CARROLL'S RURAL VILLAGES
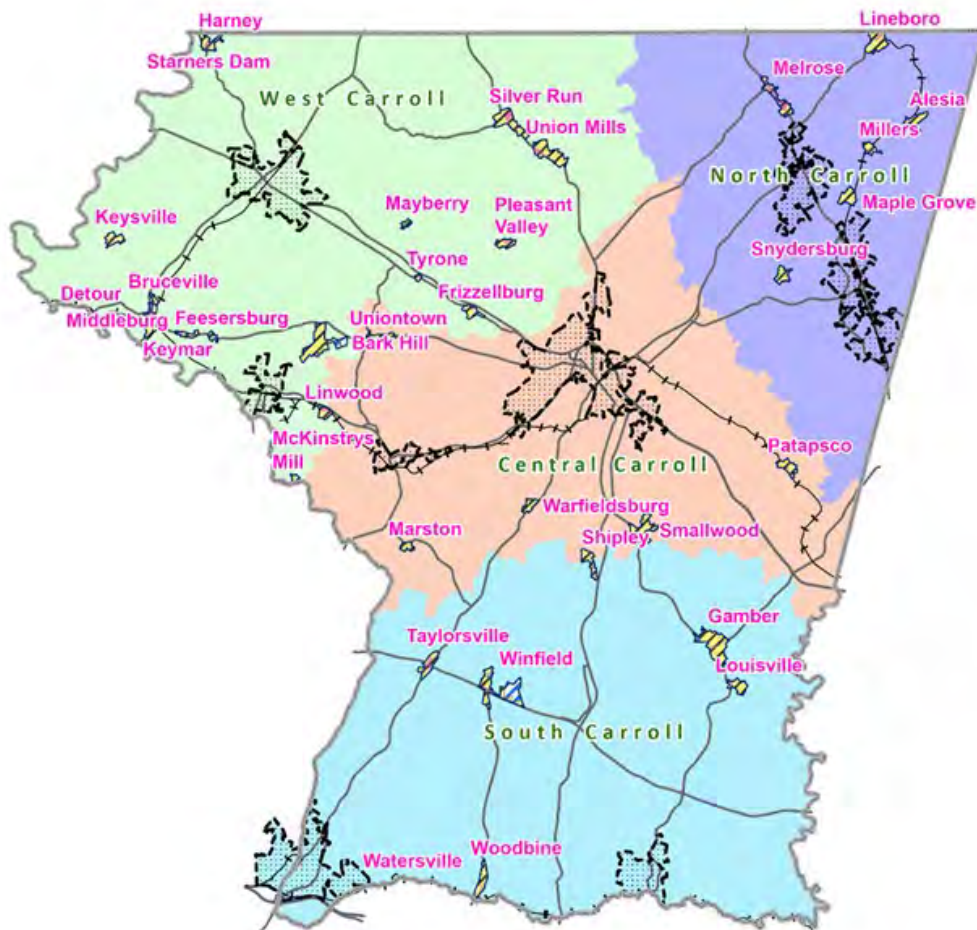
A Synopsis of Carroll County, Maryland's Rural Villages

Acknowledgements

Preface

Carroll County contains 35 Rural Villages, each with its own unique character, history, and sense of place. Many people may already be aware of the existence of some of these areas and not realize these places are legally recognized Rural Villages that have their own unique story and are possibly a place suitable for careful, quality, and sustainable growth. Sustainable growth in which respects the character of the village and sense of place for its residents, while providing unique opportunities for the County.

This synopsis explores Carroll County's 35 Rural Villages by providing baseline data that will be reviewed during development of draft recommendations for county staff, elected and appointed leadership, and the public to review, consider, and comment on during the forthcoming County Master Plan development process.

Information from this report was obtained via field visits to all 35 Rural Villages. Staff reviewed each distinct property, in each Rural Village, to assign an *Existing Use of Land General Category* and a more detailed *Subcategory*. Existing use of land inventory information used to evaluate property is included in Appendix A. Reasonable consideration for existing land use was given to each property via satellite imagery, and further substantiated via field visits during the time between August 2023 and February 2024. Field visits were only conducted along public rights-of-way and common driveways. Once land use information was collected and recorded in County records, a general color was assigned to each property based on the *Future Land Use Map* of the County with some modifications. This color-coding scheme facilitated easier manual analysis of the data and is exhibited in Appendix B. Staff also reviewed information from the Maryland Historic Trust *MEDUSA* database to retrieve available general historical documentation on each village. Staff reviewed the available historical documentation to determine the most important information to include in the "*Brief History*" section included under each village.

Please be advised, distance information was calculated via distance along roadways and not linear distance from place to place. Additionally, road names were derived from the Maryland Department of Transportation's "*Know Your Roads*" website. A list of sources is included under each Rural Village section so the reader can quickly and easily find the bibliographical information. This report does not include information on the eight incorporated municipalities of Hampstead, Manchester, Mount Airy, New Windsor, Sykesville, Taneytown, Union Bridge, and Westminster. For more information on these eight incorporated municipalities, please visit each municipal website or office. This report also does not include information on the two large unincorporated county growth areas of Freedom and Finksburg. For more information, please contact Carroll County Government.

We sincerely hope you use this document to become familiar with all the unique villages located throughout Carroll County. Any questions related to this report, please contact the *Carroll County Bureau of Comprehensive Planning* at ccplanning@carrollcountymd.gov or 410-386-2132.

(QR Code directing to Bureau of Comprehensive Planning website)

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Methodology for Nomination

A geographical review of the County was conducted during the summer of 1997 to identify potential Rural Village locations. A student intern began the process by studying maps of the County and gathering information from planners and other sources, such as the Health Department. Based on guidelines established in Maryland State law, the list of potential village locations was narrowed down. A field visit was subsequently made to each potential village site. Then a description of each village was drafted, and extensive photographs were taken.

The student project was then turned over to a Comprehensive Planner to define the boundaries of each village. Using aerial photographs and available tax records, a preliminary boundary was determined for each village. Consideration was given to 1. present County zoning, 2. presence of agricultural land preservation easements and districts, 3. roads, 4. railroads, 5. existing uses of land, and 6. known planned uses.

Another visit was made to each village to further refine the boundary line and confirm land use descriptions. The boundary of each village reflects the conditions that contributed to the make-up of each village in 1998.

The factors used to identify villages for designation included:

- If the village is unincorporated.
- If the village is primarily residential.
- If the village includes historic structures.
- If the village is in a rural or agricultural area.
- If the village is not within a designated growth area.
- If the village is an older community with a high potential for water/sewer problems.
- If the village boundary only recognizes new growth that would come primarily from in-fill development or limited peripheral expansion.

Information above slightly modified from: Carroll County Bureau of Comprehensive Planning. (2008, April). Rural Villages: Boundaries & Villages Designated as Priority Funding Areas. https://www.carrollcountymd.gov/media/3069/rural-villages-sm.pdf

Please note, pursuant to State Law Section § 5-7B-03(f), a Rural Village may be designated as a Priority Funding Area* under this section if the village is designated in the county comprehensive plan as of July 1, 1998; and the boundary of the priority funding area is the periphery of the developed portion of the village as of July 1, 1998. Therefore, no new Rural Villages designated as Priority Funding Areas are allowed to be approved by the County.

*Priority Funding Areas - Where local jurisdictions are eligible for State investment for development.

Master Plan References

The *2014 Carroll County Master Plan, as amended in 2019* (Master Plan), includes information on Rural Villages. In fact, Rural Villages are so important to the County, one of the three future land use concepts the Board of County Commissioners and the Planning and Zoning Commission decided to focus on in the Master Plan, is related to Rural Villages, as exemplified in the excerpt below:

> *Concept 3 recognizes that each Rural Village is unique and has a rich history all its own and separate from other areas of the County. The Rural Village designation grew out of State of Maryland's 1997 Smart Growth Areas Act. This legislation allowed counties to identify community crossroads in rural areas that were not incorporated but had unique historic qualities. These* Rural Villages *would allow for new growth of a primarily in-fill nature or limited peripheral expansion within the confines of the designated boundary. To fully utilize the County's* Rural Villages *and allow for redevelopment and limited new development that remains within the "character" of each community, these new land use designations will help achieve the goal of this concept...*

The Master Plan contains **_Future Land Use Definitions related to the Rural Villages_** as [**_Emphasis added_**]:

Designated Land Use	Description
Village – Residential	*Within the defined boundary of each individual Rural Village this designation will provide for the protection and character of the existing villages by permitting **limited residential development consistent with the rural village's individual character.** Densities not to exceed average existing density.*
Village – Commercial/Industrial	*Within the defined boundary of each individual Rural Village this designation will provide for the protection and character of the existing villages by permitting **limited commercial and existing industrial development consistent with the Rural Village's individual character where land is already zoned commercial not to exceed neighborhood commercial uses** unless it is already operating as such.*

Additionally, the following Master Plan recommendations, contain references to Rural Villages, as highlighted below:

<u>Chapter 16: Land Use & Growth Management:</u>

Recommendation F. -   ***<u>Continue supporting Main Street programs and expand them to Rural Villages</u>*** *and the Freedom Designated Growth Area, where appropriate,* ***<u>to encourage development that is consistent with the character of the</u>*** *Main Street areas and the* ***<u>historic villages.</u>***

Recommendation H. -   ***<u>Encourage land practices that protect the rural character of the Rural Villages</u>***. *To preserve the unique character and facilitate infrastructure maintenance,* ***<u>consider converting Rural Villages into full Priority Funding Area designations, where appropriate</u>***.

<u>Appendix A: Implementation Strategies:</u>

Econ. Development N. -   ***<u>In Rural Villages, encourage small neighborhood commercial development that is consistent with local character and that revitalizes historic properties.</u>***

Land Use & Growth F. -   *To preserve the unique character and facilitate infrastructure maintenance,* ***<u>consider converting Rural Villages into full Priority Funding Area designations, where appropriate.</u>***
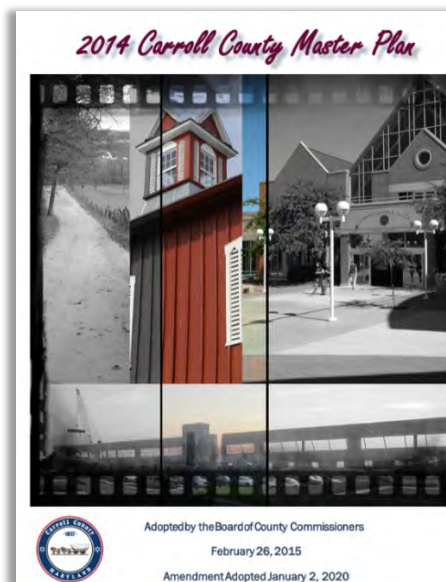
(Current County Master Plan Cover)

Purpose

The purpose of this study is to review each Rural Village so pertinent up-to-date information such as land use can be easily ascertained during the upcoming master plan update process.

The following is a synopsis of each Rural Village, listed in alphabetical order.

Alesia

(Photo: Intersection of Hoffmanville and Alesia Roads)

Brief History:

"In 1862 there was no town of Alesia, but in the area, Jacob Hoffacker had a grist mill and sawmill. Many of the surrounding farms were owned by members of the Hoffacker family. By 1877, Samuel Hoffacker was running the grist and sawmill, and there was also a distillery in the immediate area. According to local history, this was an applejack distillery that was run by Samuel Hoffacker, and the existence of these two businesses is what brought the railroad through in 1879. Of course, the railroad happens to follow a branch of the Gunpowder Falls from just north of Millers all the way to Lineboro, and more likely it was this level ground that drew the railroad, just as the water attracted the mills and distillery. While their presence may not have drawn the railroad, they probably did help to draw others to this railroad site. Local history also claims that one of the surveyors on the railroad became enamored of Samuel Hoffacker's daughter, Alicia, and the village was thus named for her, though it was spelled differently. The Baltimore and Hanover Railroad (Western Maryland Railroad, now CSX) completed the branch on 1 December 1879, and the town seems to have arisen in the following years..." (I).

Background:

The Village of Alesia (Village) is located 3.8 miles northeast of the incorporated Town of Manchester, along Alesia Road, near where the CSX Transportation railroad track overpasses Alesia Road via bridge. The Village is located roughly 1.6 miles from the Village of Millers. The Village is located in election district six and is roughly 116 acres in area. The Village consists of properties located along Alesia, Alesia to Lineboro, Huffmanville, Falls, and Roller Roads and functions as a primarily quaint residential area. The Village is not located within a public water or sewer service area and has a small stream passing through its northwest section that is an unnamed tributary of the Gunpowder Falls. The Gunpowder Falls is a major water source for the City of Baltimore and surrounding metropolitan area feeding both Prettyboy and Loch Raven Reservoirs. The Village is surrounded by agricultural and forested land uses as well as Agricultural Preservation Easements.

The Alesia Historic Survey District is located at the corner of 1.) Alesia and Alesia to Lineboro Roads 2.) Alesia and Hoffmanville Roads and 3.) Alesia and Roller Roads. Many of the properties in the Village are located outside this historic district along Falls Road and Roller Roads and were mostly constructed since 1970.

Historic Sites:

CARR-577 (Alesia Survey District)

Business Environment:

The Village does not contain any identified businesses. There appears to be an unidentified business located along Alesia Road inside the Village.

Residential Environment:

The Village is comprised of all single-family dwelling units. It is noteworthy to mention that according to County GIS records, 61 dwellings in the Village have been built since 1970 and are mainly located along Falls and Roller Roads. Twenty-one properties were built before 1970 and are mostly located in and around the Alesia Historic Survey District. Therefore, roughly three out of every four homes in the Village have been built since 1970, indicating newer housing stock. This is mentioned because one can visually see the difference in dwelling unit age from homes located inside the Alesia Historic Survey District to those located outside the district, which provides a good description of the word "quaint", as used above to describe the Village.
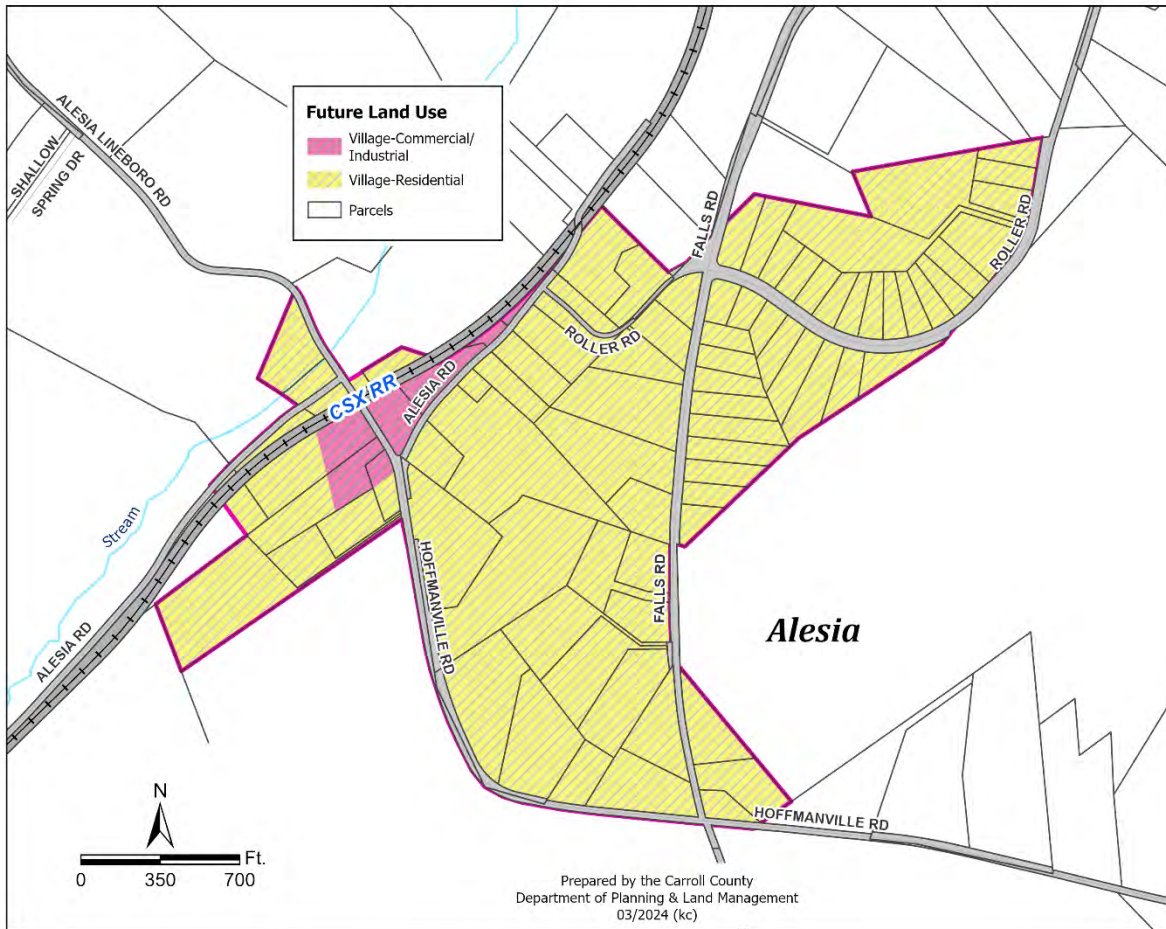
(Map 1: Village of Alesia Future Land Use Map)

Public Facilities and Institutions:

There are no public facilities located in the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Agricultural/Resource, Transportation, and Commercial land uses. There are also vacant and abandoned properties located inside the Village. Future land use map (Map 1) indicates the entire Village as "Village-Residential" except for area in the vicinity of Alesia Road and the CSX Transportation railroad track that has a future land use designation of "Village-Commercial/Industrial".

Tourism:

Running through the Village is the Mason & Dixon Scenic Byway, a 143-mile, three-to-five-hour vehicle adventure from the Maryland/Delaware Line to the City of Westminster. This byway traverses the countryside of the northern part of Maryland near the famous Mason Dixon Line, which became a cultural divide between the North and South of the United States (II). Please see the Maryland Office of Tourism website for more information.

Transportation:

Roads:
All roadways that bisect the Village are maintained by Carroll County and include: Alesia, Alesia to Lineboro, Huffmanville, Falls, and Roller Roads. The Village is located at the northern end of Falls Road. For most of its length Falls Road is designated as Maryland State Route 25. The intersection of Falls and Huffmanville Roads is located roughly 21 miles north of the intersection of Falls Road and the Baltimore Beltway (I-695)/Jones Falls Expressway (I-83). I-83 is the main northern artery heading into Downtown Baltimore from the north. Falls Road eventually terminates at Maryland Avenue near Baltimore's Pennsylvania Station. With this being said, the Village is directly linked to Baltimore.

Railroad:
The Hanover subdivision of the CSX Transportation railroad runs through the Village. This railroad connects Baltimore, Maryland with both Hanover and Gettysburg, Pennsylvania.

Sidewalk:
There is currently no sidewalk infrastructure located within the Village.

Sources:

(I) Maryland Historical Trust. (2004, April 16). CARR-577 Alesia Survey District. Maryland Historical Trust. Retrieved June 3, 2022, from https://mht.maryland.gov/secure/medusa/PDF/Carroll/CARR-577

(II) Maryland Office of Tourism. (n.d.). Mason & Dixon. VisitMaryland.org. https://www.visitmaryland.org/scenic-byways/mason-dixon

Bark Hill

(Photo: Union Hill Farm, located just outside and overlooking the Village of Bark Hill)

Background:

The Village of Bark Hill (Village) is located 2.3 miles northeast of the incorporated Town of Union Bridge, along Bark Hill Road near where it intersects with Hoff Road. The Village is located roughly 1.7 miles from the Village of Uniontown. The Village is located mostly in election district two and partly in election district 12 and is roughly 325 acres in area. The Village mainly runs along Bark Hill Road and functions as a primarily dispersed residential area except for some dispersed institutional and park uses. The north and east portions of the Village are located within a public water service area. The sewer service area is only designated at properties that roughly make up the Francis Scott Key High School campus. Please refer to the latest version of the Carroll County Water and Sewer Master Plan for more information. The Village has a small unnamed tributary to Big Pipe Creek flowing from its north, across Middleburg Road, and a small unnamed tributary to Little Pipe Creek flowing from its south, near Bark Hill and Hoff Roads. The Village is surrounded by mostly agricultural and residential land uses as well as Agricultural Preservation Easements.

Historic Sites:

CARR-1092 (Bowen's Chapel and School)

Business Environment:

The Village contains businesses such as: building supply sales and storage, farms, HVAC, and what appears to be an unidentified commercial salvage yard use mixed with a residential use.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for two duplexes.

Public Facilities and Institutions:

(Photo: Francis Scott Key High School)

The Village has numerous public facilities and institutional uses including Bark Hill Park, Francis Scott Key High School, and property containing a water tower and former landfill. Francis Scott Key High School is a regional high school that serves areas of the county in and around the municipalities of Taneytown, New Windsor, and Union Bridge (I). The closed Bark Hill Landfill is maintained by the Carroll County Bureau of Solid Waste. Bark Hill Park is maintained by the Carroll County Department of Recreation and Parks and currently offers multi-purpose fields, paved trails, and a playground (II). There are also two religious uses located in the Village.
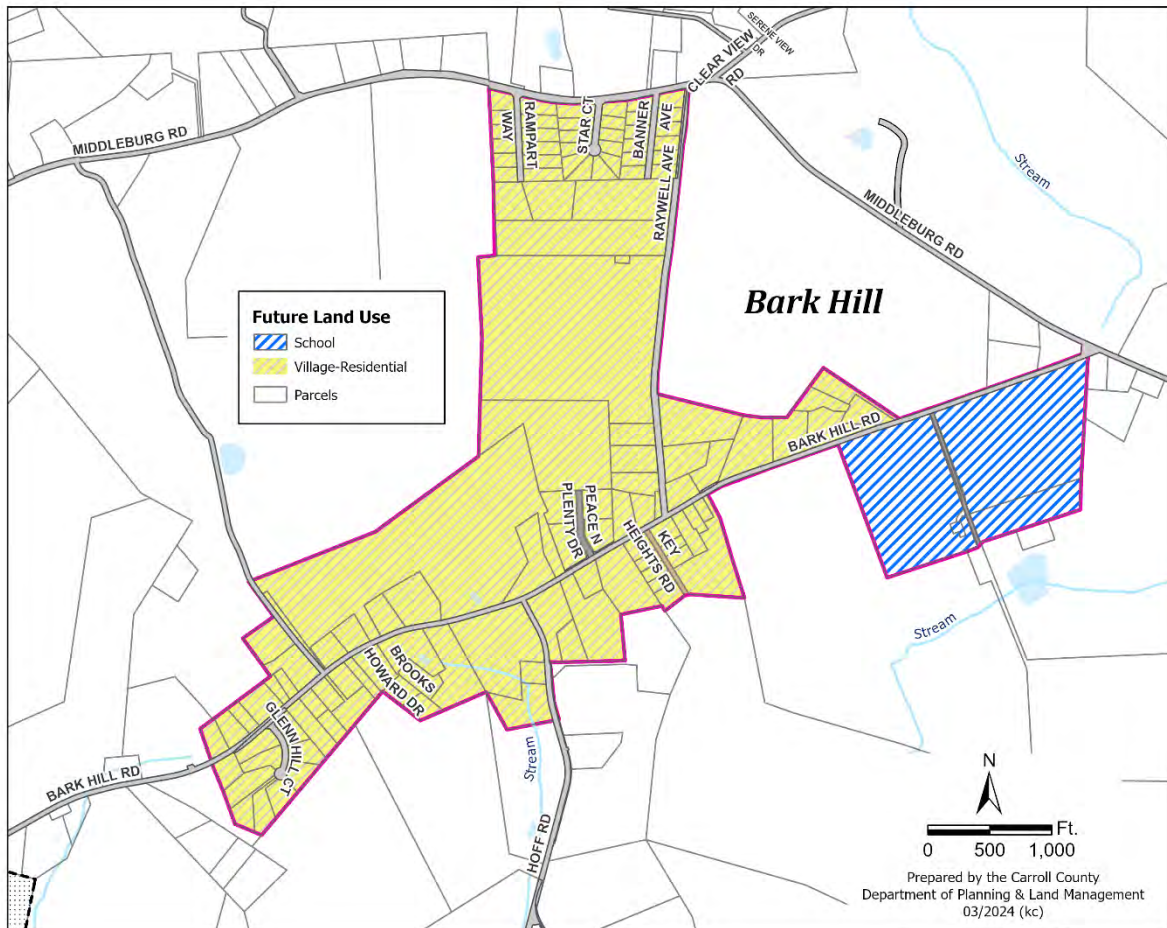
(Map 2: Village of Bark Hill Future Land Use Map)

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Commercial, Agriculture/Resource, Public Facilities and Institutions, Utility, Open Space/Recreational, and Transportation land uses. There are also vacant and abandoned properties located inside the Village. Future land use map (Map 2) indicates the entire Village as "Village-Residential" except for the area in the vicinity of Francis Scott Key High School that has a designation of "School".

Transportation:

Roads:
Roadways that service the Village are maintained by Carroll County and include Bark Hill, Hoff, Middleburg, and Peace N Plenty Roads, Raywell Avenue, Star and Glenn Hill Court, Banner Avenue, and Rampart Way.

Railroad:
The Village is not serviced by any railroad.

Sidewalk:
There is currently no sidewalk infrastructure located inside the Village.

Sources:

(I)   Carroll County Public Schools. (n.d.). School Boundary Maps. Carroll County Public Schools. https://www.carrollk12.org/about/school-boundary-maps

(II)   Carroll County Department of Recreation and Parks. (n.d.). *Parks*. Carroll County Government. https://www.carrollcountymd.gov/government/directory/recreation-parks/places-to-go/parks/

Bruceville

Brief History:

"Bruceville is a small village located on Big Pipe Creek, in Middleburg district, about one-half mile north of the junction of the Western Maryland and Frederick and Pennsylvania Line Railroads. The town was laid out by Normand Bruce, who named it after himself. The earliest accounts of the history of Normand (a.k.a. Norman, (Normand) Bruce are that he emigrated from Scotland about 1762, settling on Pipe Creek. In 1763 the state of Maryland granted to the above named Bruce and Edward Diggs 5,301 acres, extending from Keysville along Big Pipe Creek, north of Bruceville- the whole region was called "Bedford"" (I).

"At the same time, the land south of the creek belonged to John Ross Key. Norman Bruce desired the Key property for the purpose of erecting a mill on Big Pipe Creek, thus he entered into negations with Key, which resulted in an exchange of their estates. In 1764 Norman Bruce married Susanne Key, daughter of a Philip Key of St. Mary's County, the first settled of that name in America. Philip Key had six children the third of which was the grandfather of Francis Scott Key. Susanna received from her father by will 1,400 acres of land, being one-half of "Terra Rubra". Bruce continued to add to the first grant of 5,301 acres, ultimately acquiring 14,089 acres. This contained several villages, about five flour and grist mills, several factories, shops of various kinds, two railroads passing through this land, with stations and warehouses. He was the sheriff of Frederick County, an officer in the Revolutionary War, one of the first Justices of the Peace, and Justice of the Levy Court in 1803. He had three children, one of which was Elizabeth Key Bruce, who married John Scott and built "Good Intent"(CARR-925), the large stone house on the north side of Pipe Creek" (I).

"The village includes the home of the founder Normand Bruce (CARR-924 Mrytle Hill), the embankment of the original stone arch bridge which carried Bruceville Road over Big Pipe Creek (a crossing which has been replaced to the north by Bridge No. 6035), company worker housing, a schoolhouse and buildings that formerly housed village businesses. It includes four almost identical frame houses, which are thought to have been constructed ca. 1850 by the mill owner, likely Mehring (a.k.a. Mering) for worker housing (Phares, personal communication, 11 October 2002). These four worker houses are located on the west side of Bruceville Road (1308 Bruceville Road, Stitely residence, parcel 77; 1296 Bruceville Road, Althoff residence, parcel 90; 1320 Bruceville Road, Mercer residence, parcel 129: and 1312 Bruceville Road, Wolfe residence, parcel 193)" (I).

"The village was laid out by Bruce, who established the community in his name and around 1800 he constructed a mill that was an economic mainstay of the community that included a coach shop, blacksmith, school, store and a resident physician. George Mering owned the large Bruce stone mill in the nineteenth century before being destroyed by fire in 1881. From 1768 to 1771

Bruce was High Sheriff of his county, and also served as an officer in the Revolution. As recorded in either the 1862 Martenet map or the 1877 Atlas of Carroll County, Nicholas Koons was at one time the village blacksmith and Jesse Cloud converted Mrytle Hill to use as a hotel. Dr. Liggett was the physician and Mr. Trego was the merchant" (I).

"The town's postmaster in 1857 was George Mering, a.k.a. Mehring as noted in Wingate's Maryland Register). According to a ca. 1900 article by E. H. Sharetts that appeared in the Carroll Record, the town had a population of 60 around the turn of the century, at which time it afforded considerable employment. In 1820 there was gristmill, sawmill, dwelling houses, out houses and other improvements in the town. By 1833, deed research notes that there was also a tavern house, miller's house, coopers house and shop, and stabling for horses. By 1862 there is a mill, sawmill, bonemill and dwellings, according to contemporary descriptions. Later there was a canning plant owned and operated by E. H. Sharetts and Brothers, cigar and ice cream factory owned and managed by S. Weant, blacksmith shop owned by Cornelius Koons, and a shoemaker shop run by Benedict Knott. William Kolb operated a general store and the postmistress around 1900 was Mertie Weant. The school was taught by Miss Carrie Harbaugh (E. H. Sharetts, "History of Bruceville", ca. 1895-1904, reprinted in The Carroll Record Histories of Northwestern Carroll County Communities (Historical Society of Carroll County, 1994.) pp. 53-54" (I).

Background:

The Village of Bruceville (Village) is located 5.5 miles northwest of the incorporated Town of Union Bridge, along Bruceville Road. The Village is located roughly 0.5 miles from the Village of Keymar. The Village is located in election district ten and is roughly 28 acres in area. The Village runs along Bruceville Road and functions as a primarily residential area. The Village is not located within a public water or sewer service area. Big Pipe Creek runs along the north and east portions of the Village with an unnamed tributary to Big Pipe Creek extending through its southeast portion. The Village is surrounded by agricultural and forested land uses. Agricultural Preservation Easements are located to the north of the Village.

The Bruceville Historic District comprises most of the Village. Property outside the Village, to the north, is interestingly part of the Bruceville Historic District.

Historic Sites:

CARR-923 (Bruceville Historic District)	CARR-1485 (Bridge (SHA 6035))
CARR-924 (Myrtle Hill)	

Business Environment:

The Village has one main business that appears to be related to freight trucking and is in the southern portion of the Village, close to Francis Scott Key Highway (MD 194). Besides this business, there are properties containing farms at the corner of MD 194 and Bruceville Road

and property that appears to have a commercial salvage yard use mixed with a residential use located within the center of the Village.

Residential Environment:

All residential properties, except for the one noted above, is currently single-family detached.

Public Facilities and Institutions:

There are no public facilities and institutions located in the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Agricultural/Resource, Transportation Support, and Commercial land uses. There are also vacant and abandoned properties located in the Village. Future land use map (Map 3) indicates most of the Village as "Village-Residential" except for the extreme southern portion of the Village that has a future land use designation of "Village-Commercial/Industrial".

Transportation:

MARYLAND
194

(Maryland Route 194 Sign (Source II))

Roads:
The only roadway servicing the Village is maintained by Carroll County, Bruceville Road. Francis Scott Key Highway (MD 194) briefly intersects the northern tip of the Village, just south of Big Pipe Creek, but does not provide immediate access to any properties within the Village.

Railroad:
The Maryland Midland Railroad runs along the southeast border of the Village. This railroad forms a rail connection from Baltimore to Taneytown, Maryland (III).

Sidewalk:
There is currently no sidewalk infrastructure located inside the Village.
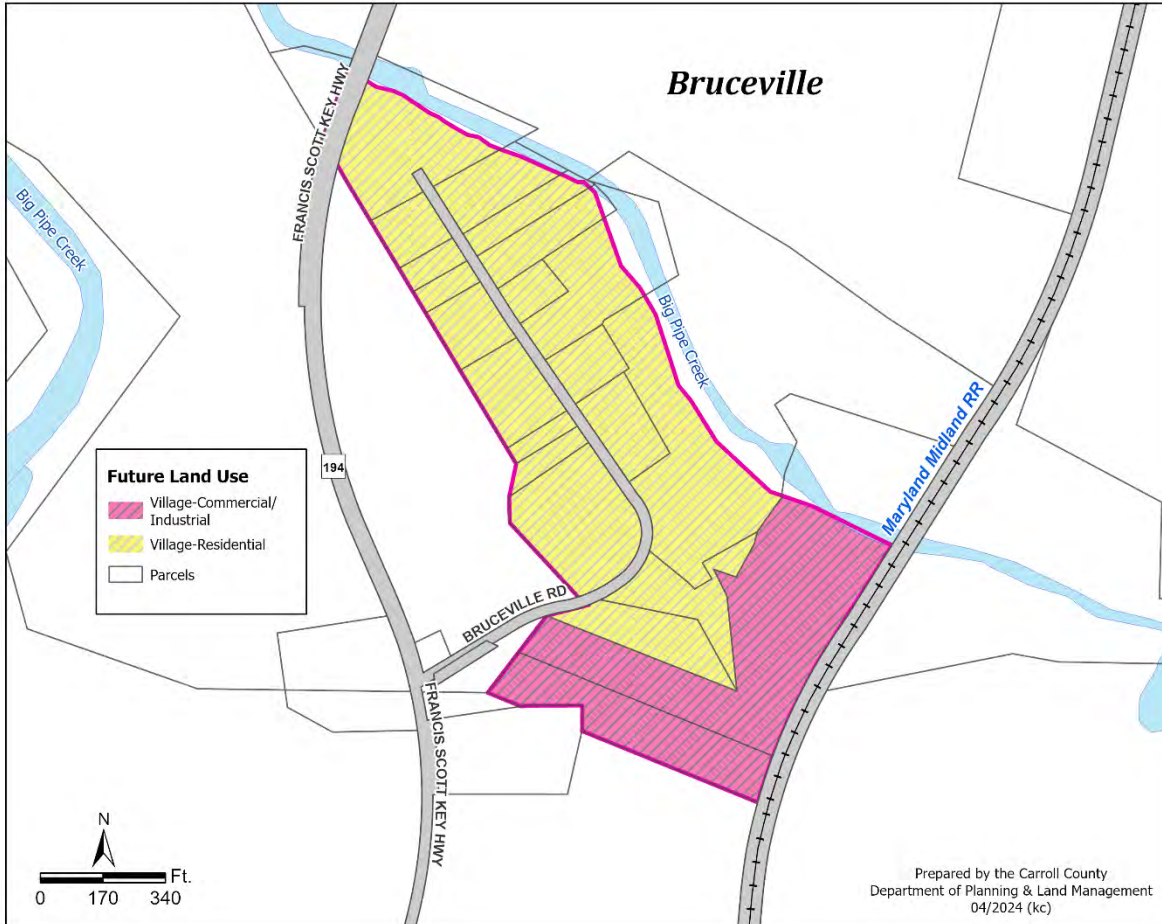
(Map 3: Village of Bruceville Future Land Use Map)

Sources:

(I)   Maryland Historical Trust. (2004, April 16). CARR-923 Bruceville Historic District. Maryland Historical Trust. Retrieved January 29, 2024, from https://apps.mht.maryland.gov/Medusa/PDF/Carroll/CARR-923.pdf

(II)   Wikimedia Foundation. (2006, May 25). MD Route 194. Wikipedia. https://en.wikipedia.org/wiki/Maryland_Route_194#/media/File:MD_Route_194.svg

(III) Maryland Midland Railway. (n.d.). Maryland Midland railway (MMID). Maryland Midland Railway. https://www.gwrr.com/mmid/

Detour

(Photo: Maryland Route 77 at Double Pipe Creek)

Brief History:

"*Detour is an example of a eighteenth century mill village that evolved into a small town with the coming of the Western Maryland Railroad. It was begun as a mill village in the 1790s by Joshua Delaplane who erected grist, woolen and saw mills at the confluence of Little and Big Pipe Creeks. The village of five or six houses was known as Double Pipe Creek. In 1868, the Western Maryland Railroad was extended from Union Bridge and the town was laid out by Daniel P. Sayler. The community became an important commercial center for the region, and was renamed Detour.*"

"*A short history of Double Pipe Creek was written by W. W Sweigart in the 1890s as part of a series of town histories published in the Carroll Record, a newspaper published in Taneytown. This history describes the founding of the community and the erection of some of the buildings in town. The town began in 1794 as a mill village located on a portion of the 600 acre patent known as "Prosperity" and owned by Joshua Delaplane. Delaplane built a large grist mill, a saw mill and a woolen mill. According to Sweigart, Delaplane sold the property to Henry Waesche in 1835. In*"

1849, it was sold to Henry McKinstry who soon after sold some of the land to Daniel P. Sayler When the Western Maryland Railroad was extended from Union Bridge in 1868, Sayler laid out the town. Over the next several decades, Detour prospered as a commercial center for the surrounding farming community. But during the 20th century, as the importance of the railroad diminished, Detour prosperity languished. Today, the town stands relatively unaltered from its early 20th century appearance" (I).

