast Region Office.

2006b *Management Policies – The Guide to Managing the National Park System.* Washington, D.C.: Washington Office.

2005 *Planning for America's National Trails – Best Practices*. Washington, D.C.: Washington Office.

2004 *Final Chesapeake Bay Special Resource Study and Environmental Impact Statement.* Annapolis MD: Chesapeake Bay Program Office.

2002 *NPS-28: Cultural Resource Management Guideline*. Washington, D.C.: Washington Office.

2001a *Baygrasses.* Annapolis, MD: Chesapeake Bay Program Office (Available: http://www.chesapeakebay.net/info/baygras.cfm)

2001b *Crabs and Shellfish.* Annapolis, MD: Chesapeake Bay Program Office (Available: http://www.chesapeakebay.net/info/crabshell.cfm)

2001c *Director's Order 12: Environmental Impact Analysis Handbook.* Washington, D.C.: Washington Office.

1998a *Director's Order 2: Park Planning.* Washington, D.C.: Washington Office.

1996 *NPS-28: Cultural Resource Management Guideline (Release Number 5).* Washington, D.C.: Washington Office.

U.S. Department of Transportation, Research and Innovative Technology Administration, John A. Volpe Transportation Systems Center

2010 *Captain John Smith Chesapeake National Historic Trail Alternative Transportation Study Support to Comprehensive Management Plan.* Boston, MA: John A. Volpe National Transportation Systems Center.

Virginia Department of Conservation and Recreation

2007 *Virginia Outdoors Plan.* Richmond, VA: Virginia Department of Conservation and Recreation

Williams, John Page

2006 *Chesapeake Exploring the Water Trail of Captain John Smith.* Washington, D.C.: National Geographic Society.

Winstel, Jeff

2009 *"John Smith's Voyages of the Chesapeake Bay and Tributaries, 1607 – 1609 – Significant Sites and Segments" (file memo).* Annapolis MD: Captain John Smith Chesapeake National Historic Trail, National Park Service.

Glossary

Accessibility. Accessibility occurs when individuals with disabilities are able to reach, use, understand, or appreciate NPS programs, facilities, and services, or to enjoy the same benefits that are available to persons without disabilities. (see also, "universal design")

Advisory Council. A citizen group appointed by the Secretary of the Interior to advise on matters relating to the trail, including standards for the erection and maintenance of markers along the trail, and the administration of the trail.

Alternative. A possible course of action, one of several ways to achieve an objective or vision. The term is used in a GMP to describe different management actions.

Auto tour route. A designated route of all-weather highways that closely parallels the historic trail route.

Best management practices (BMPs). Practices that apply the most current means and technologies available to not only comply with mandatory environmental regulations, but also maintain a superior level of environmental performance.

Carrying capacity. The type and level of visitor use that can be accommodated while sustaining the desired resource and visitor experience conditions in a park.

Comprehensive Management Plan (CMP). A planning document developed pursuant to Section 5(f) of the National Trails System Act, as amended clearly defines direction for management and use of the trail. CMPs are developed with broad public involvement.

Cooperating agency. A federal action other than the one preparing the National Environmental Policy Act document (lead agency) that has jurisdiction over the proposal by virtue of law or special expertise and that has been deemed a cooperating agency by the lead agency. State of local governments, and/or Indian tribes, may be designated cooperating agencies as appropriate.

Cooperative agreement. A clearly defined, written arrangement between two or more parties that allows some specific action to be taken while protecting the landowner interests (for example, to allow access for resource protection and management, interpretation or recreation; to allow the posting of markers or signs; or to allow others to manage activities or developments)

Cultural landscape. A geographic area (including both cultural and natural resources and the wildlife and domestic animals therein) associated with a historic event, activity or person or exhibiting other cultural or aesthetic values. There are four types of cultural landscapes, not mutually exclusive: historic sites, historic designed landscapes, historic vernacular landscapes, and ethnographic landscapes.

Cultural resources. Aspects of a cultural system that are valued by or significantly representative of a culture or that contain significant information about a cultural. A cultural resource may be a tangible entity or a cultural practice. Tangible cultural resources are categorized as districts, sites, buildings, structures and objects for the National Register of Historic Places, and as archeological resources, cultural landscapes, structures, museum objects, and ethnographic resources for NPS management purposes.

