



Maryland Historic National Road

Corridor Partnership Plan Update

December 2014

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*Prepared for:
The Maryland National Road Association*

*With support from:
The National Scenic Byway Program
Maryland State Highway Administration*



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Corridor Partnership Plan Update

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December 2014

*With support from:
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ACKNOWLEDGEMENTS

INTRODUCTION

It has been eleven years since the Corridor Partnership Plan for Maryland's Historic National Road was completed, unanimously endorsed by its forty-four member advisory committee and submitted for its successful nomination as an All-American Road through the Federal Highway Administration's National Scenic Byway Program.

This section summarizes the purpose of the plan update and provides an overview of the plan update process

Since that time major accomplishments were achieved and have helped to enhance the experience of traveling along Maryland's Historic National Road:

- Fifty-nine interpretive waysides were designed and installed along the entire 170-mile length of the National Road along with a companion tour map
- MNRA developed and launched www.marylandnationalroad.org; is developing a companion mobile application; and developed and purchased a travel/trade show exhibit, all of which captures and reflects the MHNR's travel experience
- Maryland State Highway Administration (SHA) adopted context sensitive design guidelines for roadway related projects and rehabilitated two bridges using the context sensitive approach
- The Maryland Office of Tourism increased awareness and promoted Maryland's Historic National Road by producing and printing a statewide Byway map and guide, and creating and placing print advertising that showcases the Byway's travel experience
- The National Road's 'Eastern Legacy' was promoted with Pennsylvania and West Virginia
- Two exhibits on transportation technology were developed and installed at the B&O Railroad Museums in Baltimore and Ellicott City, including web-based curriculum
- A new visitor center in Frederick, MD is now open incorporating a new Historic National Road exhibit
- The I-70 visitor centers were opened with exhibits and waysides introducing the Historic National Road
- In 2012, a new website was developed and is now "live" featuring up to date information about visiting the Historic National Road in Maryland

Why Update the Plan?

Since the original Corridor Partnership Plan was completed in 2001, a number of the original circumstances that formed the basis for the first plan have changed. The plan is needed to

- Examine the changing external influences on the MHNR corridor including changes in land use, transportation, and trends in heritage-based tourism



Figure 1 The changing fortunes of the Six Mile House in 1976 (l), 2001 (c) and 2011 (r)

The Byway incorporates a legacy of physical resources and cultural traditions from a time when the reputation of America as a nation of travelers was born – during the early 19th century, when the National Road corridor was at the height of its importance. The surviving resources in the corridor tell a wonderfully complete story about that time. Visitors to the Byway have an unusual opportunity to step back in time and contemplate what it was like for those who were part of the new and expanding nation.

- Confirm and/or update the plan’s vision and goals based on those changes
- Update and expand upon the land conservation and historic preservation priorities
- Update the primary byway map to identify existing and publicly accessible points of interest
- Update and expand upon the role of current partners and identify potential new partnerships that may be needed to address changing circumstances and issues
- Update and expand upon high priority actions for implementation and identify new and potential sources of funding such as water quality initiatives (Chesapeake Bay Program)
- Develop a set of model design guidelines that can be utilized by local governments, property owners and interested citizens to shape new development in a manner that is sensitive to the historic context of Maryland’s Historic National Road

Maryland Historic National Road Corridor

The highway we call the “National Road” (also known as the “Old National Pike”) began with the construction of the original “Cumberland Road” from a point near the Zero Mile Marker in downtown Cumberland, Maryland to Wheeling, Virginia (now West Virginia). It was commissioned in 1806 by Congress and President Jefferson to provide a critical and strategic transportation link between the Ohio River, the undeveloped American heartland that lay beyond it, and the established Atlantic coastal markets. The Cumberland Road was financed by a tax on government land sales in Ohio that paved the way for Congressional statehood authorization. When construction began in 1811, the road became the first federally financed highway project and, as such, the progenitor of and model for today’s federal highway system.

APPALACH

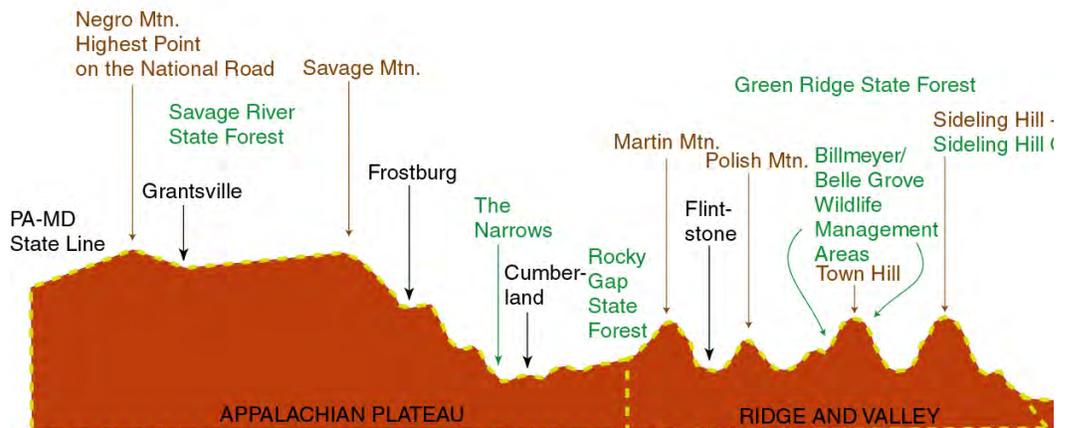


Figure 3
 Physiographic
 Profile of the Historic
 National Road

The Maryland Historic National Road Scenic Byway
 Exaggerated Geological Cross Section
 (adapted from Raitz, 1996)

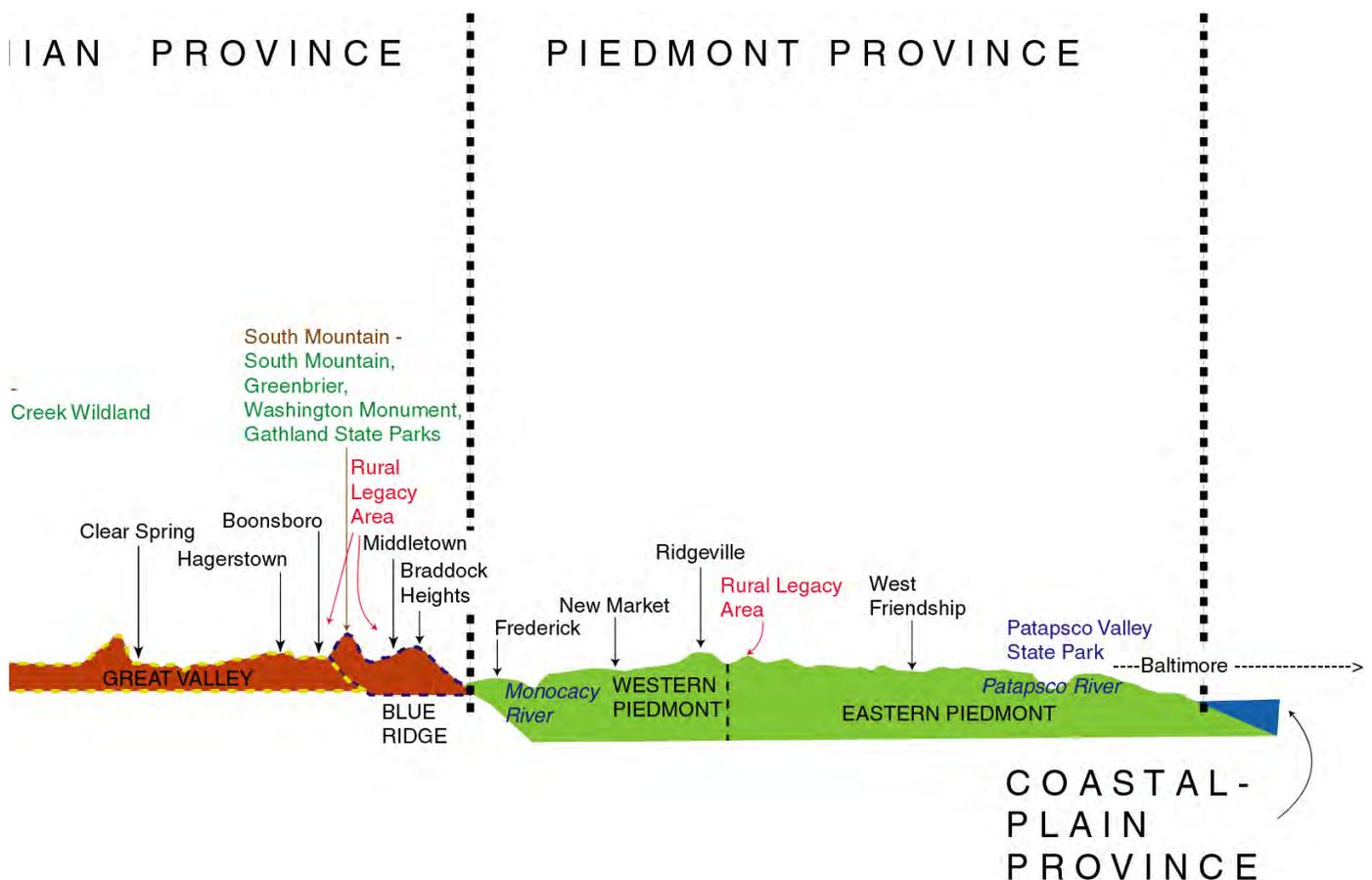
From this initial seed, the road was extended (both east and west), improved, realigned, and in some cases relocated over time to become the National Road and, eventually, U.S. Route 40. The westward extensions from Wheeling to its terminus in Vandalia, Illinois were financed by the federal government to encourage and support the country's westward expansion. The Maryland portions of the Old National Pike were completed by linking existing turnpikes into and out of Baltimore with a new turnpike from the Conococheague River to Cumberland paid for by various banks (and referred to as the "Bank Road"). The eastern sections of the road didn't reach Cumberland until 1822, four years after the Cumberland Road reached Wheeling in 1818.



Figure 4 Monument marking "Mile Zero" in Cumberland at the original starting point of the Cumberland Road

Because the National Road was "paid for" by the federal government, an ongoing debate ensued about whether or not the federal funding of highways was, in fact, allowed by the Constitution. By the late 1830s, Congress had decided to discontinue the project with the road having reached Vandalia, Illinois but not the intended destination of Jefferson City, Missouri.

For practical purposes the entire length of the route in Maryland from Baltimore to the Pennsylvania State line, the subject of this plan, will be referred to as the "Maryland Historic National Road" (MHNHR) or "Historic National Road" (HNR) when referring to the entire six-state route. For more information including references to primary source materials describing the Historic National Road's extensive history, please see "The Cumberland Road" web site site map page at <http://www.cumberlandroadproject.com/sitemap-index.php> and the Maryland Historic National Road web site at www.marylandnationalroad.org.



Planning Process

Stewardship of this important and nationally significant resource requires the help of all of the communities and organizations along the route. The original plan was developed with the help of a Corridor Advisory Group (CAG). A new CAG was organized to assist in the plan update. The new CAG, similar to the original, brings together representatives from county and municipal planning and tourism offices, state agencies with management responsibilities along the National Road and interested civic, environmental, preservation, and business organizations.

The CAG met a total of five times throughout the plan update process to address the following topics:

CAG #1: New issues and concerns (1/12/12)

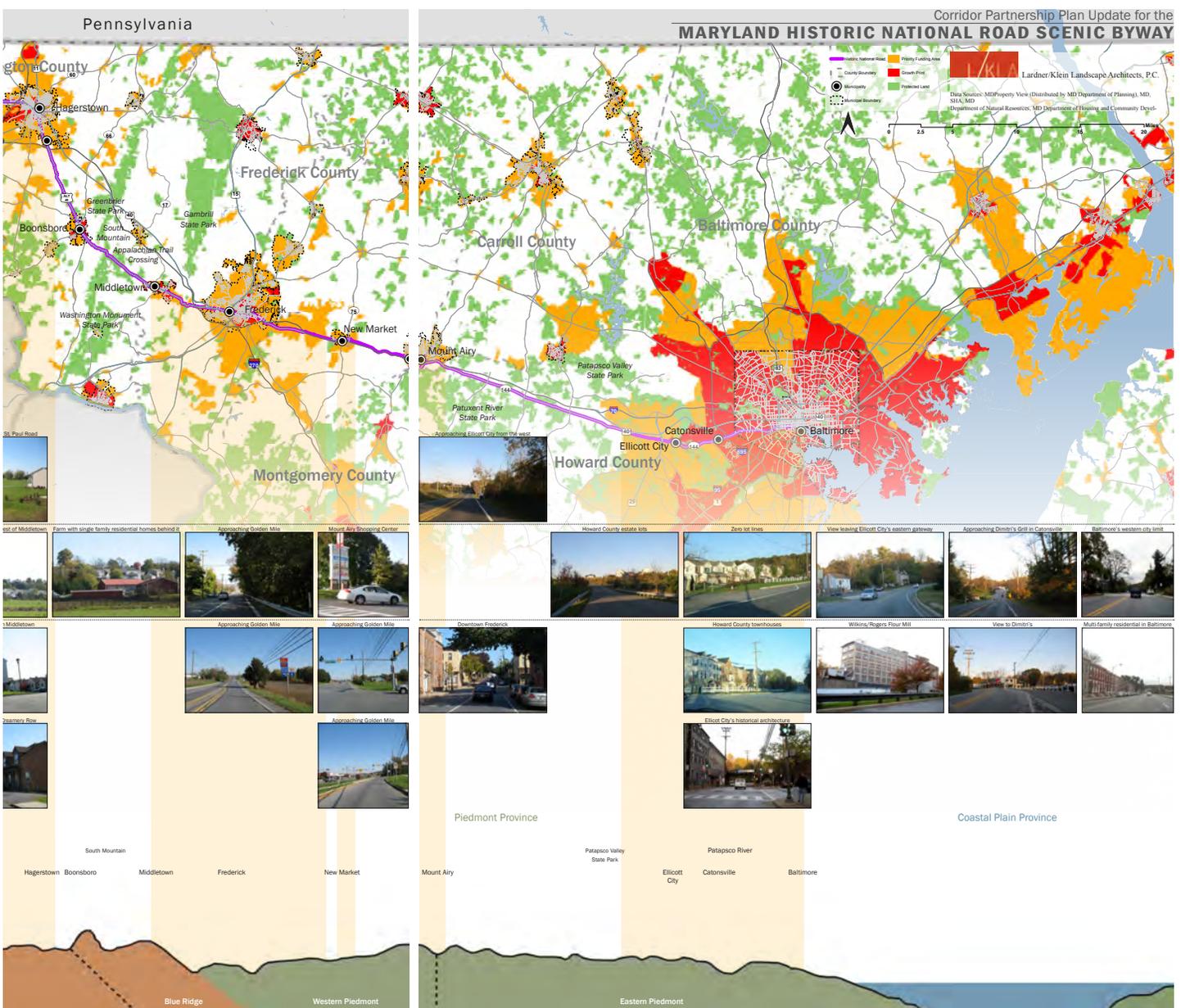


Figure 5 Locations of planned growth areas (red) and PFAs (orange) along the MHNHR

- CAG #2: Conservation/preservation priorities (3/21/12)
- CAG #3: Visitor Experience/Model Guidelines Introduction (5/24/12)
- CAG #4: Model guidelines work session (7/26/12)
- CAG #5: Review Draft Plan and Implementation

The development of the plan update involved the following key steps that provide the basis for making decisions to adjust the emphasis of the partnership plan to account for changing conditions and circumstances:

- Step 1: Assess the status of the 2001 Corridor Partnership Plan
- Step 2: Identify new issues and concerns and unmet goals
- Step 3: Identify new management tools for consideration
- Step 4: Update goals, strategies and recommended actions



**The Vision
(2001)**

The Maryland Historic National Road Scenic Byway will become a well-preserved historic and scenic byway, serving as a showplace for the old road and the communities along it. The planning effort will result in political and economic support from residents and jurisdictions for preservation, conservation, and heritage tourism along the corridor. The Byway will become a “time machine” allowing visitors and residents alike to talk about things long past; visit places where our ancestors visited and lived; recapture the cultural soul of the early 1800s –the drive west, development of economic prosperity, and the preservation of community spirit; and experience a part of ourselves and our country rarely imagined.