Background:

The Village of Detour (Village) is located 6.8 miles northwest of the incorporated Town of Union Bridge, along Middleburg Road (MD 77), near where the road crosses Double Pipe Creek, at the Carroll/Frederick County line. Detour is located roughly 1.9 miles from the Village of Keymar. Detour is located in election district ten and is roughly 24 acres in area. The Village functions as a primarily quaint residential area with some commercial uses. Detour is not located within a public water or sewer service area. The Village is located on the east side of Double Pipe Creek and is surrounded by agricultural land uses. Agricultural Preservation Easements border the Village to the north and east.

Historic Sites:

CARR-1160 (Detour Historic District)	1170 (Detour Post Office)
CARR-1162 (Dewberry House)	CARR-1173 (Clabaugh House)
CARR-1164 (Renner Store & Post Office)	CARR-1176 (Clabaugh House)
CARR-1167 (Dotterer-Smith House)	CARR-1184 (Catherine Chessman House)
CARR-1169 (Village Store)	CARR-1185 (Rev. D.R. Saylor House)
CARR-1171 (Haller House)	CARR-1178 (Long House)
CARR-1172 (Long House)	CARR-1179 (Detour Mill)
CARR-1174 (Long House)	CARR-1177 (Atkins House)
CARR-1175 (Smith House)	CARR-1183 (W.H. Renner House)
CARR-1163 (Wolfe House)	CARR-1180
CARR-1165 (Angell House)	CARR-1181
CARR-1166 (Old Detour Bank)	CARR-1182 (Detour Schoolhouse)
CARR-1168 (Peterson House)	CARR-1161 (Detour Bridge)

Business Environment:

Businesses are dispersed throughout the Village, and all appear to be mixed with a residential dwelling. Locations include, along MD 77 in the center of the Village; a feed business located between the Maryland Midland Railroad track and Circle Drive; and an unidentified business located off Keysville Road South, adjacent to Double Pipe Creek.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for a semi-detached dwelling and what appears to be a four-unit apartment building.

Public Facilities and Institutions:

Double Pipe Creek Park is in the Village, along Double Pipe Creek, offering may different public amenities. According to Carroll County Recreation and Parks, Double Pipe Creek Park currently offers basketball, fishing, grill infrastructure, pavilions, a picnic area, a playground, and water trail access (II).

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Multi-Family Residential, Mixed Residential and Commercial, Agricultural/Resource, and Transportation land uses. There are also abandoned properties located inside the Village. Future land use map (Map 4) indicates most of the properties along MD 77 have a future land use designation of "Village-Commercial/Industrial" while the rest of the Village has a future land use designation of "Village-Residential".

Tourism:

(Photos of the Double Pipe Creek Park, Water Trail Access)

The *Carroll County Water Trails* access is a unique feature of the Village and river, by providing an easy connection between public parking and the river. According to the Carroll County Department of Recreation and Parks website:

About Pipe Creek Water Trails:

"*The Pipe Creek Water Trail is great family-friendly place for beginning paddlers and children. Originating near the outskirts of Westminster, Big Pipe Creek flows peacefully with clear passages and no serious obstacles through farmland and serene woodlands. Paddlers will get to view beautiful old mills as well as farms, fields and woods. The grade*

is mild and there are no difficult rapids. The water is mostly smooth except for a few gravel bars. Occasional hazards may include fallen trees, barbed wire fences, beaver dams and some wandering channels. Along the way, wildlife viewing opportunities are abundant" (III).

"Big Pipe Creek eventually joins with the Little Pipe Creek to form the greater Double Pipe Creek in Detour, approximately 1.5 miles from the Monocacy Scenic River. Little Pipe Creek actually starts west of Westminster but does not gather enough water to support kayaking until it reaches the town of Union Bridge where this section of the water trail begins at Locust Street. The creek twists and turns along the Frederick County line to join Big Pipe Creek at Detour. Below Sams Creek, the scenery features pretty farms and small, red cliffs. Most of the water is flat but a notable three-foot dam, located beneath the railroad trestle requires a short carry" (III).

"During a trip on this water trail, observant paddlers may see owls, bald eagles, great blue herons, muskrats, deer, beavers and much more" (III).

The map below depicts the water trails geographically. The Blue circle indicates water trail access in the Village and the Green star indicates water trail access at the Town of Union Bridge.
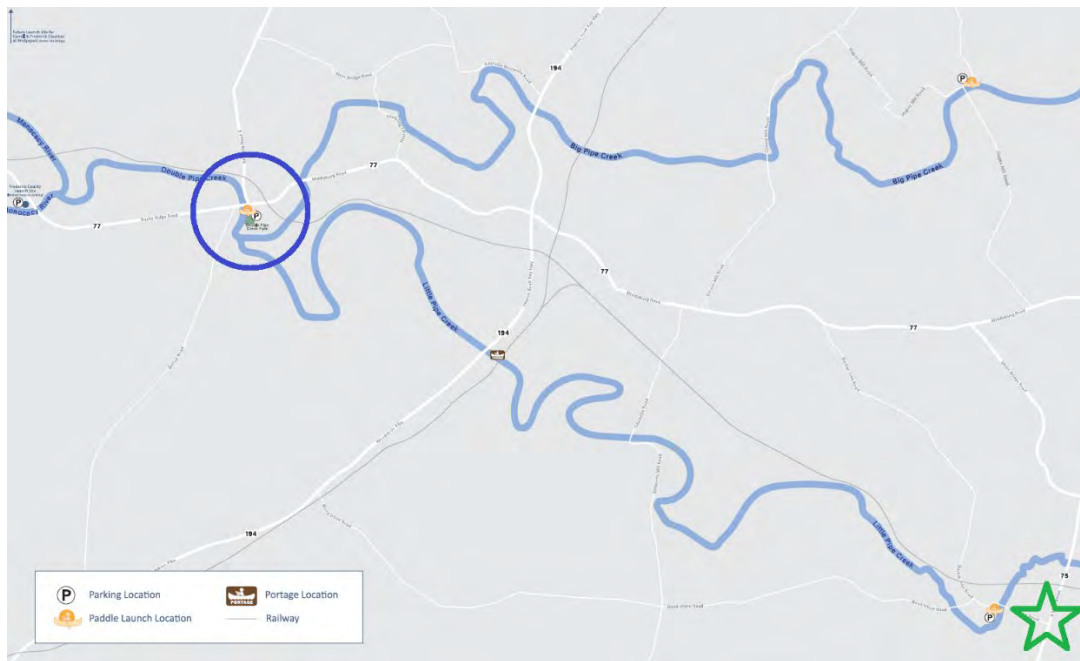

(Photo: Water Trials Map, (Source III))

BELOW 2 FEET TOO LOW	Will have to get out of your boat several times, low water may expose rock ledges, logs, stumps, or rocks which make the trip slower and more difficult.
2.0-3.5 FEET NORMAL LEVEL	Water levels from 2.5' to 3.5' are ideal.
3.5-4.5 FEET USE CAUTION	Water levels between 3.5'-4.5' are considered high with a faster current. Use caution.
ABOVE 4.5 FEET CLOSED	Water Trails are closed when water levels are above 4.5'. Flooding may occur into treed areas along the riverbank.

(Photo: Check the Water Levels (Source III))

Running through the Village is the Old Main Streets Scenic Byway, a 111-mile, three-to-four-hour adventure from Emmitsburg east to the City of Westminster, south to Mount Airy, west to Thurmont, before heading back north to Emmitsburg. According to the Maryland Office of Tourism website, this tourism route is described as, "*vibrant streets that invite visitors to explore history, heritage and architecture while savoring the flavor of local shops, eateries and lodging*" (IV). Please see the Maryland Office of Tourism website for more information.
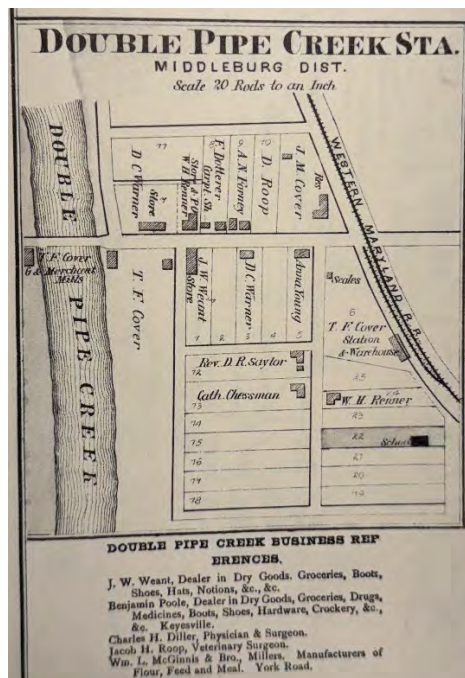
(Image: Double Pipe Creek Station Map (Source V))
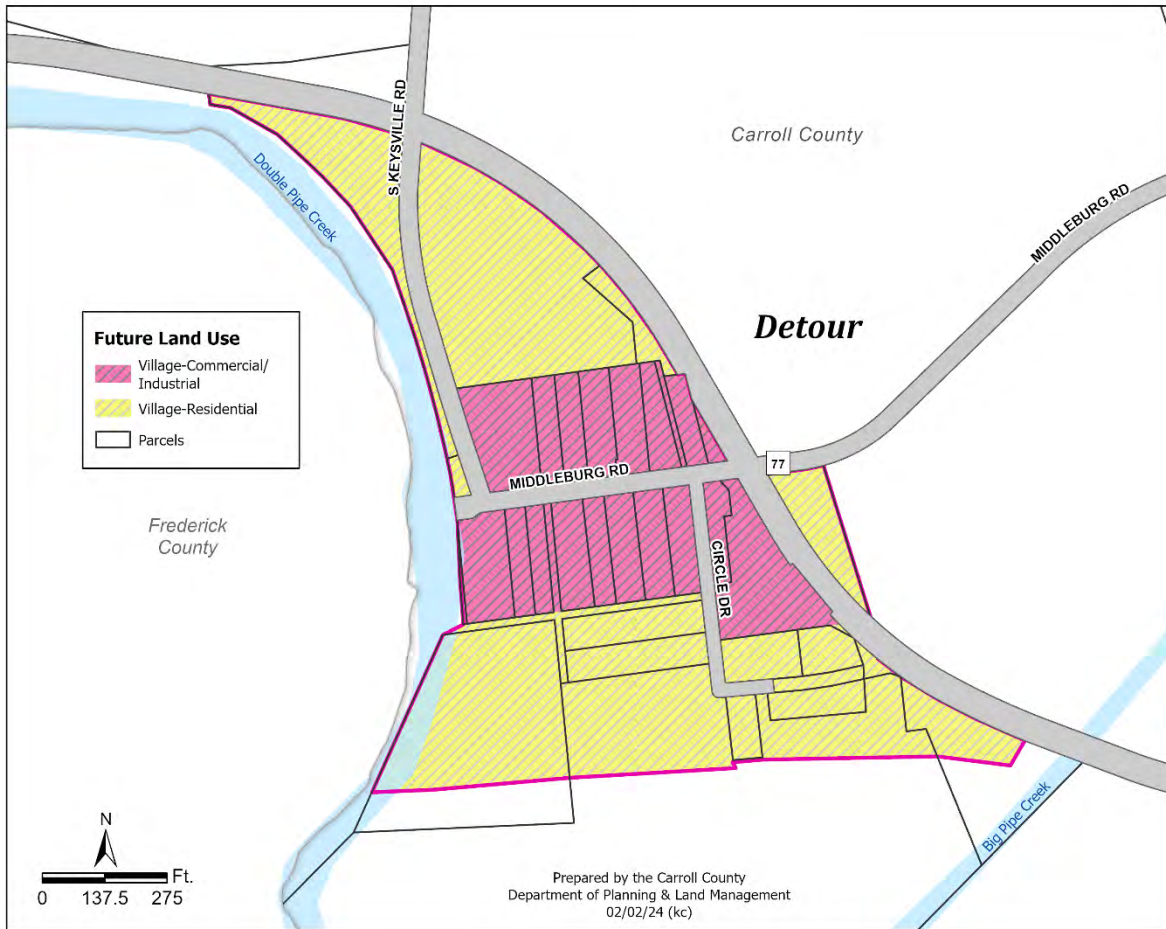
(Map 4: Village of Detour Future Land Use Map)

Transportation:

(Photos L to R: MD 77 and Maryland Midland Railroad Crossing, Maryland Route 77 Sign (Source VI))

Roads:
The roadway that bisects the Village of Detour and is maintained by MDOT SHA is Middleburg Road (MD 77). The roadway in the Village maintained by Carroll County is Keysville Road South. Circle Drive has some other type of entity responsible for its maintenance and contains the majority of properties located in the Village not located on MD 77.

According to County records, there is a planned road improvement "*MD 77 reconstruction from Frederick County line to MD 194 (Francis Scott Key)*". This improvement will bring better connectivity between the Village and MD 194.

In addition to vehicular traffic, Middleburg Road and Keysville Road South facilitates a segment of the 30.5-mile-long Taneytown 2 bike route. This route travels east to the Village of Frizzellburg, while also traversing through Downtown Taneytown.

Railroad:
The Maryland Midland Railroad traverses the Village to the north and east, providing rail access to Baltimore.

Sidewalk:
There is currently sidewalk infrastructure located inside the Village, along MD 77. Sidewalk does not appear to be ADA accessible.

Sources:

(I) Maryland Historical Trust. (2004, March 26). CARR-1160 Detour Historic District, (Double Pipe Creek). Maryland Historical Trust. Retrieved November 21, 2023, from https://apps.mht.maryland.gov/Medusa/PDF/Carroll/CARR-1160.pdf

(II) Carroll County Department of Recreation and Parks. (n.d.). Parks. Carroll County Government. https://www.carrollcountymd.gov/government/directory/recreation-parks/places-to-go/parks/

(III) Carroll County Department of Recreation and Parks. (n.d.). *Water Trails*. Carroll County Government. https://www.carrollcountymd.gov/government/directory/recreation-parks/places-to-go/water-trails/

(IV) Maryland Office of Tourism. (n.d.). Old Main Streets. VisitMaryland.org. https://www.visitmaryland.org/scenic-byways/old-main-streets

(V) Lake, Griffing, & Stevenson. (1993). Atlas of Carroll Co. Maryland (Vol. 1993). Historical Society of Carroll County.

(VI) Jeff02. (2006, February 22). File:MD Route 77.SVG. Wikimedia Commons. https://commons.wikimedia.org/wiki/File:MD_Route_77.svg?uselang=en#Licensing

Feesersburg

Background:

The Village of Feesersburg (Village) is located 2.8 miles northwest of the incorporated Town of Union Bridge, along Middleburg Road where it intersects with Bucher John Road. The Village is located roughly 0.8 miles from the Village of Middleburg. The Village is located in election district ten and is 31 acres in area. The Village mainly runs along Middleburg Road and functions as a primarily quiet residential area. The Village is not located within a public water or sewer service area or along any streams. The Village is surrounded by agricultural land uses and is almost surrounded by Agricultural Preservation Easements. There is also a Carroll County Agricultural Preservation Easement located on property within the Village.

Historic Sites:

None Listed

Business Environment:

Besides agricultural businesses, there is a continuing care retirement facility, and also an abandoned commercial business that shares the same property as a single-family detached dwelling.

Residential Environment:

All residential properties in the Village appear to contain single-family dwellings.

Public Facilities and Institutions:

There are no public facilities and institutions located in the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Private Institutions and Recreational Facilities, Agricultural/Resource, and Mixed Residential and Commercial land uses. There are no vacant or abandoned properties located in the Village. Future land use map (Map 5) indicates the entire Village as "Village-Residential".
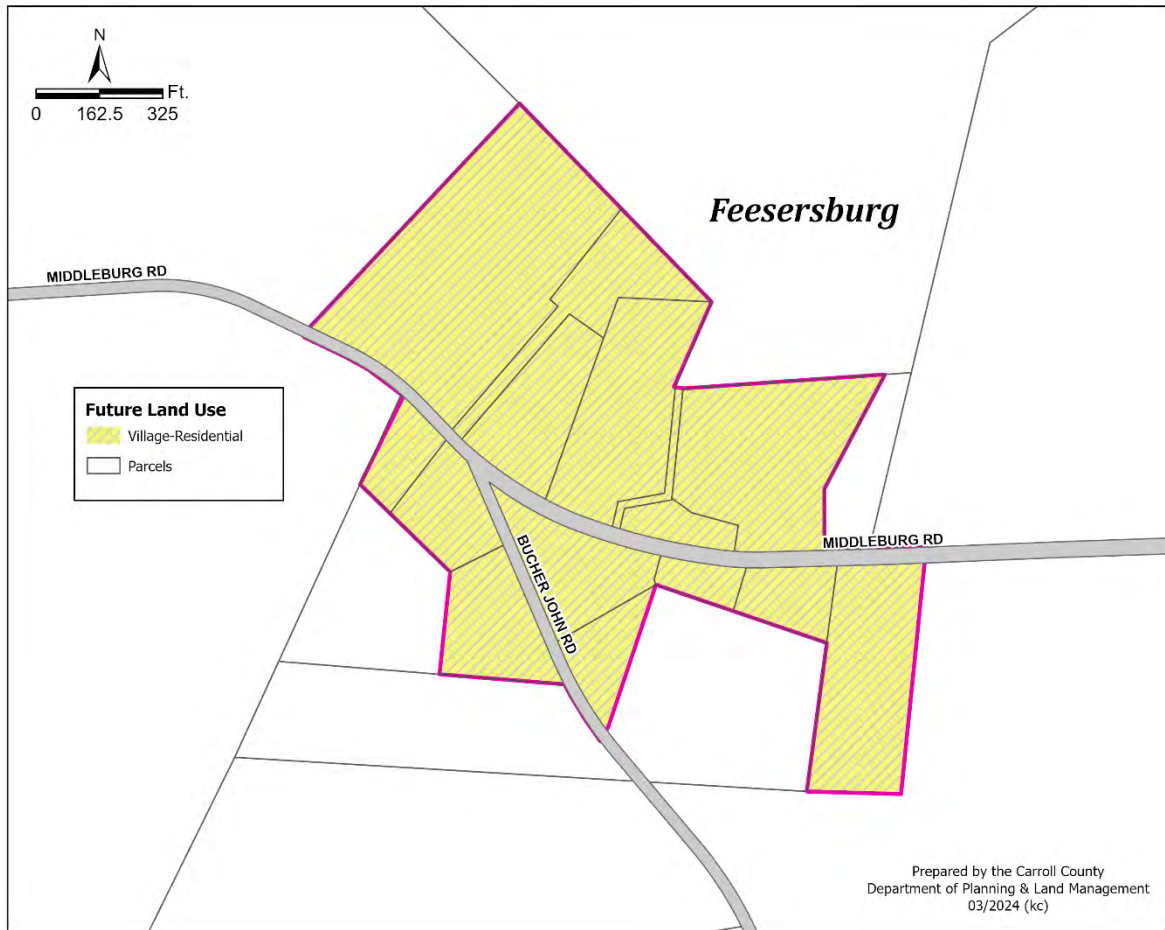
(Map 5: Village of Feesersburg Future Land Use Map)

Tourism:

Running through the Village is the Old Main Streets Scenic Byway, a 111-mile, three-to-four-hour adventure from Emmitsburg east to the City of Westminster, south to Mount Airy, west to Thurmont, before heading back north to Emmitsburg. According to the Maryland Office of Tourism website, this tourism route is described as, "*vibrant streets that invite visitors to explore history, heritage and architecture while savoring the flavor of local shops, eateries and lodging*" (I). Please see the Maryland Office of Tourism website for more information.

Transportation:

Roads:

Roadways that bisect the Village are maintained by Carroll County and include Middleburg and Bucher John Roads.

In addition to vehicular traffic, Middleburg Road facilitates a segment of the 30.5-mile-long Taneytown 2 bike route. This route travels west to the Village of Detour and east to the Village of Frizzellburg, while also traversing through Downtown Taneytown.

Railroad:

The Village is not serviced by any railroad.

Sidewalk:

There is currently no sidewalk infrastructure located in the Village.

Sources:

(I)   Maryland Office of Tourism. (n.d.). Old Main Streets. VisitMaryland.org.
        https://www.visitmaryland.org/scenic-byways/old-main-streets

Frizzellburg

(Photos L to R: Frizzellburg sign facing MD 832 eastbound, Frizzellburg and Uniontown WWI and WWII Heroes)

Brief History:

Interesting fact about the Village is that is it located to the south of the planned "*site of Belfast Town*" (I). According to Maryland Historical Trust documentation:

"*The Site of Belfast Town (CARR-842) is marked at the northwest corner of the intersection of MD 140 and Pleasant Valley Road. Although the site is identified on the SHA-GIS Cultural Resource database, there is currently no documentation on file associated with the MIHP number. CARR-842 marks the location of Belfast Town, a failed real estate venture by Clotworthy Birnie, who named the planned town after the place of his birth Belfast, Ireland*" (I).

In 1819, Birnie advertised for sale 3001 acres of property divided into 400 lots as follows: 8 lots of 100 acres, 9 lots of 50 acres, 10 lots of 25 acres, 18 lots of 20 acres, 29 lots of 10 acres, 126 lots of 5 acres, and 200 lots of 1 acre. Streets and improvements were anticipated to occupy the final 21 acres. All lots were offered for sale at $275. Birnie advertised that downpayments of $55 would be accepted on February 1, 1819 and the remaining $220 in installments of $55 from the first day of April 1819" (I).

The lots were to comprise Belfast Town, located between Westminster and Taneytown along the turnpike constructed by the Westminster, Taneytown and Emmitsburg Turnpike Company of which Birnie was a stockholder. The route of the turnpike roughly followed present day MD 140. It is not clear if Birnie was attempting to capitalize on his investment in the turnpike or perhaps saw as ripe for growth the nearby fledgling crossroads community around Nimrod Frizzell's tavern. The tavern was likely constructed by Daniel Smith prior to 1800 and is noted

on Varle's Map of 1808. In either case, Birnie's investment did not prosper as there were no developments following the advertisement and the small crossroads town came to be known as Frizzellburg by mid-century" (I).

Also, to note: *The Village is located "on the road that linked the bustling Baltimore area, and the rural towns west of it*" (II). Please see the Maryland Historical Trust webpage for more information on the Maryland Inventory of Historic Properties.

Background:

The Village of Frizzellburg (Village) is located 4.9 miles northwest of the incorporated City of Westminster, along Old Taneytown Road (MD 832) and Frizzellburg /Pleasant Valley Road South. The Village is located roughly 1.8 miles from the Village of Tyrone. The Village is currently located mostly in election district two with the extreme eastern portion located in election district seven. The Village is roughly 78 acres in area, consists of properties located along MD 832, Frizzellburg Road, Pleasant Valley Road South, and Frizzellburg Alley, and functions as a primarily residential area with some commercial and institutional uses dispersed within. The Village is not located within a public water or sewer service area. There is an unnamed tributary to Meadow Branch Big Pipe Creek flowing through the east end of the Village. The Village is surrounded by mainly residential and agricultural land uses. There are no Agricultural Preservation Easements located immediately adjacent to the Village.

Historic Sites:

CARR-145 (Frizzell's Tavern)

Business Environment:

The Village currently contains businesses such as: farms, limousine service, antique store, pool store, and a business mixed with a residential use.

Residential Environment:

Most residential dwellings in the Village appear to be single-family, except for two apartment buildings, and a two-family residential building.

Public Facilities and Institutions:

There is a private school use located in the Village (Carroll Lutheran School), which building is located outside the Village but has property located inside. There is also a religious establishment located inside the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Multi-Family Residential, Mixed Use Residential and Commercial, Public Facilities and Institutions, Commercial, Agriculture/Resource, Utility, and Private Institutions and Recreational Facilities land uses. There are also vacant and abandoned properties located inside the Village. Future land use map (Map 6) indicates most of the Village land area as "Village-Residential" except for the area in the vicinity of Pleasant Valley Road South and one property south of MD 832 with a future land use designation of "Village-Commercial/Industrial".
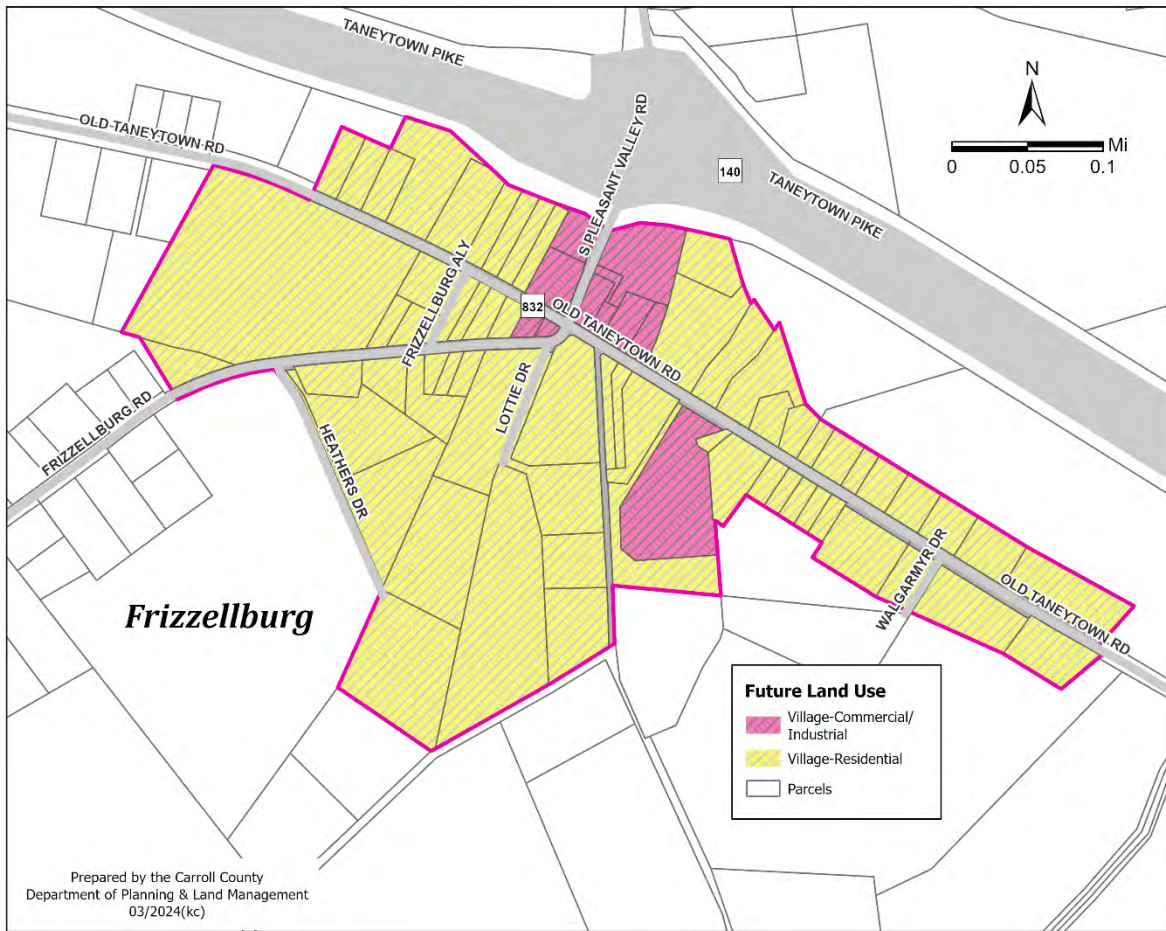
(Map 6: Village of Frizzellburg Future Land Use Map)

Tourism:

Running through the Village is the Old Main Streets Scenic Byway, a 111-mile, three-to-four-hour adventure from Emmitsburg east to the City of Westminster, south to Mount Airy, west to Thurmont, before heading back north to Emmitsburg. According to the Maryland Office of Tourism website, this tourism route is described as, "*vibrant streets that invite visitors to explore history, heritage and architecture while savoring the flavor of local shops, eateries and lodging*" (III). Please see the Maryland Office of Tourism website for more information.

Transportation:

(Maryland Route 832 Sign (Source IV))

Roads:
The roadway that bisects the Village and is maintained by MDOT SHA is Old Taneytown Road (MD 832). Roadways in the Village that are maintained by Carroll County include: Frizzellburg Road, Pleasant Valley Road South, and Frizzellburg Alley.

In addition to vehicular traffic, MD 832, Frizzellburg Road, along with Frizzellburg Alley facilitates a segment of the 30.5-mile-long Taneytown 2 and 30.2-mile-long Westminster North bike routes.

The Taneytown 2 bike route travels west to the Village of Detour, while traversing through Downtown Taneytown.

The Westminster North route travels north near the Mason Dixon Line, while traversing part of Main Street Westminster, to the south.

Railroad:
There is no railroad infrastructure that bisects the Village.

Sidewalk:
There is currently no sidewalk infrastructure located in the Village.
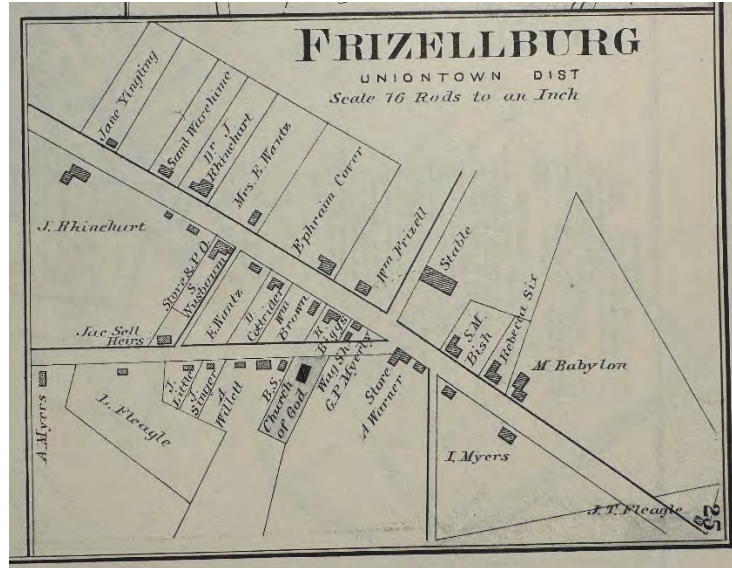
(Image: Frizzellburg Map (Source V))

Sources:

(I)   Schmidt, J. (2012, July 24). CARR-842 Belfast Town, site. Maryland Historical Trust. Retrieved March 6, 2024, from https://apps.mht.maryland.gov/Medusa/PDF/Carroll/CARR-842.pdf

(II)   Eckhardt, F. (1978, Fall). CARR-145 Frizzell's Tavern. Maryland Historical Trust. Retrieved March 6, 2024, from https://apps.mht.maryland.gov/Medusa/PDF/Carroll/CARR-145.pdf

(III)   Maryland Office of Tourism. (n.d.). Old Main Streets. VisitMaryland.org. https://www.visitmaryland.org/scenic-byways/old-main-streets

(IV)   Jeff02. (2006b, June 6). File:MD Route 832.SVG. Wikimedia Commons. https://commons.wikimedia.org/wiki/File:MD_Route_832.svg?uselang=en#Licensing

(V)   Lake, Griffing, & Stevenson. (1993). Atlas of Carroll Co. Maryland (Vol. 1993). Historical Society of Carroll County.

Gamber

Brief History:

The Gamber Survey District is a small linear Rural Village located in central Carroll County about six miles from Westminster. Known as Pleasantville in 1862, with fewer than a half dozen structures, and renamed Mechanicsville in 1877 when it had roughly doubled in size, it acquired its current name when the postal authorities became aware that there was another town of that name in southern Maryland. As the townspeople procrastinated about possible new names, the United States government quietly dubbed it Gamber after its postmaster (I).

Background:

The Village of Gamber (Village) is located 9.5 miles southeast of the incorporated City of Westminster, along Sykesville Road (MD 32), at its intersection with Gamber Road (MD 91). The Village is located roughly 1.3 miles from the Village of Louisville. The Village is located in election district four and is roughly 324 acres in area. The Village centers along MD 32 and MD 91 and functions as a busy residential and commercial area. The Village is not located within a public water or sewer service area. The Village is at the headwaters of an unnamed tributary to the North Branch Patapsco River and the headwaters of the Prugh Branch and is surrounded by agricultural and residential land uses. There are no Agricultural Preservation Easements adjacent to the Village.

The Gamber Historic Survey District is located along MD 32 roughly between MD 91 and Niner Road.

Historic Sites:

CARR-171 (Calvary U.M. Church)	CARR-43 (Emmanuel Baptist Church (Mt. Pleasant M.E. Church))
CARR-1325 (Gamber Survey District)	

Business Environment:

The Village contains businesses such as: restaurant, fabrication/restoration, farms, painting, automotive, convenience store/gas, liquor store, office, small engine, salvage yard, orchard, contractor equipment and storage yard, and several mixed residential and commercial land uses.

Residential Environment:

Most residential dwellings in the Village appear to be single-family, except for two semi-detached buildings, a duplex, and an apartment building.

Public Facilities and Institutions:

The Village contains public facilities and institutional uses including Gamber & Community Fire Company and Mechanicsville Elementary School. There are also religious establishments located inside the Village. The Gamber & Community Fire Company hosts many events such as a Gun Bingo, Annual Fireman's Carnival, and the July 4th Winner Take All Raffle (II).
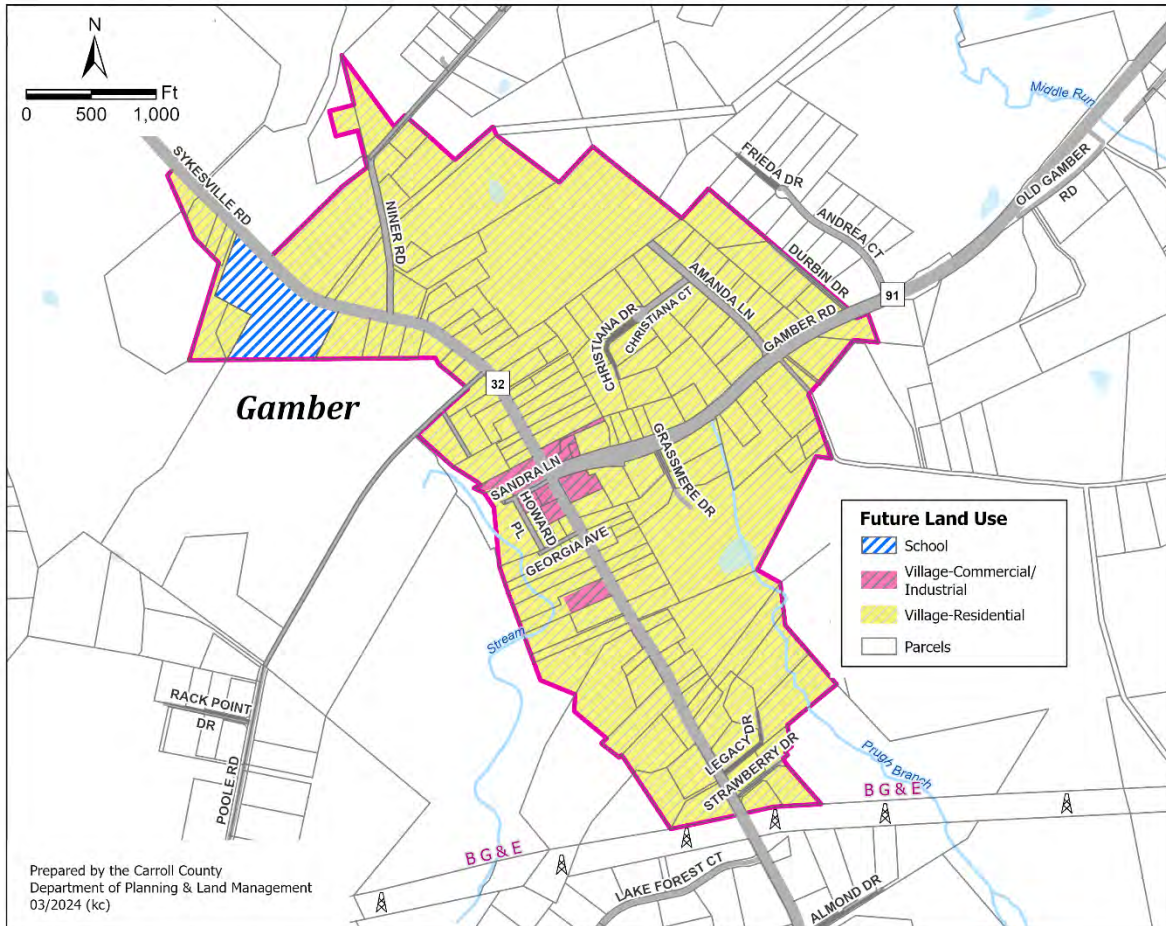
(Map 7: Village of Gamber Future Land Use Map)

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Multi-Family Residential, Utility, Agricultural/Resource, Commercial, Public Facilities and Institutions, Mixed Residential and Commercial, Office, and Waste Related land uses. There are also vacant properties located inside the Village. Future land use map (Map 7) indicates most of the Village as "Village-Residential" except for area in the vicinity of MD 32 and MD 91 and part of one property located south of MD 32 having a future land use designation of "Village-Commercial/Industrial". Also, Mechanicsville Elementary School has a land use designation of "School".

