

04 Protecting and Preserving Our Heritage

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. An overview of the County’s history sets the scene for a summary of historic preservation activities. The Historic Preservation Plan, the Historic Preservation Ordinance, the County Register of Historic Places and the Historic Preservation Commission’s responsibilities are described. Related initiatives in which the County is involved are the Heart of the Civil War Heritage Area, the Journey Through Hallowed Ground, and the Maryland Historic National Road, and the Federal Certified Local Government Program. In the conclusion of this chapter tools and actions for future expansion of heritage preservation, including the possible inclusion of archeological site protection and preparation of a countywide historic architecture inventory book are described.

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Goals, Policies, Action Items	04/08/2010
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A vision for protecting and preserving our heritage...

In an increasingly interconnected global society, the Frederick County of tomorrow has embraced those distinctions that define this specific place in the world. The stories of our nation, our cultures, and most importantly, our families, are written across the County’s landscape and continue to provide us with a rich sense of comfort and purpose. Our older buildings and landscapes, touched as they are by the narratives of our lives, seem to take on the roles of elders - informing us and strengthening us through their sheer ability to stand tall against the withering forces of time. Tomorrow’s Frederick County understands the irreplaceable value of its historic buildings and sites and appreciates the fact that devoid of their context, these special places are diminished in their ability to guide, inform, and inspire. A challenge for the next decades – for us – will be to deliver to the future generations of County residents, who will draw knowledge and strength from our shared heritage, not only the County’s preeminent historic structures, but their context as well, healthy and intact.

GOALS

- HP-G-01 Minimize the impacts of development on the County's historic resources and their setting by establishing compatible land uses.
- HP-G-02 Encourage voluntary protection of historic resources by providing incentives to private property owners.
- HP-G-03 Protect and maintain Frederick County's most important historic structures, archeological, and natural sites, districts, and cultural landscapes.
- HP-G-04 Retain as a working group those elements of the County's farm landscape that contribute to the aesthetics, historic character, and economy of agricultural areas.
- HP-G-05 Maintain the historic character of the County's rural towns and villages.
- HP-G-06 Support the economy of Frederick County by encouraging preservation, rehabilitation, and restoration within context, and promotion of tourism related to historic resources.
- HP-G-07 Foster public education, greater appreciation, and understanding of historic and archeological resources to encourage support for preservation in Frederick County.

POLICIES

- HP-P-01 Design new buildings, subdivisions, infrastructure, and signs to be compatible in scale and siting with existing, adjoining historic structures and settlements.
- HP-P-02 Protect rural historic structures in the context of their natural and cultural settings.
- HP-P-03 Participate in private and public partnerships to preserve significant historic resources.
- HP-P-04 Actively promote the voluntary easement program of the Maryland Historical Trust and develop a County easement program as mechanisms to preserve historical resources.
- HP-P-05 Incorporate adaptive reuse if necessary of historic structures and their settings in appropriate ways as part of development projects.
- HP-P-06 Consider strategic purchases of critical historic structures and sites.
- HP-P-07 Encourage nominations to the National Register of Historic Places and the Frederick County Register of Historic Places.
- HP-P-08 Establish stewardship of historic resources by identifying, evaluating, designating, interpreting, and maintaining County-owned historic properties to preserve their historic character.
- HP-P-09 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.

STATE PLANNING MANDATES AND VISION

This chapter supports the following State Visions:

- *Quality of Life and Sustainability*
- *Economic Development*

In addition, the Maryland Preservation Plan contains state-wide goals for managing growth by encouraging neighborhood revitalization, stimulation of economic development through heritage tourism, increasing public awareness and appreciation of heritage resources, encouraging protection of historic resources, and pursuing the technological, financial, and legal tools sufficient to preserve Maryland's historic resources. These goals are reflected in this chapter and in the County Historic Preservation Plan.

Frederick County hosts two Rural Legacy areas, Mid-Maryland and Carrollton Manor, as a land planning strategy developed under the 1997 Priority Funding Areas Act. Both of these areas have been active in preserving land that contributes to the preservation of Frederick's cultural landscape.

RELATED COUNTY PLANS

2007 Historic Preservation Plan

The first County Historic Preservation Plan was adopted in 1997 and updated in 2007. It is a broad statement of historic preservation goals, objectives, and strategies and a description of the existing resources for preservation. The 1997 Plan provided the foundation for establishing the County's Historic Preservation Commission and the Historic Preservation Ordinance.

2004 Catoctin Mountain National Scenic Byway Corridor Management Plan

The Catoctin Mountain National Scenic Byway follows the route of US 15 from the Pennsylvania border to the Potomac River. In 2003, the corridor was designated a State Scenic Byway and as a National Scenic Byway in 2005. The Management Plan provides a description of the intrinsic qualities (historic, recreational, natural, cultural etc.) of the corridor as the basis for understanding the important resources along the Corridor and details strategies for conserving the intrinsic qualities and managing improvements and changes. The Catoctin Mountain Scenic Byway became part of The Journey Through Hallowed Ground National Heritage Area in May 2008.