Cumulative actions. Actions that, when viewed with other actions in the past, the present, or the foreseeable future regardless of who has undertaken or will undertake them, have an additive impact on the resource the proposal would affect.

Cumulative impact. The impacts of cumulative actions.

Desired condition. A qualitative description of the integrity and character for a set of resources and values, including visitor experiences, that park management has committed to achieve and maintain.

Direct effect. An impact that occurs as a result of the proposed action or alternative in the same place and at the same time as the action.

Direct federal acquisition. Purchase by the United States.

Environmental consequences. The scientific and analytic basis for comparing alternatives in an environmental impact statement, based on their environmental effects, including any unavoidable adverse effects. Environmental consequences include short-term, long-term, and cumulative impacts to ecological, aesthetic, historical, cultural, economic, and social environments.

Environmental assessment. A brief National Environmental Policy Act document that is prepared (a) to help determine whether the impact of a proposal or alternatives could be significant; (b) aid NPS in compliance with NEPA by evaluating a proposal that will have no significant impacts, but that may have measurable adverse impacts; or (c) evaluate a proposal that either is not described on the list of categorically excluded actions, or is on the list but exceptional circumstances (Section 3.5) apply.

Environmental impact statement. A detailed National Environmental Policy Act document that is prepared when a proposal or alternatives have the potential for significant impact on the human environment.

Ethnographic resources. Objects and places, including sites, structures, landscapes, and natural resources, with traditional cultural meaning and value to associated peoples. Research and consultation with people identifies and explains the places and things they find culturally meaningful. Ethnographic resources eligible for the National Register are called traditional cultural properties.

Environmentally preferred alternative. Of the action alternatives analyzed, the one that would best promote the policies in NEPA Section 101.

Evocative landscape. A place possessing a feeling that expresses the aesthetic or historic sense of a particular period of time. This feeling results from the presence of physical features that, taken together, convey a landscape's historic character. For example, landscapes that generally relate the feeling of the world encountered by Captain John Smith as he explored the Chesapeake – or that are "evocative" of that world – would be those that are generally free from intrusion by the sights, sounds, and smells of modern development.

Fundamental resources and values. Those features, systems, processes, experiences, stories, scenes, sounds, smells, or other attributes, including opportunities for visitor enjoyment, determined to warrant primary consideration during planning and management because they are critical to achieving the park's purpose and maintaining its significance.

High potential route segment. From Section 12 of the National Trails System Act, this means, those segments of a trail which would afford a high quality recreation experience in a portion of the route having greater than average scenic values or affording an opportunity to vicariously share the experience of the original users of a historic route.

High potential historic site. From Section 12 of the National Trails System Act, this means those historic sites related to the route or sites in close proximity thereto, which provide opportunities to interpret the historical significance of the trail during the period of its major use. Criteria for consideration as high potential historic sites include historic significance, presence of visible historic remnants, scenic quality, and relative freedom from intrusion.

High-resource marsh. A marsh that provided American Indians with multiple food and other resources, including fish, shellfish, waterfowl, and tubers for food; reeds for mats; grasses for clothing; and animal parts for tools and clothing. Indian settlements were often located near such marshes.

Historic site. A landscape significant for its association with a historic event, activity or person.

Impact topics. Specific natural, cultural, or socioeconomic resources that would be affected by the proposed action or alternatives (including no action). The magnitude, duration, and timing of the effect to each of these resources is evaluated in the impact section of an EIS.

Impairment. An impact so severe that, in the professional judgment of a responsible NPS manager, it would harm the integrity of park resources or values and violate the 1916 NPS Organic Act.

Indicators of user capacity. Specific, measurable physical, ecological, or social variables that can be measured to track changes in conditions caused by public use, so that progress toward attaining the desired conditions can be assessed.

Indigenous cultural landscape. A geographic area, including both cultural and natural resources and the wildlife therein associated with and supporting the historic lifestyle and settlement patterns of American Indian peoples and exhibiting the cultural or esthetic values of American Indian peoples.

Indirect effect. Reasonably foreseeable impacts that occur removed in time or space from the proposed action.

