



Lardner/Klein Landscape Architects, P.C.

Memorandum:

To: MD Historic National Road CPP Advisory Group
From: Lardner/Klein Landscape Architects, PC
Date: 28 March 2012
Subject: CAG #2 Meeting Notes 03/22/12

CAG Meeting #2-Hagerstown, MD, 10 AM – 1 PM

The purpose of the meeting was to discuss conservation and preservation issues and priorities, to review the 2001 historic resource inventory and to identify the types of growth and development that should be addressed in the design guidelines.

Ryan Sigworth of the Maryland Department of Planning (MDP) presented their current tool being developed to analyze land 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.

One question was raised about why commercial areas were not included in this analysis. An example used was that of Clear Spring. To respond to this, Ryan reminded the group that this tool is not used for lands within PFA's—it is just to focus on areas outside of the PFA's, the rural areas. He also mentioned that this tool is not the “end all” in analysis of land stability.

Terry Maxwell, SHA, asked county representatives if this would be something they are using or if they would be interested in using this tool. Representatives favored use of the tool, however in Washington County there are concerns about complications in applying the tool in growth areas, due to issues associated with water and sewer availability and annexation—an area of the National Road could be affected by this just west of Hagerstown.

In addition to using the above tool for conservation priorities, Melissa Appler of MDP also introduced the 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

Terry Maxwell suggested that for the purposes of the NR CPP Update, it might be wise to divide the design guidelines into the same categories as the Planning Areas. Melissa directed the group to the Plan Maryland website (<http://plan.maryland.gov/home.shtml>) for

- Criteria for each Planning Area,

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- A checklist definition,
- And a timeline for Plan Maryland into 2013.

Melissa also briefly discussed GreenPrint, a tool that is helpful to DNR efforts; AgPrint, mostly used for MALPF easements; and GrowthPrint, which identifies investment areas, or places where MD is already targeting state resources (Plan Maryland evolved from the GrowthPrint initiative). LKLA will use the MDP today to evaluate the relationship between Plan Maryland and the byway. Melissa emphasized that there is a “big pot of money” available for sustainable communities initiatives.

GIS data are available through MD imap.

Preservation and Conservation Priorities

The committee discussed priorities for both conservation and preservation including some general criteria as well as specific places:

- Prominent ridgelines under strong development pressure
- The significant views / ridgelines from the original plan (Ch. 5 page 10)—Terry Maxwell reiterated the value of returning to the plan to identify these priorities. Jim mentioned the photo from the cover which would now show a house in the view
- Historic views such as Wilson Bridge, Wilson General Store, views associated with a historic resource itself
- Transportation heritage resources (railroad/canal/bridges); e.g. Casselman River Bridge; where canals come together with roads; Mt. Airy has similar confluence of transportation from different eras
- Historic rights-of-way / original route stretches (e.g. stone culverts in Cumberland along the original route west from Cumberland from 1806 to 1820’s, showing original historic construction)
- Braddock’s Road
- Civil War resources associated with the HNR
- Stone Mile-Markers (original were marble and eroded quickly)
- Historic downtowns- places that were destinations
- Multigenerational businesses / making sure that they remain
- Sections of the roadway with federal and state resources
- Historic pull-offs now closed due to maintenance funding
- The Narrows
- Toll houses (Hancock and LaVale—nicely restored, but others such as Frederick may be vulnerable)

The issue of billboards was addressed. Jim mentioned that the state enforces billboard prohibitions on National Highway System routes (US 40); otherwise localities need to enforce them on non-NHS routes (e.g. 144, 40 scenic, 40 alternate).

Status of Resources

Each county is being asked to look at the 2001 historic resources inventory and identify the sites on that are visitor friendly and ready and any conservation or preservation issues that may be of a concern for each of these sites. Please give Jim a call if you have any questions or need more information.) This list will be modified with further input as the plan moves forward

(Note – the 2001 MHNR Corridor Partnership Plan and 2001 Historic Resource Inventory can be accessed at: http://www.lardnerklein.com/mhnr_index.html)

Garrett and Allegany County

Note: Representatives from Garrett County were not able to attend this meeting but the following were mentioned by advisory committee members