Maryland Historic National Road Scenic Byway Corridor Partnership Plan

The Historic National Road (HNR) is an All-American Road in the Federal Highway Administration's America's Byways program. The Maryland section of the HNR is one of six states identified in the 2003 designation. The Maryland section's Corridor Partnership Plan delineates the corridor across the state. The Corridor Partnership Plan outlines the historical, archeological, cultural, scenic, and recreational qualities that support the designation and strategies to promote the economic benefits of tourism along the corridor, while recommending local, state, and national programs that can protect historic and scenic resources that are vital to the Corridor.

Heart of the Civil War State Heritage Area Management Plan

Comprised of portions of Frederick, Carroll, and Washington Counties, the Heart of the Civil War Heritage Area is Certified under the Maryland Heritage Areas Program, a State program to facilitate economic development through heritage tourism. The Management Plan is incorporated as part of the Countywide Comprehensive Plan as a condition of participation by the County government in the Heritage Area. The Plan was incorporated by reference on March 7, 2006. This update of the Comprehensive Plan, when adopted by the Board of County Commissioners, will reconfirm the incorporation of the Management Plan.

FREDERICK COUNTY HISTORIC RESOURCES AND CONTEXT

Frederick County has a rich inventory of historic resources include buildings, districts, sites, and its communities. The County has maintained a strong rural and cultural landscape that relates both land and the traditional lives of its people from the early settlement of the area to the present day's changing economies. The interaction of human experience with our natural environment is the story of Frederick County. Even those elements that are not visible and exist as archeological evidence constitute important parts of our historical chronology. We are incredibly fortunate that so much of our physical history survives. This is the essence of our heritage and what gives the County its uniqueness. But, it is perishable. Once lost, true historical identity cannot be reproduced.

Archeology

Historical and cultural information from surviving historical sites, districts, and properties is only one aspect of historical heritage that is at risk. The remains of prehistoric and historical period sites beneath the surface are also threatened by development projects and new infrastructure facilities. Currently, the County has no provision for requiring testing of development sites to ensure that important archeological sites are not irreparably damaged or lost.

As we recognize and honor our heritage, the County must accept the necessity of committing to preserve the tangible record – our historic resources. Change is inevitable and we must adapt our regulations and processes to manage change so that valued historical resources are handled in a balanced and appropriate manner. This takes more than a regulatory commitment; it also requires a public dedication to this vital concept that affects our quality of life. Preserving our heritage is not a burden – it is our duty.

HISTORICAL SUMMARY OF FREDERICK COUNTY

Early Settlement

In about 1621, Captain Henry Fleet of the Jamestown settlement in Virginia sailed up the Potomac River on an expedition to buy corn from the Native American people in the area. During several subsequent trips, he probably reached the vicinity of the present Frederick County. Other infrequent visitors and an occasional fur trader or missionary expedition are known to have been in the area during the period up to 1720, but the Piedmont Region remained largely wilderness until the third or fourth decade of the 18th century.

Beginning in the 1720's, surveys were applied for and certified from the Proprietary Government's Land Office for Western Maryland. In spite of increased land transfers, the area of the present Frederick County (at that time still part of Prince George's County) remained sparsely settled and the land mostly unproductive in European economic terms. By about 1730, several large tracts had been purchased by investors, including Carrollton in 1723 by Charles Carroll the Settler (10,000 acres), Merryland in 1730 (6,300 acres), Tasker's Chance in 1725 (7,000 acres, part of which was the site of the future Frederick Town), and Monocacy Manor in 1724 (10,000 acres). Frederick Town was laid out in 1745 and settlement began in earnest the same year, with the aim of being the county seat of the new Frederick County, incorporated in 1748. Settlement of other towns began as early as the 1720's and founding of the towns usually occurred with the recording of a town plat, although incorporation of the government occurred later. Other towns established in the 18th century were Emmitsburg in 1785, Middletown in 1767, Brunswick in 1780, and New Market in 1792. These towns and other settlements were directly linked to the surrounding agricultural lands being cleared for crops and livestock, serving as the markets and linked by early roads to larger communities.

Agricultural Development

Agricultural intensification occurred in Frederick County from about 1730 to 1805. Primarily Evangelical Reformed, Brethren, and Lutheran in religion, the settlers were joined in about 1734 by a small group of English Catholics near the present Emmitsburg, establishing a long tradition of religious toleration upon which Mount Saint Mary's College and St. Joseph's Seminary were built in the 19th century. The founding of a church or place of worship in a dwelling or even a barn often stimulated or was concurrent with a nearby mill location and continues to be a focal point for the County's towns and rural communities.