Interpretation. Activities or media designed to help people understand, appreciate, enjoy, and care for the natural and cultural environment.

Issue. Some point of debate that needs to be decided. For GMP planning purposes issues can be divided into "major questions to be answered by the GMP" (also referred to as the decision points of the GMP) and the "NEPA issues" (usually environmental problems related to one or more of the planning alternatives).

Lead agency. The agency either preparing or taking primary responsibility for preparing the National Environmental Policy Act document.

Management concept. A brief, inspirational statement of the kind of place a park should be (a "vision" statement).

Memorandum of understanding. A mutual understanding between the National Park Service and a state or local government or another party that is set forth in a written document to which both parties are participants. A memorandum of understanding does not obligate funds. It is comparable to nonfederal cooperative agreements that may be negotiated between other parties.

Mitigation. Modification of a proposal to lessen the intensity of its impact on a particular resource.

Notice of intent. The notice submitted to the *Federal Register* that an environmental impact statement will be prepared. It describes the proposed action and alternatives, identifies a contact person in the National Park Service, and gives time, place, and descriptive details of the agency's proposed scoping process.

Other important resources and values. Attributes that are determined to be particularly important to park management and planning, although they are not related to the park's purpose and significance.

Park purpose. The specific reason(s) for establishing a particular park.

Potentially eligible for the National Register of Historic Places. Possessing qualities that may meet the criteria for eligibility in the National Register of Historic Places, as defined in 36 CFR 60.4, but not formally evaluated by the National Park Service to conclusively determine eligibility status in consultation with a state historic preservation officer.

Preferred alternative. The alternative an NPS decision-maker has identified as preferred at the draft EIS stage. It is identified to show the public which alternative is likely to be selected to help focus its comments.

Preservation. The act or process of applying measures to sustain the existing form, integrity, and material of a historic structure, landscape or object. Work may include preliminary measures to protect and stabilize the property, but generally focuses upon the ongoing preservation, maintenance, and repair of historic materials and features rather than extensive replacement and new work. Preservation involves the least change, and is the most respectful of historic materials. It maintains the form and material of the existing landscape.

Primary interpretive themes. The most important ideas or concepts to be communicated to the public about a park.

Projected implementation costs. A projection of the probably range of recurring annual costs, initial one-time costs, and life-cycle costs of plan implementation.

Proposal. The stage at which the National Park Service has a goal and is actively preparing to make a decision on one or more alternative means of accomplishing that goal. The goal can be a project, plan, policy, program, and so forth. The National Environmental Policy Act process begins when the effects can be meaningfully evaluated.

Public access (to the trail). Places where the public can view the voyage routes from the land or gain physical access to the water along the voyage routes for boating, fishing, swimming or other recreational use; these places can be either publicly-owned or privately-owned (provided that the landowner has granted public access to the property).

Record of decision. The document that is prepared to substantiate a decision based on an environmental impact statement. It includes a statement of the decision made, a detailed discussion of decision rationale, and the reasons for not adopting all mitigation measures analyzed, if applicable.

Reconstruction. The act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location. Reconstruction attempts to recapture the appearance of a property or an individual feature at a particular point in time, as confirmed by detailed historic documentation.

Rehabilitation. Rehabilitation usually accommodates contemporary alterations or additions without altering significant historic features or materials, with successful projects involving minor to major change. Rehabilitation attempts to recapture the appearance of a property, or an individual feature at a particular point in time, as confirmed by detailed historic documentation.

Restoration. The act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period.

Shallop. A large rowboat (or barge) typically used to carry cargo and men back and forth between shore and larger English sailing ships. John Smith adapted this type of vessel for his exploratory voyages of the Chesapeake Bay, sacrificing cargo space and sail-carrying ability to create a shallow draft vessel that was more handy as a rowed vessel capable of putting ashore anywhere along a riverbank. John Smith's shallop was probably approximately 30 feet (9.1 meters) in length and likely accommodated approximately fifteen men. (Rountree et al 2007)

Significance. Statements of why, within a national, regional, and systemwide context, the park's resources and values are important enough to warrant national park designation.

Scoping. Internal NPS decision-making on issues, alternatives, mitigation measures, the analysis boundary, appropriate level of documentation, lead and cooperating agency roles, available references and guidance, defining purpose and need, and so forth. External scoping is the early involvement of interested and affected public.