Transportation:

(Maryland Route 32 Sign (Source III) and Maryland Route 91 Sign (Source IV)

Roads:
Roadways that bisect the Village of Gamber and are maintained by MDOT SHA include, Sykesville Road (MD 32) and Gamber Road (MD 91). Roadways that bisect the Village and are maintained by Carroll County include: Niner and Poole Roads, Georgia Avenue, Amanda Lane, and Christiana Court. According to the MDOT SHA Annual Average Daily Traffic (AADT) Locations Map, MD 32, in the western part of the Village, carried a 2022 AADT count of 6,691 vehicles and a Monday – Friday daily traffic count of 7,231 vehicles (V).

According to the *2023 Countywide Transportation Master Plan*, there are two planned road improvements (*MD 32 reconstruction from MD 91 to MD 97*) and (*MD 32 improvements from Pine Knob Road to MD 91*) along MD 32 for its entire distance through the Village. This project would greatly affect the Village since the project would be along the entirety of MD 32, within the Village.

Railroad:
The Village is not serviced by any railroad.

Sidewalk:
There is sidewalk limited to partly around the intersection of MD 32 and MD 91 and near Mechanicsville Elementary School. No sidewalk appears to exist outside these two areas.

Sources:

(I)   Suffness, R. (1993, January 3). CARR-1325, Gamber Survey District, (Pleasantville, Mechanicsville). https://apps.mht.maryland.gov/Medusa/PDF/Carroll/CARR-1325.pdf

(II)   Gamber & Community Fire Company. (n.d.). Gamber & Community Fire Company. https://www.gambervfd.org/

(III)   Jeff02. (2006, February 22). Maryland Route 32. Wikipedia. https://en.wikipedia.org/wiki/Maryland_Route_32#/media/File:MD_Route_32.svg

(IV)   Jeff02. (2006, February 22). File:MD Route 91.svg. Wikimedia Commons. https://commons.wikimedia.org/wiki/File:MD_Route_91.svg?uselang=en#Licensing

(V)   Maryland.Gov. (n.d.). MDOT SHA Annual Average Daily Traffic (AADT) Locations. Maryland's GIS Data Catalog. https://data-maryland.opendata.arcgis.com/datasets/mdot-sha-annual-average-daily-traffic-aadt-locations/explore?location=39.686198%2C-76.896053%2C15.83
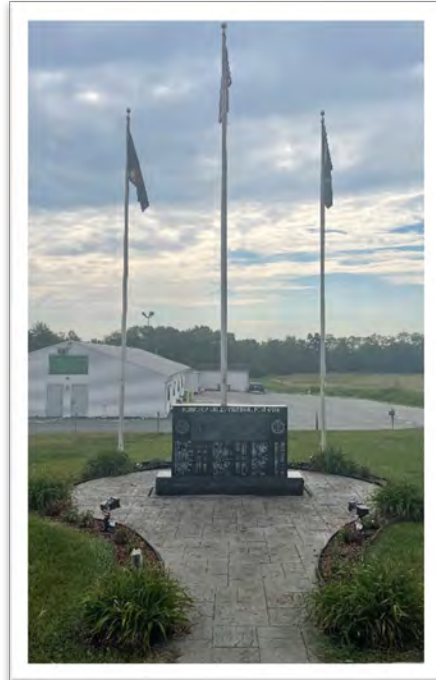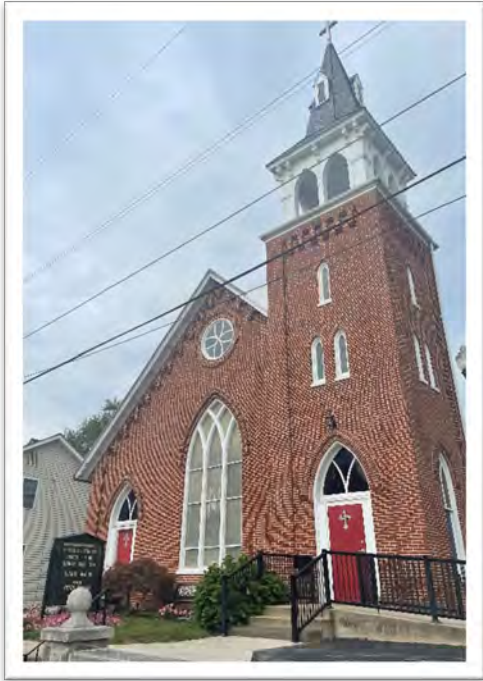
Harney

(Photos L to R: Saint Paul's Lutheran Church, Monocacy Valley Memorial Post 6918 Memorial)

Background:

The Village of Harney (Village) is located 4.5 miles northwest of the incorporated City of Taneytown, along Harney Road, where it intersects with Conover Road. The Village is located roughly 1.2 miles from the Village of Starners Dam. Harney is located in election district one and is roughly 110 acres in area. The Village mainly runs along Harney and Conover Roads and functions as a quiet residential area. Harney is not located within a public water or sewer service area. An unnamed tributary to the Monocacy River begins at the west side of the Village, near the Harney Volunteer Fire Department. The Village is surrounded by agricultural land uses. Agricultural Preservation Easements are immediately adjacent to the west side of the Village and there are easements near the South and East boundary of the Village. There are no Agricultural Preservation Easements located to the north of the Village in Maryland. Parts of the Village touch the State line and thus there may be easements to the north of the Village in the State of Pennsylvania.

Historic Sites:

None Listed

Business Environment:

The Village contains businesses such as: farms, commercial parking lots, office, mixed commercial, small shops, nursery, manufacturing, and storage.

Residential Environment:

There are mainly single-family detached dwellings located in the Village except for a duplex and two apartment buildings.

Public Facilities and Institutions:

(Photo: Harney Volunteer Fire Department)

The Village contains numerous public facilities and institutional uses including the Harney Volunteer Fire Department and the Veterans of Foreign Wars - Monocacy Valley Memorial - Post 6918. There are also religious establishments located in the Village. The Harney Volunteer Fire Department hosts events such as the Sportsman's drawings and the Carnival (I and II).

Land Use:

Land in the Village is currently used for Single-Family Residential, with some Two-Family Residential, Multi-Family Residential, Mixed Residential and Commercial, Agricultural/Resource, Commercial, Public Facilities and Institutions, Mixed Office, Residential, and Commercial, and Storage, Warehouse and Wholesale Trade land uses. There are also vacant and abandoned properties located inside the Village. Future land use map (Map 8) indicates most of the Village as "Village-Residential", except for the area along Harney Road, in the center of the Village, that has a land use designation of "Village-Commercial/Industrial".
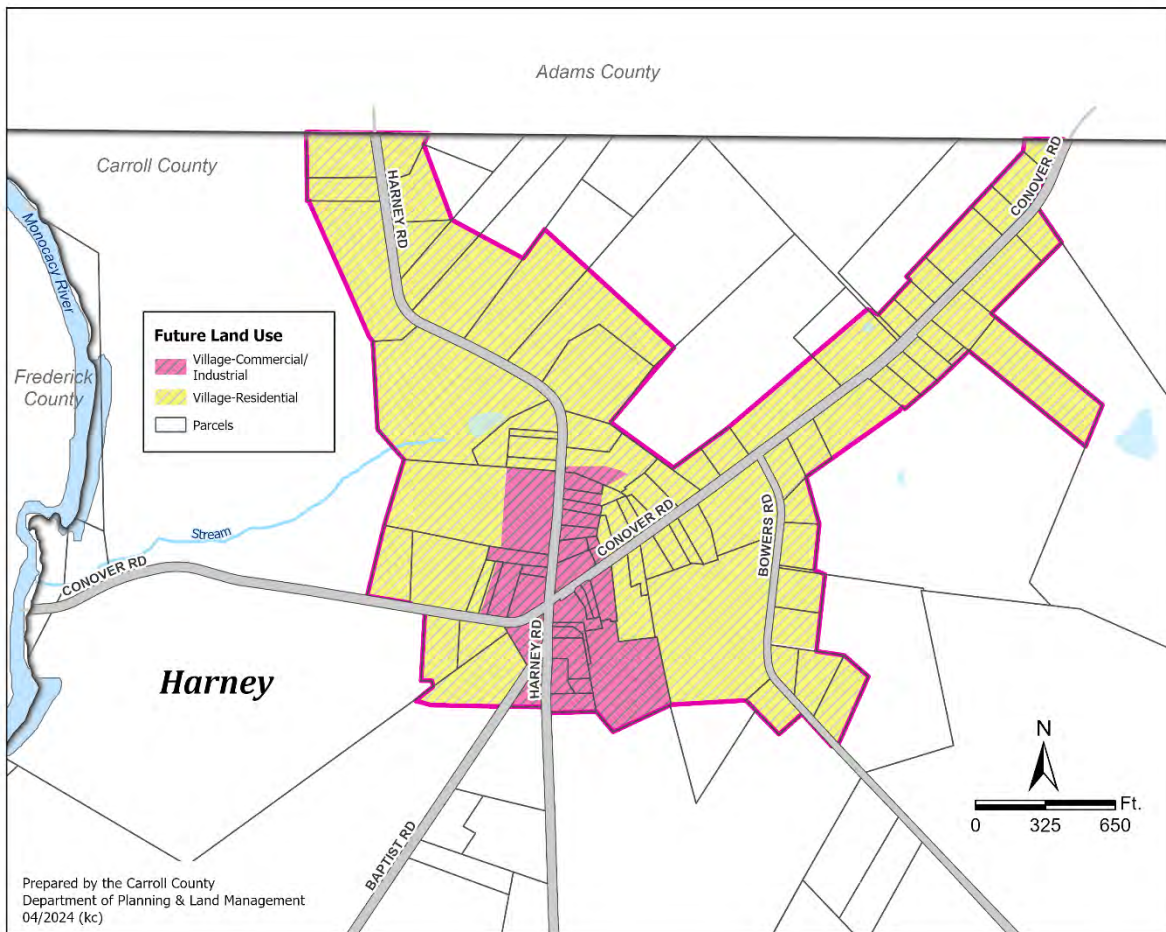
(Map 8: Village of Harney Future Land Use Map)

Transportation:

Roads:

All roadways that bisect the Village are maintained by Carroll County and include Harney, Baptist, Conover, and Bowers Road.

Railroad:

There is no railroad infrastructure in the Village.

Sidewalk:

There is currently sidewalk infrastructure partly located at the corner of Harney and Conover Roads.

Sources:

(I)   Harney Volunteer Fire Company. (n.d.). Welcome to the Official Website for the Harney Volunteer Fire Company. Harney Volunteer Fire Company. https://www.harneyfire11.org/

(II)   Harney Volunteer Fire Company. (n.d.). Events. Harney Volunteer Fire Company. https://www.harneyfire11.org/apps/public/events/eventView.cfm?Event_ID=17

Keymar

(Photo: MD 194 at the Maryland Midland Railroad Track)

Background:

The Village of Keymar (Village) is located 4.9 miles northwest of the incorporated Town of Union Bridge, along Francis Scott Key Highway (MD 194), near where MD 194 intersects Middleburg Road. The Village is located roughly 0.5 miles from the Village of Bruceville. The Village is located in election district ten and is 106 acres in area. The Village mainly runs along MD 194 and functions as a mixed residential and commercial area. The Village is not located within a public water or sewer service area. An unnamed tributary to Little Pipe Creek begins in the southeast area of the Village. The Village is surrounded by mainly agricultural land uses and has Agricultural Preservation Easements bordering its southwest and southeast sides.

Historic Sites:

CARR-930 (Magin Wormseed Oil Mill, site)

Business Environment:

Businesses are dispersed throughout the Village, and appear to include, welding, farms, lumber supply, trucking and septic, antique, automotive, contractor storage, convenience/fuel store, welding, and restaurant uses.

Residential Environment:

There are mainly single-family detached dwellings located in the Village except for one duplex.

Public Facilities and Institutions:

The United States Post Office is near the corner of MD 194 and MD 77. There are also religious establishments located in the Village.
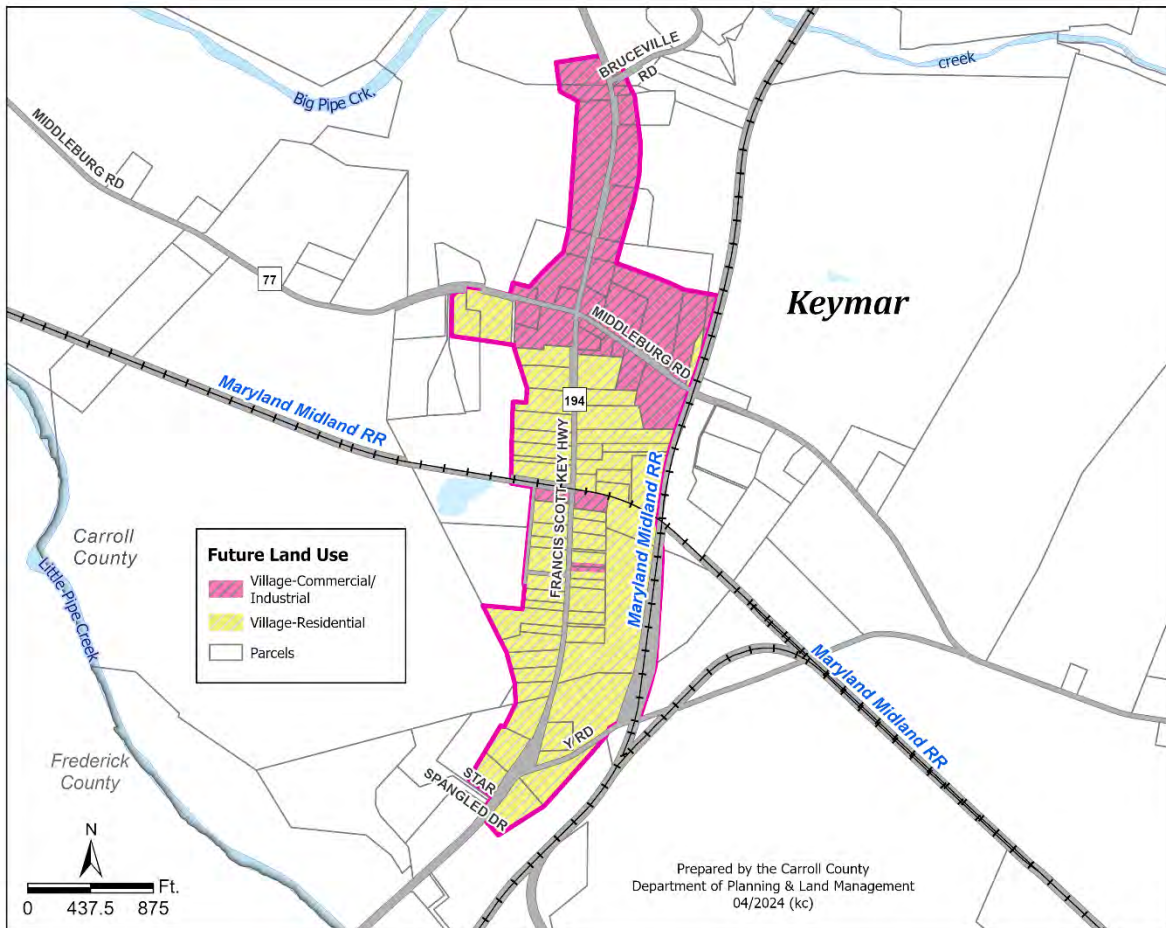
(Map 9: Village of Keymar Future Land Use Map)

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Public Facilities and Institutions, Industrial/Manufacturing, Agriculture/Resource, Commercial, Transportation, Transportation support, Public Facilities and Institutions, Storage, Warehouse and Wholesale Trade, and Manufacturing land uses. There are also vacant properties located inside the Village. Future land use map (Map 9) indicates most of the properties as "Village-Residential". Properties along and north of Middleburg Road, as well as some properties dispersed in the village along MD 194, have a future land use designation of "Village-Commercial/Industrial".

Tourism:

Running through the Village is the Old Main Streets Scenic Byway, a 111-mile, three-to-four-hour adventure from Emmitsburg east to the City of Westminster, south to Mount Airy, west to Thurmont, before heading back north to Emmitsburg. According to the Maryland Office of Tourism website, this tourism route is described as, "*vibrant streets that invite visitors to explore history, heritage and architecture while savoring the flavor of local shops, eateries and lodging*" (I). Please see the Maryland Office of Tourism website for more information.

Transportation:

(Maryland Route 194 Sign (Source II))

Roads:

Roadways that traverse the Village and are maintained by MDOT SHA include, Francis Scott Key Highway (MD 194) and Middleburg Road (MD 77), west of MD 194. Roadways that traverse the Village and are maintained by Carroll County include Y Road, Middleburg Road, east of MD 194, and Bruceville Road.

According to the *2023 Countywide Transportation Master Plan*, there is one planned road improvement "*MD 77 reconstruction from Frederick County line to MD 194 (Francis Scott Key)*". This project will affect only a small portion of the Village and will provide better access to Detour, Union Bridge, Westminster, and Baltimore.

In addition to vehicular traffic, Middleburg Road facilitates a segment of the 30.5-mile-long Taneytown 2 bike route. This route travels west to the Village of Detour and east to the Village of Frizzellburg, while also traversing through Downtown Taneytown.

Railroad:

The Maryland Midland Railroad bisects the Village and provides rail access to Baltimore.

Sidewalk:

There is currently sidewalk infrastructure located inside the Village along MD 194 centering around the Maryland Midland Railroad.

Sources:

(I)   Maryland Office of Tourism. (n.d.). Old Main Streets. VisitMaryland.org. https://www.visitmaryland.org/scenic-byways/old-main-streets

(II)   Wikimedia Foundation. (2006, May 25). MD Route 194. Wikipedia. https://en.wikipedia.org/wiki/Maryland_Route_194#/media/File:MD_Route_194.svg

Keysville

" O Say Can you see, by the dawn's early light..."

(Photo: Terra Rubra, Birthplace of Francis Scott Key, located just outside the Village)

Brief History:

"After serving in the Revolutionary War, John Ross Key returned to "Terra Rubra" to pursue the life of a gentleman-farmer. He was successful as an agriculturalist, and took an active role in the politics in nearby Frederick Town, later accepting an appointment as judge. In his role as a planter and community leader, Key exemplifies the idealized conception of the Southern farmer. His Son, Francis Scott Key, was born at "Terra Rubra" on August 1, 1779. He spent his early childhood on the estate and visited his family there during vacations and summers when he was a student in Annapolis. He became a lawyer, received his training in Frederick, Maryland, and settled in Georgetown, DC. to establish his business. In 1814, he went to Baltimore in an effort to secure the release of Dr. Barnes, a prisoner of the British fleet in the Baltimore harbor. While Key was on board a British vessel, the British began an attack on Baltimore and detained Key. During this battle, Key wrote a poem to the tune of "Anacreon in Heaven" which later became the National

Anthem. At the death of his father, Key bought "Terra Rubra in hopes of retiring there. However, his activities as a supporter of the abolition movement kept him in Georgetown until his death, when "Terra Rubra" was divided and sold" (I).

Today, *"a monument to Francis Scott Key and a flag pole where the American flag flies twenty-four hours a day stand on the front lawn at "Terra Rubra""* (I).

Background:

The Village of Keysville (Village) is located 5.3 miles southwest of the incorporated City of Taneytown, along Keysville Road, where it intersects with Keysville Road South, Keysville Frederick County Road and Keysville Bruceville Road. The Village is located roughly 2.7 miles from the Village of Bruceville. The Village is located in election district ten and is 87 acres in area. The Village is mainly centered around the intersections of Keysville Road, Keysville Frederick County Road, Keysville Road South, and Keysville Bruceville Road and functions as a quiet residential community. Keysville is not located within a public water or sewer service area or along any streams and is surrounded by mainly agricultural land uses. One Agricultural Preservation Easement borders the Village on its southeast side.

Historic Sites:

None Listed

Business Environment:

Businesses are scarce in the Village, and all appear to be agricultural except for one property that contains a warehouse.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for an apartment building.

Public Facilities and Institutions:

There are multiple religious establishments located in the Village.

Historical Significance:

The center of Keysville is located less than one mile from Terra Rubra, birthplace of Francis Scott Key, the author of the United States of America's National Anthem, the Star-Spangled Banner.
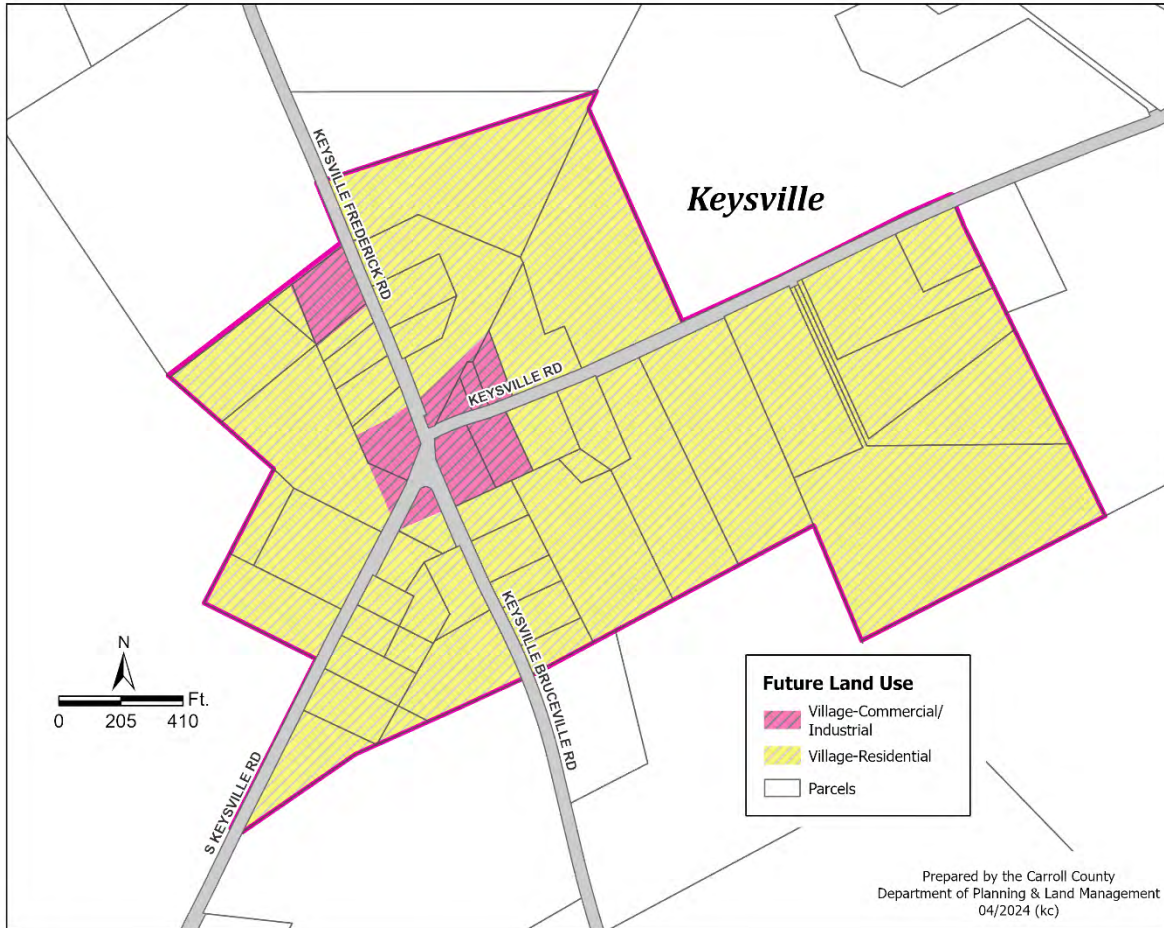
(Map 10: Village of Keysville Future Land Use Map)

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Multi-Family Residential, Agricultural/Resource, Public Facilities and Institutions, and Storage, Warehouse and Wholesale Trade land uses. There are also abandoned, and vacant properties located in the Village. Future land use map (Map 10) indicates most of the Village has a future land use designation of "Village-Residential" while properties located around the Village crossroads, and one property at the northern border, has a future land use designation of "Village-Commercial/Industrial".

Transportation:

Roads:

Roadways that bisect the Village of Keysville are all maintained by Carroll County and include Keysville Bruceville, Keysville Frederick Co., Keysville Road, and Keysville Road South.

In addition to vehicular traffic, Keysville Road South and Keysville Road facilitate a segment of the 30.5-mile-long Taneytown 2 bike route. This route travels west to the Village of Detour and east to the Village of Frizzellburg, while also traversing through Downtown Taneytown.

Railroad:

There is no railroad infrastructure in the Village.

Sidewalk:

There is currently no sidewalk infrastructure located inside the Village.

Sources:

(I)   Getty, J. (1974, October). National Register of Historic Places Inventory – Nomination Form (Terra Rubra). Maryland Historical Trust. Retrieved March 2024, from https://apps.mht.maryland.gov/Medusa/PDF/NR_PDFs/NR-480.pdf

Lineboro

(Photo: MD 86 at the CSX Transportation Railroad Track)

Brief History:

"*The village of Lineboro is located just south of the Maryland Pennsylvania border (Mason-Dixon Line) in northeast Carroll County, Maryland. The village is laid out primarily along one road, Main Street, which runs southwest-northeast. This road is bisected by a stream near the middle of the town that runs generally northwest southeast. Consequently, the road slopes down to the stream on each side. Two other roads bisect Main Street. At the southwest end, Church Street runs northwest-southeast, while near the northeast end of town Mill Street runs in the same direction. All three of these roads apparently predate the village. Main Street is also bisected by the northwest-southeast running Chessie System (formerly Baltimore and Hanover) Railroad tracks, located between the stream and Mill Street. The town is set between hills to the southeast, northeast, and northwest, with a rolling valley to the southwest*" (I).

"Lineboro is a small linear piedmont village in northeastern Carroll County, Maryland. It began as a crossroads settlement for several farms in the area, but the major impetus to development was the coming of the railroad in 1877. The village continued to grow slowly from both ends toward the middle, instead of from one point outward, concentrating on one main street. Development perhaps reached its peak in the late 1910s and 1920s, and ended with the Great Depression. Since World War Two, growth has resumed at a slow pace, reflected primarily by later houses located at the ends of town. The historic core of the village retains a remarkably high degree of integrity" (I).

Background:

The Village of Lineboro (Village) is located 5.2 miles northeast of the incorporated Town of Manchester, along Lineboro Road (MD 86), near where the CSX Transportation railroad track crosses. The Village is located roughly 3 miles from the Village of Alesia. The Village is located in election district six and is roughly 184 acres in area. The Village consists of properties located along Lineboro Road (MD 86), North/South Church Street, North/South Mill Street, Alesia to Lineboro Road, Baughman Mill Road, and Dusty Lane. The Village functions as a historic residential/commercial area. The Village is not located within a public water or sewer service area. The headwater of the Gunpowder River flows through the middle of the Village and is the river that feeds both Prettyboy and Loch Raven Reservoirs, a major water source for the City of Baltimore and surrounding metropolitan area. The Village is surrounded mainly by agricultural land uses with industrial land uses adjacent to the north, in the State of Pennsylvania. Agricultural Preservation Easements are located to the east and west of the Village. Any easements to the north of the Village would be in the State of Pennsylvania. There are Agricultural Preservation Easements located inside the western section of the Village.

The Lineboro Historic Survey District extends along MD 86 roughly between Church Street North/South and Mill Street North/South. The district extends north along the eastern side of Church Street North and South mainly along the eastern side of Church Street South and Alesia To Lineboro Road.

Historic Sites:

CARR-1069 (Bridge 6018, Concrete Bridge (SHA 060018))	CARR-1048 (Fuhrman House)
CARR-1075 (Borelli Brick House)	CARR-1049 (Nace House)
CARR-1077 (Warner Frame Craft Shop)	CARR-1050 (Kneller House)
CARR-1076 (Warner Brick House)	CARR-1051 Former (Lutheran Parsonage)
CARR-1074 (Bookhultz House)	CARR-1052 (Wentz-Goettner Farm Complex)
CARR-1078 (Ecker House)	CARR-1053 (Brick House - Rt. 86 & Alesia)
CARR-1030 (Warner House)	CARR-1086 (Lazarus Union Church)
CARR-1080 (Dubs House)	CARR-1055 (Conrad Kerlinger House)
CARR-1081 (Paul House)	CARR-1063 (Wertz Garage)

CARR-1082 (Bancroft House)	CARR-1062 (Snyder House)
CARR-1084 (Maurer House)	CARR-1061 (Nace House)
CARR-1083 (Morris House)	CARR-1060 (Grogg House)
CARR-1032 (Store and Railroad Station)	CARR-1059 (Kneller House)
CARR-1031 (R.F. Warner Sons Feed Mill)	CARR-1058 (Krug House)
CARR-1073 (Creamery Building)	CARR-1057 (Garland House)
CARR-1072 (Village Inn)	CARR-1056 (Phillips House)
CARR-1071 (Kaltrider House, site)	CARR-1065 (Kopp's Lumber Company)
CARR-1070 (Lineboro Fire Department Building)	CARR-1085 (Old Schoolhouse)
CARR-1068 (Brick Bungalow)	CARR-1079 (Hale House)
CARR-1033 (Lineboro Post Office)	CARR-1044 (Warner House)
CARR-1034 (Shaeffer House)	CARR-1041 (Shaffer House)
CARR-1035 (Bull House)	CARR-1042 (Malone House)
CARR-1036 (Warehime House)	CARR-1043 (Burgoon House)
CARR-1037 (Lineboro General Store)	CARR-1054 (Log House)
CARR-1038 (Miller House)	CARR-1029 (Lineboro Survey District)
CARR-1039 (Morris Warner House)	CARR-292 (Mason-Dixon Milestone #56 (59))
CARR-1040 (Fair House)	CARR-1067 (Plymouth)
CARR-1045 (Dickmyer House)	CARR-1066 (Frame Bank Barn)
CARR-1046 (Geisler House)	CARR-1064 (Earl Kopp Bungalow)
CARR-1047 (Martin House)	

Business Environment:

Businesses are dispersed throughout the Village, and appear to include automotive, child-care, farm, commercial parking, outdoor storage, contractors equipment storage, feed and grain sales, restaurant, warehouse, mixed office and commercial, and lumber sales uses.

Residential Environment:

There are mainly single-family detached dwellings located in the Village except for four semi-detached dwelling units.

Public Facilities and Institutions:

(Photo: Lineboro Volunteer Fire Department)

The Lineboro Volunteer Fire Department and one church are the only institution located in the Village. The Lineboro Volunteer Fire Department hosts many events such as the Holiday Bazaar, New Year's Eve Dance, Breakfast with the Easter Bunny, Big Money, multiple Bingos, Bull and Oyster Roast, Crab Feast, Sportsman's Bingo, Sportsman's Drawing and Dinner, and Breakfast with Santa (II).

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Commercial, Public Facilities and Institutions, Agriculture/Resource, Transportation, Storage, Warehouse and Wholesale Trade, and Mixed Office and Commercial land uses. There are also abandoned, and vacant properties located inside the Village. Future land use map (Map 11) indicates most of the properties in the Village as "Village-Residential". Properties mostly along MD 86 between Dusty Lane and North/South Mill Street have a future land use designation of "Village-Commercial/Industrial".
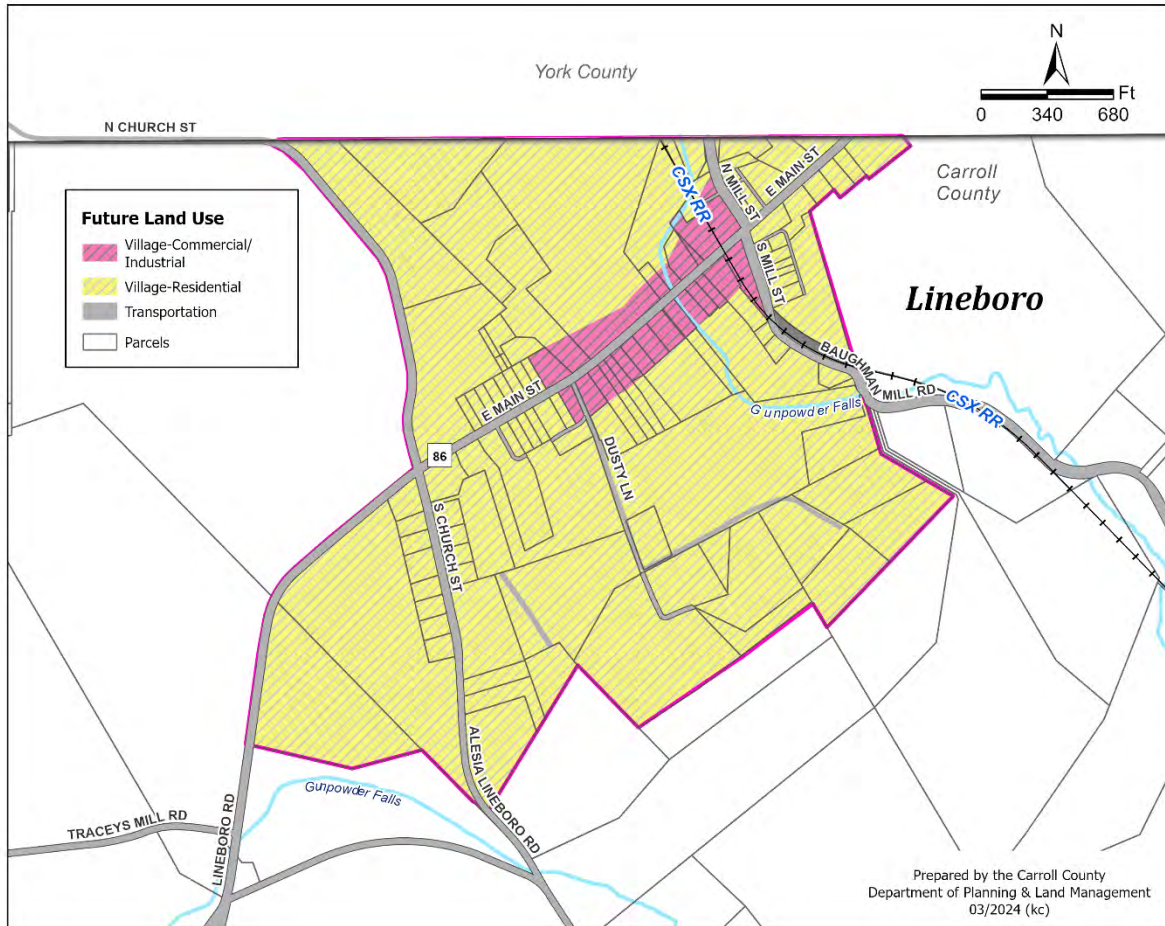
(Map 11: Village of Lineboro Future Land Use Map)

Tourism:

In October, the dead in the Village come alive during "Bedlam in the Boro". This event is sponsored by the Lineboro Volunteer Fire Department and features: a three mile long Haunted Hayride, 3,200 square foot House of Horrors, Bedlam Bypass Kids Zone, food, games, and more (III).

(Photo: Bedlam in the Boro (Source IV))

Transportation:

(Maryland Route 86 Sign (Source V)

Roads:

The road that bisects the Village that is maintained by MDOT SHA is Lineboro Road (MD 86). Roads maintained by Carroll County include Church Street South/North, Alesia To Lineboro Road, Mill Street South/North and Baughman Mill Road. Please note that Dusty Lane is owned by others but is mentioned since this road is near the west end of the "Village-Commercial Industrial" future land use.

Railroad:

The Hanover subdivision of the CSX Transportation railroad runs through the Village. This railroad connects Baltimore, Maryland with both Hanover and Gettysburg, Pennsylvania.

Sidewalk:

There is currently disjointed sidewalk infrastructure located along MD 86 that stifles pedestrian movement through the historic Village.

Sources:

(I)   Short, K. M. (1995, November 17). National Register of Historic Places, Registration Form, Lineboro Historic District, CARR-1029. Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/NR_PDFs/NR-1178.pdf

(II)   Lineboro Volunteer Fire Department. (n.d.). Lineboro Volunteer Fire Department. https://www.lineborovfd.org/

(III)   Lineboro Volunteer Fire Department. (n.d.). Attractions. Bedlam in the Boro. http://www.bedlamintheboro.com/attractions.html

(IV)   Lineboro Volunteer Fire Department. (n.d.). LVFD Bedlam in the Boro. LVFD Bedlam in the Boro. http://www.bedlamintheboro.com/

(V)   Jeff02. (2006b, February 22). File:MD Route 86.SVG. Wikimedia Commons. https://commons.wikimedia.org/wiki/File:MD_Route_86.svg?uselang=en#Licensing

Linwood

(Photo: McKinstry's Mill Road and the Maryland Midland Railroad Crossing)

Brief History:

"The unincorporated village of Linwood sits at the intersection of State Route 75 and McKinstry's Mill Road on the Little Pipe Creek in Carroll County. Covering about 35 acres, it is equidistant between New Windsor and Union Bridge (2 miles from each), about 10 miles west of Westminster. The land that surrounds Linwood is a part of the Priestland Valley and is near the Wakefield Valley; these valleys create one of the most fertile agricultural areas in the United States. Although the surrounding land has historically been most valuable for its high yields of corn and wheat, today it is largely owned by the Lehigh-Portland Cement Company, which values it primarily for its limestone. Thus, ironically, the fields that once were allied to Linwood now constitute its greatest threat. Two very Victorian features created Linwood: One was the sense of progress through industry and transportation (recall George Inness's romantic railroad painting of the Lackawanna Valley); the other was the force of a single family. The village is nationally significant for the manner in which it reflects these fundamental Victorian philosophies and ideals. In a preservation sense, Linwood is important in that it is basically unchanged from its c.1880 appearance, and thus allows us to see an intrusionless rural railroad way station built when agriculture and industry were equally dominant forces in the nation's economy" (I).