At the same time the Germans were moving into the County from the north, settlers of English heritage were acquiring land tracts in the southern part. There was a marked difference in the subsequent development of the southern County area, vestiges of which survive in the present, although the merging of the two cultures began immediately. By 1790, improvements in agricultural methods such as crop rotation showed how the diversification of crops had a far greater potential for Frederick County.

By the mid 19th century, the typical farmstead consisted of a main dwelling house of stone, log, or brick, surrounded by several domestic service buildings such as a washhouse or summer kitchen, a smokehouse, a springhouse, and a chicken house. Near the end of the 19th century, the major change in agriculture in the County from grain crops to dairy production resulted in new buildings in the agricultural group. Dairy barns in the early 20th century employed more modern building materials such as concrete block, metal roofs, and concrete floors.

Industrial Development

Industrial sites initially were those that sustained settlement: flour mills, saw mills, tanneries, glass factories, and woolen mills. Most mills were stone or brick and powered by rivers and streams. In the mid to late 19th century, many mills converted to steam powered machinery. The siting of mills often stimulated clustering of related services and products nearby, such as cooper-smiths who made barrels for flour, blacksmiths for wagon repairs and horse shoeing, and tanneries for leatherworks in both agricultural and domestic uses such as shoemaking. As these natural gathering places for the rural population grew, general stores were often established in the vicinity and post offices came to be located within the stores. Local road networks were carved out to lead to the burgeoning settlements around industrial places and churches. Where

churches were found, there was usually a nearby school established by residents of the area. After the Baltimore and Ohio Railroad and later other railroads were built through Frederick County beginning in the mid-1830's, the water and coaling stops on these routes became new stimuli for settlements.

Transportation Networks

Aside from the County's agricultural history, few components have impacted where and how Frederick's communities have grown as widely as the transportation network including highways, railroads, and the C&O Canal.

The National Road, the first congressionally authorized public road in the nation, was slated to extend from Cumberland in Allegany County to the Mississippi River near St. Louis. The purpose was to link Baltimore to the Ohio and Mississippi River valleys. The section linking Baltimore to Cumberland was to be built by local funding from banks and turnpike companies in Maryland, since many potential sections were already in use through this means. By the mid 1820's, this portion, known as the National Pike, (what is now MD 144, Old National Pike, and US 40 Alternate) was complete in Frederick County and became the most important roadway in the County for the rest of the 19th century. Along its route, taverns, stables, inns, wheelwright and blacksmith shops, and tollhouses were erected, often near bridges or crossings with other existing roads. These locations often stimulated growth of towns such as Mt. Airy, New Market, Frederick and Middletown due to the services they offered and the opportunities for transport of agricultural goods. Subsequently, other turnpike companies were formed to improve the existing routes from Frederick to Harper's Ferry, Woodsboro to Taneytown, and Libertytown to Reisterstown.

The Baltimore and Ohio Railroad reached Frederick in 1831 and was extended through the County to Harpers Ferry in 1834. What is referred to as the Main Line supported numerous industries, which in turn stimulated the development of small communities such as Monrovia and Ijamsville in the eastern part of the County and Lime Kiln, Adamstown, and Doubs in the southern part of the County. Certainly the City of Brunswick can trace much of its history and economic development to the rise and fall of the railroad.

The Chesapeake and Ohio Canal Company began construction of the long-desired water link between the Chesapeake Bay and the Ohio River valley in 1828 reaching Frederick County in the early 1830's. The Canal, even at that point in time, was behind technological advances of the day, and, although finished to Cumberland, its heyday was short, ending its use in the 1920's. The corridor is now a significant component of the County's green infrastructure contributing to both the natural resource protection of the Potomac River valley and as a significant recreational amenity.

The Hagerstown and Frederick Electric Railway was established in 1896 between Frederick and Middletown by a group of land and farm investors in the Middletown Valley who looked to find a more efficient way to move their goods over the Catoctin Mountain ridge. Other lines were eventually added providing service within the City of Frederick and connecting Thurmont and Jefferson. At its peak, the H&F had a total of 80+ miles of track. The H&F was slowly abandoned with the last portion between Frederick and Thurmont finally closing in 1958.

The Civil War

The Civil War period, from 1861 to 1865, was an era of profound effects to the growth and outlook of the County and the economy. In Frederick County, located at a key point in the State, important national roads and railroad networks formed the gateway to the industrial and agricultural heartland of the Union. It was inevitable in many ways that the conflict would come to the area. The movement of elements of both armies through the County resulted in repeated occupations of Frederick and other towns. The County and the B&O Railroad played a major role in the first important event that led to the outbreak of war, the unsuccessful raid by John Brown and his allies on the Federal Armory at Harper's Ferry. Following the great battles of South Mountain, which took place primarily in Frederick County, and Antietam two days later in nearby Washington County in 1862, the 1863 Battle of Gettysburg in Pennsylvania just a few miles from the County's northern border, and at Monocacy in 1864, Frederick and its surrounding areas were necessarily involved in the care of wounded and dead from these actions.