Special mandates. Legal mandates specific to the park that expand upon or contradict a park's legislated purpose.

Stakeholders. Individuals and organizations that are actively involved in the project, or whose interests may be positively or negatively affected as a result of the project execution/completion. They may also exert an influence over the project and its results. For GMP planning purposes, the term stakeholder includes NPS officials/staff as well as public and private sector partners and the public, which may have varying levels of involvement.

State. Each of several states, including Delaware, Maryland, Virginia, and the District of Columbia.

User capacity. The types and levels of visitor and other public use that can be accommodated while sustaining the desired resource conditions and visitor experiences that complement the purposes of a park.

Visitor experience. The perceptions, feeling, and interactions that visitors have with the park's environment and programs. The experience is affected by the setting, the types and levels of activities permitted, and the interpretive techniques used to convey park themes.

Voyage stop. Places along the voyage routes that appear as features on the Smith map or that are described in the Smith journals as places where specific events occurred. For purposes of developing the CMP, voyage stops are those mapped by Rountree et al in *John Smith's Chesapeake Voyages 1607-1609.*

Water trail. A water trail connects scenic and historical sites along a riverway, lakeshore, or bay coastline for the recreational and educational benefit of paddlers, boaters, and other water users. A water trail typically includes points of interest, access locations, day-use sites, and camping areas that are shown in a map-and-guide brochure or booklet. It may include both public and private lands with varying restrictions. Camping, for instance, may be restricted on some trails to those traveling by self-propelled craft and be open on other trails to powerboat users.

Without expense to the government. From Section 12 of the National Trails System Act, this means that no funds may be expended by federal agencies for the development of trail-related facilities or for the acquisition of lands or interest in lands outside the exterior boundaries of federal areas. For the purposes of the preceding sentence, amounts made available to any state or political subdivision under the Land and Water Conservation Fund Act of 1965 or any other provision of law shall not be treated as an expense to the United States.

PREPARERS AND PLANNING TEAM MEMBERS

United States Department of Interior, National Park Service

Chesapeake Bay Office

John Maounis, Superintendent
Cheryl Branagan, Outdoor Recreation Planner
Bob Campbell, Outdoor Recreation Planner
Cindy Chance, Intern
Suzanne Copping, Program Manager, Star-Spangled Banner National Historic Trail
Carroll Cottingham, Intern
Haynes Currie, Environmental Protection Specialist
Paula Degen, Interpretive Specialist
Jonathan Doherty, Program Manager
Andy Fitch, Information Technology Specialist
Amy Handen, Outdoor Recreation Planner
Mike Land, Information Technology Specialist/Web Administrator
Christine Lucero, Partnership Coordinator
Greg Ogilvie, Budget Technician
Elizabeth Schrang, Intern
Kristin Sullivan, Intern
Jason Vaughn, Intern
Peggy Wall, Administrative Officer
Abbi Wicklein-Bayne, Interpretive Specialist

National Capital Regional Office

Stephen Potter, Regional Archeologist

Northeast Regional Office

Joanne Blacoe, Acting Assistant Regional Director for Communications
Wink Hastings, Outdoor Recreation Planner, River, Trails and Conservation Assistance Program
Jackie Katzmire, Environmental Protection Specialist
Terrence Moore, Chief of Park Planning and Special Studies
David Uschold, Resource Planner

Washington Office

Steve Elkinton, Program Manager, National Trails System,

Captain John Smith Chesapeake National Historic Trail Advisory Council

Members (representing)

John Reynolds, Chairman
Stephen R. Adkins, Chief, Chickahominy Tribe
Neil Albert, District of Columbia
Suzanne Baird, U.S. Fish and Wildlife Service
Deanna Beacham, Commonwealth of Virginia
Lloyd (Scott) Beatty, Chesapeake Bay Gateways Network Working Group