***

"If the general atmosphere was receptive towards a railroad, it required the efforts of individuals to direct the route. These individuals would, presumably, be interested in having the rail line come through their own lands as well. And two farmers who put themselves in a position to effect the placement of the line were Nathan Haines of William, and his brother, Rueben. Both were born and reared at "the old Haines Homestead known as 'Linwood House'." Rueben was on the first (1852) Board of Directors of the Baltimore, Carroll, and Frederick Railroad. By 1853, that body corporate had changed its name to the Western Maryland Railroad, and Nathan was also on the Board. Three years later, Nathan became the railroad's second president, "before actual construction was underway". He spent the next few years, when the exact route was still uncertain, arguing on behalf of the Wakefield-Priestland Valley route, in behalf of "the mills and quarries at Westminster, plus the agricultural production from the fertile valleys". The Haines' Linwood area neighbor, miller Samuel McKinstry, was also active in the route's formative years. He, too, had clear financial reasons for desiring a Priestland Valley route. "Before the WMRR was built, the farmer would, on Monday morning, load up to 25 or 30 barrels of flour and would go by Uniontown and Westminster to Baltimore. The trip required four days... McKinstry certainly realized that if the railroad ran near his mill, this more efficient transportation would make the mill more attractive in the farmers' eyes. Thus he saw to it that he was another of the "Carroll County group who had a major role … [He] was an active member of the first major committee to promote a railroad, and was a stock agent for the Company and a member of the second Board of Directors." He was also elected to represent Carroll County in the State Legislature of 1858, a position that could not have done the "Linwood" route any harm" (I).

***

"But if the two indigenous families, the Haineses and the McKinstrys were responsible for the railway's coming through their farms and near their mill, they did not in the end, receive the greatest benefits; nor were they the forces that ultimately built the village at the depot. If they had made Linwood possible, it was the Englar family who made Linwood work" (I).

***

"Dynamic as Linwood's first 30 years were, the village did not expand beyond those first structures put up, largely, by the Englars. The farmers who once depended on the village's station to send their grain and milk to Baltimore, gradually found more efficient methods of transportation, until, shortly after World War I, the station closed. If Linwood was a "child of steam" it could not, to continue Garner's metaphor, grow after the decline and death of its mother. The village was created because families decided to take advantage of contemporary advanced technology, i.e., the RR (while the WMRR was being built near the Haines' Linwood House, the Union Pacific and the Central Pacific were racing to meet, eventually, at Promontory Point), and how this machine could best be used to benefit from the surrounding rich farmland. The railroad has now dwindled to near nothing, it is now less efficient to farm here than it is in the agribusiness Midwest, and the

last Englar left the village in 1942. It is pleasant, however, to note that the old five-story grain elevator, which had fallen into disrepair, has been restored. Except for the cement company, which threatens to destroy the farms and, perhaps the village, no new industry has come. Thankfully, this quiet has resulted in a continued architectural integrity--there is no suburban Linwood, no strip development. The houses have been carefully maintained and except for an occasional missing porch or conservatory, remain intact and well cared for" (I).

Background:

The Village of Linwood (Village) is located 2.3 miles east of the incorporated Town of Union Bridge, along Mckinstry's Mill Road, where the Maryland Midland railroad track crosses. The Village is located 2.2 miles from the Village of Bark Hill. The Village is located in election districts 11 and 12 and is roughly 70 acres in area. The Village mainly runs along Mckinstry's Mill Road and functions as a primarily quiet residential and industrial area. The Village is not located within a public water or sewer service area. The Village is located along the Priestland and Wolf Pit Branch and Little Pipe Creek and is surrounded by agricultural and forested land uses. Agricultural Preservation Easements are located inside and adjacent to the northwest portion of the Village, on both sides of Green Valley Road (MD 75).

The Linwood Historic District is located along McKinstry's Mill Road and extends east past the Village boundary line.

Historic Sites:

CARR-850 (The Brethren Church of Linwood)	CARR-857 (Binkley House)
CARR-851 (Linwood Brethren Church Parsonage)	CARR-856 (D.F. Albaugh Store)
CARR-853 (Jonas Englar House)	CARR-865 (Linwood General Store)
CARR-852 (Linwood Hall)	CARR-864 (Josiah Englar House)
CARR-869 (Washington Senseney House)	CARR-860 (Linwood Warehouse, site)
CARR-848 (Abraham Crumbacker House)	CARR-861 (Linwood Canning Factory)
CARR-849 (Joseph Englar Barn)	CARR-859 (Linwood Railroad Station, site)
CARR-868 (Samuel Dayhoff House)	CARR-855 (Joseph Englar House)
CARR-854 (Nathan Englar House)	CARR-866 (John Englar House)
CARR-863 (Linwood Grain Elevator)	CARR-867 (Linwood Blacksmith Shop, site)
CARR-862 (Linwood Elevator House)	CARR-1479 (Bridge (SHA CL-236))
CARR-858 (Ice Cream Factory)	CARR-158 (Linwood Historic District)
CARR-846 (Lantz Hyde Log House)	

Business Environment:

Businesses in the Village appear to include, commercial, cement, and retail uses.

Residential Environment:

All residential properties contain single-family detached dwelling units.

Public Facilities and Institutions:

There is one religious establishment located in the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Public Facilities and Institutions, Mixed Residential and Commercial, Industrial/Manufacturing, Agriculture/Resource, Commercial, and Transportation land uses. There are also numerous abandoned and vacant properties located inside the Village. Future land use map (Map 12) indicates properties with a future land use designation of both "Village-Commercial/Industrial" and "Village-Residential". It should be noted that 11 properties have a current land use of Single-Family Residential; however, 15 properties have another current land use.
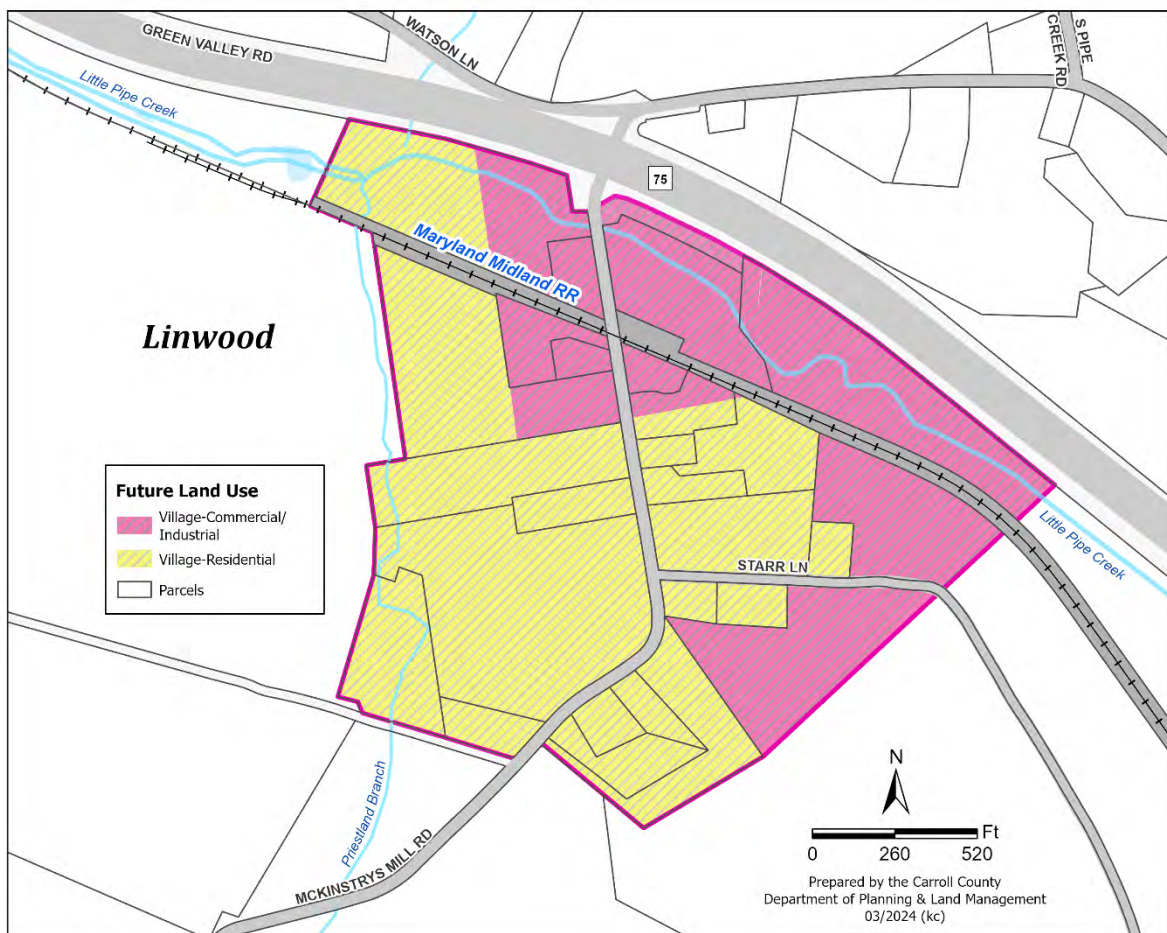
(Map 12: Village of Linwood Future Land Use Map)

Transportation:

Roads:

The roadway that bisects the Village is Mckinstry's Mill Road and is maintained by Carroll County.
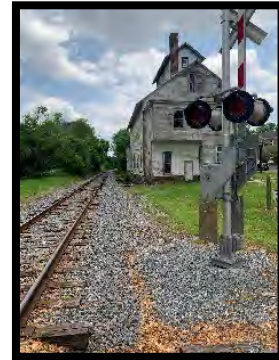
Railroad:

(Photos L to R: Maryland Mildland Train, McKinstry's Mill Road and the Maryland Midland Railroad Traks)

The Maryland Midland Railroad bisects the Village and provides rail access to Baltimore.

Sidewalk:

There is currently some disjointed sidewalk infrastructure located in the Village mainly on the west side of Mckinstry's Mill Road.

Sources:

(I)   Getty, J., & Weeks, C. (1978, October). National Register of Historic Places Inventory -- Nomination Form, Linwood Historic District. Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/NR_PDFs/NR-644.pdf

Louisville

Background:

The Village of Louisville (Village) is located 7.1 miles northeast of the incorporated Town of Sykesville, along Bollinger Mill Road, between Sykesville and Louisville Roads. The Village is located roughly 1.3 miles from the Village of Gamber. The Village is located in election districts four and five and is roughly 99 acres in area. The Village is mainly located to the north of Bollinger Mill Road and functions as a primarily residential area with some commercial and industrial uses. Louisville is not located within a public water or sewer service area or along any streams and is surrounded by agricultural and residential land uses. There are no Agricultural Preservation Easements around the Village.

Historic Sites:

None Listed

Business Environment:

Businesses are dispersed throughout the Village, and appear to include, contractors equipment storage, tree service, riding stable, building supply sales, and farm.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village. In addition to single-family residential there are also, apartment buildings, semidetached units, and a mobile home park containing around 30 homes.

Public Facilities and Institutions:

There is one religious institution located inside the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Multi-Family Residential, Agriculture/Resource, Storage, Warehouse and Wholesale Trade, Mixed Residential and Commercial, Commercial, and Public Facilities and Institutions land uses. There are also vacant properties located in the Village. Future land use map (Map 13) indicates most of the properties have a future land use designation of "Village-Residential". Properties located immediately to the north of the Bollinger Mill Road and Sykesville Road intersection have a future land use of "Village-Commercial/Industrial".
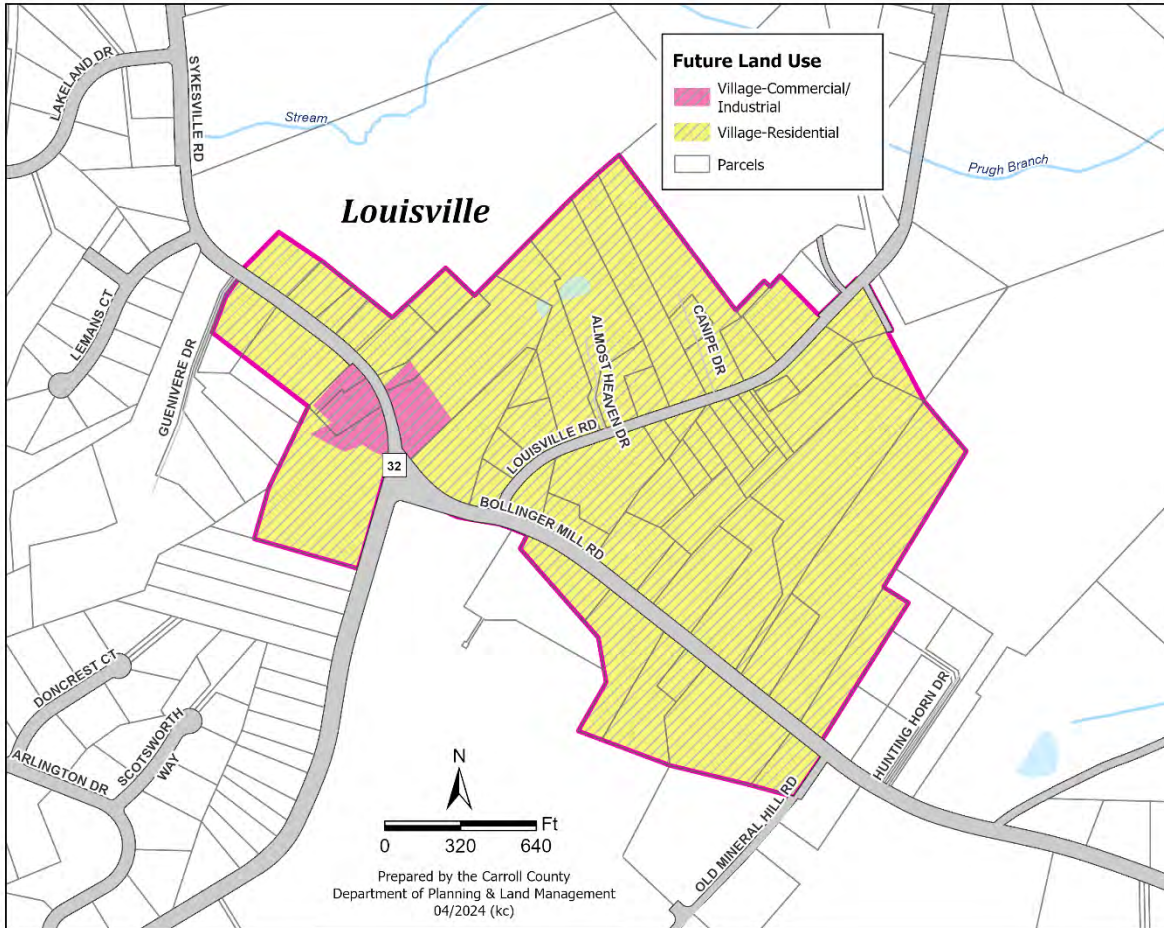
(Map 13: Village of Louisville Future Land Use Map)

Transportation:

(Maryland Route 32 Sign (Source I))

Roads:

The roadway that bisects the Village of Louisville and is maintained by MDOT SHA is Sykesville Road (MD 32). Roadways that bisect the Village and are maintained by Carroll County include Bollinger Mill and Louisville Road.

According to the *2023 Countywide Transportation Master Plan*, there is a planned road improvement (*MD 32 improvements from Pine Knob Road to MD 91*) along Sykesville Road for its entire distance through the Village. This project would only affect the western area of the Village since the project would be along MD 32.

Railroad:

The Village is not serviced by any railroad.

Sidewalk:

There is currently no sidewalk infrastructure located inside the Village.

Sources:

(I) Jeff02. (2006, February 22). Maryland Route 32. Wikipedia. https://en.wikipedia.org/wiki/Maryland_Route_32#/media/File:MD_Route_32.svg

Maple Grove

(Photos L to R: Duck Crossing along Maple Grove Road, CSX Railroad and Maple Grove Road Crossing)

Brief History:

"The 1877 map of Carroll County shows no structures in the immediate vicinity of what was to become Maple Grove. Around 1880, the Western Maryland Railroad opened a branch line through Hampstead and west of Manchester to Hanover, Pennsylvania. This brought the impetus for the creation of stations along the way, where the railroad intersected existing roads. One of these intersections to be given a station came to be known as Maple Grove. In December 1883, Henry Warehime purchased a half-acre lot in the northwest corner of the intersection of Maple Grove Road and the railroad tracks. Probably shortly thereafter, he started construction of the five-bay brick store at 3814 Maple Grove Road. The store doubled as the station and was one of the focal points of the local farming community, where everyone would bring their produce to be shipped into Baltimore for sale. Warehime owned the property until 1900, but it continued to be an important stop. During the Depression and World War II it was run by well-known businessman and local politician, Edmund Carr" (I).

Background:

The Village of Maple Grove (Village) is located 1.9 miles east of the incorporated Town of Manchester, along Maple Grove Road, where the CSX Transportation railroad track crosses. The Village is located roughly 1.8 miles from the Village of Millers. The Village is located in election district six and is roughly 111 acres in area. The Village is located along Maple Grove Road and functions as a mix of agricultural, residential, commercial, and industrial uses. The Village is not located within a public water or sewer service area. Georges Run traverses the southern portion of the Village and the Village is surrounded by agricultural, residential, and public utility land uses. There are Agricultural Preservation Easements located on a major portion of land within the Village (59.65 acres or 54% of the total Village land area). There are also Agricultural Preservation Easements located to the west and south of the Village.

The Maple Grove Historic Survey District mainly follows the path of Maple Grove Road northeast of Basler Road to southwest of Warehime Road.

Historic Sites:

CARR-1301 (Maple Grove (Survey) Historic District)	CARR-1520
CARR-1523	CARR-1519
CARR-1522	CARR-1518
CARR-1521	CARR-1517

Business Environment:

Businesses located throughout the Village appear to include, sawmill, masonry, landscaping, riding stable, railroad contractor, and farm.
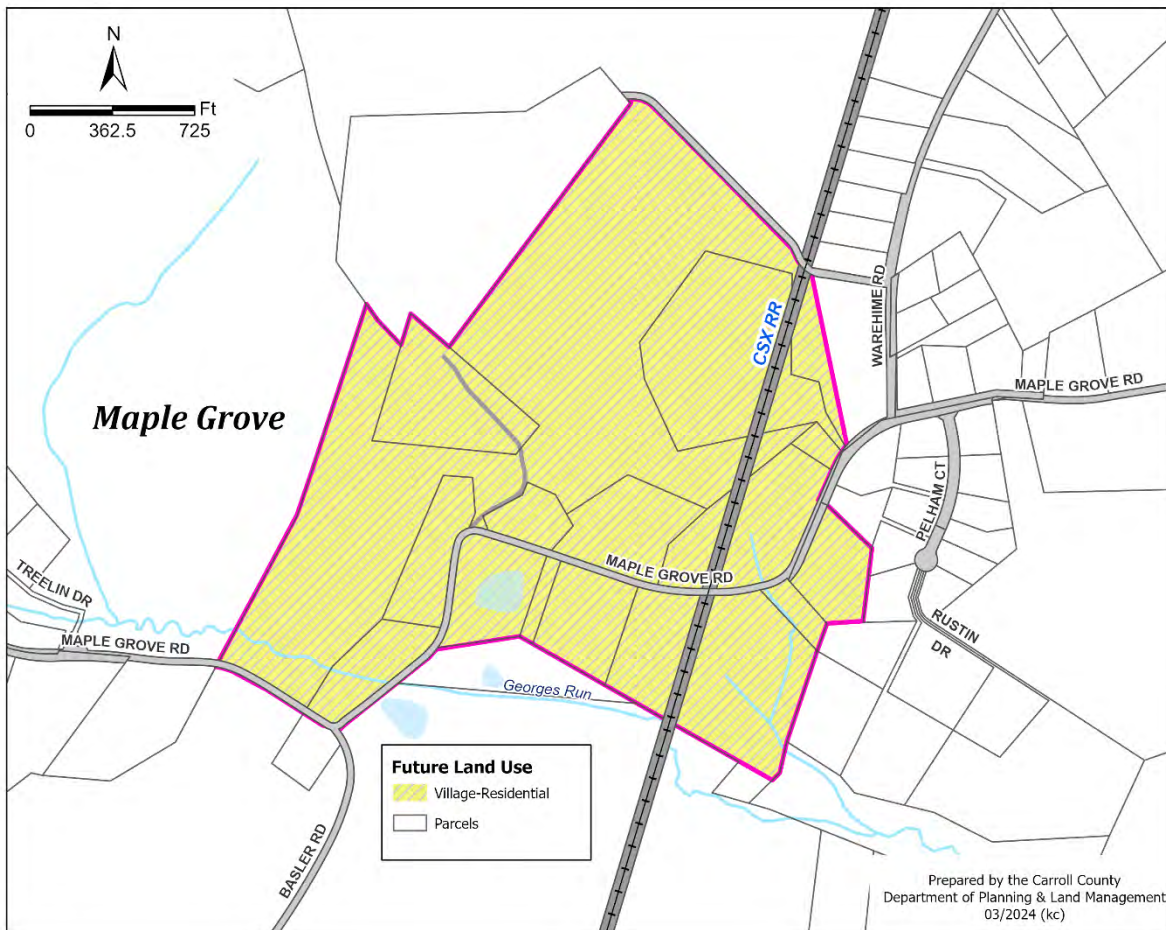
(Map 14: Village of Maple Grove Future Land Use Map)

Residential Environment:

There are only single-family detached dwellings located inside the Village.

Public Facilities and Institutions:

There are no public facilities and institutional uses located in the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, Industrial/Manufacturing, Mixed Residential and Commercial, Storage, Warehouse and Wholesale Trade, Transportation, and Agriculture/Resource. Future land use map (Map 14) indicates the entire Village as "Village-Residential". This is a contrast to what uses are currently existing. It should be noted that seven properties have a current land use of Single-Family Residential, however, 12 properties have another current land use such as commercial, industrial and agricultural/resource.

Transportation:

Roads:
The one roadway that bisects the Village of Maple Grove is maintained by Carroll County (Maple Grove Road).

According to the *2023 Countywide Transportation Master Plan*, there is a planned road "*Manchester Bypass*" bisecting the Village. This project would greatly affect the Village. However, there is no project in development to construct the Manchester Bypass. The Manchester Bypass currently does not appear in any State Plans. According to the 2023 Carroll County Transportation Master Plan (Page 24):

"*…While it is a longstanding priority for the Town of Manchester and included in the 2014 County Master Plan as amended 2019, the Manchester Bypass is not included in BMC's Long-Range Transportation Plan nor in the County's most recent priority letter. Even if it were, it is questionable how well the project would fare in the Chapter 30 Transportation Project Scoring Model. As such, a \$406 million Manchester Bypass could likely not pass through right-of-way acquisition, design, permitting and construction within the 20-year time horizon considered by this analysis*" (II).

In addition to vehicular traffic, Maple Grove Road facilitates a segment of the 27.3-mile-long Manchester bike route. This route travels north near the Village of Lineboro and south near the Village of Snydersburg, while traversing part of Main Street Manchester.

Railroad:

The Hanover subdivision of the CSX Transportation railroad runs through the Village. This railroad connects Baltimore, Maryland with both Hanover and Gettysburg, Pennsylvania.

Sidewalk:

There is currently no sidewalk infrastructure located in the Village.

Sources:

(I)   Short, K. M. (1992, July 16). Carr-1301 Maple Grove (Survey) Historic District. Maryland Historical Trust. https://mht.maryland.gov/secure/medusa/PDF/Carroll/CARR-1301.pdf

(II)   Carroll County Bureau of Comprehensive Planning. (2023). 2003 Transportation Master Plan. Carroll County Government. https://www.carrollcountymd.gov/media/0dzbaghr/tmp-final-draft-10-31-23-reduced.pdf

Marston

(Photo: Intersection of Marston Road and Marston Road South)

Background:

The Village of Marston (Village) is located 2.8 miles south of the incorporated Town of New Windsor, along Marston Road (MD 407), where it intersects with Marston Road South. The Village is located 5.1 miles from the Village of Taylorsville. The Village is located in election district 11 and is roughly 49 acres in area. The Village is accessible from Marston Road and Marston Road South, and functions as a primarily residential area with a large nonresidential use at its core. The Village is not located within a public water or sewer service area. The Village is located along an unnamed tributary to Sam's Creek and is surrounded by mainly agricultural land uses. Additionally, Agricultural Preservation Easements surround the Village to the north, south, and west. There is an Agricultural Preservation Easement located in the northern and western part of the Village.

Historic Sites:

None Listed

Business Environment:

Businesses located throughout the Village, appear to include a farm and nursery.

Residential Environment:

There are mainly single-family detached dwellings located in the Village except for three semi-detached dwellings.

Public Facilities and Institutions:

There are no public facilities and institutional uses located in the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential and Agriculture/Resource land uses. There is currently one abandoned property located inside the Village. Future land use map (Map 15) indicates almost all properties in the Village have a future land use designation of "Village-Residential". One property, located north of the Marston Road and Marston Road South intersection, has a future land use of "Village-Commercial/Industrial".
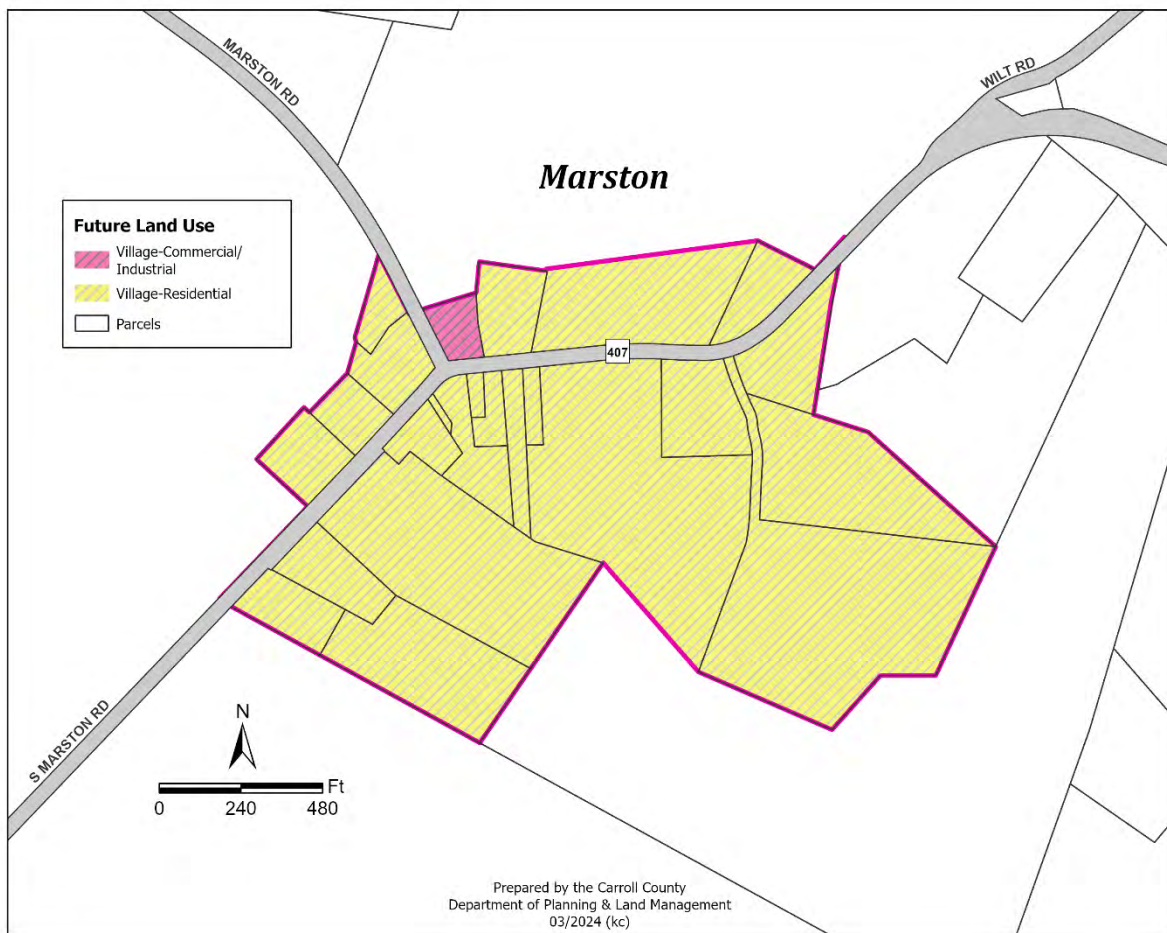
(Map 15: Village of Marston Future Land Use Map)

Tourism:

Running through the Village is the Old Main Streets Scenic Byway, a 111-mile, three-to-four-hour adventure from Emmitsburg east to the City of Westminster, south to Mount Airy, west to Thurmont, before heading back north to Emmitsburg. According to the Maryland Office of Tourism website, this tourism route is described as, *"vibrant streets that invite visitors to explore history, heritage and architecture while savoring the flavor of local shops, eateries and lodging"* (I). Please see the Maryland Office of Tourism website for more information.

Transportation:

(Maryland Route 407 Sign (Source II))

Roads:
The roadway that bisects the Village and is maintained by MDOT SHA is Marston Road (MD 407). The roadway that bisects the Village and is maintained by Carroll County is Marston Road South.

In addition to vehicular traffic, Marston and Marston Road South facilitate a segment of the 15.9-mile-long Union Bridge bike route. This route travels north to Union Bridge, while traversing Main Street Union Bridge and Main Street New Windsor.

Railroad:
The Village is not serviced by any railroad.

Sidewalk:
There is currently no sidewalk infrastructure located inside the Village.

Sources:

(I)   Maryland Office of Tourism. (n.d.). Old Main Streets. VisitMaryland.org.
        https://www.visitmaryland.org/scenic-byways/old-main-streets

(II)   Jeff02. (2006, May 26). File:MD Route 407.SVG. Wikimedia Commons.
        https://commons.wikimedia.org/wiki/File:MD_Route_407.svg?uselang=en#Licensing

Mayberry

(Photo: Mayberry Road, Mayberry Maryland)

Background:

The Village of Mayberry (Village) is located 5.3 miles east of the incorporated City of Taneytown, along Mayberry Road at Basehores Mill Road. The Village is located roughly 2.1 miles from the Village of Tyrone. Mayberry is located in election district two and is roughly 29 acres in area. The Village mainly runs along Mayberry Road and functions as a quiet residential area. The Village is not located within a public water or sewer service area. Bear Branch runs through the south of the Village and the Village is surrounded by agricultural and forested land uses. Agricultural Preservation Easements are located around the Village, to the North, South, and West. There are Agricultural Preservation Easements located inside the western part of the Village.

Historic Sites:

None Listed

Business Environment:

There are no identified businesses in the Village. There is however a telecommunications tower, located on a farm in the Village boundaries.

Residential Environment:

There are mainly single-family detached dwellings located in the Village except for a semi-detached dwelling and what appears to be a three-unit apartment building.

Public Facilities and Institutions:

There is one religious establishment located inside the Village.
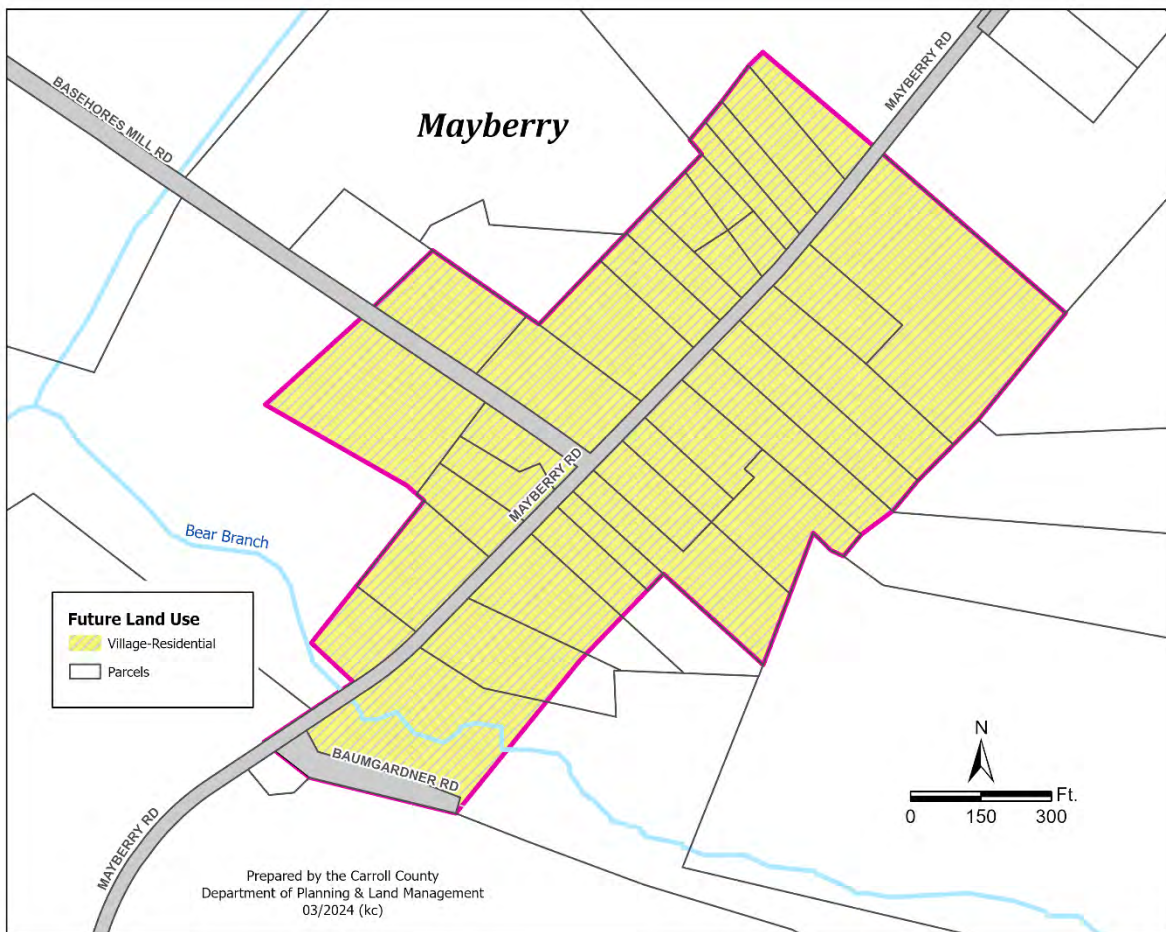
(Map 16: Village of Mayberry Future Land Use Map)

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Public facilities and Institutions, and Agriculture/Resource land uses. There are also vacant properties located inside the Village. Future land use map (Map 16) indicates all land in the Village having a future land use designation of "Village-Residential".

Transportation:

Roads:
All roadways that bisect the Village of Mayberry are maintained by Carroll County and include Mayberry Road and Basehores Mill Road.

Railroad:
The Village is not serviced by any railroad.

Sidewalk:
There is some sidewalk currently located on the west side of Mayberry Road.

McKinstry's Mill

(Photo: Pearre Road Bridge over Sams Creek)

Brief History:

"The McKinstry's Mills Historic District comprises the entirety of the settlement of McKinstry's Mills, located on Sam's Creek, the border between Carroll and Frederick Counties, Maryland. The 26-acre hamlet consists of six separate properties that were owned and developed in the 19th century by the McKinstry family, local millers. The focus of the settlement is the grist mill, a three and one-half story, five-bay by three-bay frame building with a rubble stone lower story, constructed in 1844 to replace an earlier mill. The community also includes the McKinstry homestead, established ca. 1825-35; the residence of miller Samuel McKinstry, dated 1849; a store building of 1850; and two other small houses. In addition, a variety of domestic and agricultural outbuildings characterize these domestic complexes. Also located within the district is a 1908 Warren pony truss bridge which carries McKinstry's Mill Road over Sam's Creek" (I).

***

"The McKinstry's Mills Historic District is significant under Criterion C as a well-preserved example of a small 19th century hamlet that developed around a grist mill. Its history of development, in which craftsmen congregated around a dispersed service site such as a mill seeking to profit from

the traffic the mill produced, is typical of rural Maryland in the period and has been recognized by students of early settlement patterns. The district includes buildings representing nineteenth century domestic, agricultural, commercial and industrial types. Many of the towns and villages in Carroll County began in just this manner and for various reasons grew much larger. Other settlements around mills stayed very small, like McKinstry's Mills. The abandonment of mills in the early twentieth century has resulted in their disappearance, and of the surrounding settlements, just as growth in larger towns has obliterated these settlement patterns. Only a handful of these small communities survive and retain historical integrity. In Carroll County, the most notable examples besides McKinstry's Mills are Linwood (CARR-158) and Union Mills (CARR-22); both of the latter properties have been listed in the National Register. McKinstry's Mills remains a unique, small settlement much as it was in the mid- and late nineteenth century. The period of significance, 1814-1915, corresponds to the ownership of the property by successive generations of the McKinstry family which was primarily responsible for the development of the district as it exists today" (I).