Economic Development in Late 19th and Early 20th Centuries

With the increasing technological advances of the 19th and 20th centuries, the population of the County grew in both economic stature and social structure. Farming was still the most important industry, and within that theme, dairy production became the dominant agricultural product of the County and remains so today. Labor-saving devices on the farm allowed the employment of fewer hands to plant, gather, and process crops and milk produce. Slavery ended as a practice in 1864-65 as one result of the Civil War, but the African-American population of the County remained fairly stable in numbers and tended to remain employed in agriculture, manufacturing, and domestic service into the 20th century.

The automobile's development and rapid spread among the American people brought other deep changes in the physical development of Frederick County. The car made travel possible for all economic classes. With this intriguing prospect came the need for a better road network. The existing National Pike was still the most used roadway within the County. The road surfaces had been gradually improved to minimize mud and dust problems, which were key to the advancement of auto travel. When these factors were under control, the door was open to freight traffic by truck, which affected the viability of railroads. The Hagerstown and Frederick Electric Railway was first established in the mid-1890's between Frederick and Middletown by land and farm investors in the Middletown Valley. The National Pike was the only direct route that linked the two towns, but it was also subject to steep grades and difficulty for both horse wagons and gasoline-powered trucks. The electric powered rail line offered a new mode to move freight and passengers over the mountain with ease.

20th Century Development

In the period 1900 to the beginning of World War II in 1939, Frederick County remained one of the most prosperous agricultural counties in Maryland. The city of Frederick and Brunswick experienced the most growth in residential areas due to the influence of County government and the court system and manufacturing enterprises in Frederick, and the expansion of the Brunswick classification yard of the B&O in 1896. Mostly, however, farming continued to be the principal industry and the concern of most citizens. The expansion of the dairy industry that had begun in the late 19th century increased demand and the vast farms of the County rose to the need. The Great Depression of the 1930's was more devastating to Frederick County in that many farmers were forced to sell their properties. Wealthier local and out of state investors bought up many of these farms and some former owners became tenants on the same places.

Federal government programs such as the Civilian Conservation Corps provided work in building up the recreational areas of the Catoctin Mountain ridgeline. Road building was another Federal opportunity to aid transportation of goods while also providing jobs. The National Pike in the Middletown Valley was bypassed by the newly built US 40 in the 1930's and 1940's.

The period of World War II from 1939-1945 halted much economic expansion in the County, except for war-related occupations. The food production needs of both the nation and the armed forces kept Frederick County in high operation during the war period. Farm workers were often called into uniform service, however, and ready hands to help on the farms were in short supply. Many Frederick County residents commuted to work in Baltimore and Washington, D.C. by rail during the war.

Following the end of the war in 1945, the returning military veterans looked to return to their family occupations in large part, but many defense-related jobs converted to peacetime positions with the Federal and State governments and the manufacturing plants of the area. By the mid 1950's, Frederick County experienced a boom in population in part due to the expansion of Fort Detrick.

The start of the interstate highway system, which connected Frederick with Baltimore and Washington D.C., provided easy access to jobs, thus creating the perception of Frederick as a bedroom community. This perception was supported by the many subdivisions that began to appear at the edges of the City of Frederick, signaling a series of annexations in the late 1960's, which added over 4,200 acres to the City. Some small villages and large farms were met or surrounded by new development growing outward from the city. As the County has developed its own employment base, it has matured and developed as an independent economy.

HISTORIC PRESERVATION ACTIVITY

The effect of the rapid pace of development in Frederick County that continues into the 21st century is evident in the loss of many of the large, open parcels that ring the towns of Frederick County. Within the farms that occupy the parcels, the main dwelling and a large Pennsylvania bank barn and a dairy barn may still survive, along with a varying collection of domestic and agricultural outbuildings. These farmsteads that so symbolized the County's cultural, historical, and economic heritage are fast becoming obsolete in today's world. Where large planned unit developments are occurring on the former farms, the farmstead is too often sacrificed, due to costs of rehabilitation and a perceived incompatibility with the new neighborhoods.

While the City of Frederick has actively protected its historic downtown area since the 1950's, the County has only fairly recently initiated a proactive approach with plans and regulations to protect its historic resources. What follows is a summary of the preservation activities initiated by the County as well as various state and national historic designations that address the state and nationally significant resources in the County.