H. Hedrick Belin, Potomac Conservancy
E. Keith Colston, State of Maryland
John Griffin, State of Maryland
Gilbert Grosvenor, National Geographic Society
Jeff Lape, Environmental Protection Agency
Ann Loomis, Dominion Resources, Inc.
John Maounis, National Park Service
Joseph Maroon, Commonwealth of Virginia
Susan Moerschel, State of Delaware
Kim Nielsen, Department of Defense, U.S. Navy
Patrick Noonan, Chairman Emeritus, The Conservation Fund
James Norwood, Nanticoke Indian Association
Stuart Parnes, Chesapeake Bay Maritime Museum
J.W. Peyton Robertson, Jr., National Oceanic and Atmospheric Administration
William Street, James River Association
Ann Swanson, Chesapeake Bay Commission
Douglas Wheeler, Hogan & Hartson, LLP

Alternate Members (representing)
Alisa Bailey, Commonwealth of Virginia
Hannah Byron, State of Maryland
Elizabeth Hughes, State of Maryland
Kathleen Kilpatrick, Commonwealth of Virginia

Consultants

Wallace Roberts & Todd, LLC – Management Framework and Alternatives Development
Elizabeth Clarke, AICP, Project Manager
Michael Clarke, Consulting Planner
Kelly Ream, GIS Specialist and Graphic Designer

EA Engineering, Science and Technology. Inc. – Public Scoping
Suzanne Boltz, Project Manager
Jeanette Dawson

Independent Consultants

Juanita Barboa, Editor, The Final Word Document Solutions
Ben Miller, Interpretive Specialist, Retired National Park Service
John Salmon, Project Historian

CONTRIBUTORS AND ACKNOWLEDGEMENTS

In addition to those listed previously, the following provided guidance and/or information in the preparation of this document:

Sarah Bransom, former Program Manager, National Park Service, Captain John Smith Chesapeake National Historic Trail
Bob Carter, Virginia Department of Historic Resources
Kim Couranz, National Oceanic and Atmospheric Administration, Chesapeake Bay Office
William Daisey, Nanticoke Indian Association

John Davy, Director, Planning and Recreation Resources, Virginia Department of Conservation and Recreation
Jim Edward, Deputy Director, Chesapeake Bay Program, Environmental Protection Agency
Lisa Gutierrez, Maryland Department of Natural Resources
George Hawkins, former Director, District Department of the Environment
Eleanor Mahoney, Chesapeake Conservancy
David O'Neill, President, Chesapeake Conservancy
Bill Pencek Director of Cultural and Heritage Tourism, Maryland Department of Business and Economic Development
Kai Pollock, former Park Guide, National Park Service, Captain John Smith Chesapeake National Historic Trail
Danette Poole, Virginia Department of Conservation and Recreation
Charlie Stek, Chairman, Chesapeake Conservancy
Walt Tegge, Outdoor Recreation Planner, U.S. Fish and Wildlife Service, Back Bay National Wildlife Refuge
Rod Torrez, former Park Ranger, Interpretation, National Park Service, Chesapeake Bay Office
Heather Wickens, former Park Guide, National Park Service, Captain John Smith Chesapeake National Historic Trail
John Page Williams, Chesapeake Bay Foundation
Jeff Winstel, former Program Manager, Captain John Smith Chesapeake National Historic Trail
John Wolf, GIS Specialist, USGS, Chesapeake Bay Program
Paige Worthington, Virginia Tourism Corporation