***

"The settlement pattern represented by McKinstry's Mills has been recognized by students of early community planning in the Chesapeake Tidewater region. As Christine Daniels described it, "[s]ome artisans who provided widely needed goods and services grouped around dispersed service sites that attracted a large clientele, including mills, tobacco warehouses, shipyards, ferries and taverns. Enterprising owners of these sub-urban sites often divided the adjacent land into lots, gave the subdivision a name, and sold or leased the lots to craftsmen" (I).

Background:

The Village of McKinstry's Mill (Village) is located 3 miles southeast of the incorporated Town of Union Bridge, along McKinstrys Mill Road, near where it intersects with Sams Creek Road. The Village is located roughly 2.4 miles from the Village of Linwood. The Village is located in election districts 11 and 12 and is roughly 27 acres in area. The Village mainly runs along McKinstry's Mill Road and functions as a quiet residential and agricultural area. McKinstry's Mill is not located within a public water or sewer service area. Sam's Creek runs along its southern border and the Village is surrounded by mainly agricultural land uses. Agricultural Preservation easements are located to the north, west, and east of the Village. Areas south of the Village are located in Frederick County.

The McKinstry's Mill Historic District includes many properties throughout most of the Village except for some properties located to the north along McKinstry's Mill Road and several properties located to the west along Marble Quarry Road. The historic district extends past the Village boundary line to the east and south.

Historic Sites:

|	
CARR-74 (McKinstry's Mill)	CARR-156 (Warren Truss Bridge, Bridge CL 241)
CARR-75 (Samuel McKinstry Mill House)	CARR-1486 (McKinstry Mill Historic District)
CARR-160 (McKinstry Homestead)	F-8-111 (McKinstry's Mill Road Bridge)

Business Environment:

There are no businesses located in the Village.

Residential Environment:

All dwelling units are single-family detached.

Public Facilities and Institutions:

There are no public facilities and institutional uses located inside the Village.
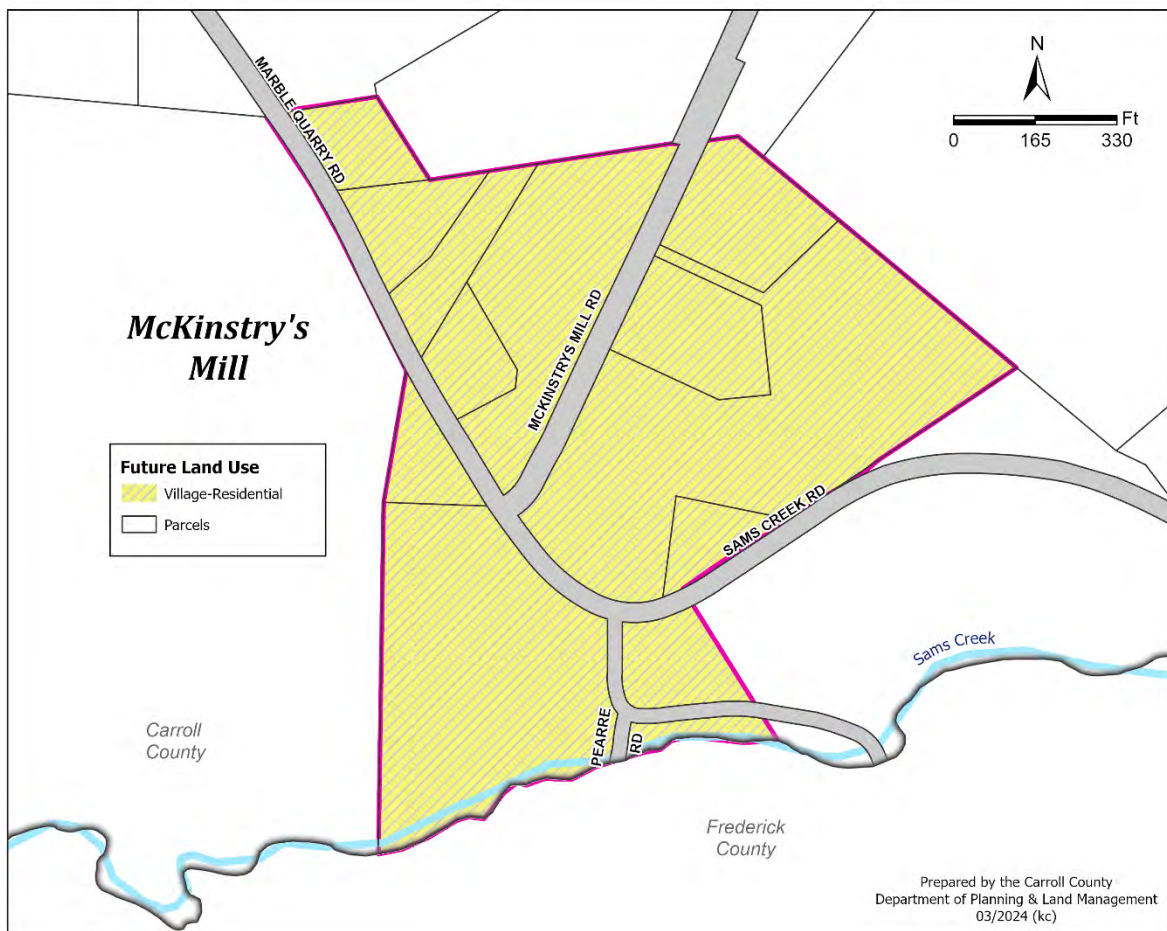
(Map 17: Village of McKinstry's Mill Future Land Use Map)

Land Use:

Land in the Village is currently used for Single-Family Residential purposes. There are also abandoned and vacant properties located in the Village. Future land use map (Map 17) indicates the entire Village having a future land use designation of "Village-Residential".

Transportation:

Roads:

(Photo: Pearre Road Bridge over Sams Creek)

"The McKinstry's Mill Road Bridge is a Warren pony truss steel bridge built in 1908 over Sam's Creek. The bridge has four panels with verticals extending from the top chord only. The deck is wood. On both the northeast and southwest inclined end posts are plates inscribed "Built by the York Bridge Co., York, Pa., 1908." On the southeast end post is a plate reading the names of the County Commissioners: Wm. H. Hogarth, L.H. Bowlus, H.M. Kefauver, L.C. Dinterman, J.S. Annan; R.K. Albaugh, Clark. The structure is the only metal truss bridge known to survive in Carroll County and is now owned by the county government" (I).

The roadways that bisect the Village are all maintained by Carroll County and include: Mckinstry's Mill, Sams Creek, Marble Quarry, and Pearre Road.

In addition to vehicular traffic, Marble Quarry, McKinstry's Mill, and Sams Creek Roads facilitate a segment of the 15.9-mile-long Union Bridge bike route. This route travels north to Union Bridge and south near the Village of Marston, while traversing Main Street Union Bridge and Main Street New Windsor.

Railroad:
The Village is not serviced by any railroad.

Sidewalk:
There is currently no sidewalk infrastructure located inside the Village.

Sources:

(I)   Short, K. M. (1995, November). National Register of Historic Places, Registration Form, McKinstry's Mills Historic District CARR-1486. Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/NR_PDFs/NR-1186.pdf

Melrose

(Photo: Hanover Pike (MD 30) Looking South through the Center of Melrose)

Brief History:

"The establishment and growth of Melrose is directly linked to the founding of the Bachman Valley Railroad Company. This railroad was created to serve the iron ore industry in the northern section of Manchester District in Carroll County. Its terminus was the Ebb Valley Station where two spurs ran to iron ore banks in the vicinity of what is known today as Ebbvale. However, Melrose was the only major village to develop as a result of this railroad line" (I).

***

"That the prosperity of the village was directly tied to the iron ore industry is shown in newspaper articles from this correspondent such as the following: January 9, 1875--Chestnut Hill and Tracey's ore banks suspended work and the remaining one will only be carried on to the middle of the month. A great many people are out of work and don't know where to seek employment. Should iron become saleable again, they will open in the spring; but if iron is as low as now they will not resume work for two years" (I).

"The town and the railroad also served the surrounding farming community. A Bachman Valley Railroad Company report of 1875 showed the following use of its transportation services: "iron ore - 63,870,400 lbs.; coal 3,511,241 lbs.; lumber - 1,105,700 lbs.; general merchandise - 4,459,555 lbs.; and lime - 5,596,905 lbs. "The transport of lime had shown a great increase over

the previous year because of growing recognition within the farming community of its value as a fertilizer. Also the timber industry was part of the local economy. In fact, when the iron ore mines closed down, some of the laborers worked in the timber business as indicated by the following newspaper excerpt: January 16, 1875 -- "Quite a number of men are finding employment in the woodlots being worked by Charles Fry and Company, formerly the farm of Mr. Shower, who expect to clear 70 acres by August next"" (I).

"The iron ore banks in this vicinity were worked up until the early part of World War 1, when a fatal accident required that the company liquidate its assets to pay off the claim of the widow. The Bachman Valley Railroad ceased operations in 1922. Thus the prosperity of Melrose declined after this time and today it stands as primarily a residential community whose residents travel to Manchester or Hanover for commercial services" (I).

Background:

The Village of Melrose (Village) is located 2.3 miles north of the incorporated Town of Manchester, along Hanover Pike (MD 30). The Village is located roughly 4.5 miles from the Village of Millers. Melrose is located in election district six and is roughly 172 acres in area. The Village runs along MD 30 and functions as a primarily residential area with commercial and industrial uses mixed in. Melrose is not located within a public water or sewer service area. The Village is located near the headwaters of Big Pipe Creek to the west. The South Branch of the Gunpowder Falls runs through the eastern part of the Village. Melrose is mainly surrounded by agricultural, forested, and residential land uses. There are also Agricultural Preservation Easements located adjacent to Village limits, to the east and west.

The Melrose Historic Survey District is located along MD 30, north of Tracey's Mill Road, in a mainly linear direction.

Historic Sites:

CARR-637 R. (Schaeffer Farm)	CARR-1125 (House)
CARR-1146 (The Garage)	CARR-1126 (Sterner House)
CARR-1690 (Wentz House)	CARR-1128 (Sterner Bungalow)
CARR-1110 (Melrose Survey District)	CARR-1129 (Leister House)
CARR-1499 (German-Wentz Farm)	CARR-1127 (Marker House)
CARR-1111 (Sies House)	CARR-1132 (Dorsey House)
CARR-1112 (Bracket Trim House)	CARR-1133 (Wentz House)
CARR-1113 (Carroll House)	CARR-1135 (Sotdorus House)
CARR-1114 (Moore House)	CARR-1136 (Anschuetz House)
CARR-1115 (Wentz House)	CARR-1137 (Berwager House)
CARR-1116 (Fuhrman House)	CARR-1138 (Pennsylvania German House)
CARR-1117 (White Brick House)	CARR-1139 (Lang House)
CARR-1118 (Baughman House/Store)	CARR-1140 (Farrow Farm Complex)
CARR-1119 (Yingling House)	CARR-1145 (Brashears House)

CARR-1121 (Melrose Store)	CARR-1141 (Masonry Contractors, Inc.)
CARR-1120 (Richards House	CARR-1142 (Handler House)
CARR-1122 (Black House)	CARR-1143 (Foursquare House)
CARR-1123 (Fowble House)	CARR-1144 (Shaffer House)
CARR-1124 (Frame House with Dentiled Cornice, site)	CARR-1130 (Wentz Bungalow)
CARR-1131 (Cape Cod House)	

Business Environment:

Businesses are dispersed throughout the Village, and appear to include, automotive, retail, construction and tree service, school bus, concrete, farm equipment repair, packing, warehouse, farm, fuel station, self-service storage facility, and contracting uses.
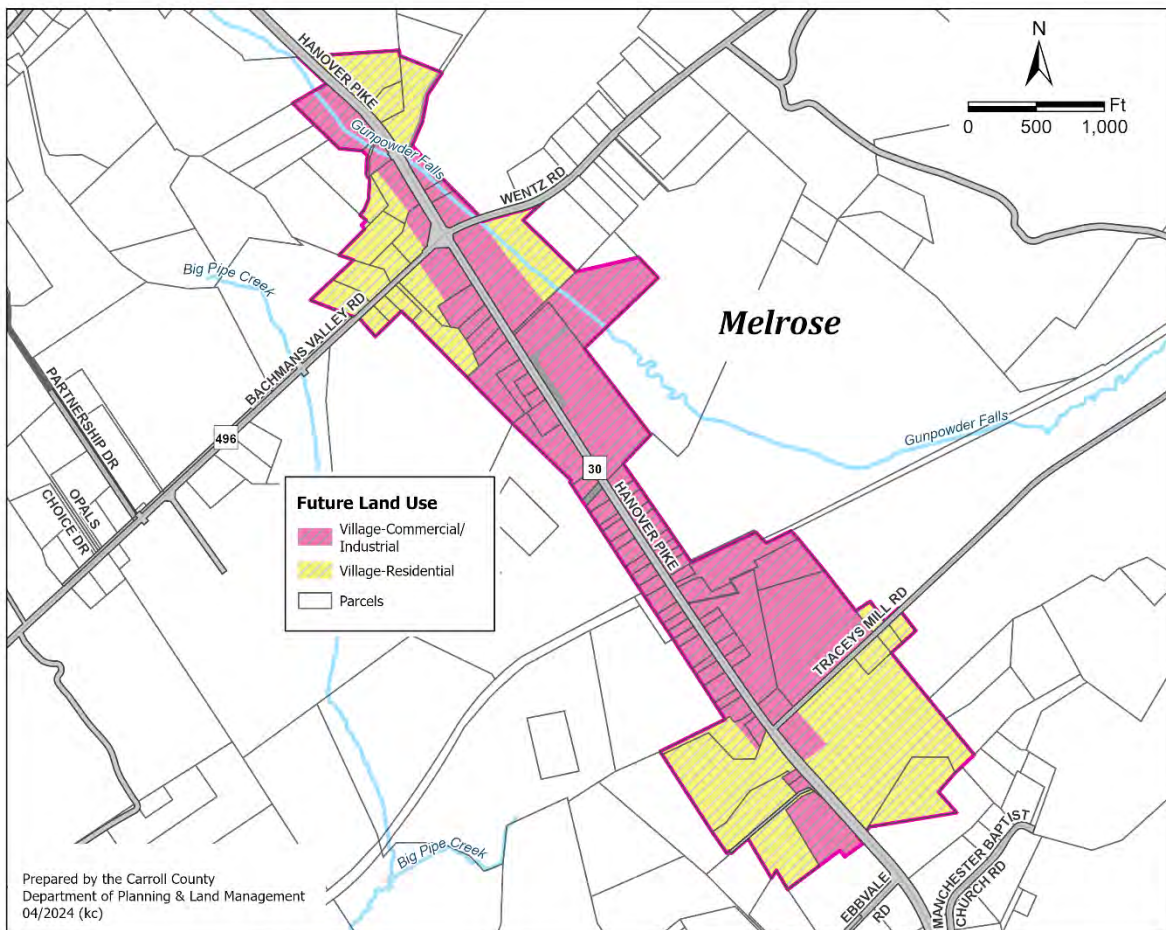
(Map 18: Village of Melrose Future Land Use Map)

Residential Environment:

There are mainly single-family detached dwellings located in the Village except for three semi-detached dwellings, two apartment buildings, and a duplex.

Public Facilities and Institutions:

There are no public facilities or institutional uses located in the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Multi-Family Residential, Commercial, Mixed Residential and Commercial, Storage, Warehouse and Wholesale Trade, Transportation Support and Commercial, Agriculture/Resource, and Mixed Office and Commercial land uses. There are also abandoned and vacant properties located inside the Village. Future land use map (Map 18) indicates a mix of "Village-Commercial/Industrial" and "Village-Residential".

Tourism:

Running through the Village is the Mason & Dixon Scenic Byway, a 143-mile, three-to-five-hour vehicle adventure from the Maryland/Delaware Line to the City of Westminster. This byway traverses the countryside of the northern part of Maryland near the famous Mason Dixon Line, which became a cultural divide between the North and South of the United States (II). Please see the Maryland Office of Tourism website for more information.

Transportation:

Roads:

(Photos L to R: Maryland Route 30 Sign (Source III), and Hanover Pike in the Center of the Village)

Roadways that bisect the Village of Melrose and are maintained by MDOT SHA include Hanover Pike (MD 30) and Bachman's Valley Road (MD 496). Roadways that bisect the Village and are maintained by Carroll County include Tracey's Mill Road and Wentz Road.

According to the *2023 Countywide Transportation Master Plan*, there is a planned road improvement "*MD 30 reconstruct north of Manchester to PA line*". This project would greatly affect the Village since the project would be along the entirety of MD 30, within the Village.

The transportation system within the Village is dominated by roadways, the major roadway being MD 30. This roadway is the main link between Hanover, Pennsylvania and the Baltimore Metropolitan Area. According to the MDOT SHA Annual Average Daily Traffic (AADT) Locations Map, Hanover Pike, in the southern part of the Village, carried a 2022 AADT count of 14,303 vehicles and a Monday – Friday daily traffic count of 14,733 vehicles (IV).

In addition to vehicular traffic, MD 30 and Tracey's Mill Road facilitate a segment of the 27.3-mile-long Manchester bike route. This route travels north near the Village of Lineboro and south near the Village of Snydersburg, while traversing part of Main Street Manchester.

Railroad:
The Village is not serviced by any railroad.

Sidewalk:
There is currently no sidewalk infrastructure located in the Village.

(Map: Village Map (Source V))

Sources:

(I)   Brown, M. A. (n.d.). CARR-1110, Melrose Survey District. Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/Carroll/CARR-1110.pdf

(II)   Maryland Office of Tourism. (n.d.). Mason & Dixon. VisitMaryland.org. https://www.visitmaryland.org/scenic-byways/mason-dixon

(III)   Jeff02. (2006a, February 22). File:MD Route 30.SVG. Wikimedia Commons. https://commons.wikimedia.org/wiki/File:MD_Route_30.svg?uselang=en#Licensing

(IV)   Maryland.Gov. (n.d.). MDOT SHA Annual Average Daily Traffic (AADT) Locations. Maryland's GIS Data Catalog. https://data-maryland.opendata.arcgis.com/datasets/mdot-sha-annual-average-daily-traffic-aadt-locations/explore?location=39.686198%2C-76.896053%2C15.83

(V)   Lake, Griffing, & Stevenson. (1993). Atlas of Carroll Co. Maryland (Vol. 1993). Historical Society of Carroll County.

Middleburg

(Photo: Horse and Buggy along Johnsville Road)

Background:

The Village of Middleburg (Village) is located 3.7 miles northwest of the incorporated Town of Union Bridge, along Middleburg Road, at its intersection with Crouse Mill Road. The Village is located roughly 0.8 miles from the Village of Feesersburg. The Village is located in election district ten and is roughly 48 acres in area. The Village mainly runs along Middleburg Road and functions as a rural residential and agricultural area. The Village is not located within a public water or sewer service area or along any streams. The Village is surrounded by agricultural land uses and Agricultural Preservation Easements. There are Agricultural Preservation Easements located inside the Village, mainly in the eastern half.

Historic Sites:

CARR-9 (Bowlingbrook Boys Home (Walden Estate))	CARR-252 (Glasses Store)
CARR-255 (Smith Duplex House)	CARR-253 (Repp House)
CARR-249 (Clay Putman House)	CARR-251 (House at west end of village)
CARR-250 (Stone House with exterior Chimney)	CARR-254 (Simpson House)
CARR-248 (House Adjoined to Klipp House)	CARR-247 (Klipp House, site)
CARR-1097 (Middleburg U.M. Church)	CARR-246 (Thomas Stitley House & Barn)

Business Environment:

There are several businesses throughout the Village, that appear to include, farm, retail, and event/banquet facility uses.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for a two-family dwelling unit, a three-unit apartment building, and a semi-detached dwelling unit.

Public Facilities and Institutions:

The Terra Rubra Lions Club and one religious establishment are in the Village.

(Photo: From the Terra Rubra Lions Club Website (Source I))
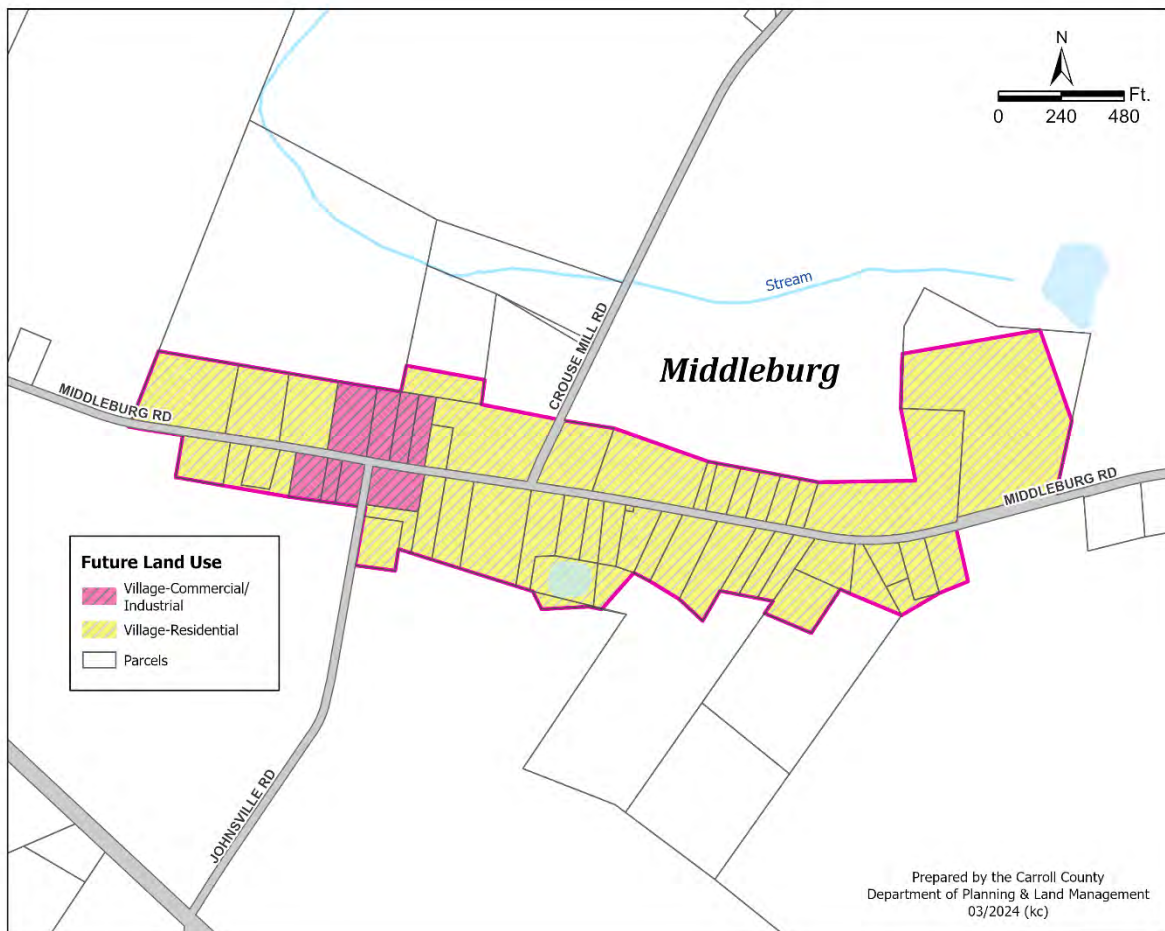
Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Agriculture/Resource, Private Institutions and Recreational Facilities, Public Facilities and Institutions, and Commercial land uses. There are also some vacant and abandoned properties located inside the Village. Future land use map (Map 19) indicates most of the properties have a future land use designation of "Village-Residential". Properties around the Johnsville Road and Middleburg Road intersection have a future land use designation of "Village-Commercial/Industrial".

Tourism:

Running through the Village is the Old Main Streets Scenic Byway, a 111-mile, three-to-four-hour adventure from Emmitsburg east to the City of Westminster, south to Mount Airy, west to Thurmont, before heading back north to Emmitsburg. According to the Maryland Office of Tourism website, this tourism route is described as, "*vibrant streets that invite visitors to explore*

history, heritage and architecture while savoring the flavor of local shops, eateries and lodging"
(II). Please see the Maryland Office of Tourism website for more information.

(Map 19: Village of Middleburg Future Land Use Map)

Transportation:

Roads:
All roadways that bisect the Village are maintained by Carroll County and include Middleburg, Crouse Mill, and Johnsville Road.

In addition to vehicular traffic, Middleburg Road facilitates a segment of the 30.5-mile-long Taneytown 2 bike route. This route travels west to the Village of Detour and east to the Village of Frizzellburg, while also traversing through Downtown Taneytown.

Railroad:

(Photo: Middleburg Sign located along the Maryland Midland Railroad)

The Village is not directly serviced by any railroad. However, the Maryland Midland Railroad is near the Village, connected via Johnsville Road.

Sidewalk:

There is currently a small amount of sidewalk infrastructure located inside the Village. There are drainage areas that partly run along the north and south sides of Middleburg Road that are flat enough to act as a refuge for pedestrians, however, they are not separated from traffic.

(Map: Village Map (Source IV))

Sources:

(I)   Terra Rubra Lions Club. (n.d.). Terra Rubra Lions Club Community Activities. Terra Rubra Lions Club - Activities. http://www.terrarubralions.org/activities/

(II)   Maryland Office of Tourism. (n.d.). Old Main Streets. VisitMaryland.org. https://www.visitmaryland.org/scenic-byways/old-main-streets

(III)   Lake, Griffing, & Stevenson. (1993). Atlas of Carroll Co. Maryland (Vol. 1993). Historical Society of Carroll County.

Millers

(Photo: Millers Station Road Railroad Crossing)

Brief History:

"*According to J. Thomas Scharf (1882) the town of Millers was named for a Michael Miller. The 1862 map shows a George Carsons, who had two buildings, including a blacksmith shop, in this exact location. The town arose only around 1879-80 when the Western Maryland Railroad built its line from Reisterstown up to Pennsylvania. Perhaps one of the earliest, and most important structures to the town, is that at 3501 Young Road... It must have been built right after the railroad tracks were laid. It was apparently used as a hotel, and probably doubled as the passenger station. The property at 3500 Young Road was used as a cigar factory. The Millers Church (CARR-1098) was originally a United Brethren congregation. On 18 November 1884 it was decided to erect to a 30' by 40' church building. The railroad, of course, was the main reason for the existence of the small, crossroads community of Millers. Farmers brought their milk to Millers in 10-gallon cans and loaded them into a special car on the 6:00 a.m. train, known as "The Milk Train", while hucksters then rode in a passenger car into Baltimore to sell their wares*" (I).

"*Millers was also referred to as "Tank", because the railroad had built a water tank along the tracks here. In reality, there were apparently three different water tanks, built at three different locations, though all are long gone. The first was about 100 feet east of the crossing in Millers, and the third about 500 yards farther down the track. According to local sources, originally there was a dirt road that came from Baltimore along Falls Road, through Albanstown, along what is now Millers Station Road, out Young Road to Water Tank Road and into Lineboro. It was known as Black Rock Road*" (I).

Background:

The Village of Millers (Village) is located 2.2 miles east of the incorporated Town of Manchester, along Millers Station Road, where the CSX Transportation railroad track crosses. The Village is located roughly 1.6 miles from the Village of Alesia. The Village is located in election district six and is roughly 64 acres in area. The Village mainly runs along Young and Millers Station Roads and functions as a primarily quiet residential area. The Village is not located within a public water or sewer service area. An unnamed tributary to Grave Run traverses the southwestern part of the Village and the Village is surrounded by agricultural and residential land uses. Agricultural Preservation Easements are located south of the Village.

The Millers Historic Survey District is located along Millers Station, Alesia, and Young Roads. The district crosses Village limits to the west and south.

Historic Sites:

CARR-1098 (Millers U.M. Church)	CARR-553 (Millers Survey District)
CARR-1588 (Millers Cigar Factory)	

Business Environment:

Businesses are dispersed throughout the Village, and appear to include freight trucking, trucking operation, and farm uses.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for a two family dwelling unit.

Public Facilities and Institutions:

(Photo: Millers United Methodist Church, Miller's Picnic Grove, Fellowship Hall)

There is one religious establishment in the Village. This religious establishment also has an off-site fellowship hall located along Millers Station Road, east of the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Commercial, Public Facilities and Institutions, Private Institutions and Recreational Facilities, Mixed Use Residential and Commercial, Transportation Support, Agriculture/Resource, and Transportation land uses. There are also vacant and abandoned properties located in the Village. Future land use map (Map 20) indicates most of the properties in the Village have a future land use designation of "Village-Residential". Most properties adjacent to the Millers Station Road and CSX Railroad Crossing have a future land use designation of "Village-Commercial/Industrial".
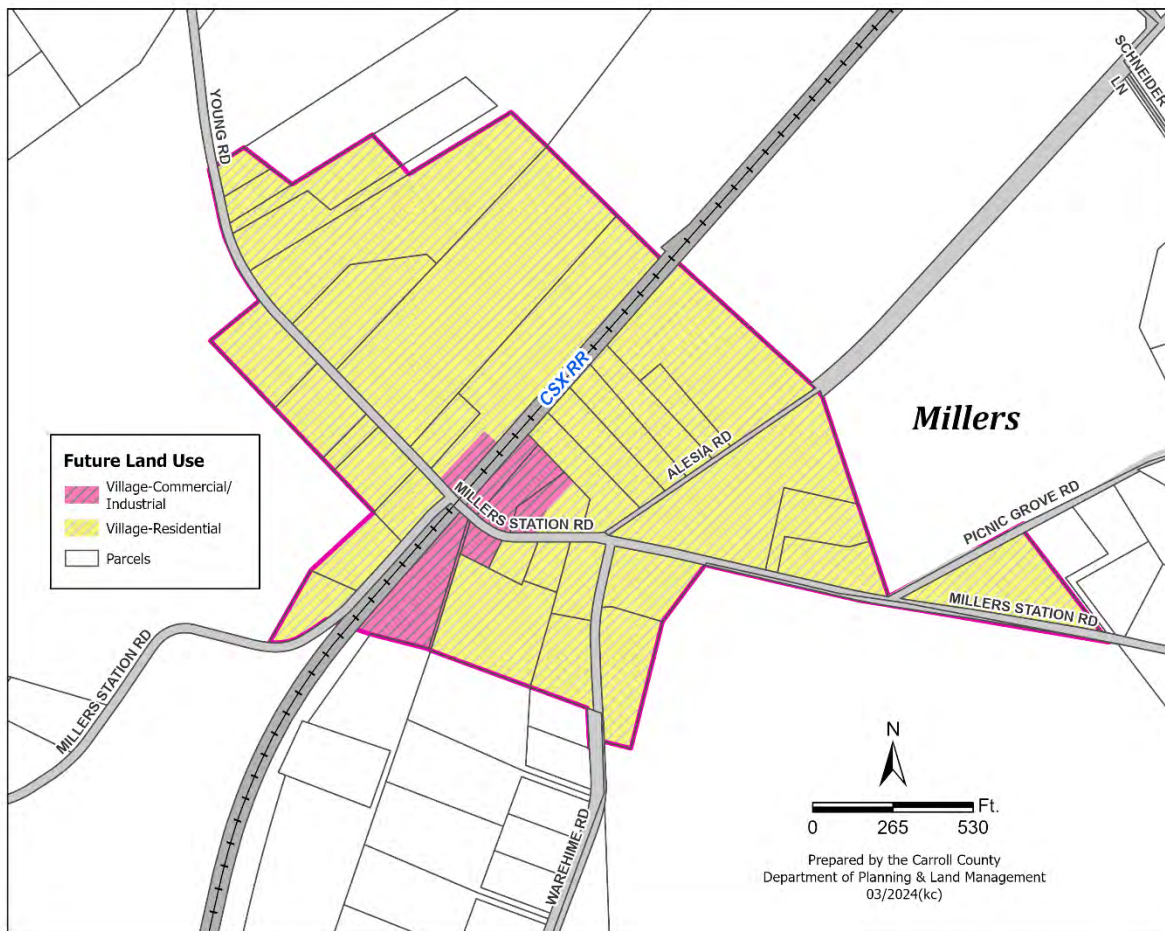
(Map 20: Village of Millers Future Land Use Map)

Tourism:

Running through the Village is the Mason & Dixon Scenic Byway, a 143-mile, three-to-five-hour vehicle adventure from the Maryland/Delaware Line to the City of Westminster. This byway traverses the countryside of the northern part of Maryland near the famous Mason Dixon Line, which became a cultural divide between the North and South of the United States (II). Please see the Maryland Office of Tourism website for more information.

Transportation:

Roads:

All roadways that bisect the Village of Millers are maintained by Carroll County and include Millers Station, Young, Warehime, and Alesia Roads.

In addition to vehicular traffic, Millers Station and Warehime Roads facilitate a segment of the 27.3-mile-long Manchester bike route. This route travels north near the Village of Lineboro and south near the Village of Snydersburg, while traversing part of Main Street Manchester.

Railroad:

The Hanover subdivision of the CSX Transportation railroad runs through the Village. This railroad connects Baltimore, Maryland with both Hanover and Gettysburg, Pennsylvania.

Sidewalk:

There is currently no sidewalk infrastructure located within the Village.

Sources:

(I)   Short, K. M. (1992, August 5). CARR-553 Millers Survey District. Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/Carroll/CARR-553.pdf

(II)   Maryland Office of Tourism. (n.d.). Mason & Dixon. VisitMaryland.org. https://www.visitmaryland.org/scenic-byways/mason-dixon

Patapsco

(Photo: North Branch Patapsco River flowing under Patapsco Road)

Background:

The Village of Patapsco (Village) is located 6.0 miles southwest of the incorporated Town of Hampstead, along Patapsco Road, near where it intersects with School House Road. The Village is located 6 miles from the Village of Smallwood. The Village is located in election district four and is roughly 104 acres in area. The Village consists of properties located along Patapsco, Sandymount, Wesley, and Ridge Roads and functions as a primarily residential area with a large waste related business. The Village is not located within a public water or sewer service area and has the following streams traversing its geography: North Branch Patapsco River, Unnamed Tributary to North Branch Patapsco River, and East Branch North Branch Patapsco River. The North Branch Patapsco River is a major water source for Liberty Reservoir which is a major water source to the City of Baltimore and surrounding metropolitan area. The Village is surrounded by forested and residential land uses. Agricultural Preservation Easements are located immediately to the west of the Village.

Historic Sites:

| CARR-1101 (Patapsco U.M. Church) |
| --- |

Business Environment:

Businesses are dispersed throughout the Village, and appear to include, pool and spa office, daycare, towing, salvage yard, and riding stable uses.

Residential Environment:

All dwellings in the Village are single-family detached dwellings except for an apartment building.