The Original Goals and Strategies: Where Are We Today?

The 2001 CPP identified seven goals and related strategies to implement the vision outlined in the plan (left). The most successful accomplishments include: the formation of the MNRA; the gaining of All-American Road designations; the coordinated interpretative installations at 59 locations throughout the corridor; the development of successful application of context sensitive design guidelines for the road and right-of-way; and the coordinated marketing of the National Road travel experience. Less successful were the recommendations for Preservation, Conservation and Community Enhancement – strategies that are the focus of the partnership plan update in hopes of jump starting these important efforts.

The following summarizes the results of this evaluation using the following symbols:

- √+ Successful implementation corridor wide
- √ Partial implementation corridor wide
- √- Partial implementation in selected locations
- (-) Limited implementation (one or two projects or not at all)

Preservation and Community Enhancement

Preserve the historic character and enhance the function and appearance of each of the urban neighborhoods, small towns, and rural hamlets along the Byway.

- (-) Focus preservation efforts on stabilizing fragile and vulnerable resources and develop a list of priority preservation projects;
- (-) Encourage and provide incentives for the redevelopment and enhancement of urban neighborhoods and aging commercial strips where the intrinsic qualities are no longer easily recognized; and
- (-) Provide information on historic preservation and community design to property owners (guidelines, available programs, tax incentives, etc.), and provide further incentives for private preservation efforts.

Conservation

Preserve the scenic qualities and natural environments that provide the setting for the Byway and the small towns, hamlets, and communities along the way.

- (-) Establish conservation priorities in those places that are recognized for their scenic quality and overlap with other environmental conservation or historic preservation goals;
- (-) Develop simple guidelines and incentives to encourage land use that is sensitive to the scenic and historic qualities found along the Byway; and
- (-) Beautify the roadway.

Interpretation

Coordinate interpretive development and programming along the Byway by focusing interpretive efforts on a primary theme or themes.

- √ Work with existing facilities already engaged in the interpretation of the route to develop and coordinate future programs, materials, tours, and exhibits;
- (-) Recognize the culturally and geographically diverse qualities found along the Byway’s 170 miles in as inclusive a manner as possible;
- √ Utilize existing recurring features and elements found along the Byway to help tell the whole story (e.g., mileposts, inns, springs, ridge tops); and
- √- Develop small-scale interpretive facilities (waysides, kiosks, mini-museums, etc.) to communicate the primary interpretive themes and subthemes in a coherent manner and to encourage visitors to travel along the Byway.

Tourism and Economic Development

Establish and promote the Byway as a more leisurely way to travel across Maryland.

- √- Work with multiple agencies and partners to create a relatively seamless travel experience focusing on the interpretive aspects of the Byway with “prepackaged” product development;
- (-) Work with local governments, property owners, business owners, and local historical societies to make people more comfortable about wandering into the small towns and businesses along the route;
- √- Promote heritage tourism-related businesses along the Byway; and
- √ Develop a coordinated marketing campaign for the Byway.

Transportation

Manage the Byway as an historic and scenic travel route serving regional visitor traffic and providing local access to communities and neighborhoods.

- √- Utilize special details to distinguish the Byway from other more commuter-oriented routes (e.g. low-contrast guardrails, special bridge details, tourist-oriented destination signs, environmentally sensitive treatments of embankments and drainage ways, preservation of roadside architecture);
- (-) Develop roadside pull-offs at scenic views, historic sites, and small towns and hamlets as places for travelers to get out of their cars and enjoy the countryside, urban neighborhoods, and small towns;
- (-) Develop a coordinated wayfinding system to make it easier for visitors to follow the Byway; and
- √- Address transportation safety concerns utilizing context sensitive approaches to enable visitors to enjoy the special places found along the Byway in a safe and appropriate manner.

Coordination and Management

Coordinate the interaction between each of the ongoing projects along the Byway to ensure that there is a clear and focused purpose to a visit along the corridor as well as opportunities for side trips.

- √- Continue to foster partnership among Maryland state agencies to ensure ongoing support and implementation of the Plan’s recommendations, especially for those agencies with responsibilities for the day-to-day management of the road and right-of-way and for the ongoing marketing and promotion of the Byway;
- (-) Work to involve local elected officials and more residents of communities along the corridor;
- (-) Recognize each related visitor experience that crosses the Byway through the use of coordinated signing and other visitor information; and
- √+ Form a nonprofit corporation to serve as the organizational structure for the ongoing role of the CAG and PDT working together as the “permanent management entity” with responsibility for implementing the plan.

Multi-State Coordination/Designation

Continue to work with the National Road Alliance to achieve All-American Road designation.

- √+ Continue to send representatives to all National Road Alliance meetings;
- √+ Build support for multi-state cooperation and All-American Road designation; and
- √- Coordinate with other states on wayfinding and interpretation.

The following tables delve more deeply into the preservation and enhancement goals:

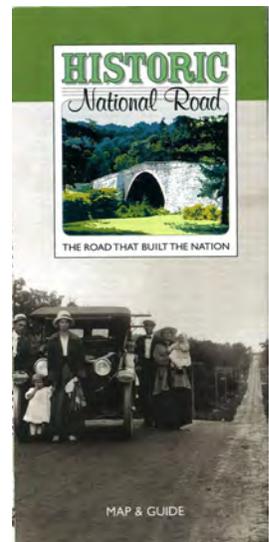


Figure 6 Historic National Road Map and Guide (top) provides visitor information about the 59 interpretive panels installed along the Historic National Road



Figure 7 Maryland SHA utilized Context Sensitive Design approaches for rehabilitating the Sideling Creek bridge (top) and the stone bridge at Little Meadows (bottom)

Table 1: CPP and CPP Update Comparison (Strategies for Preservation)

2001 Goal: *Preserve the historic character and enhance the function and appearance of each of the urban neighborhoods, small towns, and rural hamlets along the Byway.*

2001 CPP Objective	2013 Status (selected accomplishments)
<i>Focus preservation efforts on stabilizing fragile and vulnerable resources and develop a list of priority preservation projects</i>	<ul style="list-style-type: none"> • Hancock Toll House • Six Mile House, Allegany County • B&O Railroad Station (s) • Sideling Creek Bridge • Bridge over Little Meadows Creek • Casselman River Bridge State Park
<i>Encourage and provide incentives for the redevelopment and enhancement of urban neighborhoods, and aging commercial strips where the intrinsic qualities are no longer easily recognized</i>	<ul style="list-style-type: none"> • Reinforced by state policies in Plan Maryland • Reference of original CPP in the Comprehensive Plan of Frederick County
<i>Provide information on historic preservation and community design to property owners (guidelines, available programs, tax incentives, etc.), and provide further incentives for private preservation efforts</i>	<ul style="list-style-type: none"> • MHNR statewide context statement and study • Some guidance at state level and in some counties, but nothing specific to the MHNR

Table 2: CPP and CPP Update Comparison (Strategies for Conservation)

2001 Goal: *Preserve the scenic qualities and natural environments that provide the setting for the Byway and the small towns, hamlets, and communities along the way.*

2001 CPP Objective	2013 Status (selected accomplishments)
<i>Preserve the scenic qualities and natural environments that provide the setting for the Byway and the small towns, hamlets, and communities along the way.</i>	<ul style="list-style-type: none"> • Scarpelli Property Conservation Easement (SB-2011-MD-06) • Large scale development at Terrapin Station turned down by localities and State of Maryland
<i>Establish conservation priorities in those places that are recognized for their scenic quality and overlap with other environmental conservation or historic preservation goals</i>	<ul style="list-style-type: none"> • In the process of incorporating MHNR viewshed as priority conservation area in Plan Maryland, GreenPrint, and AgPrint plus Local Preservation Priorities
<i>Develop simple guidelines and incentives to encourage land use that is sensitive to the scenic and historic qualities found along the Byway</i>	<ul style="list-style-type: none"> • Community Design Guidelines funded in 2005 (MDP original sponsor) now being completed
<i>Beautify the roadway</i>	<ul style="list-style-type: none"> • Route 40 Alt Streetscape (LaVale) – enhanced appearance of strip commercial corridor near the Toll House • Casselman River Bridge State Park, Stanton’s Mill, and Grantsville area • Golden Mile (design guidelines in process) • MD 40 section in Howard County guidelines

Table 3: Status of Management Strategies: Stewardship

2001 Goal: Preserve the historic character and enhance the function and appearance of each of the urban neighborhoods, small towns, and rural hamlets along the Byway.

2001 CPP Strategy	2013 Status (selected accomplishments)
Amend existing comprehensive and open space plans to acknowledge and recognize the preservation and open space conservation needs of the Byway.	How many comprehensive plans reference the Historic National Road? <ul style="list-style-type: none"> • See Table 4 below for status
Seek immediate funds to establish an emergency revolving fund for preservation and conservation priorities under immediate conversion pressure. Focus use of funds to stabilize structures from the early period of the route (especially inns, mile houses, mile posts, stone bridges, etc.)	<ul style="list-style-type: none"> • Revolving fund never pursued, MHT has a revolving loan fund but the size of the fund limits the number of active projects that can be taken on at any one time
Identify one priority preservation project in each jurisdiction and assemble a joint application for Scenic Byway Program funds to preserve those properties	<ul style="list-style-type: none"> • Grant funding for B&O exhibit and Scarpelli Property conservation easement come closest. Otherwise grant applications for preservation have not been forthcoming
Seek assistance from the Maryland Historical Trust, Maryland Environmental Trust, University of Maryland, Preservation Maryland, local historical societies, and other civic organizations to prepare detailed, county-based preservation plans for the recurring elements found along the Byway from each of the three distinct periods of the route's transformation (e.g. mileposts, inns and taverns, mile houses, springs, etc.). A reservation "summit" will be held in conjunction with the National Road Alliance meeting in July, 2001, to organize the detailed preservation planning effort.	<ul style="list-style-type: none"> • SHA and MHT sponsored a study to develop a context statement for the MHNR (a report was produced but the quality of the work was not acceptable and the context statement has not been widely used, if at all). The work that was done needs to be updated and comments addressed
Begin the process of establishing some form of special assessment program to establish a permanent source of funding for preservation actions along the Byway.	Not initiated

Status of Comprehensive Plan References

- Strategy: Ensure that the Corridor Partnership Plan (2001) and the CPP Update (2013) is referenced in all county and municipal comprehensive plans, open space plans, transportation plans, and related heritage tourism plans (Frederick County's Comprehensive Plan is the ideal model)

One of the top priorities for the CMP Plan Update is to update the references to the Historic National Road in each jurisdictions comprehensive plan. Frederick County is an excellent model for how to best reference the plan. Almost every other jurisdiction could at least use an update to reflect the current condition of the plan. The following table summarizes the current plan references.

TABLE 4:		
County/Municipality	Comprehensive Plan Status	Reference to Historic National Road in Comprehensive Plan
Allegany County	Allegany County Comprehensive Plan 2014 Update (http://www.gov.allconet.org/plan/docs/Comp%20Plan%20Combined%20-%20Final%20-%202014.pdf)	<ul style="list-style-type: none"> • page 8- early transportation history • page 174 recognizes National Road as tourism destination • page 133 extensive discussion of scenic vista protection strategies
LaVale	LaVale Region Plan, July 2007	<ul style="list-style-type: none"> • page 1-1: The LaVale Planning Region within Allegany County, Maryland is ... Many of its communities developed shortly after construction of the National Road (completed in the 1830s, and now known as National Highway, or US Route 40 Alt) and westward-stretching railroads • pages 1-5 - 1-6, 1-8: Development History on the National Road • page 2-5: Aesthetic and Historic Resources in relation to National Road • page 6-1 : National Road Paralleling Braddock Run
Frostburg	The Frostburg Plan: City of Frostburg, Maryland 2011 Six Year Review Required in 2017	<ul style="list-style-type: none"> • page 10 - referenced extensively in Town History • page 48 - referenced extensively in Transportation narrative • page 134 - referenced extensively in Tourism narrative and policy
City of Cumberland	2009-11 Comprehensive Plan Update/ Neighborhood Element (2011)	<ul style="list-style-type: none"> • pages ii-iii: in reference to the cover • page 32: Employment Trends & Patterns • referenced extensively in neighborhood element
Baltimore City	City of Baltimore Comprehensive Master Plan 2007/2012, Revised July 9, 2009 http://www.baltimorecity.gov/LinkClick.aspx?fileticket=mFcf3qGalWc%3d&tabid=372&mid=814 Six Year Review Required in 2012	<p>City of Baltimore Comprehensive Master Plan-Adopted June 15, — Appendices- K. “Heritage Area Management Action Plan”, p. 219. (Heritage Area Management Plan is included in its entirety).</p> <ul style="list-style-type: none"> • Baltimore Heritage Area Management Action Plan Update 2006 (also incorporated into the City’s Comprehensive Plan)-p. 37 “Target Investment Zones” “Railroad/National Road” included as an activated TIZ with text that states: “It is recommended that this process (being the TIZ activation process), established in the 2001 MAP, be continued as the Update is implemented, for it is generally effective.” • Baltimore Heritage Area Management Action Plan-September 2001— Numerous National Road references including these- <ul style="list-style-type: none"> - P. 96 “National Road Corridor Partnership in process of developing a corridor Management Plan to seek National Scenic Byways designation” - National Road Corridor shown on map appearing after p. 120 - Shown on “Railroad/National Road Target Investment Zone” map included in group of TIZ maps appearing after p. 125 - Included in table of “Target Investment Zone Priority Projects” re: “Restoration and Reuse of H.L. Mencken House” and “Interpretive Center for the National Road Scenic By Way” - P. 158-159, Area Wide Recommendations, 7 specific National Road actions are listed (Revitalize Hollins Market and Union Square, Interpretive Wayfinding, National Road living history, tours, interpretive facilities/gateway centers, converting street directions to enhance circulation) - P. A28-32, see section entitled “Neighborhood Background Target Investment Zone Selection Process: Railroad/National Road District”
Baltimore County	Baltimore County Master Plan 2020 November 15, 2010 (see http://www.baltimorecountymd.gov/Agencies/planning/masterplanning/masterplan2020.html) Six Year Review Required in 2016	<ul style="list-style-type: none"> • Coordination language (policy and action) on page 99 • Scenic routes map on page 100
Mt. Airy (Carroll County)	The Town of Mt. Airy Master Plan, 2003 [http://planning.maryland.gov/PDF/OurWork/CompPlans/Carroll/MountAiry/03_CMP_MountAiry.pdf] Six Year Review Required in 2009	