HISTORIC PRESERVATION PLAN

The County's first Historic Preservation Plan was adopted by the Board of County Commissioners in 1997. This Plan contained a historical summary, a report on the results of the

recently completed historic sites survey, an overview of the existing resource organizations and programs at the local, state, and national levels that support historic preservation and the Goals and Objectives for Frederick County's beginning of a countywide program. The Action Items were entitled Strategies for Implementation. As supporting appendices, the existing National Register of Historic Places list, information about the State Heritage Preservation Tax Credit Program, and other resource documents were included.

Adhering to the original plan's general format, the principal changes in the 2007 Historic Preservation Plan were annotations to the Goals, Objectives, and Strategies for Implementation to show the progress along the County's path to a fully realized historic preservation program. The key points were the adoption of a Historic Preservation Ordinance that established the Historic Preservation Commission and the landmark list, the County Register of Historic Places, and the establishment of a full-time historic preservation planner position in the Planning Division. These activities and accomplishments are more fully described in the following sections.

HISTORIC PRESERVATION ORDINANCE

The Board of County Commissioners created the Frederick County Historic Preservation Commission (HPC) and the Frederick County Register of Historic Places (CR) with the adoption of Ordinance 97-16-194, effective January 1, 1998. The County's purpose, as stated in the Ordinance, is "the preservation of sites, structures, and districts of historical, archeological, and/or architectural significance together with their appurtenances and environmental settings." The County recognized the importance of preserving heritage as a public purpose and that a local designation program with criteria for designation, processes for nomination and the review of changes to the listed properties serves to preserve not only buildings and places, but supports a higher quality of life and strengthens our economy by reducing waste, providing opportunities for jobs, and promoting awareness of the value of preserving and protecting historic properties.

HISTORIC PRESERVATION COMMISSION

The eleven-member Historic Preservation Commission met for the first time in July 1998. The Commission is responsible for reviewing all nominations to the County Register of Historic Places and applications for work on listed County Register properties. The Commission issues Certificates of Appropriateness on those projects that meet its Interim Design Guidelines. The Commission is also responsible for review of applications for zoning text or map amendments, conditional uses, variances, site plan or subdivision approvals, preparation and amendment of master plans, and any other legislation or proposal that involves County Register properties. The Commission may make recommendations regarding these actions in addition to any Certificate of Appropriateness that may be required. The Commission is also empowered to accept donations of and acquire historic preservation easements on County Register properties and other significant properties, consistent with County laws and regulations. With these parts of the program in place, the County applied for and was accepted in 2001 into the Federal Government's Certified Local Government (CLG) program, a Federal-State-local partnership that allows the County to participate in the National Register of Historic Places nomination process, receive educational set-aside funds for education of the Preservation Commissioners, and comment on Federal and State funded or licensed projects that may affect historic properties in Frederick County.

FREDERICK COUNTY REGISTER OF HISTORIC PLACES

The first designations to the Frederick County Register (CR) occurred in October 1999. The County Register, a voluntary designation, currently lists eight individual properties. (See List and Map in this chapter.) Through a Special Exception in the Zoning Ordinance, owners of properties eligible for either the National Register or the CR may be approved for certain uses that are not otherwise allowable in the zoning district where the property is located. A requirement of approval under the Special Exception is the listing of the property in the CR. Two of the eight CR properties came to the program through successful Special Exception approvals. However, the Ordinance allows for nomination of a much wider range of historic resource types: districts, cultural and historical landscapes, and archeological sites. To date, no properties of these types have been nominated. A key incentive to County and National Register designation is the eligibility of listed property owners for the Maryland Heritage Preservation Tax Credit for owner-occupied and commercial properties. This long-standing program provides the eligibility for a 20 percent income tax credit for approved rehabilitation costs on structures on either the NR or in a local historic designation program established under the State enabling legislation. The County Register is the local designation program for the unincorporated area of the County.

MARYLAND INVENTORY OF HISTORIC PROPERTIES, FREDERICK COUNTY

The Maryland Inventory of Historic Properties (MIHP) is a general database of historic property information maintained by the Maryland Historical Trust (MHT). The MIHP is a research and documentation tool and is not a regulatory program. Each jurisdiction has powers under State law to create its own regulations regarding historic properties. The Frederick County Historic Preservation Ordinance establishes regulations as described above. The Frederick County Inventory totaled 1,320 sites, structures, and districts as of September 2008. (See map of Historic Properties in this chapter.) The MIHP is an open-ended inventory that allows for additions of new property information of any type, historical period, or location within the County. The last major project in Frederick County to add to the MIHP was during the period 1991-1995, when a project supported by matching grants from the MHT provided funding for a contract historic sites surveyor to cover two Planning Regions per year to update the existing inventory. The results of the project provided almost 500 new additions to the MIHP and vastly more field information with general rankings and map locations that could be used as the basis for continued inventory. The project was used as the supporting data for the first Historic Preservation Plan for the County, adopted in 1997, and subsequently, the adoption of the Historic Preservation Ordinance in 1998. Importantly for future planning of historic resource identification and protection in the future, the survey identified approximately 5,170 new potential historic resources in the County. Only a fraction of those sites have been added to the Inventory and more are being demolished than are saved.