Index

Access, xii, 2-20, 2-30, 2-32, 2-34, 2-35, 3-9, 3-19, 3-33, 3-45, 3-53, 3-59, 3-60, 4-23 to 4-24, 5-47 to 5-51, Appendix D
Advisory council, 1-26, Appendix B
Agency coordination, 6-1 to 6-3, Appendix M
Agency preferred alternative, xiii
Alternative 1, iii to iv, 3-4 to 3-12, 3-50 to 3-56, 3-63
Alternative 2, iv to vi,3-12 to 3-22, 3-50 to 3-56, 3-63 to 3-64
Alternative 3, vi to ix, 3-22 to 3-38, 3-50 to 3-56, 3-63 to 3-65
Alternative 4, ix to xi, 3-38 to 3-49, 3-50 to 3-56, 3-63 to 3-64
Alternatives, 3-1 to 3-66, 3-50 to 3-56
Alternative transportation, 1-43, 2-21, 3-9 to 3-10, 3-19, 3-33, 3-46, Appendix N
American Indians, 1-16 to 1-22, 1-32 to 1-33, 1-43 to 1-44, 2-9 to 2-11, 6-4
American Indian Tribes (partners), 2-48, 2-52
Applicable laws and regulations and NPS policies, Appendix O
Aquatic resources, xii, 3-59, 3-60, 3-61, 4-6 to 4-9, 5-7 to 5-14
Archeological resources, xii, 2-9, 2-32 to 2-33, 2-35, 3-59, 3-60, 3-61, 4-17 to 4-19, 5-26 to 5-31
Associated resources and values, 1-23, 1-24 to 1-25
Auto routes, 1-44 to 1-45, 2-18, 3-9, 3-18 to 3-19, 3-33, 3-45, 3-53
Carrying capacity, 2-61 to 2-62
Chesapeake Conservancy, 2-56 to 2-59
Chesapeake Bay Foundation, 2-58
Chesapeake Bay Gateways and Watertrails Network, 1-27, 1-38, 1-39, 2-52 to 2-54, 3-10, 3-20, 3-36, 3-48, 3-55, 4-3, Appendix J
Chesapeake Bay Interpretive Buoy System, 1-42, 2-49, 3-8, 3-18, 3-32, 3-44, Appendix H
Chesapeake Bay Program, 1-27, 1-37 to 1-38
Comparison of impacts of the alternatives, 3-59
Comprehensive management plan, 1-2 to 1-7
Connecting and side trails, 1-47 to 1-48, 2-60, 3-10, 3-19, 3-33, 3-46, Appendix P
Consistency with the National Environmental Policy Act, 3-62 to 3-65
Cooperating Agencies, Appendix I
Costs, 3-11 to 3-12, 3-12 to 3-22, 3-35, 3-37 to 3-38, 3-47, 3-49, 3-56, 3-57 to 3-58
Cross sites, 2-30
Cultural heritage tourism, 2-21 to 2-22
Cultural landscapes, xii, 3-59, 3-60, 3-61, 4-21 to 4-23, 5-42 to 5-47
Cultural resources, 1-14 to 1-15, 4-17 to 4-23, 5-26 to 5-47
Environmentally preferred alternative, 3-65 to 3-66
Ethnographic resources, xii, 3-59, 3-60, 3-61, 4-20 to 4-21, 5-37 to 5-41
Evocative landscapes, 2-8 to 2-9, 2-29, 2-33
Executive Order 13508, 1-27, 1-41
Federal agency partners, 2-48 to 2-50, 3-10, 3-20, 3-36, 3-48, 3-55
Federal lands, 4-3
Heritage areas, 1-46 to 1-47
High potential route segments and high potential historic sites, 2-28 to 2-42, 3-6, 3-16, 3-30, 3-43, 3-54
Historic context, xii, 1-15 to 1-22, 3-60, 3-61
Historic structures, 3-59, 4-19 to 4-20, 5-31 to 5-36
Identification of the preferred alternative, 3-60 to 3-62
Impact topics, xi, 1-36 to 1-37, 4-1, 5-3 to 5-7
Implementation projects, 2-22
Indigenous cultural landscapes, 2-9, 2-30, Appendix Q
Interpretation, 1-23, 1-26, 1-43, 2-13 to 2-16, 2-53, 3-8, 3-17, 3-31, 3-33, 3-43 to 3-44, 3-51 to 3-52, Appendix D, Appendix G
Issues and concerns, ii, 1-27 to 1-36
Land protection, 3-12, 3-22, 3-38, 3-49, 3-56, Appendix K
Lead segment partner role, 2-47
Legislation, Appendix A
Legislative history, 1-8