TABLE 4: County/Municipality	Comprehensive Plan Status	Reference to Historic National Road in Comprehensive Plan
Mt. Airy Environs	Mt. Airy Environs Community Comprehensive Plan, February 28, 2006 [http://ccggovernment.carr.org/ccg/compplan/mtairy/default.asp] Six Year Review Required in 2012	
Frederick County	Frederick County's Future, Many Places, One Community: A Comprehensive Plan for Frederick County, Maryland, April 2010 [http://planning.maryland.gov/PDF/OurWork/CompPlans/Frederick/10_CMP_Frederick.pdf] Six Year Review Required in 2016	<ul style="list-style-type: none"> • page 04-1: This chapter of the Comprehensive Plan contains Goals, Policies, and Action Items regarding heritage preservation, including historic properties, scenic and cultural landscapes, and heritage tourism. Related initiatives in which the County is involved are ... the Maryland Historic National Road ... • page 04-2: HP-P-09 Incorporate the preservation and enhancement goals of the ... the Historic National Road ... in planning activities and development reviews for the benefit of the County's historical environment and to support the economic benefits of heritage tourism. • page 04-3: Maryland Historic National Road Scenic Byway Corridor Partnership Plan • page 04-6: Maryland Historic National Road Scenic Byway (HNR) • page 04-15: HP-A-01 Using the identified special views and sites in the Management Plans of the Historic National Road ... as a starting basis, prepare a list of prioritized critical scenic views and sites and identify various means for protection, including, but not limited to, fee simple purchases, easement purchases or donations, agricultural land preservation programs, bond issues, and transfer of development rights • HP-A-9 Incorporate the Maryland State Highway Administration's Context Sensitive Design Solutions for the Maryland Historic National Road Scenic Byway in development reviews along the Historic National Road corridor in Frederick County • page 06-14: Scenic Byways & Context Sensitive Design • page 06-15: There are a number of other strategies ... These strategies would include: Implementation of Corridor Management Plan & Corridor Partnership Plans for the Catoctin Mountain and Old National Road National Scenic Byways • page 11-50: Map • page 11-78: Issues and Opportunities • page 12-M15 1 HP-A-02 • Continue the Planning Division's participation in the management entities of ... the Maryland National Road Association to support these organizations' historic preservation goals and their focus on heritage tourism
Frederick City	City of Frederick 2010 Comprehensive Plan Update, approved November 19, 2009 http://planning.maryland.gov/PDF/OurWork/CompPlans/Frederick/FrederickCity/10_CMP_FrederickCity.pdf Six Year Review Required in 2016	<ul style="list-style-type: none"> • page 35: 4. Planning for traffic improvements ... Similarly, any improvements to US 40 and the Historic National Road Scenic Byway should consider the gateway functions of these byways, both of which border residential and commercial areas • page 58: 8. The City will continue its support of ..., the link to the Historic National Road (US 40) and the Journey Through Hallowed Ground will be supported • 9. The City will continue to support the effort of the State on the Historic National Road (US 40) and its link to the Scenic Byway and the Journey Through Hallowed Grounds
Middletown	Town of Middletown Comprehensive Plan, March 28, 2010 [http://planning.maryland.gov/PDF/OurWork/CompPlans/Frederick/Middletown/10_CMP_Middletown.pdf]	<ul style="list-style-type: none"> • page 4-6: reference to the Adam Koogler House, a brick house of about 1830-40 on the National Road, associated with a wagon shop. • pages 5-1 - 5-3: Chapter 5 TRANSPORTATION Middletown participated in the Maryland National Road Partnership Program to nominate the Old National Pike ... as an "All American Road". Also references the dedication as an AAR and the designation of The National Road as a Maryland Scenic Byway

TABLE 4:		
County/Municipality	Comprehensive Plan Status	Reference to Historic National Road in Comprehensive Plan
New Market	New Market Master Plan, 2005 [http://planning.maryland.gov/PDF/OurWork/CompPlans/Frederick/NewMarket/10_CMP_NewMarket.pdf]	<ul style="list-style-type: none"> page 1: The Roots of a Community- There were two streets: Main Street and Federal Street. Main Street was part of the National Road between Baltimore and Frederick
Garrett County	Garrett County Comprehensive Plan. 2008 Six Year Review Required in 2014	<ul style="list-style-type: none"> page 6-2: 6.2 Roads- The National Pike (US 40) is classified as a Rural Principal Arterial Page 6-13: Table 6.3: Bicycle Improvement Needs- US 40 State Line US 40 Alt National Pike 3.7
Grantsville	Town of Grantsville Comprehensive Plan [http://planning.maryland.gov/PDF/OurWork/CompPlans/Garrett/Grantsville/05_CMP_Grantsville.pdf] Six Year Review Required in 2011	<ul style="list-style-type: none"> page 3-6: town history page 24-27: Transportation page 37: Take advantage of the All-American Road Designation in increasing tourism efforts. Page 48-49: Transportation Element
Howard County	Howard County General Plan 2012 [http://www.mdp.state.md.us/PDF/OurWork/CompPlans/Howard/12_CMP_Howard.pdf]	<ul style="list-style-type: none"> no references
Washington County	Comprehensive Plan for the County 2002 Washington County, August 2002 [http://www.washco-md.net/county_attorney/legal.shtm] Six Year Review Required in 2008	<ul style="list-style-type: none"> page 8- history of National Road page 197- Washington County heritage & the National Road page 263- b) National Road Scenic Road Designation The State of Maryland has undertaken a study of the National Road or Alternate 40 east of Hagerstown and US 40 west of Hagerstown for designation as a National Scenic Road. Upon completion of the study recommendations regarding land use policies along the National Road corridor may be forthcoming. As part of the designation process amendments to the Comprehensive Plan may be required
Boonsboro	Comprehensive Development Plan for the Town of Boonsboro, June 23, 1997 [http://www.boonsboromd.govoffice2.com/vertical/Sites/%7B91336583-679F-49EC-8CDA-C0EAB540BE40%7D/uploads/%7B0E0030CD-D62D-4719-9225-B13B5474F909%7D.PDF]	<ul style="list-style-type: none"> page ii: The completion of the National Pike (now U.S. 40 Alternate) to Boonsboro in 1810 at the terminus of Shepherdstown Pike (now Maryland Route 34) gave the Town the beginnings of a regional accessibility that made it a major commercial center pages 24, 27 page 38: State Road Network U.S. 40 Alternate - Old National Pike
Clear Spring	Comprehensive Development Plan for the Town of Clear Spring, September 1994 [http://planning.maryland.gov/PDF/OurWork/CompPlans/Washington/ClearSpring/95_CMP_ClearSpring.pdf]	<ul style="list-style-type: none"> page 1: location on National Pike page 3, 5: history of the town
Hagerstown	2008 Comprehensive Plan City of Hagerstown, Maryland [http://planning.maryland.gov/PDF/OurWork/CompPlans/Washington/Hagerstown/08_CMP_Hagerstown.pdf]	<ul style="list-style-type: none"> page 1-4: Development History page A-27: references heavy traffic on Washington and Franklin Streets, the one-way pair carrying U. S. Route 40 through the City and the need for a bypass or alternate east-west route including for trucks page 5-1: Existing Transportation Network- Known as "Hub City," Hagerstown has long served as a transportation center, first as a waypoint on the National Road—America's first federally funded highway—and later as a railway node. References current access
Hancock	Town of Hancock Maryland, 2010 Comprehensive Plan (draft), May 2010 [http://planning.maryland.gov/PDF/OurWork/CompPlans/Washington/Hancock/10_CMP_Draft_Hancock.pdf]	<ul style="list-style-type: none"> page 1-4: Beginnings as a Town page 3-12: Historic Sites

The status column notes when the next Comprehensive Plan update is due. The Corridor Partnership Plan and this update can be referenced at that time, or if the plan was recently updated, then it would be worthwhile to seek a plan amendment.

New Related Planning and Heritage Tourism Initiatives

The original Corridor Partnership Plan (CPP) noted in its introduction that the MHNH “is special because no other historic crossing of the Appalachian Mountains (e.g., Routes 30, 50, or 60) can boast of so many different layers of east-west travel history, and nowhere else can the relationship be so clearly seen between road building and culture.” Over the last decade, partners have worked together to gain more recognition for the route and its historical and cultural resources. There are a number of new initiatives that have the potential to help tell this many layered story and to preserve and conserve its associated resources. These initiatives should be monitored to ensure that future preservation, conservation enhancement, and heritage tourism actions are coordinated.

Maryland Department of Planning and Maryland Department of Housing and Community Development Sustainable Community Area

As a result of the Sustainable Communities Act of 2010, effective June 1, 2010, all previously designated Community Legacy Areas and Designated Neighborhoods will be known as Sustainable Communities. According to the Maryland Department of Planning (MDP) and Maryland Department of Housing and Community Development (DHCD) “a Sustainable Community Area designation reflects that a municipality or County has identified a specific local area in need of revitalization and has created a comprehensive strategy to encourage and guide local investment. The comprehensive Sustainable Community strategy aims to increase economic, transportation and housing choices as well as the quality of the local environment. Location within a designated Sustainable Community is a threshold requirement for the Community Legacy and Neighborhood BusinessWorks programs.” Frostburg, Cumberland, Hagerstown, and Ellicott City have received the designation.

Maryland: A Greener Way to Go Trails Plan

The Maryland Department of Transportation (MDOT) led a comprehensive interagency planning effort to develop a long-term strategic plan that will guide implementation of a seamless trail network throughout the State. The Plan communicates a vision for trail development in Maryland and provides policy direction for partner agencies and local governments. The Plan serves as a coordinated and strategic approach for developing a connected system of trails throughout the State, improving existing trails, and ensuring smart planning for future trail development.

Maryland Heritage Areas Program Strategic Plan

The Maryland Heritage Areas Authority Strategic Plan for 2010-2020 is designed to assist the Maryland Heritage Areas Program in meeting the challenge of managing a mature system of state Heritage Areas and sustaining that system over time. There are four certified and one recognized Maryland Heritage area within the MHNH corridor: Baltimore National Heritage Area, Patapsco River Heritage Greenway (recognized), Heart of the Civil War Heritage Area, Canal Place Heritage Area and Mountain Maryland Gateway to the West Heritage Area.

Baltimore National Heritage Area Plan Update

The Baltimore National Heritage Area was designated a National Heritage Area in 2009, which requires the preparation of a National Park Service approved management plan. A state designated heritage area management plan was prepared in 2001 and then updated in 2006. The Maryland Heritage Areas Authority (MHAA) approved plans that identified the MHNH in Baltimore City as a Target Investment

Zone (TIZ) indicating that it was eligible for MHAA funding programs. The NPS required management plan needs to be monitored so that the MHNR continues to be interpreted as an integral part of Baltimore's heritage.

Patapsco River Heritage Greenway

Efforts are beginning again to consider completing a management plan for the Patapsco Heritage Greenway which shares resources with the MHNR near Ellicott City.

Heart of the Civil War Heritage Area

HCWHA recently updated its management plan and has been coordinating with MNRA to develop interpretive materials related to the National Road's role in the Civil War as part of the sesquicentennial commemorative activities.

Journey Through Hallowed Ground National Heritage Area

The Journey Through Hallowed Ground National Heritage Area was designated in 2008 . In 2009, the Catoctin Mountain Scenic National Scenic Byway was extended to Virginia and Pennsylvania and renamed the Journey Through Hallowed Ground.

Canal Place Heritage Area Management Plan Update

The management plan for this Maryland Heritage Area is being updated and one important changes is the recommendation to expand the boundaries to incorporate the Historic National Road. This effort should be supported and followed.

Mountain Maryland Heritage Area

The Mountain Maryland Gateway to the West Heritage Area is the newest Heritage Area in Maryland and was certified by the Maryland Heritage Area Authority in the Fall of 2011. Mountain Maryland is initiating an interpretive plan in 2013.

Great Allegheny Passage Trail Towns Program

The Great Allegheny Passage (GAP) Trail is one of the most successful models for integrating a rail trail with heritage tourism, especially its "Trail Towns" program. The program encourages towns to capture the economic development potential of the Great Allegheny Passage. Cumberland and Frostburg are both participating in the program as designated Trail Towns. While the "Trail Town" program is a trademarked moniker, there is strong interest in establishing a similar type of program for the MHNR that helps capture economic value through coordinated marketing, business development, interpretation, and financing of enhancement activities and programs.

Golden Mile Small Area Plan, Frederick, Maryland

This effort is being led by the City of Frederick and will shape future development along the Historic National Road along the Golden Mile in the City of Frederick. This was identified in the original CPP as a key enhancement area.

Maryland State Transportation Plan Update

More information on this plan update is found at http://www.mdot.maryland.gov/Office_of_Planning_and_Capital_Programming/Maryland_Transportation_Plan/Index.html and discussed in Appendix Three, MHNR Transportation Update.

Maryland SHA Bicycle Master Plan

Use of the MHNR corridor for bicycle touring could be addressed in the new master plan (See Appendix Three for discussion)

THE CHANGING HISTORIC NATIONAL ROAD



Figure 8 View just east of Clear Spring in 2001



Figure 9 View just east of Clear Spring in 2011

Land Use Change Along the Historic National Road

Over the past ten years, the type, and to some extent, the form and appearance, of land use change along the MHNR has been guided by both state and local land use policies. The MDP established several measures to guide growth a few years before the writing of the Corridor Partnership Plan (CPP) –establishing Priority Funding Areas (PFAs) as a means of targeting future public investments in infrastructure to those areas most suitable for future growth. For the most part, the public investments focused on existing cities and towns.

This section describes how land use has changed along the MHNR since the initial Corridor Partnership Plan

Utilizing data collected by the State of Maryland, a comparison was made between existing developed areas in 2000 and in 2010 to determine where growth has occurred along the MHNR within the past ten years and since the original CPP was prepared. Table 1 identifies the total land area within the viewshed of Maryland's Historic National Road by county (the corridor). Land development within and outside of the PFAs within in the past ten years is calculated and incorporated in the Table.

The analysis provides insights into the development types that have occurred in the past ten years. As might be expected, the majority of development occurred in the faster growing Frederick and Washington Counties. And, no surprise, most of the development that did occur between 2000 and 2010 took place on rural land that was converted to non-rural uses.

Maryland's establishment of the PFA program was intended to guide growth and development to those areas that had existing infrastructure and services to support that growth. However, as Table 1 indicates, more than half of the development occurring since the program's inception took place OUTSIDE of the PFA for the areas that are part of the Historic National Road corridor.