HISTORIC DESIGNATIONS

Heart of the Civil War Heritage Area

The Heart of the Civil War Heritage Area, a State-certified area including parts of Frederick, Carroll, and Washington Counties, recognizes the concentration of Civil War sites, battlefields, and many interpretive stories, as well as the roads still in daily use that both Union and

Confederate troops followed through the region. In much of Frederick County, the views and standing structures are very much as those soldiers would have seen them in the 1861-65 conflict. Capital and non-capital grants are available to qualified organizations and local governments to promote heritage tourism projects. Non-capital projects may include special events, marketing materials, educational materials and activities, and planning and design for such projects. Historic resources associated with the themes of the Heritage Area may be acquired, preserved, restored, and/or developed for appropriate tourism uses if they meet the guidelines of the Heritage Area Management Plan. These benefits also apply to recreational, natural, and cultural resources and attractions. Targeted Investment Zones within each county in the Heart of the Civil War Heritage Area are prioritized areas that receive incentives to generate private investment. Additional program benefits available to the Zones include capital grants, bond-financed loans for economic development projects and additional heritage preservation tax benefits. Zones in Frederick County currently include Frederick and Middletown, but any incorporated or unincorporated area within the Heritage Area that meets the Targeted Investment Zone criteria is eligible to apply for designation.

Catoctin Mountain National Scenic Byway

In 1999 the Maryland State Highway Administration designated the US 15 corridor through Frederick County as a State Scenic Byway. In 2001 the County initiated an effort to prepare a Scenic Byway Management Plan for US 15. A Corridor Management Plan for the US 15 Catoctin Mountain Scenic Byway was completed and approved by the County in 2004. This Management Plan formed the basis for a nomination of the US 15 Corridor as a National Scenic Byway, successfully achieving that designation in 2005. Grants are available to promote the conservation of the Corridor's documented scenic, historical, archeological, cultural, and recreational qualities. The local committee is reforming into a management entity under the guidance of the Byways Manager based in the office of the Tourism Council of Frederick County, Inc. The adoption by the County of the Maryland State Highway Administration's "Context Sensitive Solutions for Work on Scenic Byways" is a principal goal of the organization.

The Journey Through Hallowed Ground National Heritage Area

The Journey Through Hallowed Ground, a public-private partnership of government jurisdictions, non-profit organizations, museums, institutions, private and business property owners and is administered by, a non-profit organization. The Journey Corridor extends from Gettysburg, Pennsylvania through Frederick County, Maryland to Monticello in Albemarle County, Virginia. The National Heritage Area designation is based on the vast number of historical, archeological, cultural, and recreational sites within the Corridor, which encompasses the Catoctin Mountain Scenic Byway, but does not supersede the local managing committee's purposes. The National Heritage Area opens the door to potential grants for promoting economic development through heritage tourism and educational opportunities focused on the many elements of the Corridor. A Corridor Management Plan will be prepared for the Journey, incorporating elements of the Catoctin Mountain Scenic Byway Corridor Management Plan.

Maryland Historic National Road Scenic Byway (HNR)

The managing entity, the Maryland National Road Association, is a non-profit organization with a Byway Manager and a Board of Directors composed of volunteer representatives of organizations, tourism directors of the counties on the Byway, and interested individuals. As a membership-supported organization, public involvement is one of the main promotions of the

Association. The Historic National Road in Frederick County passes through Mt. Airy, New Market, Frederick, and Middletown where development is increasing and the HNR is the principal Main Street or an important arterial road. The State Highway Administration prepared a guideline for the HNR, "Context Sensitive Solutions for the Maryland Historic National Road" that the Maryland National Road Association recommends for adoption by the jurisdictions along the Corridor.

Monocacy National Battlefield

The Monocacy National Battlefield, a National Park Service unit, was established by Congress in 1934, but only in the late 20th century has become a protected area of about 1,647 acres within the boundary. In addition to the open agricultural fields still extant that were present in 1864, historic resources include the Best Farm, the Worthington House, the Thomas Farm, and the Gambrill House and Mill. The current land use reflects the agricultural economy of the mid 19th century, underscoring the importance of agriculture in the long history of the County.