Legislative and policy requirements, 1-27
Local government partners, 2-48, 2-51 to 2-52, 3-20, 3-36, 3-48, 3-55
Mandates, 1-26 to 1-27
Marinas, 2-20
Methods and assumptions, 5-1 to 5-3, 5-7 to 5-8, 5-14 to 5-15, 5-20 to 5-21, 5-26 to 5-27, 5-31 to 5-32, 5-37, 5-42, 5-47, 5-52, 5-56, 5-59
Mitigation measures, 5-3
National Geographic Society, 2-58
National Oceanic and Atmospheric Administration, 2-49
National Recreation Trails, 1-45
National Trails System Act, 1-26
National Wildlife Refuges, 1-42, 2-49, Appendix L
Natural resources, 1-11 to 1-13, 4-5 to 4-17, 5-7 to 5-26
Need for the plan, ii, 1-6
Partnerships, ii, 1-34 to 1-35, 2-45 to 2-58, 3-3, 3-10 to 3-11, 3-19 to 3-21, 3-35 to 3-36, 3-46 to 3-47, 3-48, 3-55 to 3-56
Plan implementation, 1-7
Potomac Heritage National Scenic Trail, 1-40 to 1-41
Protected lands, 2-31, 2-37 to 2-41
Public involvement, xii, 1-27 to 1-29, 3-61, 6-1 to 6-3, Appendix C
Purpose of the plan, ii, 1-4
Relevant plans and programs, 1-37 to 1-48
Resource analysis and synthesis, 2-12
Resource identification, 1-30 to 1-31, 2-6 to 2-8, 3-6, 3-14, 3-16, 3-25, 3-42, 3-54
Resource protection, 2-6 to 2-13, 2-52 to 2-53, 3-3, 3-6, 3- 14 to 3-16, 3-25, 3-30, 3-42 to 3-43, 3-54 to 3-55
Scenic byways, 1-44, 2-18
Scoping, 1-27 to 1-28
Section 106 coordination, 6-4 to 6-5
Section 7 consultation, 6-6
Smith voyages, 1-48
Socioeconomics, xii, 3-59, 3-60, 4-24 to 4-26, 5-56 to 5-59
State land conservation plans and programs, 1-47
Star-Spangled Banner National Historic Trail, 1-38 to 1-39, 1-40
State partners, 2-48, 2-50 to 2-51, 3-20, 3-36, 3-48, 3-55
Terrestrial resources, xii, 3-59, 3-60, 3-61, 4-10, 5-1, 5-14 to 5-20
The Conservation Fund, 2-58
Threatened and endangered species, xii, 3-59, 3-60, 3-61, 4-11 to 4-17, 5-20 to 5-26
Trail friends group, 2-48, 2-54 to 2-55, 3-10, 3-20, 3-36, 3-48, 3-56
Trail administration and management, xii, 2-1 to 2-62, 3-50, 3-59, 3-60, 4-26, 5-59 to 5-63
Trail implementation projects, Appendix E
Trail management sections, 2-4 to 2-6, 3-1, Appendix S
Trail marking, 1-35 to 1-36, 2-53, 2-60 to 2-61, 3-8, 3-17 to 3-18, 3-31 to 3-32, 3-44, Appendix G
Trail purpose, i, 1-22 to 1-23
Trail-related resources, 2-6 to 2-13, 2-29 to 2-30
Trail segment management plans, 2-42 to 2-45
Trail significance, 1-23, 1-24 to 1-25, 4-2, 4-4
Trail route and ownership, 1-10
Trails (other), 1-45 to 1-46, 2-18
U.S. Environmental Protection Agency, 2-50
U.S. Fish and Wildlife Service, 1-42, 2-49, Appendix L
Visitor experience, ii, xii, 1-1, 1-29 to 1-30, 2-13 to 2-27, 3-3, 3-8 to 3-10, 3-30 to 3-35, 3-43 to 3-46, 3-51 to 3-52, 3-59, 3-60, 4-24, 5-52 to 5-56
Visitor experience scenarios, 2-23 to 2-27
Visitor facilities and services, 2-16 to 2-21, 2-53, 3-9 to 3-10, 3-18 to 3-19, 3-32 to 3-35, 3-45 to 3-46, 3-52 to 3-54
Voyage routes, 1-5, 2-7
Voyage stops, 2-29 to 2-30, 2-32, 2-35, Appendix D
Washington Rochambeau Revolutionary Road National Historic Trail, 1-40 to 1-41
Water trail partners, 2-48, 2-54, 3-20, 3-36, Appendix R
Water trails, 2-18, 2-30 to 2-31, 3-9, 3-18, 3-32 to 3-33, 3-45, 3-52, Appendix F

As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historical places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

Printed on recycled paper with soy based ink.

Captain John Smith Chesapeake National Historic Trail

September 2010