Table 5: Rural Land Conversion Along the Maryland Historic National Road	Garrett	Allegany	Washington	Frederick	Carroll	Howard	Baltimore	Baltimore City	TOTAL
Rural Land Conversion within MHNR Viewshed									
Total acreage of MHNR viewshed*	27,234	58,285	64,786	38,349	1,317	15,964	2,814	6,853	215,603
Total acreage developed*** between 2002 and 2010 in the MHNR viewshed	452	798	2,310	1,440	80	560	53	0.52	5,692
Percent of all lands developed between 2002 and 2010 located within the MHNR viewshed	1.7%	1.4%	3.6%	3.8%	6.0%	3.5%	1.9%	0.01%	2.6%
Total acreage of rural land (2002)** within the MHNR viewshed developed between 2002 and 2010	441	767	2,237	1,372	72	548	51	0.45	5,489
Total acreage of rural land cover (2002) developed between 2002 and 2010, NOT within the PFA (2011) but within the MHNR viewshed	325	404	1,275	663	16	367	6	-	3,055
Percent of rural land within the MHNR viewshed converted to urban but located outside the PFA	73.7%	52.6%	57.0%	48.3%	22.8%	66.9%	10.9%	0.0%	55.7%
Rural Land Conversion within PFA and MHNR Viewshed									
Total acreage of PFA (2011) within the MHNR viewshed	2,065	11,778	15,231	15,608	747	5,961	2,809	6,806	61,006
Total acreage of rural land cover (2002) within the PFA (2011) and within the MHNR viewshed	1,444	5,119	6,914	5,424	272	1,620	685	165	21,643
Total acreage of rural land cover (2002) developed between 2002 and 2010 within the PFA (2011) and within the 2001 viewshed	116	363	963	709	56	181	46	0.45	2,434

* MHNR viewshed GIS data from the May 2001 CPP was used in this analysis. It includes lands visible from the National Road two-mile limit. It does not incorporate screening effects of vegetation and/or development.

** Rural land cover was identified in MDP's 2002 Land Use data. Rural land includes cropland, pasture, orchards/vineyards/horticulture, feeding operations, agricultural building breeding and training facilities, storage facilities, built-up areas associated with a farmstead, small farm ponds, commercial fishing areas, row and garden crops, deciduous forest, evergreen forest, mixed forest, brush, Rivers, waterways, reservoirs, ponds, bays, estuaries, and ocean, wetlands, barren land, beaches, bare exposed rock, and bare ground.

*** The GIS source for land developed between 2002 and 2010 is MDP's GIS server <http://mdpgis.mdpstate.md.us/arcgis/services>, layer- LandUse_2002_2010

NOTE: The above figures were determined through GIS analysis using MD Planning data and the 2001 viewshed data layer.

This development pattern presents fundamental questions for the CPP Update:

- Where is growth likely to occur in the next ten years?
- How can the MNRA and its partners more effectively guide that growth towards the urban and already developed areas while preserving the more rural and historic landscapes associated with the MHNR?

The first step in the determination of the potential type of land use change likely to occur in the next ten years was to compile the planned land use designations for each of the seven counties and 15 municipal governments with authority over land use along the MHNR. Once compiled, the categories were aggregated into areas that are planned for either rural, transition (future growth) or urban areas (already developed). The resulting map, an excerpt of which is shown in Figure 5 on page 4 shows the locations of existing and planned growth in relation to the MHNR's corridor. See Appendix One for larger versions of each map section of the entire corridor.

Plan Maryland, adopted in 2011, is the State of Maryland's ongoing effort to plan for a more livable, greener, healthier and sustainable Maryland. It is the state's first comprehensive plan for sustainable growth and development. Plan Maryland is intended to provide additional tools to guide growth within the PFAs. The plan is supported by a GIS-based tool, GrowthPRINT, that is designed to further highlight areas within the PFAs targeted for infill, revitalization and redevelopment.

It is safe to assume that some growth will continue to occur outside the PFA along Maryland's Historic National Road. However, with efforts such as Plan Maryland at the state and municipal levels, a larger percentage of that development is likely to occur within the PFAs in the coming decade than in the previous one. Additional support will come from the use of the GrowthPrint tool and its targeted areas.

Given statewide and local efforts to encourage development within existing cities and towns, development of a vision for how this type of development can occur along the Historic National Road is needed. Model design guidelines may assist in articulating that vision. The guidelines bring together best practices, where available, and illustrate approaches to community design and development that reinforce the character-defining features of the Historic National Road where best practices are not readily available.

A set of Model Design Guidelines have been prepared as part of the CPP Update and these guidelines can be found in Appendix Two.

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PRESERVING AND ENHANCING THE HISTORIC NATIONAL ROAD

New Strategies for Preservation and Enhancement

Responding to the scale of land use change along the MHNHR, the CPP Update places a high priority on revamping strategies for preserving and conserving the historic and scenic qualities of the MHNHR. The original CPP established goals and objectives for preservation, conservation and community enhancement (see Tables 1-3 summarizing the progress of these initiatives).

Based on the assessment of the original CPP's Strategies for Preservation, Conservation and Enhancement, the CPP Update recommends the following revamped strategies for preservation, conservation and enhancement. Priorities need to be established to implement strategies first for those sites that are most vulnerable and have the highest level of visitation in each County. Each of the counties and cities should take on one major preservation project as their showcase project (top ten preservation priorities).

This section identifies new actions and priorities for preserving and enhancing the MHNHR by County and City

Recommended Preservation Actions (2013)

With the advent of new leadership at the MNRA, and as part of the corridor partnership planning update process, preservation priorities need to be reestablished. Sponsors need to be identified for developing the necessary preservation plans for the most vulnerable sites. The following suggests the appropriate next steps to undertake:

1. Establish a preservation committee to pursue recognition, preservation planning and funding for priority projects along the MHNHR (with one key contact in each county and city—10 total)
2. Ensure that the Corridor Partnership Plan (2001) and the CPP Update (2013) are referenced in all county and municipal comprehensive plans, open space plans, transportation plans, and related heritage tourism plans (Frederick County's Comprehensive Plan is the ideal model)
3. Continue to make priorities for the preservation of significant resources associated with the "Heyday" period of the National Road, with special attention given to inns, mile houses, mile posts, stone bridges, etc.
4. Establish a preservation priority list along the Historic National Road, perhaps akin to the ten most endangered lists of historic sites developed by the National Trust for Historic Preservation. Nominate sites to national lists to bring more attention to the need for preservation actions along the National Road
5. Develop preservation plans for sites noted by each county and municipality on the Historic National Road's top ten list of preservation priorities. Seek immediate funding once that list is presented to the public
6. Add the areas that comprise the views of highly evocative landscapes associated with "Heyday" era or "Revival" era resources (especially those that comprise the setting of highly visited sites on the MHNHR) as conservation priorities to the State of Maryland GreenPrint or AgPrint inventories as Local Preservation Priorities and seek funding for additional conservation easements for these lands
7. Continue to seek alternative approaches to financing preservation actions

Example of a resolution adopting a CMP by reference:

NOTICE OF PUBLIC HEARING

Inclusion of the Religious Freedom Byway Corridor Management Plan in the County Comprehensive Plan

NOTICE IS HEREBY GIVEN that the St. Mary's County Board of County Commissioners will conduct a public hearing in the main meeting room of the Chesapeake Building, located at 41770 Baldrige Street, Leonardtown, Maryland, on Tuesday, August 19, 2008, beginning at 11:30 a.m., for the purpose of receiving public testimony and to consider amendments to the Comprehensive Plan: "Quality of Life in St. Mary's County—a Strategy for the 21st Century," adopted under authority of Article 66B of the Annotated Code of Maryland. Amendments to be considered are as follows:

Amend page 105 of the Comprehensive Plan to incorporate by reference the Religious Freedom Byway Corridor Management Plan prepared by Lardner / Klein Landscape Architects, P.C. and dated March 2008 and modified by Planning Commission Resolution No. 08-11.

Copies of the Corridor Management Plan are available to the public at each public library within the county and at the Public Information Office located at 23115 Leonard Hall Drive, Leonardtown, Maryland.

Source: Religious Freedom Byway, Charles County and St. Mary's County, Maryland

Step One:

Establish a preservation committee

The committee should have one representative from each County and City along the MHNR. This person should be charged with advocating for the preservation of National Road preservation priorities.

Step Two

Reference the CPP and CPP Update in Each Jurisdiction's Comprehensive Plan

An amendment request can be as simple as what was done for St. Mary's County with the Religious Freedom Byway in Southern Maryland (see sidebar at right). In this case the amendment would simply reference both the 2002 adopted plan and the 2013 plan update that reflects current priorities and management recommendations based on the changing conditions in the Historic National Road's corridor and shifts in the federally funded programs that support scenic byways and transportation enhancements.

Step Three

Establish a Priority List for Preservation and Conservation Action

While referencing the Historic National Road Corridor Partnership Plan and its update is an important part of the preservation strategy, more direct efforts are needed to preserve some of the National Road's most salient and evocative features - many of which can still be seen today but are deteriorating at an alarming rate.

A list of preservation priorities along the Historic National Road was identified over a series of meetings in late Summer 2012 with county and municipal planners, historic preservation and tourism professionals in each County. The following pages describe the recommended priorities. Priorities for preservation fall into three main categories as identified in each County's priority listing:

- Heyday Era constructed features with special attention given to inns, mile houses, toll houses, mile posts, stone bridges and culverts, and former road alignments that are still visible today, but no longer used
- Revival Era Transportation Features including early bridges and drainage structures, former road alignments, scenic overlooks, and related automobile oriented architectural features
- The context of Historic National Road resources with special attention given to views of highly evocative landscapes associated with "Heyday" era or "Revival" era resources (especially those that comprise the setting of highly visited sites on the MHNR)

Atlas Legend

The National Road

The Historic National Road Scenic Byway

Old Pikes and Alignments

Inventoried Mile Marker Locations

Antietam Campaign Driving Routes

Campaign Driving Route

Alternate Campaign Driving Route

Heyday of the National Road, pre-1850

Early Inns, Homes and Mills

Stone Bridges and Culverts

Farmsteads

Places of Worship

Monuments, Memorials and Markers Commemorating pre-1850 People, Places, and Events

Agriculture and Trade, approx. 1850-1910

Victorian-Style Homes and Commercial Buildings

Late 19th c. Farmsteads

Railroad and Industry-Related Buildings

Places of Worship

Monuments, Memorials and Markers Commemorating Late 19th c. People, Places and Events, includes Civil War

National Road Revival, approx. 1910-1960

Hotels, Tourist Cabins, Garages, and Shopping Plazas

Early Concrete Bridges

Monuments, Memorials and Markers Commemorating Early 20th c. People, Places and Events

Places of Worship

Historic Districts and Interest Areas

Historic Districts on the National Register or Maryland State Inventory

Maryland Inventory Survey Districts

Other Historic Interest Areas (Surveys Recommended)

Additional Features

Scenic Viewpoints

Public Lands

Rivers and Streams

Approximate Boundaries of Physiographic Regions

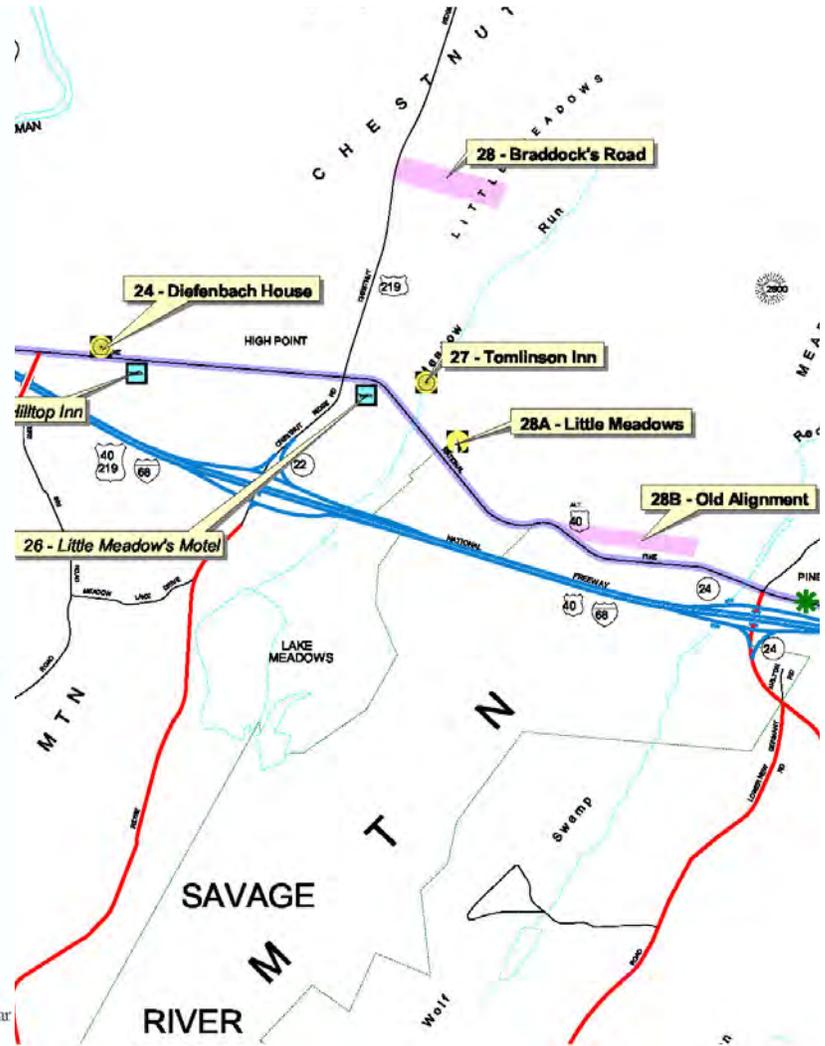


Figure 10 The original corridor partnership plan identified the locations of most of these resources and mapped the locations as part of an atlas of historical features. (See http://www.lardnerklein.com/MHNR/HNR_AtlasPDFs_061102.pdf). Above is an excerpt of one of the maps and the legend at left shows the extent of the types of resources inventoried.



Figure 11 Puzzley Run Bridge, 1930s



Figure 12 Puzzley Run Bridge, 2012

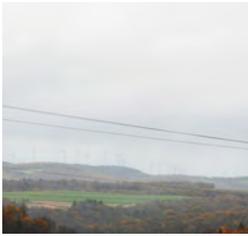


Figure 13 Wind energy facilities along the distant ridge line in Garrett County



Figure 14 Fuller Baker Log House, 2012

Preservation and Enhancement Priorities

Each county was asked to look at the 2001 Corridor Partnership Plan and update their priorities for conservation or preservation action. The following priorities are based upon discussions with County and Municipal Planners and local historians known for their expertise regarding the MHNR, will guide investments for the next five years.

Garrett County

There are a number of new issues facing the MHNR in Garrett County. These include: the vulnerability of the mountaintops and prominent ridges for wind energy; and plans for expanding US 219 to four lanes between the Pennsylvania line and I-68. Both of these challenges are statewide issues beyond the control of the MNRA, and to some extent Garrett (and Allegany) County. However, the original Corridor Partnership Plan and related resource inventories can be used to provide information to those both proposing major projects on ridge lines as well as those that review and approve them to help reduce the potential impact on the character defining features of the MHNR.

The use of hydraulic fracturing techniques (fracking) in the Marcellus Shale areas near the National Road are also an issue. Potential visual impacts associated with fracking techniques include drill site and access road clearing and grading, drill rig and equipment during the drilling phase, and production equipment if the well is viable. The rigs used for horizontal drilling may be 140 feet or greater and will have more supporting equipment. Multi-well pads may have equipment as tall as 170 feet. Clearing for drill pads and equipment may be as much as 5 acres. The direct visual impact is considered temporary: a horizontal well takes 4 to 5 weeks of 24 hours per day drilling to complete with an additional 3 to 5 days for the hydraulic fracture. Remaining equipment at a producing gas well site is typically an assembly of wellhead valves and auxiliary equipment such as meters, a dehydrator, a gas-water separator, a brine tank and a small fire-suppression tank. Multi-well pads may have somewhat larger equipment to handle the increased production.