Public Facilities and Institutions:

There are what appears to be two religious establishments located in the Village.
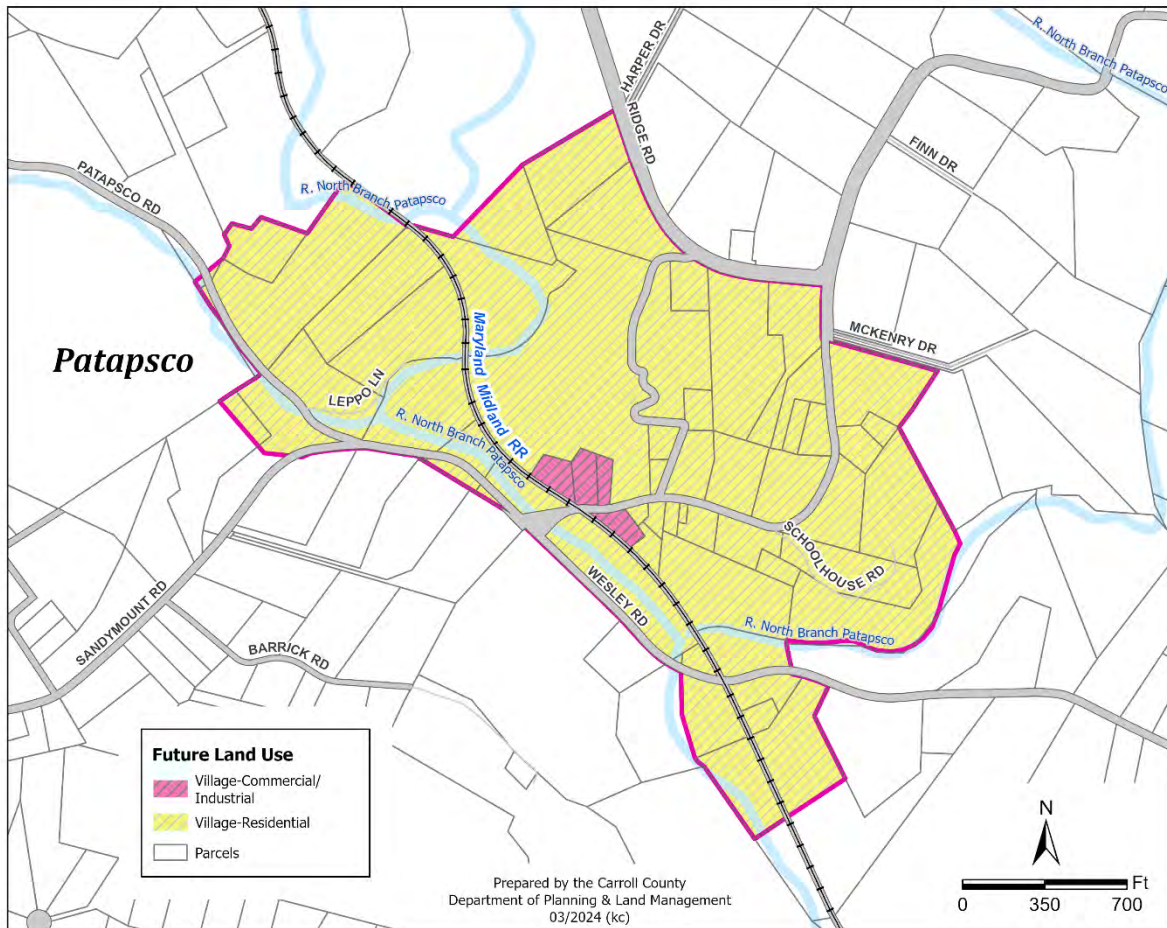
(Map 21: Village of Patapsco Future Land Use Map)

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Multi-Family Residential, Public Facilities and Institutions, Office, Private Institutions and Recreational Facilities, Agriculture/Resource, and Waste Related uses. There are also abandoned and vacant properties located inside the Village. Future land use map (Map 21) indicates most of the properties in the Village are designated "Village-Residential", except for an area located north of the North Branch Patapsco River, along Patapsco Road, with a future land use designation of "Village-Commercial/Industrial".

Transportation:

Roads:
All roadways that bisect the Village of Patapsco are maintained by Carroll County and include Patapsco, Sandymount, Wesley, and Ridge Roads. Other roads include School House Road, which is mentioned since this was described as being near the center of the Village.

Railroad:
The Maryland Midland Railroad traverses the Village and provides rail access to Baltimore and Westminster.

Sidewalk:
There is currently no sidewalk infrastructure located inside the Village.

Pleasant Valley

(Photo: Pond Outside the Pleasant Valley Volunteer Fire Department)

Brief History:

"*Pleasant Valley is a small, rural historic community in north central Carroll County that developed in a linear pattern along Pleasant Valley Road in the 19th century. The village was a commercial and social center for the surrounding farms. At one time the village also hosted milling and canning activities. The Pleasant Valley Historic District is eligible for listing in the National Register under criteria A and C. The village is significant as an intact example of a Rural Village in Carroll County's piedmont region. It is also significant for its architecture which dates from the 19th through the 20th century and reflects the conservative building traditions of the area*" (I).

"*Local lore holds that the village was named by a visitor intrigued by the area's natural beauty. Ms. Emma Myers Read moved to Pleasant Valley in the early 1880s with her family. In the 1960s she wrote a series of articles reminiscing on her experiences as a child growing up in Pleasant Valley in the late 19th century. In her memoirs, she states: "Elizabeth Kurtz of Baltimore was visiting her friend, Laura Devilbiss, in the home of her father, Mr. Edward Devilbiss. One morning, she went out walking. She was thrilled by the scene of green meadows and rolling hills, and upon her return suggested that it should be named Pleasant Valley"*" (I).

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"*The village of Pleasant Valley is located approximately five miles north-northwest of Westminster, the Carroll County seat. The village boundaries run the length of Pleasant Valley Road from east to west beginning at Hughes Shop Road and terminating at Richardson Road. The northern boundary is roughly the Bear Branch and the southern boundary runs along High Street.*

The surrounding area is comprised of large lots, mostly in agricultural use. Early development in the town occurred along Pleasant Valley Road. A second wave of development in the early 20th century occurred on second, parallel street, High Street, up a hill, but south of Pleasant Valley Road. Church Street and another small alley connect Pleasant Valley Road to High Street" (I).

"*As houses on Pleasant Valley Road are set into a steep hill, houses on the north side have entrances on street level, but the ground drops away toward the rear of the lot. Houses on the south side of the street are set into the hill and sit on high basements. There is a mix of attached and detached houses on Pleasant Valley Road…*" (I).

Background:

The Village of Pleasant Valley (Village) is located 5.9 miles northwest of the incorporated City of Westminster, along Pleasant Valley Road, near its intersection with Halter Road. The Village is located 2.4 miles from the Village of Frizzellburg. The Village is located in election districts two and seven and is roughly 71 acres in area. The Village mainly runs east to west, along Pleasant Valley Road and functions as a primarily quiet and quaint small village. The majority of Pleasant Valley is located within a public water and sewer service area. Please refer to the Carroll County Water and Sewer Master Plan for more information. Bear Branch traverses the northern part of the Village and an unnamed tributary to Bear Branch runs through its eastern side. The Village is surrounded by agricultural and forested land uses. There are no Agricultural Preservation Easements adjacent to the Village.

The Pleasant Valley Historic District is located along Pleasant Valley Road east of Richardson and Pleasant Valley Road South and to the north of High Street. The district almost extends east to Hughes Shop Road.

Historic Sites:

CARR-1571 (Pleasant Valley Historic District)

Business Environment:

Businesses in the Village appear to include farms and a retail store.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for three semi-detached dwellings, two three and one four-unit apartment building.

Public Facilities and Institutions:

(Photos L to R: Pleasant Valley Volunteer Fire Department, and the Main Banquet Hall (Source II))

The Village contains three public facilities and institutions that include: county utility facilities, a religious establishment, and the Pleasant Valley Volunteer Fire Department. The Pleasant Valley Volunteer Fire Department, Social Hall hosts many events such as the Sportsman's Bingo, Strawberry Social, Blood Drive, Bingo Bonanza, Henry Firearms and Bull Roast, Crab Feed, Christmas in the Valley, and a Pancake Breakfast (III).

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Multi-Family Residential, Agriculture/Resource, Public Facilities and Institutions, Mixed Residential and Commercial, and Utility land uses. There are also numerous vacant and abandoned properties located in the Village. Future land use map (Map 22) indicates most of the properties have a future land use designation of "Village-Residential". Properties located in the vicinity of the Pleasant Valley Road and High Street intersection have a future land use designation of "Village-Commercial/Industrial".

Transportation:

Roads:
All roadways that bisect the Village of Pleasant Valley are maintained by Carroll County including Pleasant Valley, Richardson, Halter, Hughes Shop Road, Pleasant Valley Road South, and High/Church Streets.

In addition to vehicular traffic, Richardson, Pleasant Valley and Hughes Shop Roads facilitate a segment of the 30.2-mile-long Westminster North bike route. This route travels north near the Mason Dixon Line, while traversing part of Main Street Westminster, to the south.
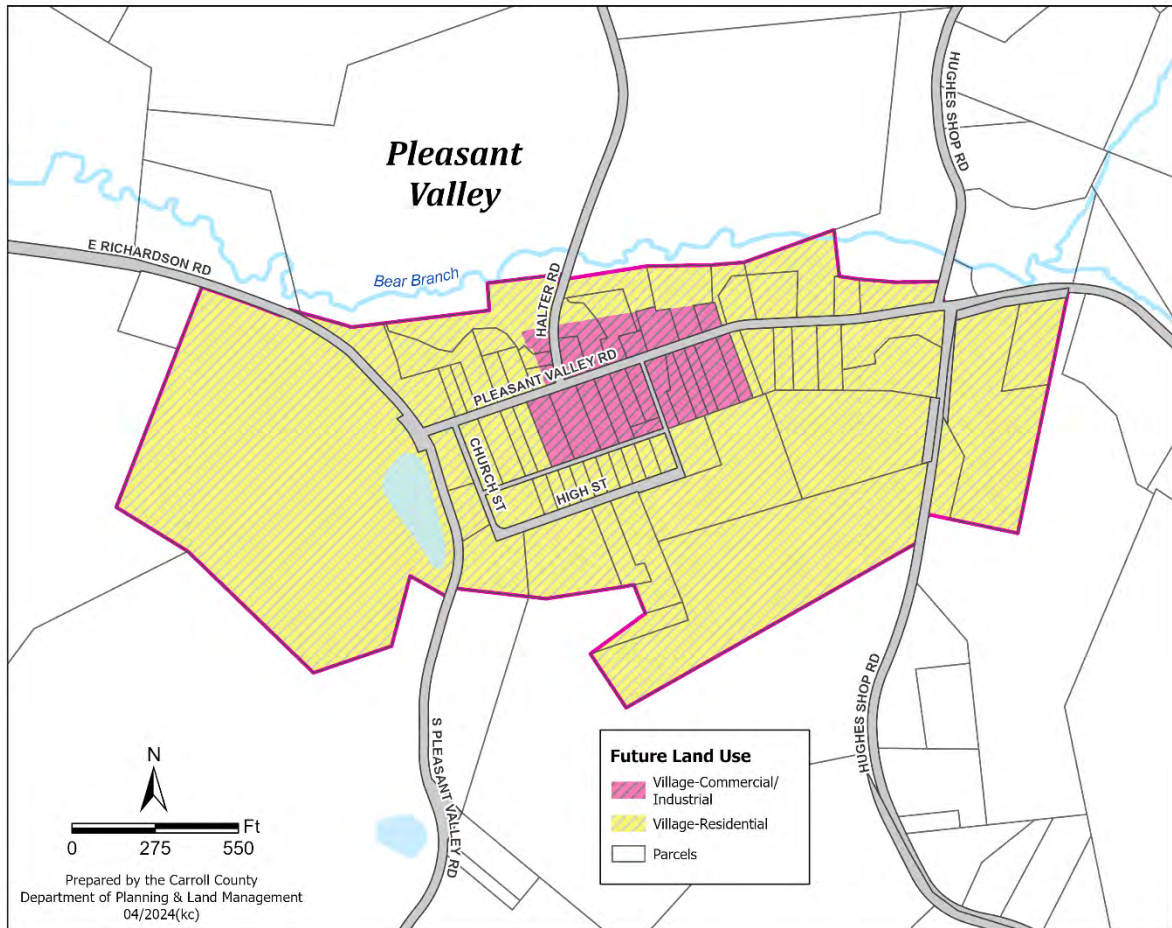
Railroad:
The Village is not serviced by any railroad.
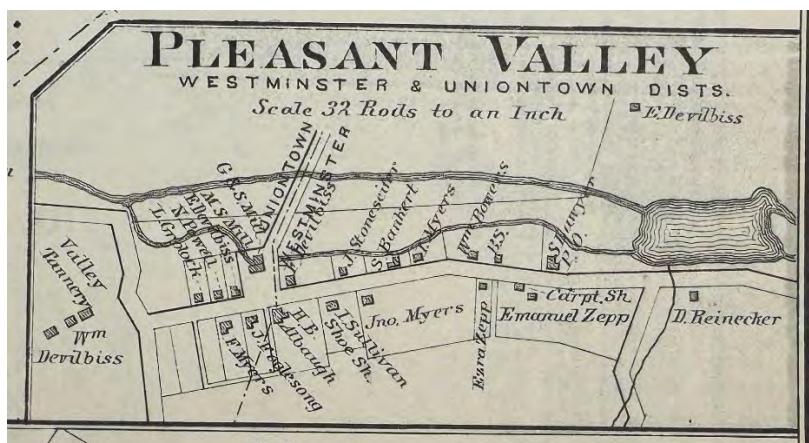
Sidewalk:

There is currently sidewalk infrastructure located within the Village, partly on Pleasant Valley Road and High Street.

(Map 22: Village of Pleasant Valley Future Land Use Map)

(Image: Village Map (Source IV))

Sources:

(I) Diehlmann, N. A. (2004, June 28). CARR-1571 Pleasant Valley Historic District. Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/Carroll/CARR-1571.pdf

(II) Company, P. V. C. F. (n.d.). *Social Hall*. Pleasant Valley Community Fire Company. https://www.pleasantvalleyfire.org/content/rental/

(III) Pleasant Valley Community Fire Company Inc. (n.d.). Events. Pleasant Valley Community Fire Company. https://www.pleasantvalleyfire.org/apps/public/events/

(IV) Lake, Griffing, & Stevenson. (1993). Atlas of Carroll Co. Maryland (Vol. 1993). Historical Society of Carroll County.

Shipley

Background:

The Village of Shipley (Village) is located 5.8 miles south of the incorporated City of Westminster along Old Washington Road (MD 854B). The Village is located roughly 3.3 miles from the Village of Smallwood. The Village is located in election district four and seven and is roughly 110 acres in area. The Village mainly runs along MD 854B and functions as a primarily dispersed residential and agricultural community. The Village is not located within a public water or sewer service area. The northeast part of the Village is located near the headwaters of an unnamed tributary to the Joe Branch. The Village is surrounded by mainly agricultural, forested, and residential land uses and there is an Agricultural Preservation Easement located adjacent to the southwest and the northwest areas of the Village.

Historic Sites:

CARR-1015 (Zion M.P. Church)

Business Environment:

Businesses in the Village appear to include tattoo parlor, farm, and automotive uses.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for a three-unit condominium and a semi-detached dwelling unit.

Public Facilities and Institutions:

There is one religious institution located in the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Multi-Family Residential, Mixed Residential and Commercial, Agriculture/Resource, Commercial, and Public Facilities and Institutions land uses. There are also vacant properties located inside the Village. Future land use map (Map 23) indicates all of the Village having a future land use designation of "Village-Residential", except for one property, near the center of the Village, with a future land use designation of "Village-Commercial/Industrial".
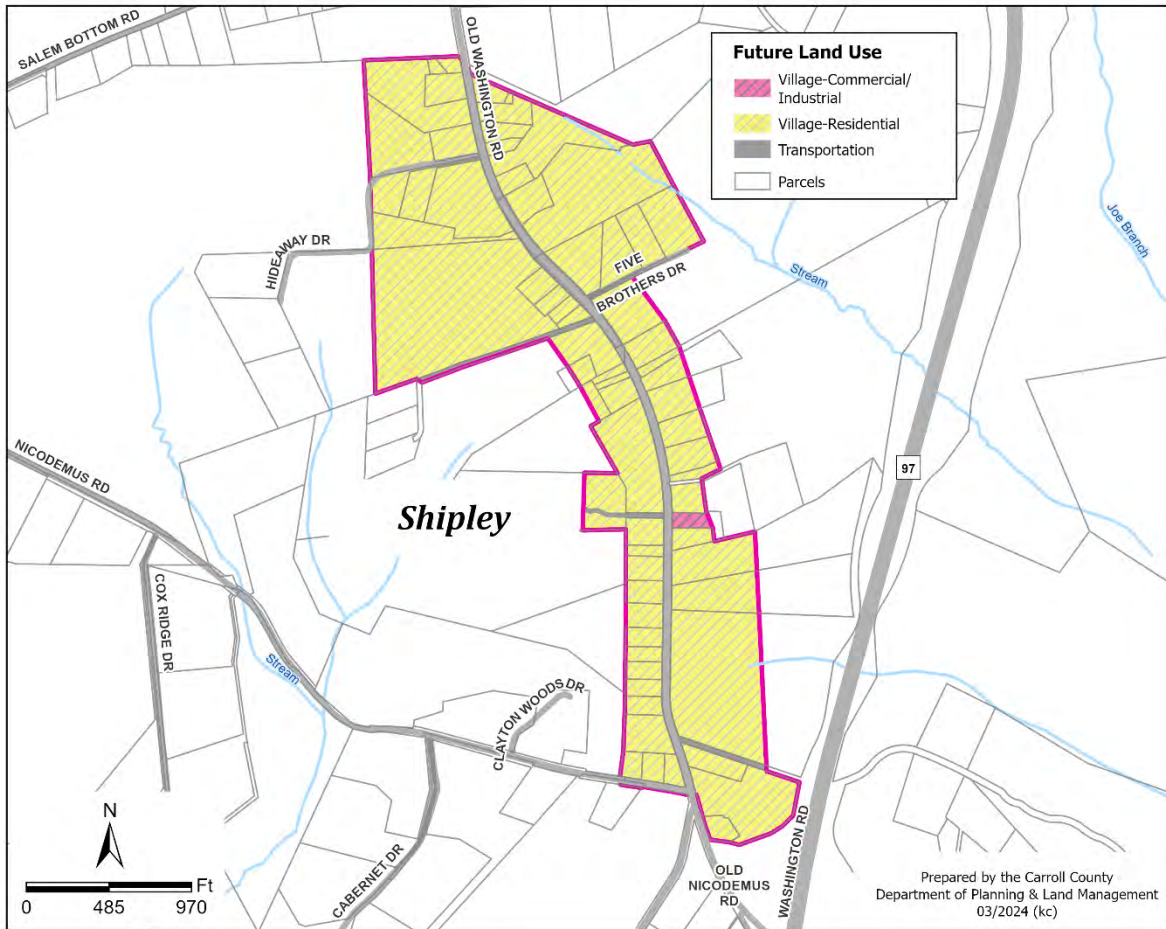
(Map 23: Village of Shipley Future Land Use Map)

Transportation:

(Maryland Route 854 Sign (Source I))

Roads:

The roadway that bisects the Village and is maintained by MDOT SHA includes Old Washington Road (MD 854B). The roadway that services the Village and is maintained by Carroll County includes Nicodemus Road.

Railroad:

The Village is not serviced by any railroad.

Sidewalk:

There is currently no sidewalk infrastructure located inside the Village.

Sources:

(I)   Jeff02. (2006, June 8). *File:MD Route 854.SVG*. Wikimedia Commons.
https://commons.wikimedia.org/wiki/File:MD_Route_854.svg?uselang=en#Licensing

Silver Run

(Photos L to R: Saint Mary's Untied Church of Christ, Historic Arthur Willis Feeser Estate)

Background:

The Village of Silver Run (Village) is located 8.6 miles north of the incorporated City of Westminster, along Littlestown Pike (MD 97), near where it intersects with Cherrytown Road. The Village is located roughly 1.3 miles from the Village of Union Mills. The Village is located in election district three and is roughly 212 acres in area. The Village consists of properties located along MD 97, Cherrytown, Mayberry, Halter Road, and Green Meadow Lane and functions as a primarily residential village with commercial/industrial businesses dispersed within. The Village is not located within a public water or sewer service area and does not have any streams that traverse the Village boundaries. The Village is surrounded by agricultural, residential, and forested land uses. Agricultural Preservation Easements are located immediately to the west and to the north of the Village.

Historic Sites:

CARR-173 (St. Mary's Lutheran Church)	CARR-1195 (Silver Run Restaurant)
CARR-174 (St. Mary's Evangelical Reformed Church)	CARR-1665 (A.W. Feeser House)

Business Environment:

Businesses are dispersed throughout the Village, and include restaurant, contractors storage, automotive, farm, commercial parking, warehouse, retail, salvage, haircare, utility, and hotel uses.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for a semi-detached dwelling and what appears to be two three unit, a four unit in two buildings, and a five-unit apartment building.

Public Facilities and Institutions:

Charles Carroll Park is in the Village, offering may different public amenities. According to Carroll County Recreation and Parks, Charles Carroll Park currently offers baseball and softball fields, basketball, pavilions, pickleball, playground, seasonal restrooms, tennis courts, and a community center (I).

Charles Carroll Community Center is one of the newest community centers in Carroll County, opening in 2023. The community center sits on the site of the former Charles Carroll High School and Charles Carroll Elementary School (II).

The community center is "*13,000 square feet with a full-size gymnasium, two multipurpose rooms, and a technology room that will have Wi-Fi access*". "*The full-size gymnasium will be used for basketball, volleyball, and pickleball*" (III).


(Photo: Charles Carroll Community Center)

There are also two religious establishments located in the Village, both bearing the name "Saint Mary's".

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Multi-Family Residential, Commercial, Storage, Warehouse and Wholesale Trade, Public Facilities and Institutions, Agriculture/Resource, Mixed Residential and Commercial, Waste Related, and Utility land uses. There are also vacant and abandoned properties located in the Village. Future land use map (Map 24) indicates most of the properties in the Village have a future land use designation of "Village-Residential". There are two areas located to the east of MD 97 that have a future land use designation of "Village-Commercial/Industrial", as shown in the map below.
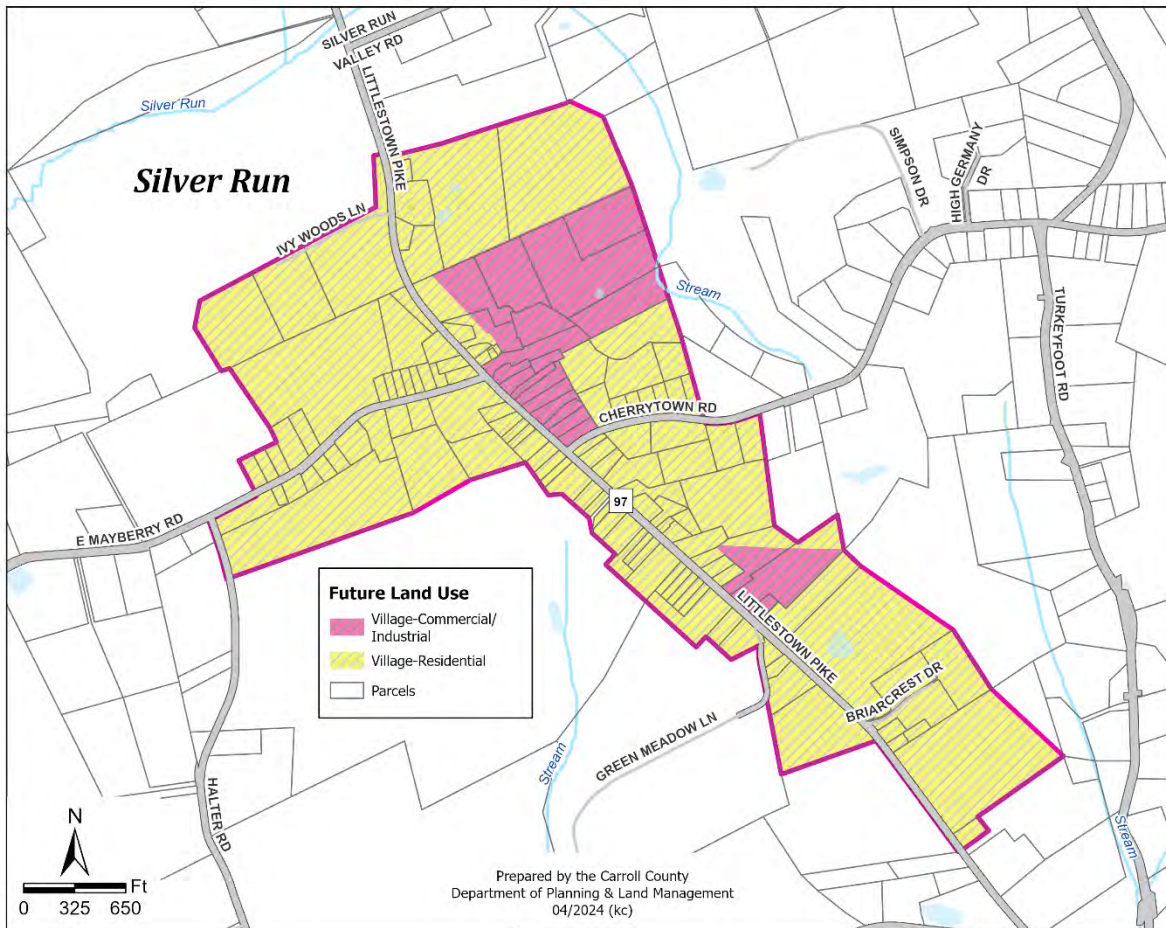
(Map 24: Village of Silver Run Future Land Use Map)

Transportation:

(Maryland Route 97 Sign (Source IV))

Roads:

Roadways that bisect the Village of Silver Run and are maintained by MDOT SHA include Littlestown Pike (MD 97). Roadways that bisect the Village and are maintained by Carroll County include: Cherrytown Road, Mayberry Road, Halter Road, and Green Meadow Lane.

According to the *2023 Countywide Transportation Master Plan*, there is a planned road improvement "*MD 97 reconstruction from Pleasant Valley Road to Pennsylvania Line*". This project would greatly affect the Village since the project would be along the entirety of MD 97 within the Village.

Railroad:

The Village is not serviced by any railroad.

Sidewalk:

There is currently limited ADA sidewalk infrastructure located within the Village, mainly on the north side of Mayberry Road. Other sidewalk infrastructure is located partly along Littlestown Pike, north of Cherrytown Road.

Sources:

(I)   Carroll County Department of Recreation and Parks. (n.d.). Parks. Carroll County Government. https://www.carrollcountymd.gov/government/directory/recreation-parks/places-to-go/parks/

(II)   Digital Maryland. (n.d.). Charles Carroll School Cornerstone - Historical Society of Carroll County. https://collections.digitalmaryland.org/digital/collection/chcc?fbclid=IwAR1zIgh19sxUVnQ97VlscpWZsqlFSjSkF1cNNiJIkgbNpRcQbST41-8MqUM

(III)   Carroll County Government. (2022, February 21). County to Hold Groundbreaking for Charles Carroll Community Center. Carroll County Government. https://www.carrollcountymd.gov/residents/county-news/carroll-county-government-news-release-2022-archive/county-to-hold-groundbreaking-for-charles-carroll-community-center/

(IV)   Jeff02. (2006, February 22). File:MD Route 97.SVG. Wikimedia Commons. https://commons.wikimedia.org/wiki/File:MD_Route_97.svg?uselang=en#Licensing

Smallwood

(Photo: Baseball Field in Deer Park)

Background:

The Village of Smallwood (Village) is located 5.2 miles southeast of the incorporated City of Westminster, along Deer Park Road, near Sykesville Road and Don Avenue. The Village is located roughly 3.3 miles from the Village of Shipley. The Village is located in election district four and is roughly 203 acres in area. The Village mainly runs along Sykesville, Deer Park Road, and Don Avenue and functions as a primarily residential area with many institutions, such as a park and churches. The Village is not located within a public water or sewer service area. The Village is located at the headwaters of Middle Run South and an unnamed tributary to Middle Run North traverses it northern area. The Village is surrounded by agricultural, forested, and residential land uses. There are no Agricultural Preservation Easements immediately adjacent to the Village.

Historic Sites:

CARR-137 (Deer Park U.M. Church)	CARR-28 (Annual Dutch Picnic Site)
CARR-1281 (Deer Park Lutheran Church)	

Business Environment:

Businesses are dispersed throughout the Village, and appear to include retail, commercial, farm, and office uses.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for two apartment buildings with two units in each building, one apartment building with three units, and four semi-detached dwellings.

Public Facilities and Institutions:

(Photos L to R: Deer Park sign and Deer Park map (Source II))

Deer Park is in the heart of the Village. According to Carroll County Recreation and Parks, Deer Park currently offers baseball and softball fields, basketball, fishing, multi-purpose fields, pavilions, tennis courts, a picnic area, playground, seasonal restrooms, pickleball, and paved trails (I). There are also religious establishments scattered throughout the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Multi-Family Residential, Commercial, Public Facilities and Institutions, Mixed-Use Residential and Commercial, Agriculture/Resource, and Office land uses. There are also vacant and abandoned properties located inside the Village. Future land use map (Map 25) indicates most of the properties in the Village as "Village-Residential" except for properties located at the north and southeast areas of the Sykesville and Deer Park Road intersection that have a future land use designation of "Village-Commercial/Industrial".
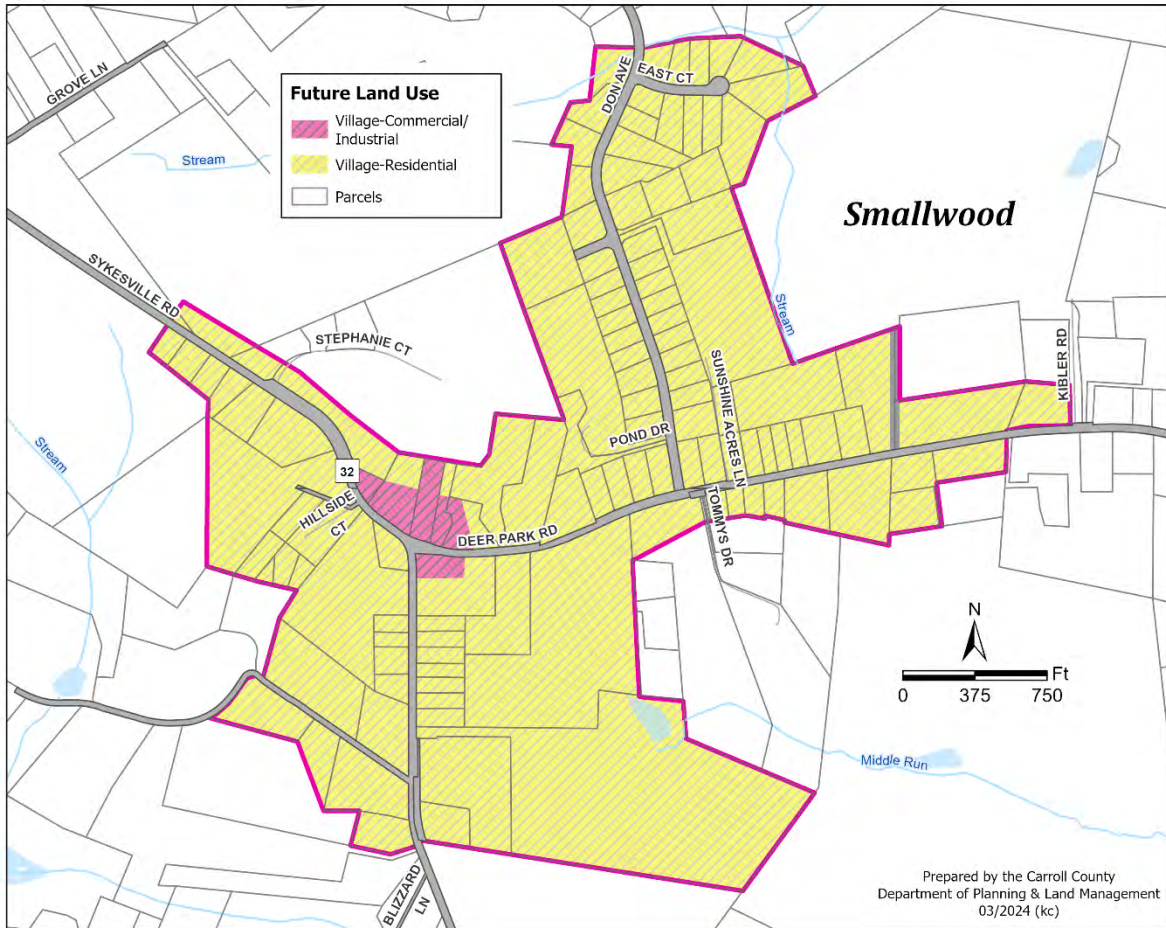
(Map 25: Village of Smallwood Future Land Use Map)

Transportation:

(Maryland Route 32 Sign (Source III))

Roads:

The roadway that bisects the Village and is maintained by MDOT SHA is Sykesville Road (MD 32). Roadways that bisect the Village and are maintained by Carroll County include Deer Park Road, Don Avenue, and East Court. According to the MDOT SHA Annual Average Daily Traffic (AADT) Locations Map, MD 32, west of the Village, carried a 2022 AADT count of 8,501 vehicles and a Monday – Friday daily traffic count of 8,761 vehicles (IV).

According to the *2023 Countywide Transportation Master Plan*, there is a planned road improvement *(MD 32 reconstruction from MD 91 to MD 97)* along Sykesville Road for its entire distance through the Village. This project would greatly affect the Village since the project would be along the entirety of MD 32 within the Village.

In addition to vehicular traffic, Sykesville and Deer Park Roads facilitate a segment of the 15.1-mile-long Westminster South bike route. This route travels north to the City of Westminster.

Railroad:

The Village is not serviced by any railroad.

Sidewalk:

There is currently no sidewalk infrastructure located inside the Village.

Sources:

(I)   Carroll County Department of Recreation and Parks. (n.d.). Parks. Carroll County Government. https://www.carrollcountymd.gov/government/directory/recreation-parks/places-to-go/parks/

(II)   Carroll County Department of Recreation and Parks. (n.d.). Deer Park. Carroll County Government. https://www.carrollcountymd.gov/services/gis-maps/gis-map-gallery/trails/deer-park/

(III)   Jeff02. (2006, February 22). File:MD Route 32.SVG. Wikimedia Commons. https://commons.wikimedia.org/wiki/File:MD_Route_32.svg?uselang=en#Licensing

(IV)   Maryland.Gov. (n.d.). MDOT SHA Annual Average Daily Traffic (AADT) Locations. Maryland's GIS Data Catalog. https://data-maryland.opendata.arcgis.com/datasets/mdot-sha-annual-average-daily-traffic-aadt-locations/explore?location=39.686198%2C-76.896053%2C15.83

Snydersburg

(Photo: Snydersburg Road northwest towards Cape Horn Road)

Background:

The Village of Snydersburg (Village) is located 3.1 miles west of the incorporated Town of Hampstead, along Snydersburg Road, at its intersection with Cape Horn Road. The Village is located roughly 3.5 miles from the Village of Maple Grove. The Village is located in election districts six and eight and is roughly 91 acres in area. The Village is mainly serviced by Snydersburg and Cape Horn Roads and functions as a primarily quiet residential village. The Village is not located within a public water or sewer service area. The Village is located along an unnamed tributary to the East Branch North Branch Patapsco River and is surrounded by mainly agricultural and residential land uses.

Historic Sites:

None Listed

Business Environment:

Businesses are dispersed throughout the Village, and appear to include an ice cream store, commercial garage, and riding stable uses. According to the Baltimore Sun, Simmons Home Made Ice Cream has been serving customers for over 100 years (I). Right across the street from Simmons Home Made Ice Cream, located just outside the Village, is Cascade Lake, which is a popular swimming destination.
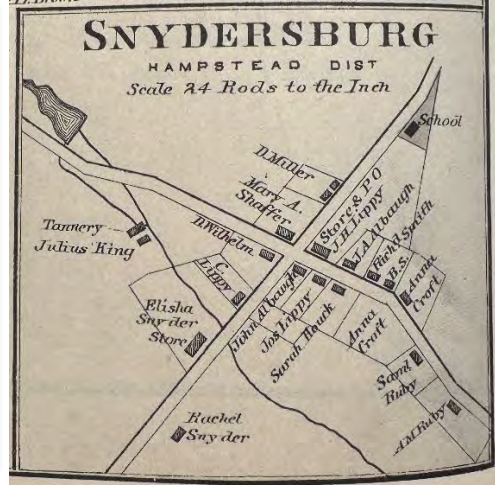
(Photos L to R: Simmons Home Made Ice Cream, located on Snydersburg Road, Map of the Village (Source II)
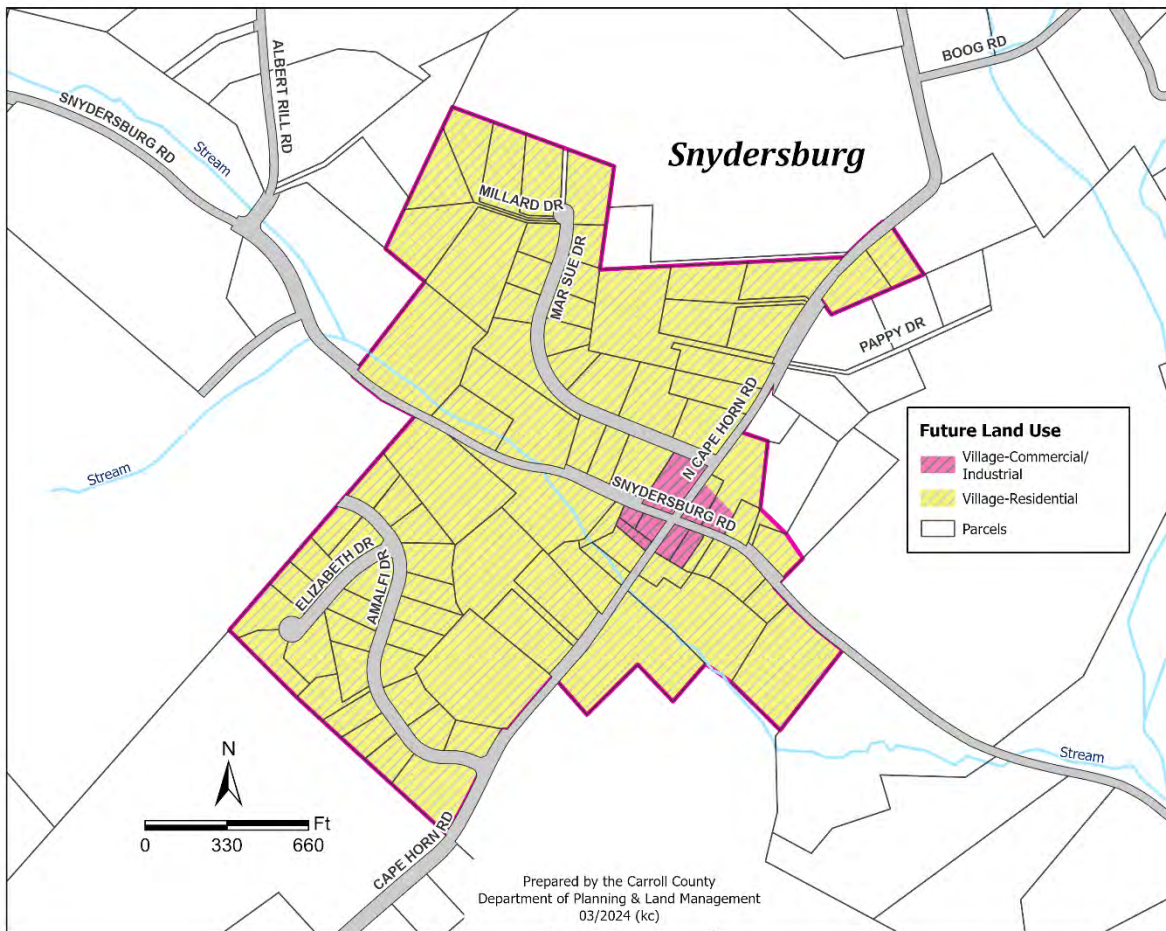
(Map 26: Village of Snydersburg Future Land Use Map)

Residential Environment:

There are mainly single-family detached dwellings located inside the Village, except for two semi-detached dwellings, a duplex, and a property with what appears to have two Accessory Dwelling Units (ADU's).

