



Memorandum:

To: MHNR CPP Update Advisory Group
 From: Jim Klein
 Date: 18 May 2012
 Subject: Updating Conservation and Preservation Strategies – Discussion Outline

I. How did we do?

2001 CPP Preservation and Conservation Goals and Objectives –

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.

Objective	Status (selected examples)
Focus preservation efforts on stabilizing fragile and vulnerable resources and develop a list of priority preservation projects;	What has been preserved since 2001? <ul style="list-style-type: none"> ▪ Hancock Toll House ▪ Six Mile House, Allegany County ▪ B&O Railroad Station (s)
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	<ul style="list-style-type: none"> ▪ Reinforced by state policies in Plan Maryland
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.	<ul style="list-style-type: none"> ▪ MNHR statewide context statement and study ▪ Some guidance at state level and in some counties, but nothing specific to the MHNR

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.

Objective	Status (selected examples)
Establish conservation priorities in those places that are recognized for their scenic quality and overlap with other environmental conservation or historic preservation goals;	<ul style="list-style-type: none"> ▪ Need to align with Plan Maryland, GreenPrint, and AgPrint plus Local Preservation Priorities ▪ Scarpelli Property Conservation Easement (SB-2011-MD-06)
Develop simple guidelines and incentives to encourage land use that is sensitive to the scenic and historic qualities found along the Byway; and	<ul style="list-style-type: none"> ▪ Community Design Guidelines funded in 2005 (MDP original sponsor) now being completed
Beautify the roadway	<ul style="list-style-type: none"> ▪ Casselman River Bridge State Park, Stanton's Mill, and Grantsville area ▪ CSS for MHNR ▪ Golden Mile ▪ MD 40 section in Howard County ▪ Route 40 Alt Streetscape (LaVale)

II. Status of Preservation Priorities (2001) – recommended actions

2001 Action	Status (selected examples)
1) 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? √+ Frederick County √ City of Frederick ? Washington County (2002) ? City of Frostburg (tourism)
2) 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.);	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.
3) Identify one priority preservation project in each jurisdiction and assemble a joint application for Scenic Byway Program funds to preserve those properties;	Grant funding for B&O exhibit and Scarpelli Property conservation easement come closest. Otherwise grant applications for preservation have not been forthcoming
4) 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; and,	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).
5) 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

III. Implementation Steps (2001):

Preserving the best qualities of the Byway requires the following steps:

- Establishing priorities for preservation and conservation;
- Gaining greater recognition for the significance of the corridor;
- Planning for preservation and conservation action;
- Organizing for preservation and conservation action; and
- Funding preservation and conservation action.

III. Recommended preservation actions for CPP Update (2012)

1. Establish a preservation committee to pursue recognition, preservation planning, and funding for priority projects along the MHNR (with one key contact in each County)
2. Reference the Corridor Partnership Plan (2001) and Update (2012) in all County and Municipal comprehensive plans, open space plans, transportation plans, and related heritage tourism plans (see Frederick County language below for model)
3. Continue to prioritize preservation of significant resources associated with the heyday period (especially inns, mile houses, mile posts, stone bridges, etc.)
4. Establish a preservation priority list, perhaps akin to the ten most endangered lists of historic sites along the Historic National Road. Nominate sites to national lists to bring more attention.
5. Develop preservation plans for the top ten list of preservation priorities – seek immediate funding one the list is presented.
6. Identify views that are highly evocative of either the heyday era or revival era, (especially those that comprise the setting of highly visited sites on the MHNR) as conservation priorities and seek to add those portions of the views that are not included within the State of Maryland GreenPrint or AgPrint priorities to Local Preservation Priorities and seek funding for additional conservation easements for these lands.
7. Continue to seek alternative approaches to financing preservation actions

Reference in Comp Plans – example from Frederick County:

Incorporate the preservation and enhancement goals of the Heart of the Civil War Heritage Area, the Catoctin Mountain Scenic Byway, the Historic National Road, and the Journey Through Hallowed Ground Management Plans in planning activities and development reviews for the benefit of the County's historical environment and to support the economic benefits of heritage tourism.

ACTION ITEMS (selected)

HP-A-01 Using the identified special views and sites in the Management Plans of the Historic National Road and the Catoctin Mountain Scenic Byway 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-02 Continue the Planning Division's participation in the management entities of the Heart of the Civil War Heritage Area, the Catoctin Mountain Scenic Byway/Journey Through Hallowed Ground National Heritage Area, and the Maryland National Road Association to support these organizations' historic preservation goals and their focus on heritage tourism.

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, and the Context Sensitive Solutions for Work on Scenic Byways on Maryland's scenic byways in the County, including the Catoctin Mountain Scenic Byway.