Key Resources

The story of the Historic National Road in Garrett County is told at the following locations with interpretive panels:

- The Casselman River Bridge – Casselman River State Park
- Leo J. Beachy – Grantsville Community Museum
- Grantsville – E. Main Street and S. Yoder Street
- The Fuller Baker Log House – Grantsville
- Negro Mountain – Negro Mountain Summit
- Keyser's Ridge – McDonald's Restaurant
- The State Line – Pig's Ear Road & Route 40
- Blazing Braddock's Road – Big Savage Mountain
- The Long Stretch – Hen House Restaurant



Figure 15 Little Meadows - context of Tomlinson Inn

Garrett (and Allegany) County is blessed with extensive heyday era features and landscapes worthy of interpretation but they are difficult to access and find. A mobile application and/or geo-caching trail may be one way to improve the awareness of these resources.

Preservation Priorities: Heyday Era Transportation Features

- **Puzzley Run Bridge** - located now on private land, the bridge has deteriorated rapidly in the previous ten years. Preservation of National Road feature that are now on private land are one of the biggest challenges facing the National Road
- **Big Shade Run Bridge** - similarly the bridge owned by SHA continues to deteriorate and preservation action is needed to prevent further deterioration
- **Fuller Baker Log House** - this humble log cabin is a rare survivor of a common dwelling built by early settlers on the Allegheny frontier. Built after 1813 as a two-story log building, its large size has led some to believe it was once used as a tavern, giving respite to travelers along the National Road. It would be the only log tavern to survive on the old National Road between Cumberland and Wheeling

Conservation Priorities: Heyday and Revival Era Historic and Cultural Landscapes

- **Little Meadows** - the backdrop to the Tomlinson Inn (listed on the National Register of Historic Places) and the setting for the site of General Braddock’s 4th Camp on his way to Fort Duquesne in June of 1475
- **Shades of Death** - Robert Bruce in his 1916 Guide describes the Shades of Death as “Less than a quarter mile west was the “wagon stand” kept as early as 1830 by John Recknor, beyond which begins the long descent– about 260 feet in a mile–to Two-Mile Run, a small stream crossed by a short stone culvert. The long “hollow” on either side of this was once commonly known as the “Shades of Death,” from the dense forest of white pine which formerly, covered the region, making a favorable shelter for hostile Indians and shutting out nearly all of the sunlight even on a bright summer day. Old wagoners who drove from Baltimore to the Ohio River or beyond dreaded this locality as the darkest and gloomiest place along the route; and it was the scene of one or more “hold-ups.” The Shades of Death was also photographed by Leo Beachey (Figure 11) and later Steve Colby photographed a similar area but closer to the hill. The story is rich and the landscape is worth preserving as a cultural landscape
- **Big Savage Mountain Summit** - an interpreted pull-off is still recommended here (see CSS for Maryland’s Historic National Road). The summit of Big Savage Mountain with its view of Frostburg and points west may provide an excellent site for an interpretive panel. Not only for the view it offers but the transition it offers when in 1872 Garrett County was created from what was originally part of Allegany County and perhaps

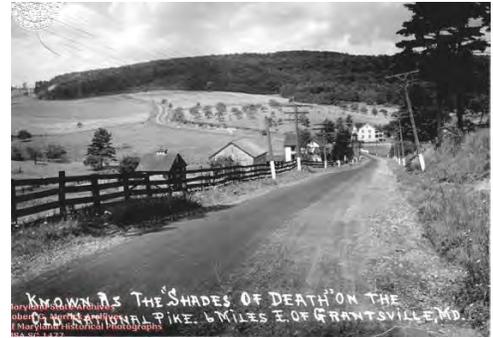


Figure 16 Known as the “Shades of Death”

Photo by Leo Beachey. (MD State Archives)



Figure 17 Similar photo as above from 2009

(Photograph Courtesy of Steve Colby)



Figure 18 The Long Stretch during the revival era (Photograph Courtesy of FHWA)



Figure 19 The Long Stretch today should be enhanced to better capture some of its early National Road history (Photograph Courtesy of Steve Colby)

the story about the conflict between the Bauer survey line and the Chisholm line could be explained.

- **A ridge line or mountain top protection strategy** is needed at the County level to better protect the ridge lines from inappropriately scaled development, communication or power generation facilities.

Enhancement Priorities

- **Keysers Ridge** - at the intersection with US 219 and the National Road, the current plans call for an industrial park which has been platted but not yet built. (See design guidelines for recommendations)
- **Negro Mountain Summit** - an interpretive panel was installed at the highest point along the National Road in Maryland, but the adjoining properties could be enhanced to make a more attractive summit to the mountain
- **The Long Stretch** -Robert Bruce describes the Long Stretch's significance as "the beginning of the longest straight-away so far on the Pike west of Cumberland. This was known in stage-coach days as the "Long Stretch," a continual succession of up and down grades, but without any deviation from a direct line for two and a half miles-naturally longer to the freight wagon driver of three-quarters of a century ago than to the motorist of today"

Allegany County / Cumberland and Frostburg

Similar to Garrett County, Allegany County's mountain summits and ridge lines are also vulnerable to wind energy, and in the case of Martin Mountain to mining activities. Additional concerns have been expressed about LED and flashing illumination on billboards. There have been several positive changes to the National Road corridor in the last ten years, most notably in the gradual improvements to the appearance of LaVale (a priority of the 2001 CPP) and the rehabilitation of the Six-Mile house east of Cumberland. The City of Cumberland completed the installation of the Mile '0' Marker monument at the foot of Greene Street. The Canal Place Heritage Area is updating their Management Plan and considering incorporating the Historic National Road in the County into their boundaries

Key Resources

The story of the Historic National Road in Allegany County is told at the following locations with interpretive panels:

- Town Hill Overlook – Town Hill Bed and Breakfast
- Rocky Gap – Rocky Gap State Park Visitor Center
- A Boom for Cumberland – Canal Place
- The Narrows – Baltimore and Mechanic Streets, Cumberland
- The Road Began Here – Riverside Park, Greene Street
- The Narrows – Kline's Restaurant
- The La Vale Toll House
- Frostburg – St. Michael Church
- Frostburg – Frostburg United Methodist Church

Allegany Counties (and Garrett) are blessed with extensive heyday era features and landscapes worthy of interpretation but they are difficult to access and find. A mobile application and/or geo-caching trail may be one way to improve the awareness of these resources.

The Historic National Road is an integral part of two Maryland Main Street communities: Frostburg's Main Street (the National Road) and Downtown Cumberland (the origination point of the National Road). Both Maryland Main Street programs actively work to preserve and promote the extensive historic sites and attractions as well as visitor services in the Downtown area through that program.

Preservation Priorities: Heyday Era Transportation Features

- **The original Green Street to Braddock's Road alignment** - this alignment was used for more than twenty years before it was re-located to use the less steep, but longer route through the Narrows. This original alignment is rich with history. Several stone culverts are still in evidence along the route and are in need of preservation action.



Figure 20 LaVale, 2001



Figure 21 LaVale, 2011 showing significant reductions in signing and other visual clutter



Figure 22 LaVale Toll House (Photograph Courtesy of Maryland National Road Association)



Figure 23 Stone culvert along the original Greene Street alignment of the National Road (Photograph Courtesy of Steve Colby)



Figure 24 View from Martins Mountain along the Historic National Road (Photograph Courtesy of Kristin Aleshire, 2001)

- **Town Hill** - preservation of this Historic National Road landmark should be an ongoing priority in anticipation of any ownership change

Conservation Priorities: Heyday and Revival Era Historic and Cultural Landscapes

- **Martin Mountain** - existing Allegheny Aggregates Plant was identified as a concern for a future reclamation project that may run right up to the Historic National Road in this area
- **Dan's Mountain** - a wind energy proposal continues to be under consideration for 25 structures and the distribution of the power generated by those structures. A viewshed map was prepared as part of the environmental document. However, the analysis only covers the historic sites listed in the Maryland Inventory of Historic Properties (MIHP) or National Register and National Register Eligible properties
- **Polish Mountain** - remains relatively unchanged and a priority should be made to retain its rural character including the former alignment along Gilpin Road
- **A ridge line or mountain top protection strategy** is needed at the County level to better protect the ridge lines from inappropriately scaled development, communication or power generation facilities

Enhancement Priorities

- **Frostburg** - western gateway to extend the earlier streetscape project should be completed out to the City of Frostburg limits, coupled with small scale residential and commercial infill development to redefine the distinct edge to Frostburg (See Appendix Two, Design Guidelines). Connecting trail links to/from Great Allegheny Passage at Frostburg
- **Clarysville Alignment** - the opportunity to develop an interpretive wayside here and a small park, as was recommended in the 2001 CPP should be pursued. The site presents an opportunity to demonstrate best management practices for water quality as well as historical interpretation
- **LaVale** - an ongoing effort is needed to continue the progress made to date in LaVale (Figure 21) including working with SECU to replace their oversized green sign
- **Narrows Bridge** - 1930's bridge; 1836 abutments with dedication block to be relocated, protected and interpreted
- **Narrows Trailhead** - joint WMRT trailhead project linking county-owned property within City (railroad bridge at Mechanic Street) and an old rail spur to the west of the Narrows in LaVale
- **Flintstone** - community enhancements to re-establish rural village character (See Appendix Two, Design Guidelines) regarding how to establish village entrance, infill residential and small-scale commercial uses appropriate for a rural village along the Historic National Road)



Figure 25 Frostburg western entrance, looking east



Figure 26 Flintstone looking east

Washington County and the City of Hagerstown

The most significant issue in Washington County and Hagerstown since the 2001 CPP is the scale and pace of land use change in the County, especially outside of the Priority Funding Area (see Chapter 2). The Historic National Road in Washington County passes through some of the most distinctive “pike towns” within Maryland: Hancock, Clear Spring, Hagerstown, Funkstown and Boonsboro. One of the most distinctive characteristics of a “pike town” is the fact that the edge of the town is very defined – with the pike town on one side and farm or forest on the other. Yet the further east you travel the less distinct that edge becomes, as shown in figures 27 and 28. The planned growth area for Hagerstown will continue to extend the developed areas westward along the National Road to MD 63 at Huyett. Guidance is needed to help shape that growth to maintain some of the character defining features that define the Historic National Road (to be addressed in the forthcoming design guidelines as Appendix Two). SHA has renovated the Sideling Creek Bridge utilizing a context sensitive approach. Boonsboro’s Main Street received a boost with the opening of the ‘Inn Boonsboro on the Square’.

Key Resources

The story of the Historic National Road in Washington County is told at the following locations with interpretive panels:

- South Mountain Summit – Monument Road, across from Old South Mountain Inn
- Boonsboro to Hagerstown – Shafer Park Drive & Alt 40
- Baltimore Street – Funkstown Town Hall
- Building the Funkstown Turnpike Bridge – American Legion Post 211
- Hagerstown – Hagerstown-Washington County Visitor Center
- Wilson Bridge – Wilson Bridge Picnic Area
- Wilson’s Store – Clear Spring
- Miller’s Tavern – Miller’s Farmstead
- A Road Nurtures a Vision – Verizon Building, MD route 68, Clear Spring
- Hancock – Town Plaza
- Hancock Tollhouse – MD 144 & Lecher Road
- The Challenge of Sideling Hill – Sideling Hill Visitor Center

In general, Washington County’s historic cities and towns along the Historic National Road (Boonsboro, Funkstown, Downtown Hagerstown, Clear Spring and Hancock) are key resources providing visitor services and facilities (hospitality, museums and historic sites, etc.) and should be considered priorities for future visitor facilities and interpretation.



Figure 27 Clear Spring looking east



Figure 28 Clear Spring looking east at eastern edge of town



Figure 29 Western entrance to Boonsboro



Figure 30 Boonsboro looking west



Figure 31 Harvey House (Maryland Inventory of Historic Properties WA-VI-001)



Figure 32 Looking east approaching Hagerstown near Greencastle Pike



Figure 33 Conestoga wagons crossing the Wilson Bridge (photograph courtesy of Hagerstown/Washington Co CVB)

Preservation Priorities: Heyday Era Transportation Features

- Harvey House and Old Alignment (Western Pike) - the Maryland Historical Trust site survey indicates that "...the west wing and central section of the main structure were in use in 1815 as a tavern and wagoners' stop"

Conservation Priorities: Heyday and Revival Era Historic and Cultural Landscapes

- **Clear Spring** - Clear Spring is significant in that the community's development, platted in the 1820s was directly influenced by the opening of the National Pike - as a Pike town within a days stagecoach travel from Hagerstown (11 miles). There is no railroad or canal to influence its growth, only the relatively recent Interstate which has led to some highway commercial at the outskirts of town. With the advent of the Interstate, the agricultural lands at the edge of town are highly vulnerable as evidenced by Figures 5 and 6. What once was a highly evocative landscape that characterized the 19th century along the Historic National Road, is no more. The remainder of Clear Spring's surrounding agricultural lands need to be preserved as open space to maintain the character defining features of this unique and historically significant town
- **Hagerstown Growth Area** - the westward growth of Hagerstown as identified in the Comprehensive Plan needs to consider the character defining features of the Historic National Road. A case study example is provided in the design guidelines illustrating recommended patterns to accommodate growth while maintaining the character defining features

Enhancement Priorities Washington County

- **Wilson Store** - see original case study from 2001 CPP for description of using original alignment as an interpretive trail between the store and the Bridge - the largest and oldest stone arch bridge; wagon train can traverse the bridge once per year in May
- **Pike Towns Program** - there is interest in establishing a "pike town" program similar to the Trail Towns (Great Allegheny Passage) and Canal Towns (C&O Canal); Hancock, Clear Spring, Hagerstown, Funkstown and Boonsboro should be considered for the proposed program (to be discussed in forthcoming Chapter 4, Implementation)

Frederick County, City of Frederick and Carroll County

The most significant changes along the National Road in Frederick County over the past ten years include: the opening of the new Visitors Center and related circulation changes; and the installation of wayfinding signs to direct visitors to the primary attractions in the City and immediately surrounding areas.

New issues that are in process include: the development of a small area plan for the Golden Mile and the formation of the Golden Mile Alliance; a rezoning is underway for the Frederick Towne Mall. A form-based code is being examined as a potential way to implement the small area plan for the Golden Mile. The draft Comprehensive Plan for New Market has been highly contested. It allows for more development in the surrounding areas of the original intact town.

Streetscape projects in Middletown (underway) and New Market (FY 2014) are both funded for preliminary engineering. New Market has had extensive discussions regarding traffic calming and whether or not that is appropriate.