Public Facilities and Institutions:

There is one religious establishment located in the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Mixed Residential and Commercial, Agricultural/Resource, and Public Facilities and Institutions land uses. There are also vacant properties located inside the Village. Future land use map (Map 26) indicates most of the properties in the Village have a future land use of "Village-Residential" while currently eight properties located at the intersection of Snydersburg and Cape Horn Roads have a future land use designation of "Village-Commercial/Industrial".

Transportation:

Roads:
All roadways that bisect the Village of Snydersburg are maintained by Carroll County, including Snydersburg Road, Cape Horn Road, Cape Horn Road North, Mar Sue Drive, Amalfi Drive, and Elizabeth Drive.

In addition to vehicular traffic, Snydersburg and Cape Horn Roads facilitate a segment of the 13.9-mile-long Hampstead bike route. This route travels south near the West Branch North Branch Patapsco River, while traversing through Downtown Hampstead.

Railroad:
The Village is not serviced by any railroad.

Sidewalk:
There is currently no sidewalk infrastructure located inside the Village.

Sources:

(I)   Krista, B. T. (2023, June 23). Simmons Home Made Ice Cream 100th Anniversary: Photos. Baltimore Sun. https://www.baltimoresun.com/2023/06/23/simmons-home-made-ice-cream-100th-anniversary-photos/

(II)   Lake, Griffing, & Stevenson. (1993). Atlas of Carroll Co. Maryland (Vol. 1993). Historical Society of Carroll County.

Starners Dam

(Photo: Monocacy River from Starners Dam)

Background:

The Village of Starners Dam (Village) is located 4 miles northwest of the incorporated City of Taneytown, along Baptist Road. The Village is located roughly 1.2 miles from the Village of Harney. The Village is located in election district one and is roughly 10 acres in area. The Village mainly runs between Baptist Road and the Monocacy River and functions as a residential fishing village. Starners Dam is not located within a public water or sewer service area and is located along the Monocacy River and Alloway Creek. The Village is surrounded by agricultural and forested land uses. Agricultural Preservation Easements are located to the north and east of the Village with the most northern property in the Village itself located in an Agricultural Preservation Easement.

Historic Sites:

None Listed

Business Environment:

The Village consists of no known businesses.

Residential Environment:

There are only single-family detached dwellings located inside the Village.

Public Facilities and Institutions:

There are no public facilities and institutional land uses located in the Village.

Land Use:

Land in the Village is currently used for Single-Family Residential. There are also vacant and abandoned properties located inside the Village. Future land use map (Map 27) indicates all of the Village has a future land use designation of "Village-Residential".
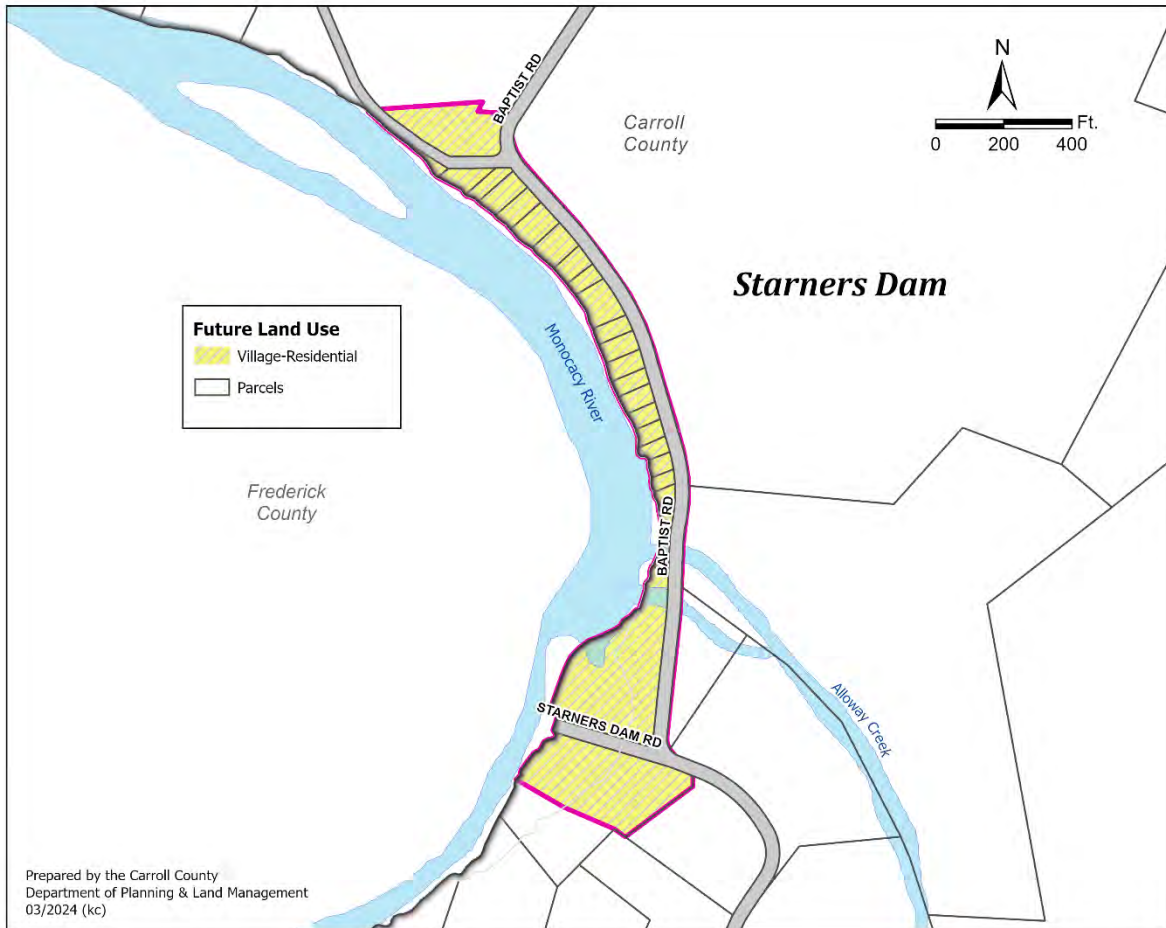
(Map 27: Village of Starners Dam Future Land Use Map)

Transportation:

(Photo: Starners Road Bridge over the Monocacy River)

Roads:
All roadways that bisect the Village are maintained by Carroll County and include Baptist and Starner's Dam Road.

Railroad:
The Village is not serviced by any railroad.

Sidewalk:
There is currently no sidewalk infrastructure located inside the Village.

Taylorsville

Background:

The Village of Taylorsville (Village) is located 9.0 miles northeast of the incorporated Town of Mount Airy, along Ridge Road (MD 27), where it intersects with Liberty Road (MD 26). The Village is located roughly 1.9 miles from the Village of Winfield. The Village is located in election district nine and is roughly 125 acres in area. The Village mainly runs along MD 27 and functions as a primarily residential and commercial area. The Village is not located within a public water or sewer service area. Talbot Branch's headwaters runs through the western part of the Village. The Village is mainly surrounded by agricultural and residential land uses. There are no Agricultural Preservation Easements located adjacent to the Village.

Historic Sites:

CARR-580 (Taylorsville M.E. Church)

Business Environment:

Businesses located throughout the Village appear to include retail, fuel station, veterinarian, ice cream sales, building company, restaurant, medical, farm, insurance, construction, automotive, and contractors storage yard uses.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for two semi-detached dwellings, approximately a 20-unit mobile home park, and what appears to be four dwellings on one lot that appear to be abandoned.

Public Facilities and Institutions:

There is one religious establishment located in the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Multi-Family Residential, Commercial, Public Facilities and Institutions, Private Institutions and Recreational Facilities, Mixed Residential and Commercial, Agriculture/Resource, Transportation, and Storage, Warehouse and Wholesale Trade land uses. There are also vacant and abandoned properties located in the Village. Future land use map (Map 28) indicates many properties away from the MD 27 and MD 26 intersection as having a future land use designation of "Village-Residential". "Village-Commercial/Industrial" future land use designations are located near the MD 27 and 26 intersection, mainly along MD 27, and at the southwest corner of Dotsons

Ridge Road and MD 27. It should be noted that 37 properties have a current land use of Single-Family Residential, and 42 properties have another current land use.

Tourism:

Running through the Village is the Old Main Streets Scenic Byway, a 111-mile, three-to-four-hour adventure from Emmitsburg east to the City of Westminster, south to Mount Airy, west to Thurmont, before heading back north to Emmitsburg. According to the Maryland Office of Tourism website, this tourism route is described as, "*vibrant streets that invite visitors to explore history, heritage and architecture while savoring the flavor of local shops, eateries and lodging*" (I). Please see the Maryland Office of Tourism website for more information.

Transportation:
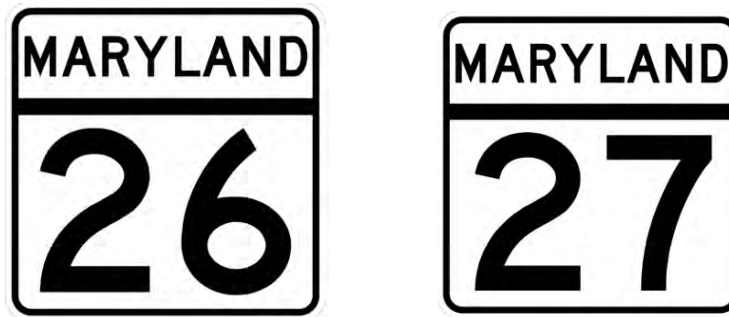
(Images L to R: Maryland Route 26 (Source II) and 27 (Source III) Signs)

Roads:
Roadways that bisect the Village of Taylorsville that are maintained by MDOT SHA include Ridge Road (MD 27), Liberty Road (MD 26), and an unnamed service road (MD 850C). The roadway that is in the Village and is maintained by Carroll County is Dotsons Ridge Road. According to the MDOT SHA Annual Average Daily Traffic (AADT) Locations Map, Ridge Road, just south of the Village, carried a 2022 AADT count of 13,820 vehicles and a Monday – Friday daily traffic count of 14,240 vehicles (IV). According to the MDOT SHA Annual Average Daily Traffic (AADT) Locations Map, Liberty Road, west of the Village, carried a 2022 AADT count of 6,275 vehicles and a Monday – Friday daily traffic count of 6,465 vehicles (IV).

In addition to vehicular traffic, MD 27 facilitates a segment of the 33.6-mile-long Sykesville bike route. This route travels east to Eldersburg and Sykesville.
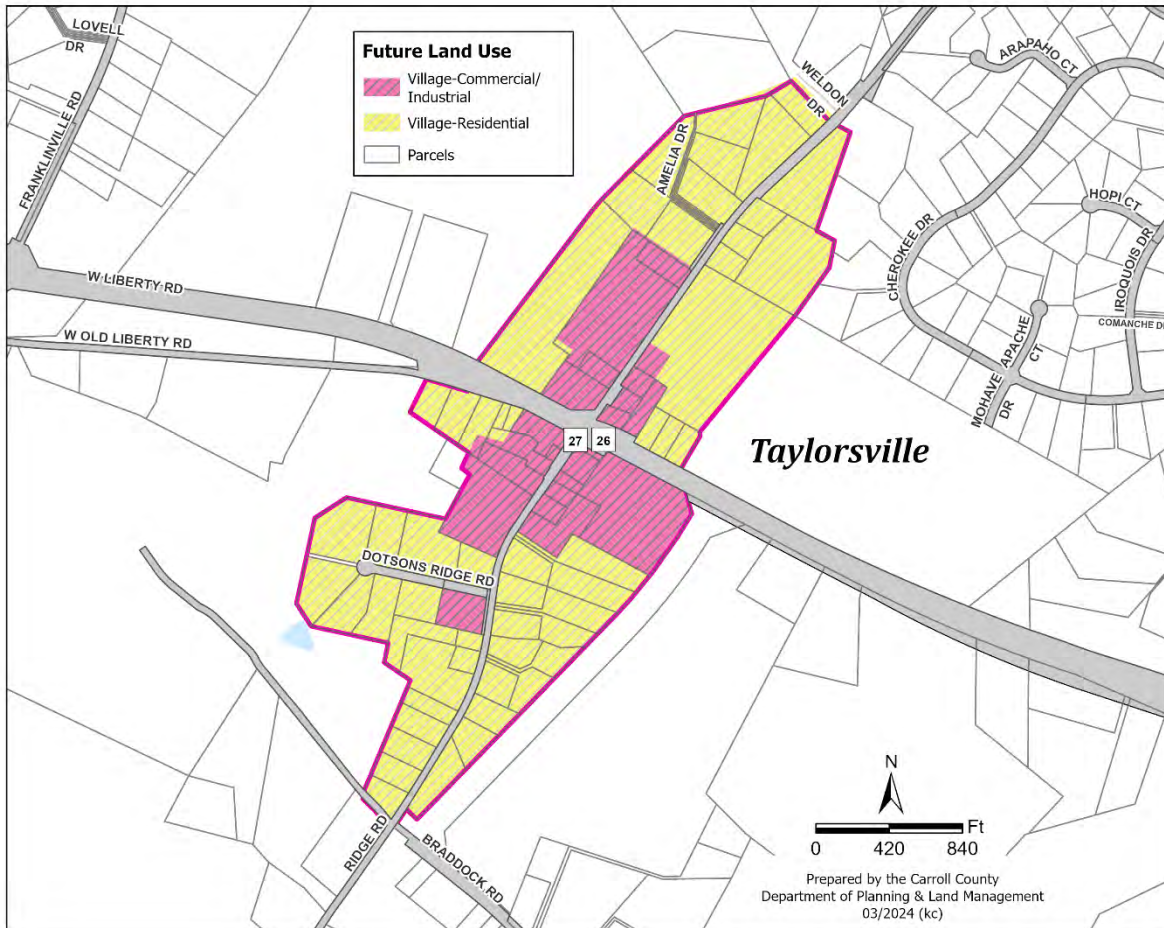
Railroad:
The Village is not serviced by any railroad.

Sidewalk:
The only sidewalk infrastructure located inside the Village is along part of the south side of Dotsons Ridge Road.

(Map 28: Village of Taylorsville Future Land Use Map)

Sources:

(I)   Maryland Office of Tourism. (n.d.). Old Main Streets. VisitMaryland.org.
        https://www.visitmaryland.org/scenic-byways/old-main-streets

(II)   Jeff02. (2006, February 22). File:MD Route 26.SVG. Wikimedia Commons.
        https://commons.wikimedia.org/wiki/File:MD_Route_26.svg?uselang=en#Licensing

(III)   Jeff02. (2006, February 22). File:MD Route 27.SVG. Wikimedia Commons.
        https://commons.wikimedia.org/wiki/File:MD_Route_27.svg?uselang=en#Licensing

(IV)   Maryland.Gov. (n.d.). MDOT SHA Annual Average Daily Traffic (AADT) Locations.
        Maryland's GIS Data Catalog. https://data-
        maryland.opendata.arcgis.com/datasets/mdot-sha-annual-average-daily-traffic-aadt-
        locations/explore?location=39.686198%2C-76.896053%2C15.83

Tyrone

(Photo: Village sign located on Old Taneytown Road (MD 832))

Background:

The Village of Tyrone (Village) is located 5.3 miles southeast of the incorporated City of Taneytown, along Old Taneytown Road (MD 832), near where it intersects with Tyrone Road. The Village is located roughly 2.1 miles from the Village of Mayberry. The Village is located in election district two and is roughly 17 acres in area. The Village is centered around the MD 832 and Tyrone Road intersection and functions as a primarily residential area with some vacant and commercial uses. The Village is not located within a public water or sewer service area and is located along an unnamed tributary to Meadow Branch Big Pipe Creek. The Village is surrounded by forested, agricultural, and residential land uses. There are no Agricultural Preservation Easements located adjacent to the Village.

Historic Sites:

None Listed

Business Environment:

Businesses are dispersed throughout the Village and appear to include compressor maintenance and animal production uses.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for two semi-detached dwellings.

Public Facilities and Institutions:

There appear to be no public facilities and institutional land uses located in the Village.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Agriculture/Resource and Commercial land uses. There are also vacant and abandoned properties located inside the Village. Future land use map (Map 29) indicates properties in the vicinity of Tyrone Road have a future land use designation of "Village-Commercial/Industrial" while the rest of the Village has a future land use designation of "Village-Residential". It should be noted that five properties have a current land use of Single-Family Residential, and ten properties have another current land use.
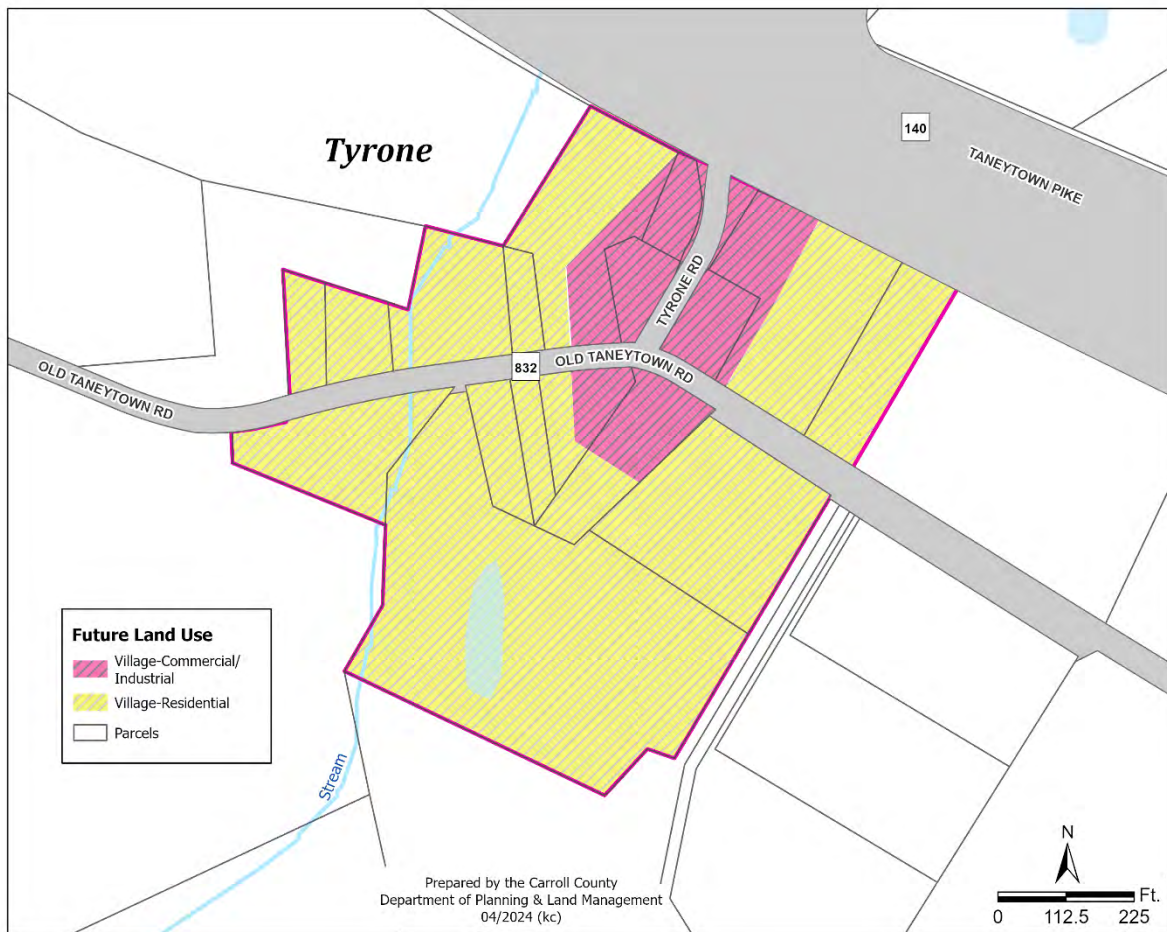
(Map 29: Village of Tyrone Future Land Use Map)

Tourism:

Running through the Village is the Old Main Streets Scenic Byway, a 111-mile, three-to-four-hour adventure from Emmitsburg east to the City of Westminster, south to Mount Airy, west to Thurmont, before heading back north to Emmitsburg. According to the Maryland Office of Tourism website, this tourism route is described as, "*vibrant streets that invite visitors to explore history, heritage and architecture while savoring the flavor of local shops, eateries and lodging*" (I). Please see the Maryland Office of Tourism website for more information.

Transportation:

(Images L to R: Maryland Route 832 Sign (Source II), Looking East near Village Center)

Roads:
The roadway that bisects the Village and is maintained by MDOT SHA is Old Taneytown Road (MD 832). The roadway that bisects the Village and is maintained by Carroll County is Tyrone Road.

In addition to vehicular traffic, Old Taneytown Road facilitates a segment of the 30.5-mile-long Taneytown 2 bike route. This route travels west to the Village of Detour and east to the Village of Frizzellburg, while also traversing through Downtown Taneytown.

Railroad:
The Village is not serviced by any railroad.

Sidewalk:
There is currently no sidewalk infrastructure located in the Village.

Sources:

(I)   Maryland Office of Tourism. (n.d.). Old Main Streets. VisitMaryland.org. https://www.visitmaryland.org/scenic-byways/old-main-streets

(II)   Jeff02. (2006, June 6). File:MD Route 832.SVG. Wikimedia Commons. https://commons.wikimedia.org/wiki/File:MD_Route_832.svg?uselang=en#Licensing

Union Mills

(Photos: L to R, Gardens at the Homestead, WWII Remembrance at MD 97 and Old Hanover Road Intersection)

Brief History:

"…*The extant grist mill was erected by the Shriver brothers to accomplish the deliberate union of effort (conglomerate) and location for which they met halfway between the former locations for two separate-entity businesses, a saw mill and a grist mill. As such the union was vital to the founding of the village of Union Mills as an important business area in the state*" (I).

Background:

The Village of Union Mills (Village) is located 7.3 miles north of the incorporated City of Westminster, along Littlestown Pike (MD 97). The Village is located 1.3 miles from the Village of Silver Run. The Village is located in election district three and is roughly 230 acres in area. The Village mainly runs along MD 97 and functions as a primarily residential area. The Village is not located within a public water or sewer service area. The Village is located along Deep Run, Big Pipe Creek and a couple unnamed tributaries to Big Pipe Creek. The Village is surrounded by mainly forested land uses. There are no Agricultural Preservation Easements located adjacent to the Village.

Historic Sites:

CARR-69 (St. Mary's Chapel)	CARR-1462 (Bridge (SHA 6031))
CARR-1409 (Union Mills Savings Bank)	

Business Environment:

Businesses are dispersed throughout the Village, and appear to include retail, warehouse, financial, farm, utility station, automotive, trucking, and riding stable uses.

Residential Environment:

There are mainly single-family detached dwelling units located inside the Village except for two semi-detached dwellings and three apartment buildings that have three, three, and four units each. There are also five accessory dwelling units in the Village.

Public Facilities and Institutions:

(Photo: Mill at Union Mills)

The only publicly owned facility located within the Village is the *Union Mills Homestead* property, a public park owned by Carroll County Government. According to the Union Mills Homestead website:

> *"The Union Mills Homestead, the Shriver family homestead for six generations, is a historic landmark located seven miles north of Westminster, Maryland, and 17 miles south of Gettysburg, Pennsylvania. This museum of American rural culture features original artifacts — everything is much the same as when the Shriver family lived there. Tours of the main house, blacksmith shop and functioning grist mill offer a step into the past. Its cultural and Civil War history make Union Mills Homestead a popular destination for school groups and*

history buffs. The beautiful gardens and rustic meeting barn provide a scenic venue for weddings and gatherings" (II).

Current events at the Homestead include, *Citizen Meets Soldier, Old Fashioned Corn Roast Festival, Maryland Microbrewery Festival, Mason-Dixon Jeep Gathering, Christkindlmarkt,* and *Flower and Plant Market* (II).

Other public facilities and institutional uses in the Village include the Silver Run/Union Mills Lions Club Community Park and one religious establishment (cemetery).
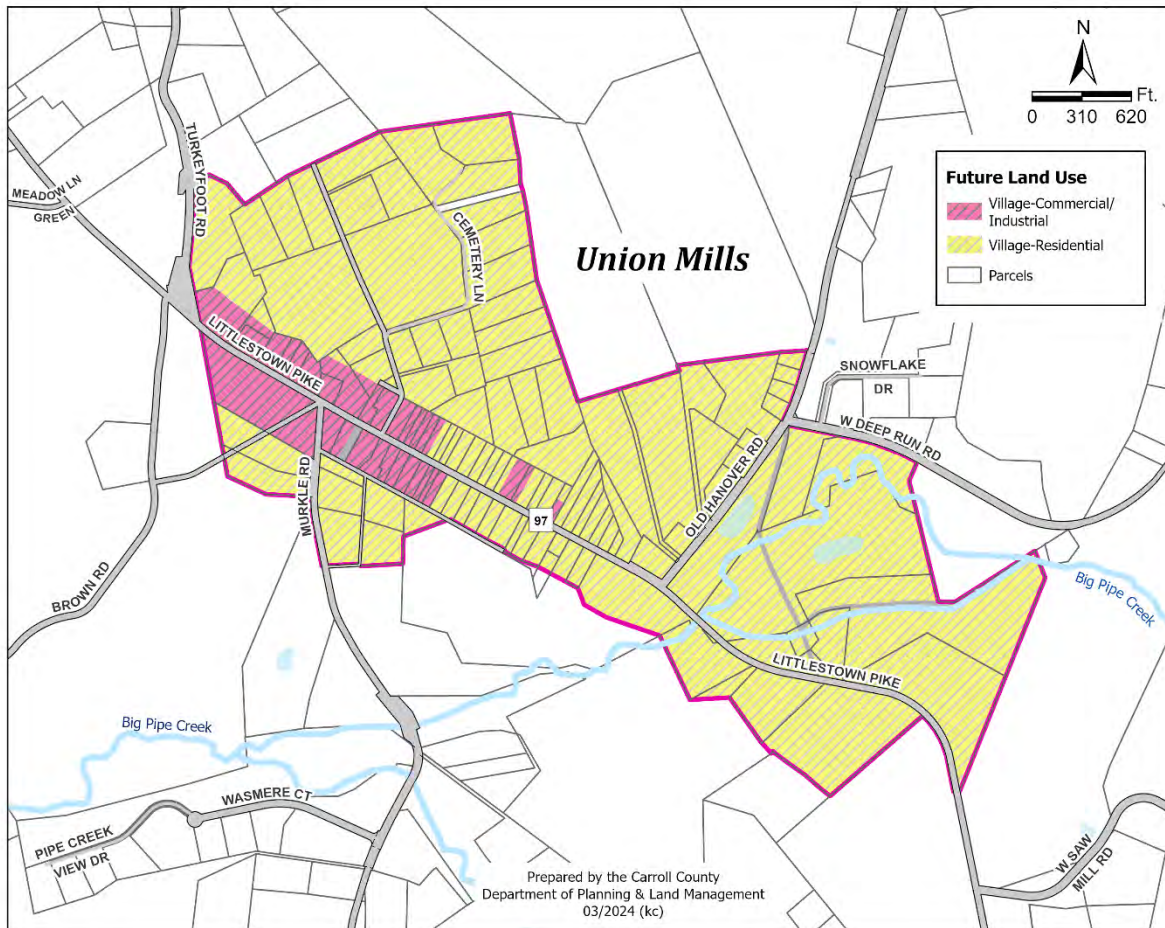
(Map 30: Village of Union Mills Future Land Use Map)

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Multi-family Residential, Mixed Office and Residential, Public Facilities and Institutions, Storage, Warehouse and Wholesale Trade, Commercial, Agriculture Resource, Private Institutions and Recreational Facilities, Utility, and Mixed Residential and Commercial land uses. There are also vacant and abandoned properties located inside the Village. Future land use map (Map 30) indicates most of the properties in the Village have a future land use designation of "Village-Residential", except for

properties mostly located along MD 97 in the vicinity of Murkle Road that have a future land use designation of "Village-Commercial/Industrial".

Tourism:

Please see the Public Facilities and Institutions section above for more information on the Union Mills Homestead.

Transportation:

(Maryland Route 97 Sign (Source III))

Roads:

The roadway that bisects the Village of Union Mills and is maintained by MDOT SHA includes Littlestown Pike (MD 97). Roadways that bisect the Village and are maintained by Carroll County include Old Hanover and Murkle Roads. According to the MDOT SHA Annual Average Daily Traffic (AADT) Locations Map, MD 97, in the Village, carried a 2022 AADT count of 9,124 vehicles and a Monday – Friday daily traffic count of 9,404 vehicles (IV).

According to County records, there is a planned road improvement "*MD 97 reconstruction from Pleasant Valley Road to Pennsylvania Line*". This project would greatly affect the Village since the project would be along the entirety of MD 97 within Village limits.

In addition to vehicular traffic, Murkle and Old Hanover Roads, as well as MD 97, facilitate a segment of the 30.2-mile-long Westminster North bike route. This route travels north near the Mason Dixon Line, while traversing part of Main Street Westminster, to the south.

Railroad:

The Village is not serviced by any railroad.

Sidewalk:

There is currently sidewalk infrastructure located within the Village along the west side of MD 97 for about 260 feet.

Sources:

(I)   Parish, P. (1970, November 16). National Register of Historic Places, Inventory - Nomination Form, Union Mills Homestead Historic District. Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/NR_PDFs/NR-46.pdf

(II)   Union Mills Homestead. (n.d.). Union Mills Homestead. Union Mills Homestead. https://unionmills.org/

(III)   Jeff02. (2006, February 22). File:MD Route 97.SVG. Wikimedia Commons. https://commons.wikimedia.org/wiki/File:MD_Route_97.svg?uselang=en#Licensing

(IV)   Maryland.Gov. (n.d.). MDOT SHA Annual Average Daily Traffic (AADT) Locations. Maryland's GIS Data Catalog. https://data-maryland.opendata.arcgis.com/datasets/mdot-sha-annual-average-daily-traffic-aadt-locations/explore?location=39.686198%2C-76.896053%2C15.83

Uniontown

(Photo: Looking West along Uniontown Road)

Brief History:

"*Uniontown is the gem of Carroll County's small towns and villages. It contains a variety of elements that make it representative of most early settlements in this region, including its plan which is linear along an important turnpike. Today, the town retains many of its early characteristics including its tree-lined streets and historic buildings. The town exhibits a diversity of nineteenth and early twentieth century structures that, in effect, present a lively museum of rural architectural styles and details. All of these features combine to create the quaint astrosphere and charm found in the community*" (I).

"*The unique quality of Uniontown is its physical character that portrays a townscape virtually unchanged from the turn-of-the-20th century. The few buildings that date from the mid-twentieth century are relatively inconspicuous. Moreover, the view from the town towards the adjoining countryside is preserved. A distinct boundary between village and countryside exists without the imposition of suburban subdivisions or strip development*" (I).

"*The link between the farmsteads and the village is not only visual. The raison d'etre of Uniontown was to serve as a social and commercial center for the surrounding farms. Settlement of Carroll County began in the 1730s through the establishment of self-sufficient farms by German settlers migrating south from Pennsylvania and English settlers moving west from tidewater Maryland.*

By the last decade of the eighteenth century, the density of the farming population had grown enough to support small communities of crafts and commerce. During the period 1790-1815, the majority of Carroll County' s small towns, such as Uniontown, were created. With its churches, taverns, craftsmen and businesses, Uniontown served a number of roles for its increasingly prosperous farming Community" (I).

***

"As the farming Community developed in the Uniontown area, the location for a Town site at Uniontown was favored by its topography and transportation routes. The location had a level site along the main road from Baltimore to Hagerstown that became a turnpike in 1808. At the west end of the site, the turnpike intersected with Buffalo Road, a major north-south thoroughfare that has since become extinct. Oral tradition states that the community was originally called "The Forks" because of this intersection" (I).

***

"The rapid growth of the town was partially due to the fact that many residents believed the state of Maryland would form a new county from portions of Frederick and Baltimore counties and that the central location of Uniontown would make it the choice for the county seat. During these years, a number of craftsmen and businesses moved into the community, some staying only a year or two before migrating farther west. It is also during this time that a newspaper was started in Uniontown that promoted the political causes of the community and provided world and local news. However, the new county (Carroll) was not formed until 1837, and a change in the proposed boundaries gave Westminster the central location and designation of county seat" (I).

***

"Being bypassed by the Western. Maryland Railroad in 1862 contributed to the lack of substantial development during the late nineteenth century. At that time, the terminus of the railroad was Union Bridge, a town that saw dramatic growth and joined Westminster as the major commercial centers in the region. New Windsor and the newly created village Linwood also saw commercial growth from the location of the railroad and supplanted Uniontown as the local trade centers" (I).

***

"Uniontown has maintained its quiet village character through the mid-twentieth century when the general development pressures existing throughout Carroll County began to make their presence felt within the community. Two major threats, a zoning proposal to create a housing subdivision on the outskirts of the town and a proposal by the State Highway Administration to cut down the trees in the village, confronted the community' s residents. These issues led to the enactment of a county historic preservation ordinance that now protects the architectural character of the community. In 1971, Historic Uniontown, Inc., was formed to promote historic preservation within the village and to restore and preserve the Uniontown Academy. The Old

Uniontown Bank was recently donated to the organization, and both properties are open as museums during Uniontown's special events" (I).

(Photo: Horse Head Hitch along Uniontown Road)

Background:

The Village of Uniontown (Village) is located 4.1 miles north of the incorporated Town of New Windsor, along Uniontown Road. The Village is located roughly 1.7 miles from the Village of Bark Hill. The Village is located in election district two and is roughly 89 acres in area. The Village mainly runs along Uniontown Road and functions as a quaint residential area. The Village is not located within a public water or sewer service area. The Village is located at the headwaters to an unnamed tributary of Meadow Branch Big Pipe Creek. The Village is surrounded by mainly agricultural land uses; has Agricultural Preservation Easements located around the Village; and has some Agricultural Preservation Easements located inside the Village, mainly in its southern portion.

Historic Sites:

In addition to containing numerous historic sites, Uniontown is also Carroll County's only historic district overlay. Residents in the Village have a "responsibility to apply for work permits when they perform any alterations, construction, etc." on their home or property (II). "Common alterations that require a work permit are installation of new windows, doors, shutters, siding, painting, fencing, and landscaping" (II). Alterations, construction, "applications for zoning text or map amendment, conditional use, variance, site plan and subdivision approvals, and any legislative or other proposals affecting properties that are located in the Historic District must be reviewed by the five-member Historic Preservation Commission (II).