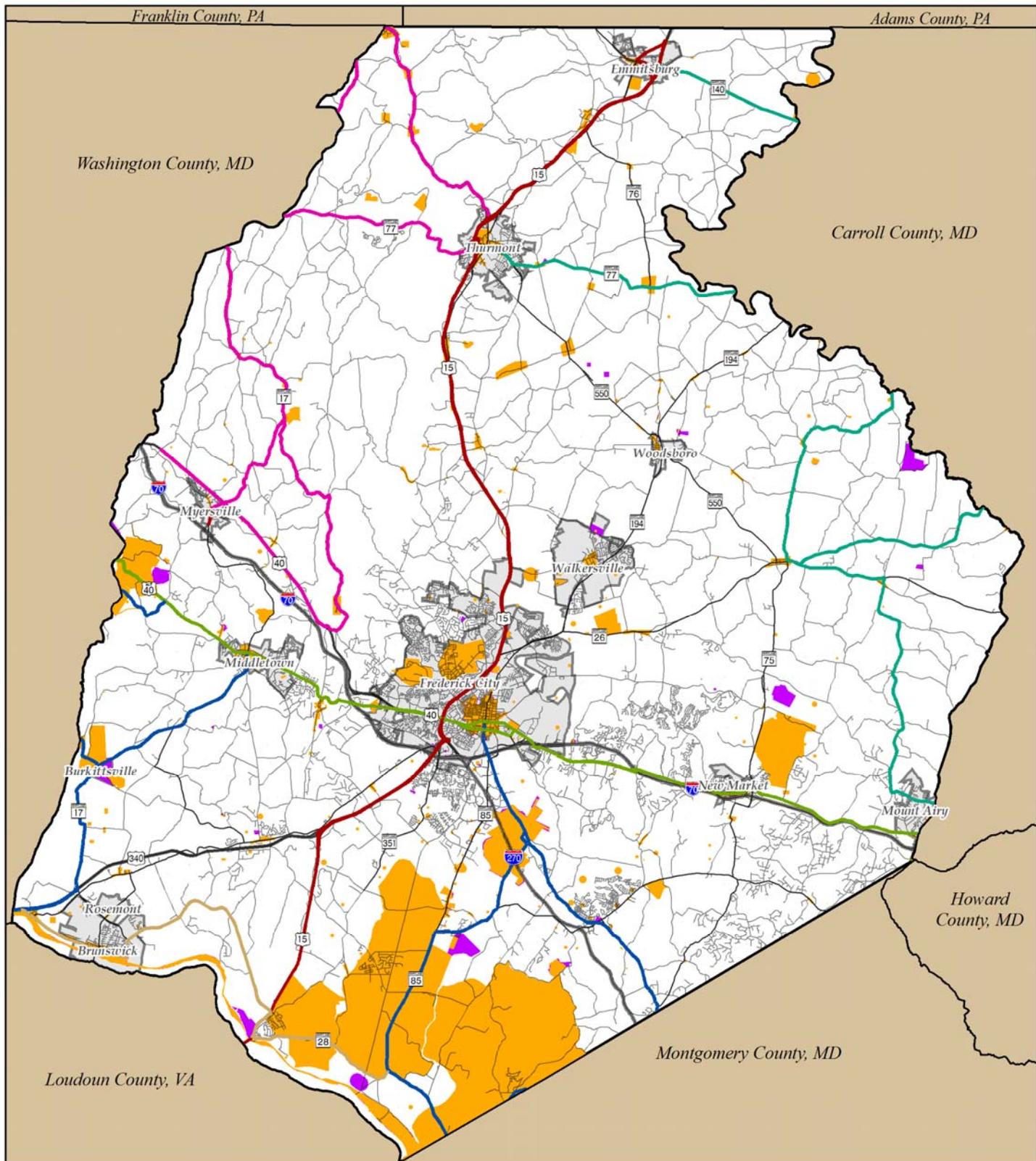
South Mountain State Battlefield

South Mountain State Battlefield encompasses three gaps on South Mountain, Turner's, Fox's, and Crampton's that were the scenes of intense fighting two days prior to the Battle of Antietam in September 1862. The area also includes part of the Appalachian National Scenic Trail, a Federal unit. The State of Maryland designated the Battlefield as the first state battlefield in 2000 to promote more active preservation of the land and historic resources. With the initiation of the Maryland Civil War Trails in the 1990's, South Mountain is currently a tourism development location, with signage and access limited by ongoing funding and acquisition activities. The potential area includes approximately 6,234 acres.

Maryland Civil War Trails

Maryland Civil War Trails is a statewide network of themed driving tours focused on the Civil War. The Antietam Campaign and the Gettysburg Campaign routes include many sites in Frederick County.