Key Resources

In addition to the new visitors center, the story of the Historic National Road in Frederick County is told at the following locations with interpretive panels:

- Milestones of the National Pike – Old National Pike Park
- New Market – Mealey’s Restaurant, New Market
- Jug Bridge – Jug Bridge Monument Park near I-70
- Frederick – Patrick & Maxwell Streets
- A Crossroads of American History – Patrick & Market Streets
- A Good Night’s Rest – Patrick & Court Streets
- Jacob Engelbrecht – Barbara Fritchie House
- Hagan’s Tavern – Braddock Heights
- General Edward Braddock – Braddock Monument (now relocated onto Old National Pike)
- Middletown – Middletown Valley Bank (Main Street)

In Carroll County, the story of the Historic National Road is told at the following locations with interpretive panels:

- Parrsville and Ridgeville - Mount Airy Shopping Center

In general, Frederick and Carroll County’s historic cities and towns along the Historic National Road (Mt. Airy, New Market, Downtown Frederick and Middletown) are key resources providing visitor services and facilities (hospitality, museums and historic sites, etc.) and should be considered priorities for future visitor facilities and interpretation in these jurisdictions,



Figure 34 Before and after of the new Frederick Visitor Center (photos courtesy of Frederick County Office of Tourism)



Figure 35 Former toll house on Old National Pike at Braddock Heights



Figure 36 Former toll house on Frederick Pike at the Jug Bridge over the Monocacy

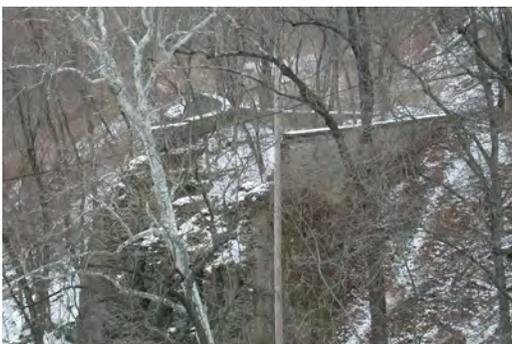


Figure 37 Original abutments for the Jug Bridge over the Monocacy

The Historic National Road is an integral part of three Maryland Main Street communities within Frederick and Carroll Counties: Middletown, Frederick and Mt. Airy. Middletown's Main Street program is actively promoting businesses and working with them to enhance the attractiveness and curb appeal of Downtown Middletown. Frederick, also designated as an Arts and Entertainment District, has been actively engaged in the Main Street program, helping to enhance, promote and preserve the vitality of downtown through façade improvement programs, way-finding signing and adaptive re-use of historic sites for new restaurants and retail uses. Mount Airy, which developed as a business center along a ridge and along the paths of the B&O Railroad and the original alignment of the National Pike, has organized an all volunteer association to "establish Downtown as a gathering place and center of community life, to promote commerce for locally owned and operated businesses, to promote cultural events for residents and visitors, and to create a small town atmosphere, with modern amenities, that is easily accessible to those traveling by car and on foot"

Preservation Priorities

The top Historic National Road preservation priority in Frederick County include:

- **Summers Farm** and the brick house directly on the south side of the Historic National Road are endangered
- **Braddock Survey District** potential former tavern at 5707 Old National Pike and former tollhouse(s) at 5617 Old National Pike (identified on the 1858 and 1873 maps as the former toll house on the National Road
- **Frederick Toll House** - continues to be one of the top preservation priorities for the Historic National Road. One of the last of three remaining toll houses in Maryland (LaVale and Hancock are the other two), the Frederick Toll House is part of an overall historic complex associated with the original Jug Bridge, whose abutments can still be seen along the Monocacy River
- **New Market** - development pressure and traffic pose significant preservation challenges that must be met to retain the character defining features of the National Register listed historic district that is centered along Main Street, the Historic National Road

Conservation Priorities

The top two priorities for conservation in Frederick County associated with the Historic National Road

- **Growth beyond the boundaries of Middletown** - like Boonsboro in Washington County and New Market, the Middletown area has experienced high rates of residential growth outside of the PFA. The Town of Middletown has established a permanent greenbelt of “conserved” land around that should help to retain the character defining features of its historic district. However, growth outside of the PFA needs to be addressed in the future (Washington County)
- **Ridge line protection Braddock Heights** - the ridge line area forms a distinct boundary between the developed areas of the City of Frederick to the east and Middletown to the west

Enhancement Priorities

The following enhancement priorities have been identified for Frederick County and geographically related municipalities

- Town of Middletown National Road features, adaptive re-use of structures and interpretation (examples would include: 1st house; Carriage house; Main Cup Restaurant; and the old roadway alignment (see poles at the north side of Middletown)
- Golden Mile area- intersection with 40 (see Appendix Two, Design Guidelines)
- Toll House and Jug Bridge at the Monocacy River (see original concept plan included in the 2001 CPP)
- Barbara Fritchie Candystick Restaurant
- Mt. Airy – transportation history is significant and additional interpretive exhibits should be considered

Howard County

The B&O Train Station in Ellicott City has been expanded and to incorporate National Road themes as part of a scenic byway program grant. Ellicott City is working toward designation as a Maryland Main Street Community and was designated as a Maryland Sustainable Community (2012). Ongoing efforts in Ellicott City include Howard County funded proposals for enhancements and improvements, a Howard County funded consultant contract to assist with the Main Street designation effort, and the new “Parker” mobile application to help visitors find parking in Ellicott City. Efforts to certify the Patapsco Heritage Greenway as a Maryland Heritage Area are being revived (mostly in neighboring Baltimore County) but of benefit to Ellicott City. The County received a grant in 2013 for a facade improvement program in Ellicott City through Maryland DHCD.



Figure 38 B&O Station Visitor Center in Ellicott City

A new firehouse was designed for Lisbon and the efforts were made to ensure that the design retained some of the character defining features of the Historic National Road. Howard County's efforts to market agricultural and heritage tourism are an important opportunity for collaboration with the MNRA; not only with the Living Farm Heritage Museum, but also including opportunities for county-wide promotions of farm-to-table and wine tasting events, motorcycle rallies (Bob's BMW), and through the Farmland Forever recognition program. A 500-acre portion of the Doughoregan property in Ellicott City was protected in the last cycle of the County's Agricultural Land Preservation Program's (ALPP) program.

Key Resources

The story of the Historic National Road in Howard County is told at the following locations with interpretive panels:

- Road Versus Rails – Baltimore & Ohio Railroad Museum, Ellicott City Station
- Ellicott's Mills – Thomas Isaac Log Cabin
- Moving Goods on the National Road – Howard County Living Farm Heritage Museum
- New Lisbon – Lisbon Elementary School
- Simpson and Mt. Gregory Churches – Simpson United Methodist Church
- Poplar Springs – Drover's Restaurant



Figure 39 Lisbon Hotel

Preservation Priorities

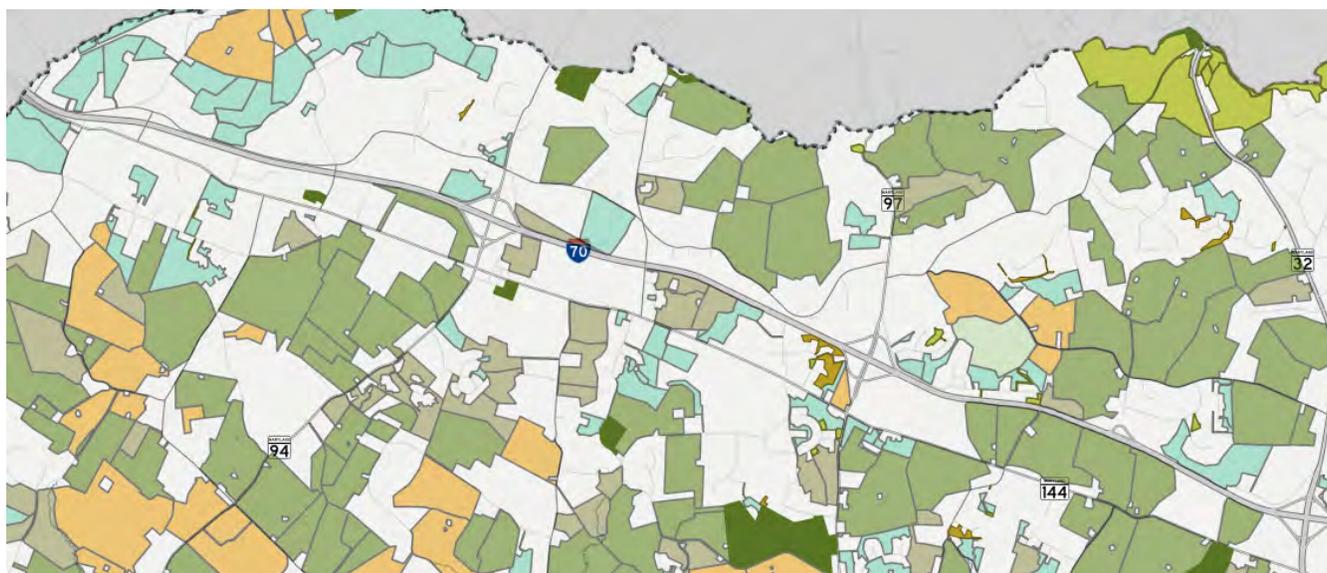
With most of the mile markers now preserved and intact, the Lisbon Hotel continues to be the top Historic National Road preservation priority in Howard County and is now posted on the MNRA web site's new feature about preservation priorities described below:

- **Lisbon Hotel** - The old Lisbon Hotel faces south on the north east corner of Route 144 and Woodbine Road. Architecturally, it is noteworthy as one of five brick houses in the town of Lisbon, which was constructed in the early nineteenth century and with the development of the Baltimore-Frederick Turnpike became a rather grand hotel with its frame addition and two story high front porch in the 1860's

Conservation Priorities

Western Howard County - Along with the preservation of New Market, there is no more challenging conservation issue along the entire Historic National Road corridor

than the preservation of the remaining rural farm and forestland along the Historic National Road in Howard County. Howard County has been a leader in the Agricultural Land Preservation movement and has had a local program since 1978 that has effectively preserved thousands of acres of farmland in the western portion of the County. However, farmlands along the Historic National Road have not fared as well in terms of agricultural land preservation. Approximately 367 acres of rural lands **visible** from the Historic National Road (and outside of the designated PFA) were converted to non-farm or non-forest uses between 2002 and 2010. This accounts for about 67% of the total rural land in Howard County that is visible from the Historic National Road. Howard County's tiers were approved in early 2013 that will greatly affect the future use of the western rural lands in Howard County. Howard County's agricultural land preservation programs are active and are desperately needed to preserve as much of the remaining rural land in Western Howard County as possible. They have developed



an interactive web site to track agricultural land preservation efforts at <http://data.howardcountymd.gov/olmaps/preservation.html>. The screen shot above illustrates the fact that much of the rural land in Western Howard along the Historic National Road is not protected (white areas) and the proximity to I-70 interchanges makes it even more difficult to preserve them.

Figure 40 Howard County's interactive mapping web site identifies lands protected from future development

Enhancement Priorities

The following enhancement priorities have been identified for Howard County along the Historic National Road:

- **Patapsco Heritage Greenway** - although not specifically a Howard County priority (see Baltimore County), MNRA's support for certification as a Maryland Heritage Area would help to encourage the development of connecting trails and pedestrian safety improvements to Ellicott City (related services and interpretation)
- **Agricultural-based heritage tourism infrastructure** along the Historic National Road especially at publicly accessible locations (opportunities for farmers markets, Community Supported Agriculture pickup points, opportunities for farm to table tours and food events, etc.)

Baltimore County

New initiatives in Baltimore County since the 2001 CPP include the update of the Baltimore County Comprehensive Plan, Catonsville's effort to pursue designation as a Maryland Sustainable Community and the revival effort to gain certification of the Patapsco Heritage Greenway as a Maryland Heritage Area



Figure 41 Development issues are primarily associated with individual properties

Much of the land use along the National Road in Baltimore County between the Patapsco River and Catonsville has stabilized. Infill development is likely to be the only changes in future land use along the corridor and a concept level study of the areas between Ellicott City and Catonsville is included in Appendix Two, Design Guidelines to address this issue.

The Frederick Road (from Bishops Lane to the Baltimore City Line in Paradise) streetscape project continues to be on hold. The bridge over 695 will have a simulated red brick finish with decorative lighting and fencing along with metal plaques at both ends commemorating the Historic National Road

Key Resources

The story of the Historic National Road in Baltimore County is told at the following locations with interpretive panels:

- Catonsville – Catonsville Firehouse
- Catonsville – Frederick Road & Montrose Ave
- Oella – Frederick Road & Oella Avenue, intersection near Patapsco River

Several other survey districts have been identified along the Frederick Road corridor:

- West Catonsville Survey Area (BA-2953).
- Eden Terrace Survey Area (BA-2947)
- Catonsville Commercial Survey Area (BA-3234)

These survey districts may contain additional historic resources that could be associated with the National Road.

Preservation Priorities

Given the context of Baltimore County portions of the Historic National Road - as a suburban ring associated with post war growth of metropolitan Baltimore, some consideration may need to be given to this period in relation to the Historic National Road thematic development. The following preservation priorities would be assisted by such a thematic examination:

- **Central Catonsville** continues to be the preservation focus of Baltimore County along the Historic National Road. This includes both individual properties within the business district as well as the overall character and quality of the community as a place



Figure 42 Example of adaptive re-use and historic preservation in Catonsville



Figure 43 Patapsco River and the Washington Flour Mill

- **Washington Flour Mill** - The future of the Washington Flour Mill just east of Ellicott City continues to be a concern.
- Certification of the **Patapsco Heritage Greenway** is a priority for the Historic National Road that will open up the potential of collaborative preservation and enhancement funding to promote heritage tourism in the area and increase awareness of the significance of the preservation needs

Conservation Priorities

- Roadside forest conservation is an important priority for the Baltimore County portion of the Historic National Road between Ellicott City and Catonsville. The wooded character of the roadway provides some visual relief for travelers between the developed areas of the two commercial districts

Enhancement Priorities

- **Patapsco Heritage Greenway** - support certification as a Maryland Heritage Area and encourage the development of connecting trails and pedestrian safety improvements such as a trail head walking tour associated with Oella
- A **multi-use trail connecting Ellicott City with Catonsville** would be an ideal opportunity to interpret the Historic National Road incorporating themes such as the story of bringing goods to and from the harbor along the Rolling Road
- More management tools are needed to address issues related to **intrusions on the travel experience** such as the disruptive visual nature of cell towers.
- Catonsville Branch, Baltimore County Public Library - with its local history room, adding an interpretive panel or other Historic National Road information may be a way of expanding educational opportunities



Figure 44 More tools are needed to address billboards in Baltimore County



Figure 45 Utilities impact on roadside vegetation between Oella and Catonsville

Baltimore City

The Baltimore City Heritage Area became the Baltimore National Heritage Area since the original 2001 CPP was prepared. Originally managed as a department under the Office of the Mayor, the heritage area is now managed through the non-profit Baltimore Heritage Area Association, Inc. The heritage area boundary ends at Gwynn's Falls Trail, but they are working on a new heritage area trail between Lexington Market and the B&O Museum that will interpret the National Road and the B&O railroad and museum. The BNHA is also preparing a new management plan as required by its new National Heritage Area designation.

The City of Baltimore's new zoning code is nearing completion (City public hearing scheduled for April 2013). The new draft code includes design guidelines with an emphasis on transforming neighborhoods into pedestrian-friendly, attractive places to shop, work and enjoy - all comparable goals to the 2001 CPP and the current update. As far as new land use changes, the "Greens at Irvington Mews" is being constructed at 4300 Frederick Avenue which will include 62 affordable 1 and 2 bedroom apartments for seniors ages 62 and older.