Vulnerable Resources

- Ridgelines (wind turbines and mining threats)
- Big Savage Mountain and Dans Mountain (coal mining on Dans Mountain)
- Terry mentioned that on Rte. 219 there is currently road widening planned
- Martin Mountain- to be leveled up to the National Road for a reclamation project—ripple effect from Rocky Gap (e.g. of where local resources take effect / extractive processes / wind energy)
- Original route up from Mile Marker 0 up Washington Street as noted above

Key Resources

- Casselman River Bridge
- Princess Restaurant
- Tomlinson Inn (where did road go historically?)
- Green Street #1 mile marker monument
- Walnut Bottom Inn on Green St.
- Unique natural resources and manmade
- Polish Mt. – mixed forest and farmland off of 144
- Folks Mill (was meeting place for past HNR planning efforts)
- The Narrows (Green St. switched to the Narrows in 1820's)
- Picnic Areas (Negro Mountain)

Washington County

- Wilson Bridge and Store – may be open again, but a recurring concern
- Sideling Creek Bridge- state preserved—looks great now—can kayak on this creek and is an opportunity for a water trail
<http://dejaviwing.org/forum/index.php?topic=4.0>
- Washington County (Tom Riford presented the following sites)-
 - Hancock-**
 - Hancock Tollhouse
 - Canal town program resources/ Western MD Rail Trail goes through downtown
 - Main Street Visitor Center
 - C&O Canal- has new visitor center at the Bowles House (largest flag and great pies!)
 - Blue Goose Fruit Market & Bakery
 - Park & Dine
 - The Lock House
 - Weavers (3 governors have eaten here & great pies!)
 - Between Hancock and Hagerstown**
 - Fort Frederick- garrisoned during Western expansion
 - Clear Spring- has a lot of historic markers (swings away from the current route)
 - Clear Spring – winery 1 mile from the NR (visitor friendly)
 - May 18th- National Pike Festival and Wagon Train
 - Plum Grove (not in town limits)- owned by Clear Spring Historical Society; 19th century rose garden
 - Marsh Farm
 - Historic home, store, schoolhouse
 - Wilson Bridge- largest and oldest stone arch bridge; wagon train can traverse the bridge once per year—this year on May 19th
 - Hagerstown-**
 - Hub City

- Washington County Free Library
- Charter Library
- Birth place of the of the book mobile (was hit by a train)
- Square of Hagerstown: MD Theater (1915)
- Hagerstown had 1st arts and entertainment district
- Visitor Center

Funkstown

- Civil War battle
- 1st time that macadam was used (stretch from Funkstown to Boonsboro)
- Historic Bridge
- Roundabout in Funkstown (Funkstown Hill & Garrett Shop Rd.); Note- local stone materials used

Where 144 comes back to 40- rezoned to rural residential & industrial

- Washington County distillery
- Kline's Mill
- Stone House 1834
- Old Pike Inn
- Landfill Rd. Tavern (date is last era) - "interesting watering hole"

Boonsboro

- Civil War (July 7th 1863 after 1st Battle of Hagerstown)
- Turner's gap
- Nora Roberts- rebuilt the Inn after fire in Boonsboro ("savior of town"); Inn is most expensive in Washington County
- Old South Mountain Inn
- Dahlgren Chapel- being preserved (movie filming there)
- Central Maryland Heritage Area
- Zittlestown Road (Mrs. Dahlgren wrote the Witches of Zittlestown)

Frederick County and Carroll County

(Chris Haugh provided a comprehensive list of sites and corresponding notes on the historic features atlas for our reference. The following notes are supplemental to the list provided, and some notes are repetitive.)

- North Carolina Monument
- Appalachian Trail
- Middletown- 1st house
- Carriage house- making use of that structure
- Civil War Trails
- Main Cup Restaurant (was ice cream shop)
- Old roadway segment (see poles at the north side of Middletown)
- Braddock Monument now relocated (opportunity to call this out)
- Golden Mile area- intersection with 40
- Barbara Fritchie Candystick Restaurant
- Journey Through Hallowed Ground
- Rose Hill Manor
- John Hanson Monument
- 3 black box theaters in a block
- Bartonville and churches (African American History)
- Mt. Airy – transportation history is significant