Map 04-1: Historic Sites and Scenic Byways



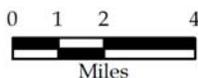
Historic Sites & Scenic Byways

Historic Sites

- Maryland Inventory of Historic Properties
- National Register of Historic Places

Scenic Byways

- Catoctin Mountain (ITHG) Americas Byway
- Historic Old National Road Americas Byway
- Catoctin Mountain Loop State Scenic Byway
- Antietam Campaign State Scenic Byway
- Chesapeake and Ohio Canal State Scenic Byway
- Old Main Street State Scenic Byway



Division of Planning
GIS & Data Services Section

April 8, 2010

While efforts have been made to ensure the accuracy of this map, Frederick County accepts no liability or responsibility for errors, omissions, or positional inaccuracies in the content of this map. Reliance on this map is at the risk of the user. This map is for illustration purposes only and should not be used for surveying, engineering, or site-specific analysis.
Data Source of National Register of Historic Places and Maryland Inventory of Historic Places is Maryland Historical Trust

PROPOSED TOOLS AND ACTIONS

Historic District Handbook

The HPC has determined that a focused educational effort aimed at potential historic districts is necessary to advance the goals of the Historic Preservation Ordinance and of the Comprehensive Plan. To that end, the Commission is preparing a Historic District Handbook that details each step of the process for citizens who are interested in achieving historic district status for any qualifying area in the unincorporated County. With this tool, the Commission plans to embark on a schedule of presentations to civic organizations, local historical groups, and community associations to inform the public in potentially eligible historic areas of the benefits and processes of County Register designation. The Handbook is part of the Commission's efforts at intensifying the educational component of preservation, to include regular events, publications, and public training workshops on what is significant about Frederick County's historic architecture and the appropriate ways to preserve the properties.

Incorporation of Historical and Archeological Evaluation and Protection in County Development Review

The rapid pace of development in Frederick County that began in the 1980's and has continued to the present threatens the loss of potentially significant historic standing structures and archeological sites before adequate evaluation and assessment of the effects of projects can be accomplished. To address this concern, the Action Recommendations for the Historic Resources theme are focused on updating the MIHP and instituting development review processes that provide for archeological and historic site evaluation and protection of significant properties in applications for large development parcels.

Historic Architecture Inventory Book

A countywide historical architecture inventory book is a key tool in educating the public and the government about historic resources and their value in the County's quality of life, fostering the appreciation of our heritage and supporting the need for preservation of historic properties. The Maryland Historical Trust and other organizations have published several county historic inventory books and experience has shown that these volumes tend to become the most well-used among both residents and scholars wanting to learn more about the history of a county and its built environment. In Frederick County, the last Countywide inventory project was in the early 1990's in advance of the first County Historic Preservation Plan and the subsequent adoption of the Historic Preservation Ordinance. Although updates and additions to the Frederick County section of the Maryland Inventory of Historic Properties (MIHP) regularly occur from other sources and projects, such as the required state and federal reviews for project receiving approval or funding from these sources, no widespread comprehensive survey has been done since 1995.

ACTION ITEMS

- 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-03 As part of all major land development applications (i.e., rezonings, major subdivisions, site plans, etc.); create a checklist to include identification and evaluation of historical resources, including archeological sites, as well as a plan for the preservation of those resources that are significant.
- HP-A-04 Promote existing incentives for appropriate adaptive reuse of historic structures and their setting; including the Maryland Heritage Preservation Tax Credit, the Federal Rehabilitation Tax Credit for Historic Structures, and the Frederick County Property Tax Credit for locally designated historic structures through brochures, flyers, workshops, the County web site, and any available and appropriate new technologies.
- HP-A-05 Update and continue the inventory of historic sites in the County.
- HP-A-06 Publish a historical inventory book about the County’s historical architecture, archeological sites, and historic cultural landscapes.
- HP-A-07 Develop and adopt a County-based loan program to assist owners of historic buildings needing rehabilitation.
- HP-A-08 Identify potential historic districts eligible for the County Register of Historic Places and focus educational efforts on these areas to promote nominations. Potential historic districts may include, but are not limited to:

Adamstown	Johnsville
Braddock Heights	Kempton
Buckeystown	Libertytown
Catoctin Furnace	Wolfsville.
- HP-A-09 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.
- HP-A-10 Study the feasibility of establishing a historic materials recycling entity supported by partnerships with public, private, and non-profit organizations.

- HP-A-11 Update existing and create new educational materials to promote historic preservation practices and methods, including, but not limited to, the current Frederick County Register of Historic Places brochure, the County web site, and any available and appropriate new technologies.
- HP-A-12 Through coordination with the National Park Service (NPS), examine impacts to NPS lands from proposed development activities adjacent to or in close proximity to NPS facilities, and develop compatibility guidelines for these areas. Protection of NPS units through buffering, alternative site design, or other land management controls should be considered.
- HP-A-13 Consider a process to prioritize historic sites, structures, and areas related to the County's identification and designation of Areas of Special Merit through updating the inventory.
- HP-A-14 Prepare guidelines and regulations to encourage sustainability and adaptive reuse of historic structures and sites.
- HP-A-15 Investigate new tools for outreach and education.