Baltimore City offers a property tax incentive program that will save thousands of dollars for owners of landmark designated properties and properties located in the City's historic districts. There are several landmark properties and districts located directly along the route:

- Baltimore City has Patricia Grace Thomas Inn/Sankofa CDC/Museum on the National Roadway (listed in 2002) - a 19th century tavern and farmhouse that has had multiple uses including its latest use as a residence
- St. Joseph's Monastery (listed in 1991)

Key Resources

The story of the Historic National Road in Baltimore County is told at the following locations with interpretive panels:

- Inner Harbor Trail Head – Baltimore Visitor Center
- The Port of Baltimore – U.S.S. Constellation Visitor Center
- The Baltimore and Frederick-Town Turnpike – Hippodrome Theater
- Railroads Eclipse a National Road – Baltimore & Ohio Railroad Museum
- Gwynns Falls Valley – Trailhead at Frederick Road
- Irvington – Frederick Road & Woodington Road

The Historic National Road is part of a series of communities that are encountered traveling west along Frederick Avenue that includes: Tremont, Ten Hills, Beechfield and Westgate - all part of the travel experience leaving or entering the City of Baltimore.. The Baltimore National Cemetery, part of the neighboring Beechfield community, is an important resource in both its interest.

Preservation Priorities

- Four Mile House
- 1955- sit-in owned by the City has preservation issues (Read's Drug Store at corner of Howard and Lexington)

Conservation Priorities

- Tree preservation areas associated with the Loudon and Baltimore National Cemeteries

Enhancement Priorities

- **Poe and HL Mencken houses and related sites** - there is interest in reopening the Mencken House and linking them together with other sites in the area which were important to Mencken, such as the Hollins Market, Mt. Clare Station, the Number Two Public Library and Loudon Park Cemetery. Other nearby attractions such as the Poe House (closed), the B&O Railroad Museum and the Babe Ruth Museum have also been suggested. Since several of these sites are on the MHNR corridor it would be worthwhile for the MNRA to participate as a more active partner in hopes of capturing some of these visitors with the story of the Historic National Road as well these other stories
- **Irvington** - as noted in the 2001 CPP, the neighborhood of Irvington is a distinct and identifiable community that evolved in somewhat isolation from the rest of Baltimore. According to a Baltimore City-written history of the neighborhood: “Inns and wagon repair shops dotted Frederick Turnpike (today Avenue) after it was opened to Catonsville in 1805. Fairview Inn, known also as Three Mile Inn, sat on the site of Memorial Church. It served variously as a slave quarters, slave jail, and tavern and inn with stables for stage and Conestoga wagon drivers. A milestone, smooth and waist-high and marked “3m to B” stands next to the church”

Today, Irvington continues as a distinct and identifiable neighborhood that would benefit from enhancement of its streetscape to make it more friendly to pedestrians and business patrons. This could be accomplished with some streetscape enhancements to establish gateways to the neighborhood and provide drivers with a better clue that they are entering the neighborhood and should slow down. Altering the pavement type in the shared parking or bicycle lane would also serve to make the neighborhood more identifiable and help slow drivers down. With these types of improvements, interpretation could be installed to tell the Irvington story as well as improve the quality of life for residents

- **Beechfield** - The Beechfield community would like to see more enhancements to the streetscape associated with the Historic National Road. Plans they are considering would include traffic calming and pedestrian safety enhancements along Frederick Avenue for the Beechfield Elementary School children and other residents –perhaps adding a median and arching gateway along the Beechfield portion that would help reduce traffic flow and at the same time add a decorative feature to enhance the MHNR



Figure 46 4600 block of Frederick Avenue in Irvington - potential site of a gateway



Figure 47 4200 Block of Frederick Avenue - consideration should be given to using a different type of pavement or pavement marking to differentiate either the parking or bicycle lanes from the travel lanes. Street trees on the north side could also help enclose the street and add more visual friction,” encouraging drivers to slow travel speeds



Figure 48 4100 Block of Frederick Avenue in Irvington - Using flush pavers at each of the intersections in combination with crosswalks would help to define pedestrian zones in the commercial areas

What is a Preservation Plan

Preservation planning establishes a future direction or vision for historic and cultural resource preservation, and establishes and promotes specific ways to achieve that vision in a clear, concise fashion appropriate to its audience

Preservation planning uses historic contexts and, as appropriate, other special planning studies to help support conclusions and findings in the plan, to help identify critical issues, and to develop goals and priorities for the identification, evaluation, registration, and treatment of historic properties

Preservation planning establishes goals and objectives that address the preservation needs of historic and cultural resources in the planning area, as well as the critical issues, threats, and opportunities facing those resources.

Preservation planning produces a preservation plan that documents the findings and conclusions reached during the planning process, and that is distributed to its intended audience, and to others as appropriate

excerpted from: DRAFT PRINCIPLES OF PRESERVATION PLANNING
<http://www.nps.gov/hps/pad/PlngPrinc.html>

Preservation Planning

Develop preservation plans for sites noted by each county and municipality on MHNHR's top ten list of preservation priorities. Seek immediate funding once that list is presented to the public.

One of the critical steps that was recommended in the 2001 CPP but was never fulfilled for any site was the need to prepare project specific preservation plans. The preservation plans spell out in detail the step by step measures that need to be taken to achieve the preservation goals for a site or an area. This must be done for each of the highly vulnerable resources and areas that have been identified through the CPP Update process.

Tools for Analyzing Conservation Needs

The MDP has developed a GIS-based tool to analyze land use stability based on three metrics: status, vulnerability, and development threat. Breaking the state into 100-acre grid cells, evaluating these areas, and applying the three metrics, this tool can be utilized to help identify conservation priorities for the National Road.

In addition to using the above tool for conservation priorities, MDP's initiative, Plan Maryland, in which State agencies and local governments collaboratively identify "Planning Areas" to best use their resources and to determine how to address land, economic, and development needs. The Planning Areas are designated by local governments and based on State guidelines. Planning Areas include:

- Targeted Growth & Revitalization Areas
- Established Community Areas with PFA's
- Future Growth Areas
- Large Lot Development Areas
- Rural Resource Areas

Additional tools available and in use by MDP provides further information about the state's conservation priorities and areas along the Historic National Road that may benefit from being identified through these programs:

- GreenPrint, a tool that is helpful to Maryland Department of Natural Resources (DNR) conservation efforts
- AgPrint, mostly used for MALPF easements
- GrowthPrint, which identifies investment areas, or places where MD is already targeting state resources.

The overall byway map in Appendix One, shows the location of the GreenPrint AgPRINT, and GrowthPRINT tools.

IMPLEMENTATION

Sustaining the Maryland Historic National Road

After ten years of operation, the MNRA is reaching a new phase in its development as a heritage tourism destination - that of the “sustaining phase” of byway operations. Although there is some overlap in the ongoing “development phase” and “sustaining phase” - the needs are clearly beginning to shift towards those of sustaining the byway and the organization that supports it over time.

Establishment Phase: 2001 - 2004

The original establishment phase was completed in 2004 with the completion of the 2001 Corridor Partnership Plan, designation of the MHNR as an All-American Road, the installation of 59 Wayside Panels and companion map and guide, and the formation of the MNRA as the management entity for the byway. Visitors to the MHNR could find and follow the route. The route was recognized as nationally and internationally significant as “the road that built this nation.” Visitors could learn something about this story by stopping at exhibits along the way or using the companion map and guide. There was an organization established that could speak out on the byway’s behalf and work to responsibly implement recommendations from the Corridor Partnership Plan.

Development Phase: 2004-2013 and beyond

The MHNR has expanded its physical presence in the region through changes in leadership, the more tangible installation of exhibits at visitor centers in Frederick and along I-70, the installation of other wayside areas (such as the Mile-0 Marker), the establishment of the byway web site, and the installation of new route marker signs (coming soon). In addition to the route markers, there is still more work to be done to expand the range of things to see and do along the route. More programming is needed, some of the remaining, but more complicated sites need to be reconsidered such as at the top of Big Savage Mountain, or reopening the Washington County pull-offs on Sideling Hill. Some of the small museums along the route could use some more exhibits. But these are all things that can be done as part of an annual or biannual planning process as opportunities arise.

Sustaining Phase: 2007 and beyond

As the range of things to see and do and the promotional and marketing expands with it, the need to monitor, maintain and manage the travel experience becomes more and more important. SHA started this process by developing and putting in to practice the context sensitive solutions approach for managing change to the roadway and its immediate environs. The companion model development guidelines for the areas beyond the road and right-of-way will be an important next step. However, what is truly needed now is a more concerted effort to put into action the recommended preservation and conservation strategies that will make sure that the Historic National Road itself, and its significant views and historic context are preserved for future generations to appreciate.

This identifies opportunities for funding recommended actions and priorities

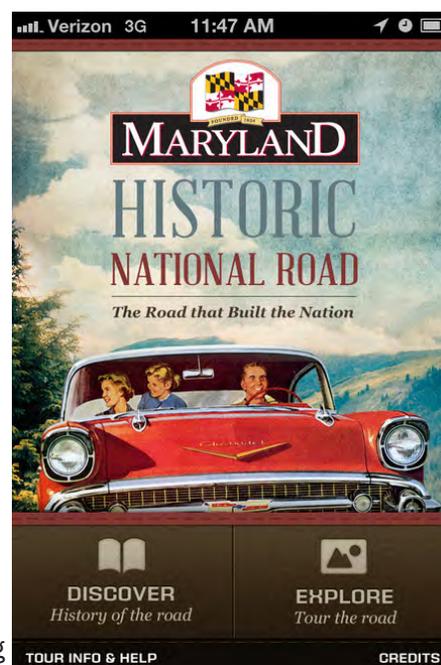


Figure 49 Maryland Historic National Road’s mobile application is scheduled for release in 2014

Example of Thematic Listing on the National Register of Historic Places

An Historic National Road context statement was prepared by a consulting firm with funding from the Maryland SHA in coordination with the Maryland Historical Trust. This context statement was intended to provide assistance to local municipal governments, historic commissions and societies, or individual property owners wishing to list an historical road resources on the Maryland Inventory of Historic Places or the National Register of Historic Places. Although the project was never completed, the draft deliverable at least provides a start for this important effort.

The best example of this type of thematic listing was listed well before the 2001 Corridor Partnership Plan - a 1976 thematic listing of the Inns along the National Road in Allegany and Garrett Counties. Eleven sites were listed as part of this theme:

- Flintstone Hotel
- Stone House or Tavern in Flintstone
- Six Mile House, Cumberland
- Early frame house in Cumberland (owned by Minke at the time of the listing)
- Colonial Manor in Cumberland
- Four Mile House in LaVale
- Five Mile House in LaVale
- Clarysville Inn, Clarysville (since burned down)
- Main building at Penn Alps, Grantsville
- The Casselman, Grantsville
- National Hotel, Grantsville

See: http://msa.maryland.gov/megafile/msa/stagsere/se1/se5/000001/000001/000706/pdf/msa_se5_706.pdf, accessed 11 January 2013

This sustaining phase is the primary focus of the Corridor Partnership Plan Update. It spells out the necessary actions that are needed to steward this nationally significant historic resource and conserve some of its significant landscapes.

There is a lot of hard work left to do. Some of it is about bricks and mortar—how to enhance some of the less attractive commercial corridors like the Golden Mile or the growth area in Hagerstown—but much of the ongoing work is about preserving the resource itself.

There are several planning and preservation tools that are highly recommended for the critical resources identified in the Corridor Partnership Plan. These tools are spelled out on the following pages along with funding opportunities that should be considered to implement them.

Funding and Financing Byway Projects and Programs

Funding and financing byway management activities is one of the bigger challenges facing communities with an interest in heritage tourism. Although funding for preservation, interpretation, education, heritage and nature-based tourism development, and community-based enhancement activities has become increasingly more competitive, there are sources of funds that are still available or are awaiting authorization from the next federal budget. The following is a selected list of funding sources that should be monitored and pursued as a means of financing future byway management activities:

Funding for the Byways program has traditionally been included in a comprehensive transportation bill. The most recent transportation bill, “Moving Ahead for Progress in the 21st Century” (MAP-21), reauthorized federal transportation programs through fiscal year 2014. A continuing resolution was signed extending current transportation funding through May, 2015. Legislation authorizing the National Scenic Byway Program is still in place, but no further funds have been allocated. Funding for implementation of certain scenic byway projects and activities continue as an eligible activity under FHWA’s Transportation Alternatives Program (TAP).

Given changes enacted as part of MAP-21, including elimination of scenic byway program funds and reduction in transportation enhancement funding programs (TAP), management responsibilities must be shared more broadly than they have been in the past for comparable scenic byways and touring routes managed for heritage-based tourism.

In the past, byways and heritage areas have been able to fund a part-time “byway manager” from National Scenic Byway Program funding to coordinate activities of participating agencies, non-governmental organizations, volunteers, and business partners. The byway manager served as the glue that bound together cooperative efforts into a coherent and effective framework for management. The role of byway manager or coordinator is a crucial one and successful byways have found ways to support such a position. Some byways have been able to piece together a “management team” that takes on certain aspects of management responsibilities that had been assigned to a paid coordinator. Without such a coordinator, fewer grant applications are pursued, and less coordination is engendered among partner agencies and non-governmental organizations.

Staff support provided by a local, regional, state or federal agency is one approach where a portion of a full-time equivalent position is allocated for the byway coordinator role. Maryland Department of Planning (MDP) took this on prior to the establishment of the Maryland National Road and continued to play a prominent role in its structure after the MNRA was established. The manager typically requires a minimum of one-quarter to one-half of a full-time equivalent employee. The manager typically requires a minimum of one-quarter to one-half of a full-time equivalent employee.

With no “seed” grants available to fund the position, the only other way to support the activity is through external funding through grantsmanship. However, grantmaking organizations are reluctant to fund administrative activities as they typically want to be sure that administrative capacity is already in place. It may be possible to use grant funding to support the byway manager by incorporating funds for project management into the grant budget, and by establishing an established and audited overhead rate that applies to each dollar of labor expended. For non-profit organizations, however, care has to be taken to ensure that administrative costs do not become a burden when seeking to raise outside funds. No more than fifteen percent of an organizations budget should be expended for administrative overhead.

Without funding for a manager, many byways around the country are taking a hybrid approach to managing their byway which is recommended for the MNRA. The hybrid approach combines the efforts of the volunteer boards, with additional assistance from existing agency and non-governmental organization representatives to take on tasks that fit within their agency or organization’s mission and job descriptions. The projects and programs are initiated by local partners, and the byway committee serves to coordinate the efforts using the expertise of the individual representatives.

The tables that are appended to this chapter identify potential grant opportunities. Pursuit of these grant opportunities will need to be initiated by each locality or agency with an interest in leveraging their chances to gain funding for a local project.

Maryland Smart Growth Toolbox

The Maryland Historic National Road includes six Maryland Main Street Communities (Cumberland, Frederick, Frostburg, Middletown, Ellicott; City and Mt. Airy), that intersect with the Historic National Road). In addition to the designated

Sustainable Communities

The following designated sustainable communities are found along the Historic National Road

Main Streets, the road links together the larger cities and smaller towns of Baltimore City, Catonsville, Ellicott City, New Market, Boonsboro, Funkstown, Hagerstown, Clear Spring, Hancock, LaVale, and Grantsville. The Maryland Historic National Road in some ways is Maryland's Main Street.

One important tool that is common to all of these cities and towns is to utilize the Maryland Department of Planning's "Smart Growth Toolbox." According to MDP: "More than 100 programs support infill, redevelopment and revitalization in Maryland. The Smart Growth Toolbox, a searchable online database of federal and state programs that helps individuals, jurisdictions and organizations identify resources to tap for reinvestment initiatives, was launched as part of *Reinvest Maryland*, a report released by the Maryland Sustainable Growth Commission. Byways, including the MHNHR have relied upon funding from the National Scenic Byway Program.