Baltimore City

(Jason Vaughan, Baltimore City National Heritage Area)-

- Heritage Area boundary ends at Gwynns Falls Trail
- Heritage Area Trail- Lexington Market to B&O Railroad Museum (panels and markers) - Trail will interpret the National Road and the B&O
- Lexington Market Location- general area interpretation
- Poe House
- Macon House (lots of resources, but no \$ available)
- Would like to tie together
- Great trail to guide people
- Anchor @ Baltimore- Heritage area's job to draw people out of the Inner Harbor; same concept of directing people outwards w/ the NR (Jim)

- 19th and 20th century threats
 - 1955- sit-in owned by the City has preservation issues

Howard County

- Additions
- Mom & Pops businesses
- Road bed same as it was
- Mile markers intact
- Unique downtown
- B&O train station at Ellicott City - Expanded visitor center to 1st floor; Cut out for motor coach buses
- Howard County Libby Farm
- Museum- Native American theme to the 1960's
- Doughoregan Manor (private)

Additional Issues:

Issue of Private Resources briefly discussed (thinking of Journey Through Hallowed Ground as an example of private resources that are identified and interpreted or included on visual tour, but not physical access)

After lunch, Jim introduced the topic of design guidelines. The following was included on the agenda:

Introduction to Design Guidelines

Discuss potential locations for case study sites to address key design guidance issues along the Maryland Historic National Road.

We are looking to select potential/candidate examples for Design Guideline Case Studies (at least one case study being located in each major political jurisdiction - six total). Case studies will be selected to illustrate how to address as many of the development issues as possible, focusing on those types of uses that are most likely to occur in the corridor.

Jim emphasized that we are not against development, but that guidelines should be in place to preserve character and identity along the roadway. Jim presented a map showing GrowthPrint, as well as a corresponding physiographic profile highlighted at the

points where growth is targeted. Jim noted the Urban to Rural transect that is evident in many of the older western Maryland cities and towns could be a model to help reshape areas in the PFA's. Kara Norman emphasized that there is huge vulnerability in the downtown areas, and that we should look at some of these cores. Some downtown areas do have historic guidelines in conjunction with Main Street programs and Historic Districts; though some of these downtown areas are lacking guidelines.

[Aside: Parr's Ridge in Mt. Airy should be on the physiographic profile; also use term wind "turbines."]

Terry Maxwell suggested that guidelines could encourage the use of similar architectural styles and materials in construction.

Looking at a photo in the slideshow, it was clear that guidelines should discourage putting "blank" walls on the road front.

Additionally, setback guidelines might be important.

As is mentioned above, six case studies will be developed as part of the plan update. Jim presented six or seven possible case study sites. The following sites and observations were discussed based on these examples:

6 case studies

- Chestnut Ridge or Keyser's Ridge?
- Hagerstown (move map to the edge at Green Castle Road)
- Oella- Ellicott City
- Golden Mile- prototypical bad suburban development, efforts to start alliance, they want to involve us, will be implemented (instead of Middletown example)
- Garrett County- no zoning in that area (How do you zone? Dee with Garrett County- contact)
- If all development types are not shown in the case studies, other examples can be provided
- Which ones have similar themes?
 - Keyser's- industrial, over classified, no zoning, stand-alone residential?
 - Frostburg- infill / historic, background setting of ridges are under pressure
 - Golden Mile- strip commercial
 - Gateway- Ellicott- historic district? / Urban
 - Baltimore / Hagerstown – urban
 - Howard?
- Case Studies should be transferable
- Relate to MDP definitions (Planning Areas above)
- Might want to consider rural residential or small-scale strip commercial as a case study
- Consider Grantsville- a rural landscape with suburban growth at the edges of town)
- Some of the development issues can be handled with examples from other places (best practices)
- What about the rural landscape itself (integrity perspective)
- Frostburg (both sides of town)
- So far, Keyser's Ridge, Frostburg, Hagerstown, and the Golden Mile are agreed upon as feasible case studies

The next meeting is on May 24th in Cumberland. Details on the meeting time and location are TBD.

Follow Up

It was agreed that a matrix should be developed listing the sites and identifying which criteria selected sites might meet to make sure that each case study provided the most value to the study and could be replicable to other places. The matrix along with meeting notes will be issued to the group in the week following CAG Meeting #2.

NOTE: The matrix will be posted to the project web site at www.lardnerklein.com/mhnr_index.html