Allegany County

City of Cumberland
City of Frostburg

Arts and Entertainment (A&E) Districts Program (DBED)

The A&E District Program's goal is to identify, develop, and support diverse artistic and cultural centers in communities throughout Maryland that preserve a sense of place, provide unique local experiences and spur economic revitalization and neighborhood pride.

<http://www.msac.org/programs/arts-entertainment-districts>

Baltimore City

Baltimore City

Baltimore County

Catonsville/
Patapsco

Maryland Heritage Areas Program - Capital Grants

Nonprofit organizations and local jurisdictions are eligible to apply for grants for real property acquisition, development, rehabilitation and restoration within a Certified Heritage Area.

http://mht.maryland.gov/grants_heritagearea_project.html

Carroll County

Town of Mount Airy

Frederick County

Town of Middletown

Maryland Heritage Areas Program - Non Capital Grants

Nonprofit organizations and local jurisdictions are eligible to apply for grants for planning, design, interpretation, and programming projects. Projects must be located within a Certified Heritage Area.

http://mht.maryland.gov/grants_heritagearea_project.html

Garrett County

Town of Grantsville

Howard County

Ellicott City

Maryland Heritage Areas Program - Marketing Grants

Certified Heritage Area management entities, their marketing partners, or organizations recognized by the Maryland Office of Tourism Development may apply for heritage area marketing grants. Supported activities include advertising placement, participation in consumer travel and trade shows, printed material and web development related to heritage tourism.

http://mht.maryland.gov/grants_heritagearea_marketing.html

Washington County

City of Hagerstown

Maryland Heritage Areas Program - Operating Assistance Grants

Certified Heritage Area Management entities (typically local jurisdictions or non-profit organizations designated to manage a Certified Heritage Area) are eligible for grants annually to support operations and Heritage Area-wide activities

http://mht.maryland.gov/grants_heritagearea_operating.html

Smart Growth Design and Development Assistance

Provides technical assistance to local governments on land development and urban design issues to help communities grow smarter. (Sustainable Community)

<http://planning.maryland.gov/OurWork/smartgrowth.shtml>

Technical Assistance Grants Program (DHCD)

Technical Assistance Grant (TAG) provides funding to nonprofit organizations, local governments, local development agencies and local development corporations to obtain or provide advisory, consultative, training, information, and other services which will assist or carry out community development activities.

<http://dhcd.maryland.gov/website/programs/tag/Default.aspx>

See <http://grants.maryland.gov/Pages/grantshome.aspx> for more opportunities.

Additional Funding and Finance Options

Throughout the planning process, several options have been suggested for providing funding sources to help preserve and enhance the Historic National Road, an All-American Road designated by the Federal Highway Administration and a nationally significant travel route that helped shaped our nation and our system of federal funding for transportation. The ideas generally revolve around tapping the value generated by development and redevelopment along the Historic National Road to finance preservation and enhancement activities. Two specific tools exist that could potential be adapted to Historic National Road management activities

Tax Increment Financing (TIF)- as a means of financing public infrastructure in connection with private development which furthers county-wide goals and policies. A TIF accomplishes this by pledging the increased property tax revenues (the “Tax Increment”) resulting from the private development to pay for the bonds or other financing used to fund the public infrastructure. The TIF structure allows the County to continue to receive the tax revenues existing prior to the private development, to receive the entire increase in tax revenues from the private development after the bonds or other obligations are paid, and to fund the infrastructure without having to increase county-wide tax rates or other revenues. One key to the success of a TIF is that the Tax Increment will generally be sufficient to finance the public infrastructure. Development Impact Fees - in high growth areas, [source: Howard County]

Business Improvement District (BID) - according to ACM § 12-401(d) “...The legislative body of a county or municipal corporation may adopt a local law to create a BID...” A proposed 3-year business plan must include, “The annual proposed BID tax for the proposed district’s common operations and the formula used to determine each member’s district tax.” ACM§ 12-407(b)(3)(ii). The legislative purposes of this subtitle are to: “(2) Promote the general welfare of the residents, employers, employees, property owners, commercial tenants, consumers, and the general public within the geographic area of the BIDs.” ACM § 12-402
“A statement...that is signed by at least 80% of the owners of the total number of parcels of nonexempt property in the geographic area of the proposed district. .The BID must have a managing body that is a Nonprofit, Advisory Board, or Governmental unit.

USDOT/FHWA Surface Transportation Programs –

Funding Areas: Bicycle and pedestrian facilities, waysides/pulloffs, recreational trails, safety related projects (traffic calming, highway safety studies, etc.):

Moving Ahead for Progress in the 21st Century (MAP-21)

Excerpt from legislation describing eligible funding categories (FY 2013)

“(29) TRANSPORTATION ALTERNATIVES. –The term ‘transportation alternative–’ means any of the following activities when carried out as part of any program or project authorized or funded under this title, or as an independent program or project related to surface transportation:

- (A) Construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- (B) Construction, planning and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults and individual–with disabilities to access daily needs.
- (C) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- (D) Construction of turnouts, overlooks and viewing areas.
- (E) Community improvement activities, including–
 - (i) inventory, control, or removal of out door advertising;
 - (ii) historic preservation and rehabilitation of historic transportation facilities;
 - (iii) vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species and provide erosion control; and
 - (iv) archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
- (F) Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to–
 - (i) address stormwater management, control and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a) and 329; or
 - (ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.”...

US Department of Agriculture	RURAL BUSINESS ENTERPRISE GRANTS (RBEG) PROGRAM: The RBEG program provides grants for rural projects that finance and facilitate development of small and emerging rural businesses help fund distance learning networks, and help fund employment related adult education programs. To assist with business development, RBEGs may fund a broad array of activities.	http://www.rurdev.usda.gov/BCP_rbeg.html	varies by State office
USDOT - MAP-21	Recreational Trails: The Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorized the Recreational Trails Program (RTP) through Federal fiscal years 2013 and 2014 as a setaside from the new Transportation Alternatives Program. Click here for more information. Funds requested for projects cannot exceed \$40,000 for trail construction and \$30,000 for non-construction.	http://www.marylandroads.com/Index.aspx?PageId=98	7/1/2013 (past)
USDOT - MAP-21	See Federal programs for eligible categories and guidance: SHA will continue to encourage and promote the development of TAP projects for the 50% of the state apportioned funds that may be obligated to any area in the state, as well as provides some project support services. The project sponsor is responsible for the design, management, construction, implementation and permit requests for TAP projects. All potential TAP projects require a sponsor to be responsible for a minimum of 20% of the project costs. The project sponsor also assumes the maintenance and legal liability for the duration of the project’s useful life. Any project sponsored by a non-government agency, organization or individual must have a government agency as a co-sponsor.	http://roads.maryland.gov/Index.aspx?PageId=144	MD deadline: March 1–May 15 2013 (past)

National Endowment for the Humanities

Funding Areas: Museums collections/management, education and interpretation

Source: <http://www.neh.gov/grants>

America's Historical and Cultural Organizations: Planning Grants Provide support for museums, libraries, historic places, and other organizations that produce public programs in the humanities	January 9, 2013	Division of Public Programs
America's Historical and Cultural Organizations: Implementation Grants Provide support for museums, libraries, historic places, and other organizations that produce public programs in the humanities	January 9, 2013	Division of Public Programs
Challenge Grants Capacity-building grants intended to help institutions and organizations secure long-term improvements in and support for their humanities programs and resources.	May 2, 2012	Office of Challenge Grants
Collaborative Research Grants Support interpretive humanities research undertaken by a team of two or more scholars, for full-time or part-time activities for periods of a minimum of one year up to a maximum of three years	December 6, 2012	Division of Research Programs
Digital Humanities Start-Up Grants Designed to encourage innovations in the digital humanities. By awarding relatively small grants to support the planning stages, NEH aims to encourage the development of innovative projects that promise to benefit the humanities.	September 25, 2012	Office of Digital Humanities
Digital Humanities Implementation Grants Designed to fund the implementation of innovative digital-humanities projects that have successfully completed a start-up phase and demonstrated their value to the field.	January 23, 2013	Office of Digital Humanities
Landmarks of American History and Culture: Workshops for School Teachers Supports series of one-week residence-based workshops for a national audience of K-12 educators. NEH Landmarks of American History and Culture Workshops use historic sites to address central themes and issues in American history, government, literature, art, music, and other related subjects in the humanities.	March 1, 2012	Division of Education Programs
Preservation and Access Education and Training Support national or regional (multistate) education and training programs. Grants aim to help the staff of cultural institutions, large and small, obtain the knowledge and skills needed to serve as effective stewards of humanities collections.	June 28, 2012	Division of Preservation and Access
Preservation and Access Research and Development Support projects that address major challenges in preserving or providing access to humanities collections and resources. These challenges include the need to find better ways to preserve materials of critical importance to the nation's cultural heritage	May 16, 2012	Division of Preservation and Access
Preservation Assistance Grants for Smaller Institutions Helps small and mid-sized institutions—such as libraries, museums, historical societies, archival repositories, cultural organizations, town and county records offices, and colleges and universities—improve their ability to preserve and care for their significant humanities collections	May 1, 2012	Division of Preservation and Access
Sustaining Cultural Heritage Collections helps cultural institutions meet the complex challenge of preserving large and diverse holdings of humanities materials for future generations by supporting preventive conservation measures that mitigate deterioration and prolong the useful life of collections.	December 4, 2012	Division of Preservation and Access

National Endowment for the Arts

Through Our Town, the NEA supports creative placemaking projects that help transform communities into lively, beautiful, and sustainable places with the arts at their core.

<p>Our Town</p> <p>Through <i>Our Town</i>, subject to the availability of funding, the National Endowment for the Arts will provide a limited number of grants, ranging from \$25,000 to \$200,000, for creative placemaking projects that contribute toward the livability of communities and help transform them into lively, beautiful, and sustainable places with the arts at their core. <i>Our Town</i> will invest in creative and innovative projects in which communities, together with their arts and design organizations and artists, seek to:</p> <ul style="list-style-type: none"> • Improve their quality of life. • Encourage greater creative activity. • Foster stronger community identity and a sense of place. • Revitalize economic development. 	<p>January 14, 2013</p>	<p>http://www.arts.gov/grants/apply/OurTown/Grant-program-description.html</p>
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USDA

<p>Rural Community Development Initiative – provides technical assistance and training funds to qualified intermediary organizations to develop their capacity to undertake housing, community facilities, and community and economic development projects in rural areas.</p>	<p>Pending authorization from Congress (last announcement was March 2012 for FY 2011 and 2012)</p>	<p>http://www.rurdev.usda.gov/HAD-RCDI_Grants.html</p>
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*Note in Tennessee additional opportunities may be available through TVA

Appalachian Regional Commission:

<p>ARC Project Grants– ARC awards grants to projects that address one or more of the four goals identified by ARC in its strategic plan and that can demonstrate measurable results. Typically, ARC project grants are awarded to state and local agencies and governmental entities (such as economic development authorities), local governing boards (such as county councils), and nonprofit organizations (such as schools and organizations that build low-cost housing). Tourism development is identified as a priority for ARC. ARC projects that have developed or will develop tourism products that enhance the Region's cultural heritage, history, and natural beauty.</p>	<p>Unknown</p>	<p>http://www.arc.gov/funding/ARCProjectGrants.asp</p>
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NOTE: Smith and Putnam are identified as “at-risk” counties and may be eligible for additional funding categories

Private Foundations

The following private foundations have provided funding for projects similar to those identified in the MHNR CPP update.

Sponsor	Grant Name: Brief Description and Key Words	Website	Typical Deadline
The Cedar Tree	The Cedar Tree Foundation's grant making focuses on the following areas of concern: Sustainable Agriculture, Environmental Education, Environmental Health. We give particular consideration to proposals that demonstrate strong elements of environmental justice, and conservation.	http://www.cedartreefoundation.org/index.html	Letters of inquiry accepted
The Curtis and Edith Munson Foundation	Conservation of natural resources in North America and the Caribbean Basin with emphasis on the United States. Major program areas include: Marine resource conservation and management with a particular interest in fisheries; South Florida Ecosystems (Everglades, Biscayne Bay, Florida Bay, and Florida Keys); Alabama environmental issues; D.C. Metro area environmental issues; Population and environment initiatives; interests of the donor/board	http://www.munsonfdn.org/	letter of inquiry due by first Friday in April or second Friday in September
The Funders' Network	Local Sustainability Matching Fund: provides matching investments from national foundations on a competitive basis to build partnerships between local government sustainability directors and local place-based foundations to advance discrete sustainability initiatives that demonstrate broad community support and engagement.	http://www.fundersnetwork.org/participate/green-building/local-sustainability-matching-fund	May 2013 (past)
National Fish and Wildlife Foundation	NFWF supports more than 70 grant programs to protect and restore our nation's wildlife and habitats. We encourage you to read our complete list of conservation programs and review the program goals and guidelines to select the one appropriate for you. You can submit applications online through Easygrants, our grant application and management system.	http://www.nfwf.org/Pages/grants/applicants.aspx#.Ue6DwIP11V4	see website for programs - dates vary

Two-Year Action Plan

The following table highlights the specific actions to be undertaken in the first two years of the CPP Update. This action plan will be updated annually to identify with each year indicating the grants or outside funding to be pursued in support of the priorities identified.

MHNR: Two-Year Action Plan by Priority (to be updated on an annual basis)

Action	Lead Responsibility	Funding Source
July 1, 2014-June 30th 2016		
Continue efforts to establish a Preservation Committee and start a MHNR preservation awareness campaign	MNRA Board	Seek Funding Support from National Trust for Historic Preservation for awareness campaign
Complete and launch MHNR mobile application	MNRA Executive Director or contractor	[Funded]
Adopt/Reference CPP and CPP Update as needed in each jurisdiction's comprehensive plan; preservation plans, if applicable	MNRA Preservation Committee members with support from Maryland Scenic Byway Program and MDP	To be coordinated with SHA's outreach efforts to planning directors (Fall 2014-Spring 2015).
National Road Museum – ongoing coordination	National Road Heritage Foundation	Maryland Heritage Area Grant and Mini-grants, NEH
Build on support from Endangered Maryland 2014 listing and seek funding for model preservation plan for top priority site or sites	MNRA Preservation Committee with support from sponsoring site	Preservation Maryland or Maryland Historical Trust grant programs
Events: Maryland Pickers-Maryland National Road Yard Sale	MNRA Executive Director to coordinate with Maryland Pickers	[To be determined]
Ongoing maintenance of interpretive panels	MNRA Board	Self funded through maintenance agreements
Seek funding for trail towns program or similar coordination with National Road Main Streets	MNRA Board with support from Main Street managers	Rural Economic Development or ARC (for eligible counties)
Seek funding for bicycle tourism plan for MHNR	MNRA Board with support from CVB/County Tourism Offices	Rural Economic Development or ARC (for eligible counties) – coordinate with SHA and MDOT
Conduct a meeting of small museums along the MHNR to identify coordination opportunities and potential for coordinated or thematic exhibits or coordinated Museum Assessment Program	MNRA Board with support of museum directors or organizations	Maryland Heritage Area Grant and Mini-grants (Maryland Historical Trust)
Develop prototype for vista management – maintaining vegetation	MNRA Board enlists efforts of local jurisdiction and/or property owner	Middletown Heights is lead prototype, Town Hill may be another potential prototype
Develop plan for geocaching trail	MNRA Board	[To be determined]