CARR-352 (Mt. Joy M.E. Church & Cemetery, site)	CARR-188 (James Weller House)
CARR-180 (Charles Clarke House)	CARR-189 (Post Office & General Store)
CARR-369 (Rentzel House)	CARR-190 (David Stouffer House)
CARR-353 (William Hiteshew House)	CARR-191 (Reuben Gist House)
CARR-181 (I.O.R.M. Lodge Hall)	CARR-192 (Isaiah Pearce House)
CARR-182 (Crossed Keys Tavern)	CARR-193 (John Gore House)
CARR-183 (Daniel Cover House)	CARR-194 (Dr. Luther Kemp House)

CARR-185 (Masonic Hall, site)	CARR-195 (Uniontown Bank)
CARR-184 (Abraham Shriner House)	CARR-196 (Christian Harshberger House)
CARR-226 (Dennis Chaise House)	CARR-197 (Dr. Charles Hubbs House)
CARR-227 (Anna Hays House)	CARR-198 (Jacob Appler, Sr. House)
CARR-228 (Samuel Brown House & Springhouse)	CARR-199 (Daniel Dey House)
CARR-229 (James M. Slemmons House)	CARR-207 (Dr. Jacob J. Weaver, Sr. House)
CARR-230 (Ella May Will House)	CARR-208 (John Hyder House & Post Office)
CARR-231 (Harvey Erb House)	CARR-209 (Robert Dods House)
CARR-232 (David Yingling House, site)	CARR-210 (Henry Meyers House)
CARR-233 (Emanuel Formwalt House)	CARR-211 (Catherine & Rachel Beam House)
CARR-234 (Margaret Ferguson House)	CARR-212 (Lewis Myers House)
CARR-26 (Uniontown Academy)	CARR-214 (Daniel Sullivan House)
CARR-235 (Henry Guishard House)	CARR-215 (Jacob Royer House)
CARR-243 (David Stem House)	CARR-216 (Lutheran Parsonage)
CARR-289 (Charles Stevenson House)	CARR-217 (St. Paul's Lutheran Church)
CARR-288 (Jonas Crumbacker House)	CARR-218 (Tollgate House)
CARR-287 (Missouri Routson House)	CARR-219 (John W. Ferguson House)
CARR-312 (Edwin G. Gilbert House)	CARR-220 (William Thomas House)
CARR-313 (Susan Brown House)	CARR-223 (William Smith House)
CARR-314 (Sarah Herbach House)	CARR-224 (Jacob Smith House)
CARR-315 (Stephen Bower House)	CARR-225 (John B. Williams House)
CARR-316 (William A. Anders House)	CARR-222 (Charles Haines House)
CARR-318 (John Shriver House)	CARR-221 (Henrietta Dugan House)
CARR-319 (Reverend Deidrich Graves House)	CARR-244 (Methodist Parsonage)
CARR-320 (William Curry House)	CARR-245 (United Methodist Church)
CARR-345 (Johnathan Davis House)	CARR-4 (Weaver-Fox House)
CARR-346 (Jacob R. Thomas House)	CARR-242 (Rising Sun Tavern, site)
CARR-347 (John Kurtz House)	CARR-349 (William Segafoose House)
CARR-317 (Uniontown Elementary School)	CARR-350 (Charles Devilbiss House)
CARR-348 (Uniontown Hotel)	CARR-354 (George Slonaker House)
CARR-351 (St. Mark's Protestant Episcopal Church, site)	CARR-362 (St. Lucas Reformed Church, site)
CARR-186 (John Smith House)	CARR-12 (First Printing Press)
CARR-187 (Henry Herbaugh House)	CARR-179 (Uniontown Historic District)

Business Environment:

Businesses are dispersed throughout the Village, and appear to include trucking, retail, farm, and veterinary uses.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for the addition of five accessory dwelling units, three semi-detached dwelling units, and two apartment buildings.
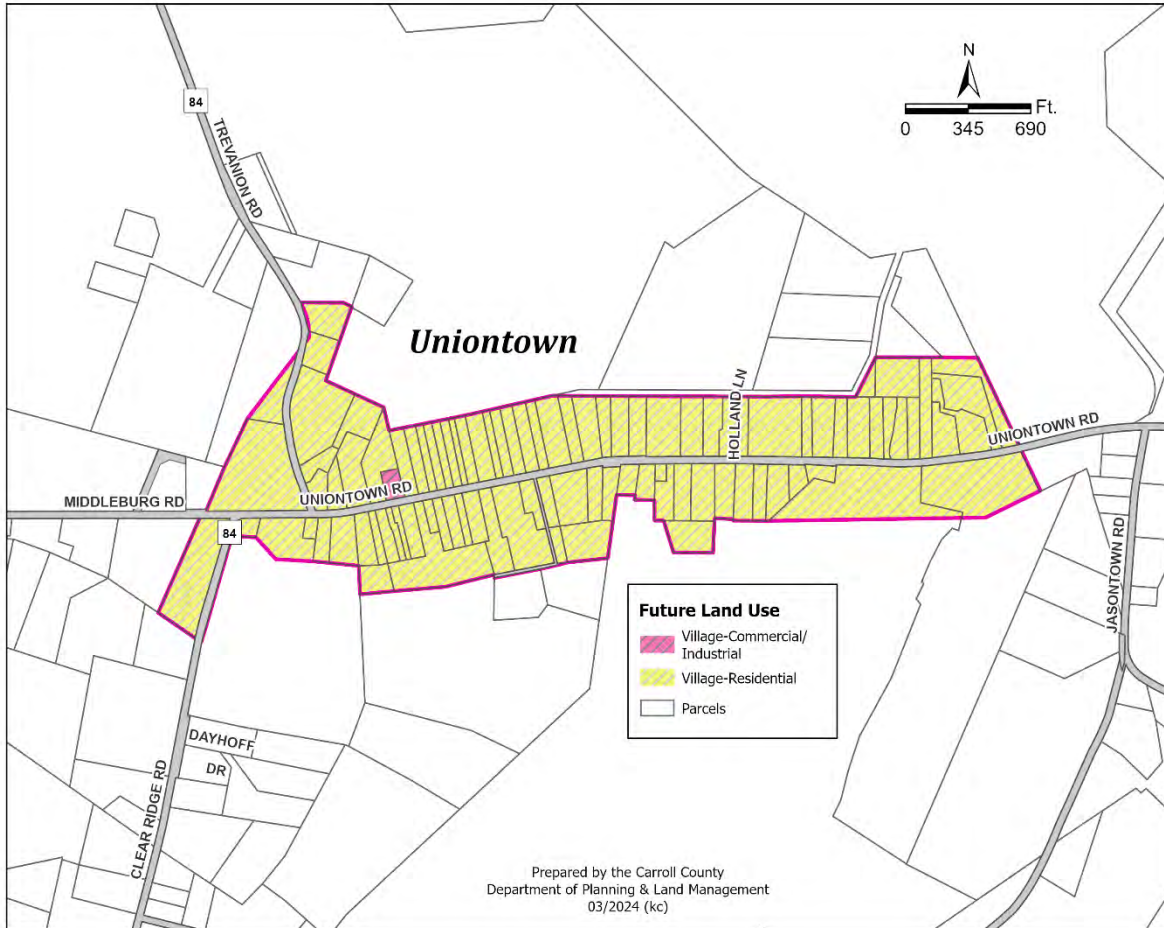

(Photo: Weaver-Fox House (Source III)

Public Facilities and Institutions:

There are several religious uses located in the Village.

(Map 31: Village of Uniontown Future Land Use Map)

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Multi-Family Residential, Transportation Support, Public Facilities and Institutions, Agriculture/Resource, Mixed Residential and Commercial, and Office land uses. There are also vacant and abandoned properties located inside the Village. Future land use map (Map 31) indicates all properties in the Village have a future land use designation of "Village-Residential" except for one property located at 3462 Uniontown Road that has a future land use designation of "Village-Commercial/Industrial".

Tourism:
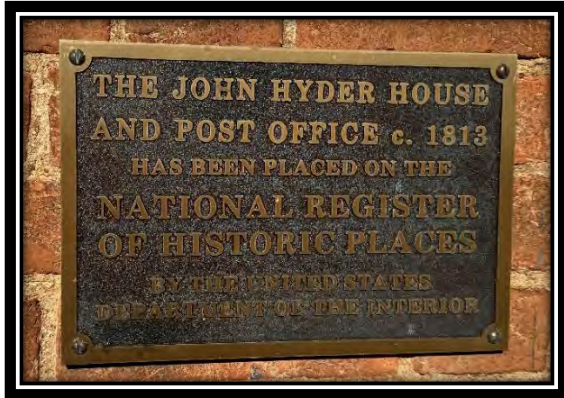
(Photos L to R: John Hyder House Plaque, Uniontown Bank (Source IV)

Running through the Village is the Old Main Streets Scenic Byway, a 111-mile, three-to-four-hour adventure from Emmitsburg east to the City of Westminster, south to Mount Airy, west to Thurmont, before heading back north to Emmitsburg. According to the Maryland Office of Tourism website, this tourism route is described as, "*vibrant streets that invite visitors to explore history, heritage and architecture while savoring the flavor of local shops, eateries and lodging*" (V). Please see the Maryland Office of Tourism website for more information.

Transportation:

Roads:
Roadways that bisect the Village and are maintained by MDOT SHA include Trevanion (MD 84) and Clear Ridge Road (MD 84). Roadways that bisect the Village and are maintained by Carroll County include Uniontown and Middleburg Roads.

According to the *2023 Countywide Transportation Master Plan*, there is a planned road improvement "*MD 84 reconstruction from MD 75 (Green Valley Road) to Baust Church Road*". This would affect the most westerly portion of the Village.

In addition to vehicular traffic, Uniontown and Middleburg Roads facilitate a segment of the 30.5-mile-long Taneytown 2 bike route. This route travels west to the Village of Detour and east to the Village of Frizzellburg, while also traversing through Downtown Taneytown.
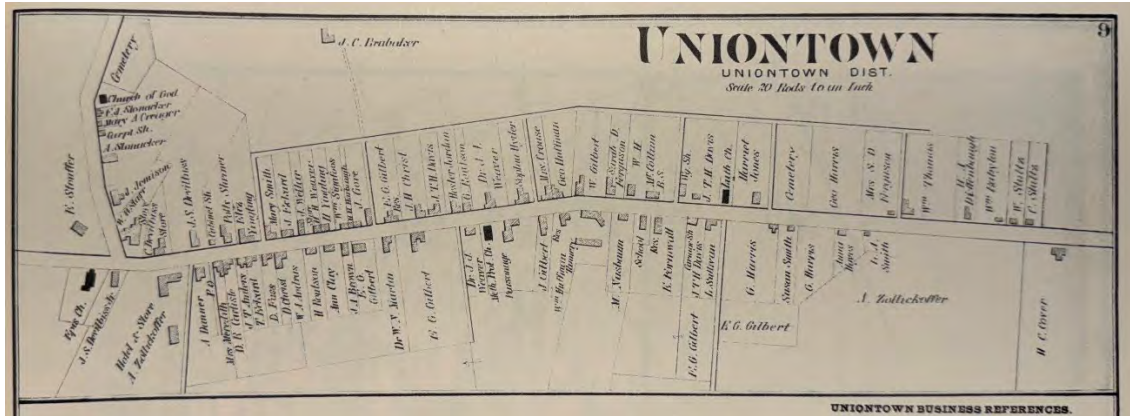
Railroad:
The Village is not serviced by any railroad.

Sidewalk:
There is currently sidewalk infrastructure partly located inside the Village along Uniontown Road with a gap in infrastructure.

(Map: Uniontown Map (Source VI))

Sources:

(I)   Getty, Joe. (1985). National Register of Historic Places, Inventory-Nomination From, Uniontown Historic District. Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/NR_PDFs/NR-941.pdf

(II)   Carroll County Department of Planning. (n.d.-b). Historic District of Uniontown & the Historic Preservation Commission of Carroll County, MD . https://www.carrollcountymd.gov/media/14444/hpc-public-outreach-trifold.pdf

(III)   Rivoire, R. J. (1975, July 8). National Register of Historic Places, Inventory -- Nomination Form, Weaver-Fox House. Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/NR_PDFs/NR-350.pdf

(IV)   Getty, J. (1984). CARR-195, Uniontown Bank. Maryland Historical Trust. https://apps.mht.maryland.gov/Medusa/PDF/Carroll/CARR-195.pdf

(V)   Maryland Office of Tourism. (n.d.). Old Main Streets. VisitMaryland.org. https://www.visitmaryland.org/scenic-byways/old-main-streets

(VI)   Lake, Griffing, & Stevenson. (1993). Atlas of Carroll Co. Maryland (Vol. 1993). Historical Society of Carroll County.

Warfieldsburg

Background:

The Village of Warfieldsburg (Village) is located 4.2 miles south of the incorporated City of Westminster, along Ridge Road (MD 27). The Village is located 3.7 miles from the Village of Shipley. The Village is located in election district seven and is roughly 66 acres in area. The Village is mainly inside the tri-street area of MD 27, Stone Chapel, and Old Westminster Roads and functions as a residential area with some commercial businesses. The Village is not located within a public water or sewer service area. Morgan Run traverses the western section of the Village. Furthermore, the Village is surrounded by agricultural and residential land uses. Agricultural Preservation Easements are located around the Village, to the North, South, East, and West. There are Agricultural Preservation Easements located in the western sector of the Village.

Historic Sites:

CARR-439 (Old Warfieldsburg School)	CARR-1547 (Cook-Sellman Store)

Business Environment:

There are two businesses located inside the Village that include a farm and a pressure washing company.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for a semi-detached dwelling unit.

Public Facilities and Institutions:

There are no public facilities and institutional land uses located in the Village.

Land Use:

Land in the Village is currently mostly used for residential with some Agriculture/Resource and Mixed Office and Commercial land uses. There are also vacant properties located inside the Village. Future land use map (Map 32) indicates all properties in the Village have a future land use designation of "Village-Residential".
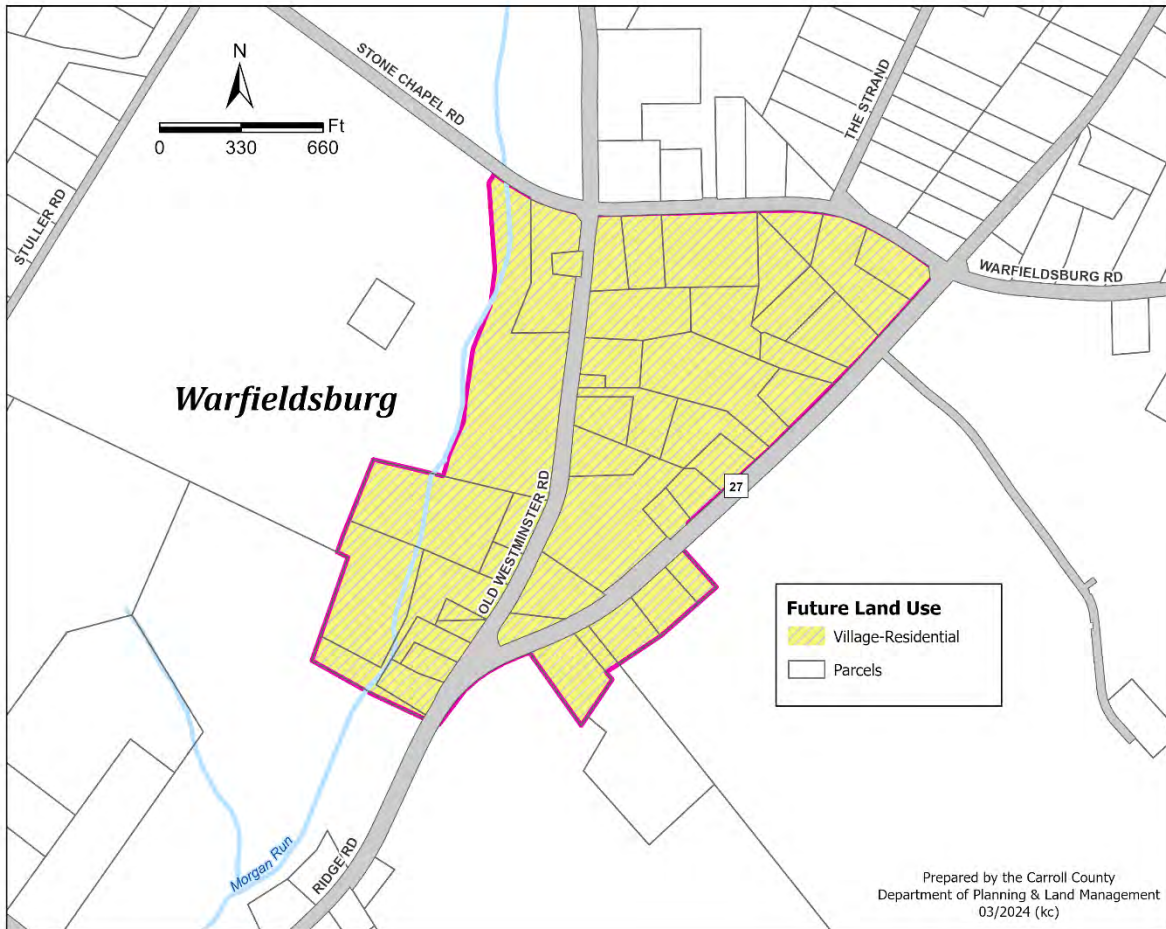
(Map 32: Village of Warfieldsburg Future Land Use Map)

Transportation:

(Maryland Route 27 Sign (Source I)

Roads:

The roadway that bisects the Village and is maintained by MDOT SHA is Ridge Road (MD 27). The roadway that traverses the Village and is maintained by Carroll County is Old Westminster Road.

Railroad:

The Village is not serviced by any railroad.

Sidewalk:

There is currently no sidewalk infrastructure located inside the Village.

Sources:

(I)   Jeff02. (2006, February 22). File:MD Route 27.SVG. Wikimedia Commons. https://commons.wikimedia.org/wiki/File:MD_Route_27.svg?uselang=en#Licensing

Watersville

Background:

The Village of Watersville (Village) is located 3.8 miles east of the incorporated Town of Mount Airy, along Watersville Road. The Village is located roughly 3.9 miles from the Village of Woodbine. The Village is located in election district 13 and is roughly 20 acres in area. The Village mainly runs along Watersville Road and functions as a residential area. The majority of the Village is not located within a public water or sewer service area. The Village is located where an unnamed tributary to South Branch Patapsco River intersects the South Branch Patapsco River. The Village is surrounded by agricultural and forested land uses. There are no Agricultural Preservation Easements located around the Village.

Historic Sites:

CARR-1326 (England & Kenly Store)	CARR-1106 (Watersville M.E. Church)

Business Environment:

The only business in the Village is a landscaping company.

Residential Environment:

There are only single-family detached dwellings located inside the Village.

Public Facilities and Institutions:

Two properties located in the southwest portion of the Village are in the Long-Range water and sewer service categories for the Town of Mount Airy. Please refer to the Carroll County Water and Sewer Master Plan for more information.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential with some Agriculture/Resource and Storage, Warehouse and Wholesale Trade land uses. There is also one abandoned property located inside the Village. Future land use map (Map 33) indicates most of the properties have a future land use designation of "Village-Residential". Some properties along the South Branch Patapsco River do not have a future land use designation.
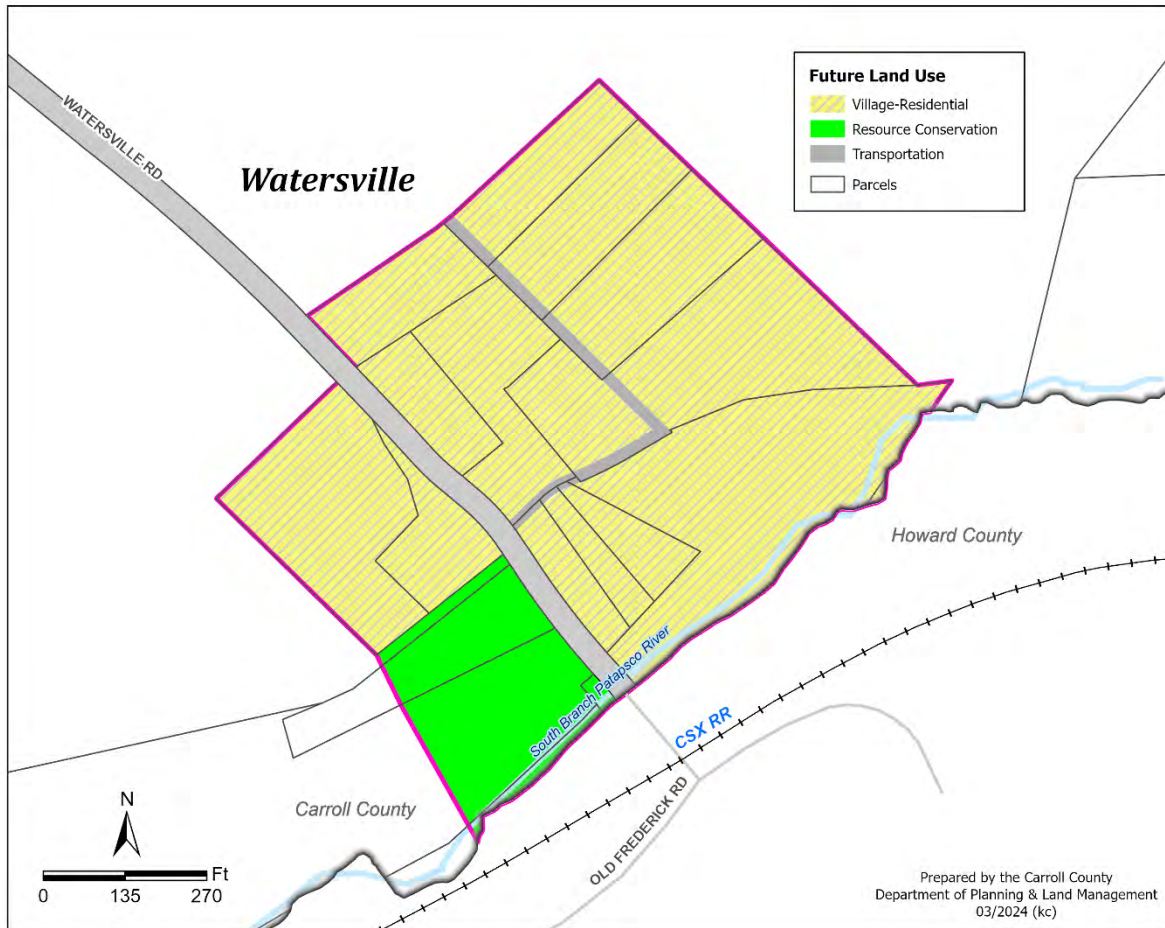
(Map 33: Village of Watersville Future Land Use Map)

Transportation:

Roads:

The only roadway that bisects the Village is Watersville Road and is maintained by Carroll County.

Railroad:

The CSX Transportation railroad track runs through the Village. This railroad connects Baltimore and Frederick, Maryland.

Sidewalk:

There is currently no sidewalk infrastructure located inside the Village.

Winfield

Background:

The Village of Winfield (Village) is located 8.8 miles northeast of the incorporated Town of Mount Airy, along Salem Bottom Road, where it intersects with Old Liberty Road West (MD 850J). The Village is located roughly 1.9 miles from the Village of Taylorsville. Winfield is located in election districts nine and 14 and is roughly 366 acres in area. The Village mainly runs along MD 850J, Woodbine, and Salem Bottom Roads and functions as a dispersed developed village. The Village is not located in a water service area. Most of the Village is not located within a public sewer service area. Piney Run and unnamed tributaries to Piney Run are located within the Village. The Village is mainly surrounded by agricultural land uses and has Agricultural Preservation Easements located to its north and east sides. There is also one small portion of an Agricultural Preservation Easement located inside the Village.

Historic Sites:

CARR-579 (Ebenezer M.E. Church)

Business Environment:

Businesses located throughout the Village appear to include contractor equipment storage, funeral home, building supply/sales, vehicle sales, retail, tax service, towing/salvage, medical office, farm, fuel station, restaurants, liquor, self-storage, and construction uses.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for three apartment buildings. Additionally, one property contains two single family dwelling units.

Public Facilities and Institutions:

(Photos L to R: Sign and Flagpole at Mayeski Park and South Carroll High School)

Mayeski and Winfield Parks are both in the Village. According to Carroll County Recreation and Parks, Mayeski Park currently offers baseball and softball fields, multi-purpose fields, pavilions, a picnic area, playground, and seasonal restrooms (I). Winfield Park currently offers baseball and softball fields (I).

South Carroll High School is a regional high school that serves the southwest area of the county, including the municipality of Mount Airy (II). Winfield Elementary School is also located in the Village along with the Winfield Community Volunteer Fire Department, a road maintenance facility, and a utility facility owned by the County Government. There is one religious institution located in the Village. The Winfield Community Volunteer Fire Department hosts many events such as the All You Can Eat Spaghetti Dinner, Choosing and Using Portable Fire Extinguishers, All Day Bingo, and the Pink Sea Glass Fundraiser (III).

Areas of the Village located in a sewer service area include properties owned by the Board of Education of Carroll County (Winfield Elementary School and South Carroll High School); Carroll County Commissioners; and Winfield Community Volunteer Fire Department. Please refer to the Carroll County Water and Sewer Master Plan for more information.

Land Use:

Land in the Village is currently mostly used for Single-Family Residential, with some Two-Family Residential, Multi-Family Residential, Storage, Warehouse and Wholesale Trade, Public Facilities and Institutions, Commercial, Transportation, Mixed Office and Commercial, Waste Related, Agriculture/Resource, Office, Mixed residential and Commercial, Private Institutions and Recreational Facilities, and Utility land uses. There are also vacant and abandoned properties located inside the Village. Future land use map (Map 34) indicates "Village-Residential" for most of the Village properties except for properties located along MD 850J, for the majority of its length west of South Carroll High School, and an area located around the intersection of Salem Bottom and Liberty Road (MD 26), that has a future land use designation of "Village-Commercial/Industrial". Property owned by the Board of Education of Carroll County, including South Carroll High and Winfield Elementary School, have a future land use designation of "School".
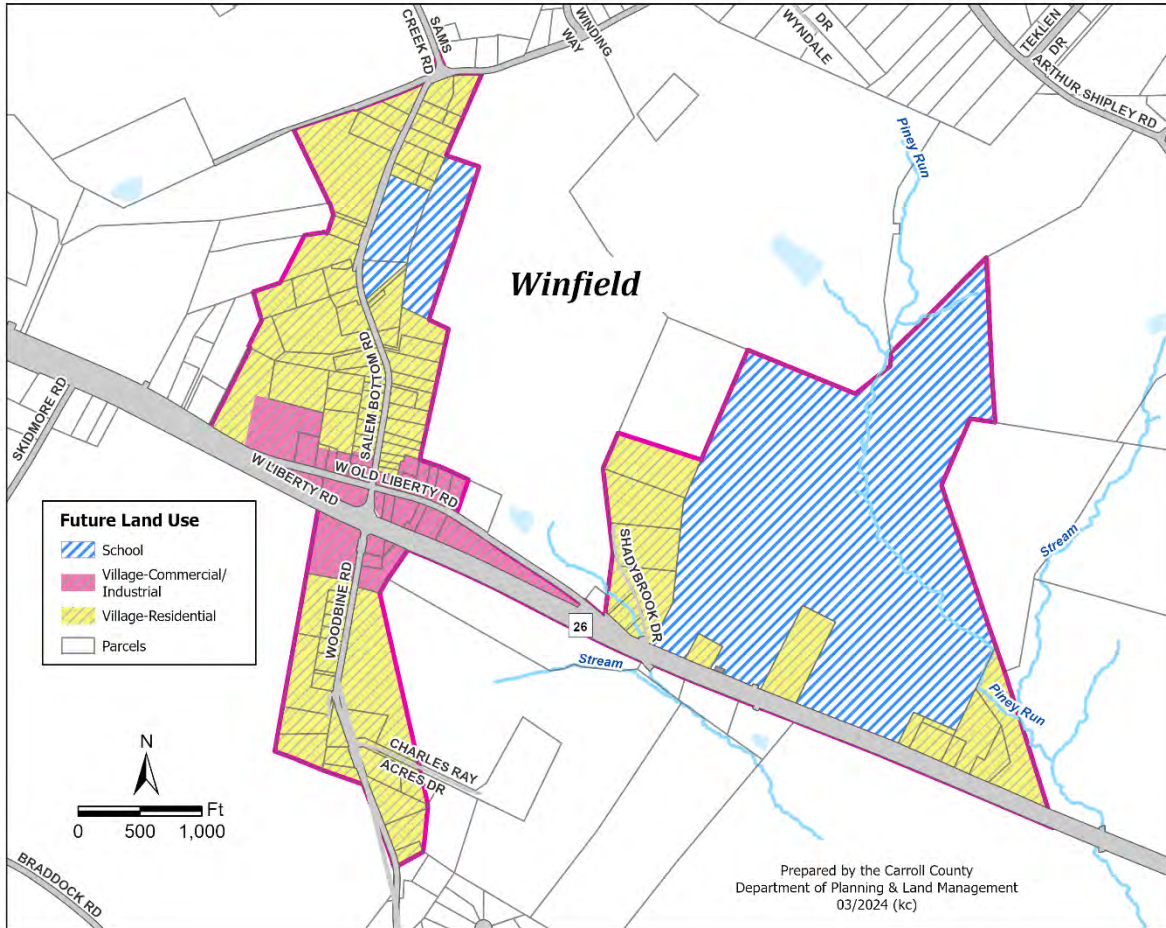
(Map 34: Village of Winfield Future Land Use Map)

Transportation:

(Images L to R: Maryland Route 26 (Source IV) and 850 (Source V) Signs)

Roads:

Roadways that bisect the Village of Winfield and are maintained by MDOT SHA include, Liberty Road (MD 26), Old Liberty Road West (MD 850J), and two small unnamed connector roads (MD 26C and 26D). Roadways that bisect the Village and are maintained by Carroll County include Woodbine, Salem Bottom, and Sams Creek Roads. According to the MDOT SHA Annual Average Daily Traffic (AADT) Locations Map, Liberty Road, east of the Village, carried a 2022 AADT count of 10,205 vehicles and a Monday – Friday daily traffic count of 10,515 vehicles. (VI)

In addition to vehicular traffic, Sams Creek Road facilitates a segment of the 33.6-mile-long Sykesville bike route. This route travels east to Eldersburg and Sykesville and west through the Village of Taylorsville.

Railroad:

The Village is not serviced by any railroad.

Sidewalk:

There is currently no sidewalk infrastructure located around the majority of the Village, except for a small section at the western side of Woodbine Road and MD 26. There is also sidewalk infrastructure at the two schools.

Source:

(I)   Carroll County Department of Recreation and Parks. (n.d.). Parks. Carroll County
       Government. https://www.carrollcountymd.gov/government/directory/recreation-
       parks/places-to-go/parks/

(II)   Carroll County Public Schools. (n.d.). School Boundary Maps. Carroll County Public
       Schools. https://www.carrollk12.org/about/school-boundary-maps

(III) Winfield Community Volunteer Fire Department. (n.d.). Events. Winfield Community
       Volunteer Fire Department. https://www.winfieldvfd.org/apps/public/events/

(IV)   Jeff02. (2006, February 22). File:MD Route 26.SVG. Wikimedia Commons.
       https://commons.wikimedia.org/wiki/File:MD_Route_26.svg?uselang=en#Licensing

(V)   Jeff02. (2006m, June 8). File:MD Route 850.SVG. Wikimedia Commons.
       https://commons.wikimedia.org/wiki/File:MD_Route_850.svg?uselang=en#Licensing

(VI)   Maryland.Gov. (n.d.). MDOT SHA Annual Average Daily Traffic (AADT) Locations.
       Maryland's GIS Data Catalog. https://data-
       maryland.opendata.arcgis.com/datasets/mdot-sha-annual-average-daily-traffic-aadt-
       locations/explore?location=39.686198%2C-76.896053%2C15.83

Woodbine

(Photo: Woodbine Road and the CSX Transportation Railroad Track)

Background:

The Village of Woodbine (Village) is located 8.1 miles west of the incorporated Town of Sykesville, along Woodbine Road, near where the CSX Transportation railroad track crosses. The Village is located roughly 3.9 miles from the Village of Watersville. The Village is located in election district 14 and is roughly 136 acres in area. The Village mainly runs along Woodbine Road and functions as a primarily residential area to the north and a commercial area to the south. Woodbine is not located within a public water or sewer service area. The Village has an unnamed tributary to South Branch Patapsco River running adjacent to its west side and the South Branch Patapsco River runs through its southern most section. The Village is mainly surrounded by residential and agricultural land uses and has an Agricultural Preservation Easement located to its east that extends into the Village.

Historic Sites:

None Listed

Business Environment:

Businesses are dispersed throughout the Village, and appear to include contractor, railroad, office, retail, contractors equipment storage, automotive, landscaping, farm, and nursery uses.

Residential Environment:

There are mainly single-family detached dwellings located inside the Village except for a semi-detached dwelling, three apartment buildings, and an accessory dwelling unit located on a single-family lot.

Public Facilities and Institutions:

The Woodbine United States Post Office and one religious institution is in the Village.
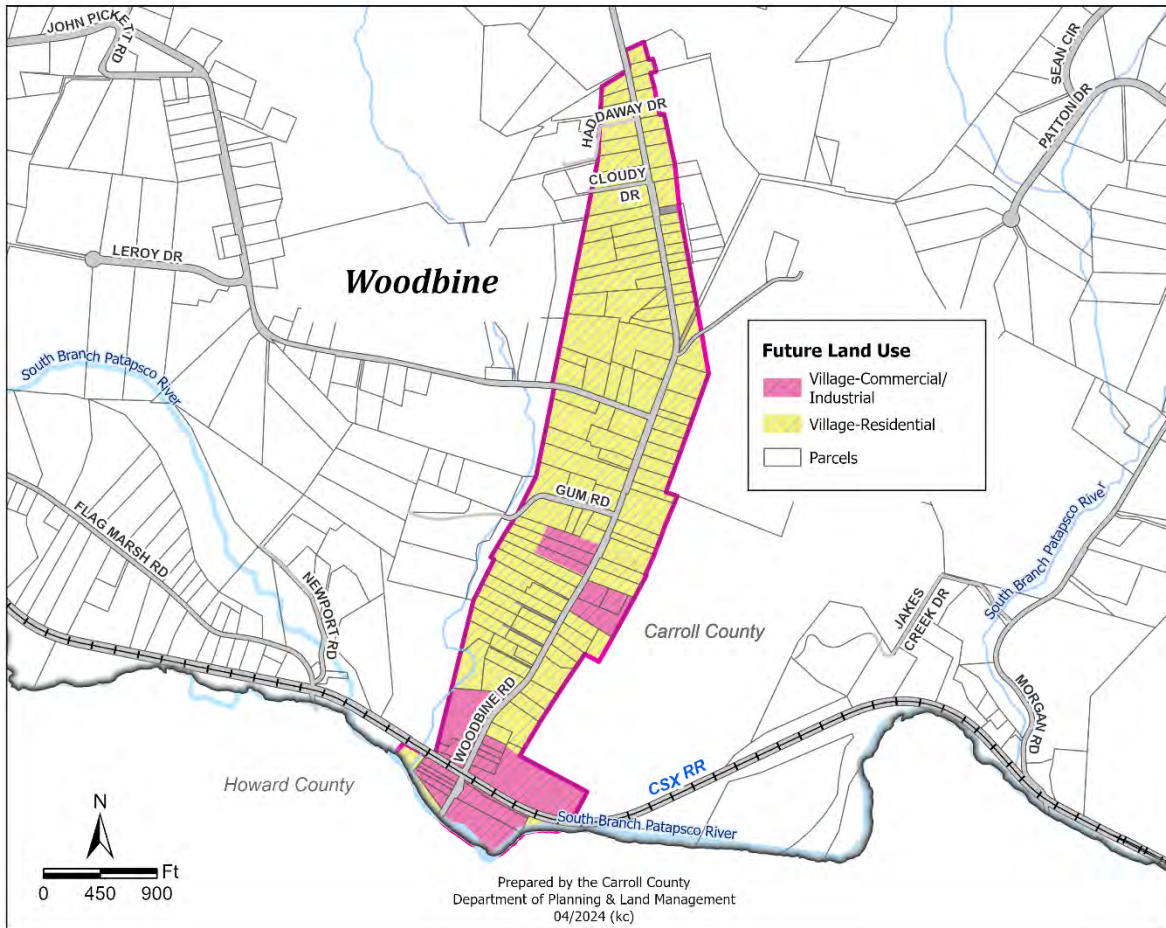
(Map 35: Village of Woodbine Future Land Use Map)

Land Use:

Land in the Village is currently mostly used for Single Family Residential, with some Two-Family Residential, Multi-Family Residential, Commercial, Transportation, Mixed Office and Commercial, Storage, Warehouse and Wholesale Trade, Public Facilities and Institutions, Mixed Residential and Commercial, and Agriculture/Resource land uses. There are also vacant and abandoned properties located inside the Village. Future land use map (Map 35) indicates most of the properties in the Village as "Village-Residential". There are properties that have a future land use designation of "Village-Commercial/Industrial" located near the CSX Transportation railroad track, near the United States Post Office, and to the northwest of the Post Office.

Transportation:

Roads:
All roadways that bisect the Village are maintained by Carroll County and include Woodbine and John Pickett Road. The southern part of the Village is also located about a mile from Interstate 70.

Railroad:
The CSX Transportation railroad track runs through the Village. This railroad connects Baltimore and Frederick, Maryland.

Sidewalk:
There is currently no sidewalk infrastructure located inside the Village.

Appendix A

Carroll County Existing Use-of-Land Inventory Categories and Definitions

The following land-use categories pertain to the occupation, use, or activity of land in place at the time existing land use was inventoried. These uses mostly relate to the descriptions in the proposed Table of Land Uses. The classification of land use includes the use activity occurring on the land or within a building or buildings situated on the land. Assignment of the land-use category for an individual property is based on the predominant use of the property.

All uses were identified using the general category (e.g., Commercial), and one of the subcategories (e.g., auto service center) provided below. Note, some general category's do not have subcategories (e.g., Mixed Office and Residential). For reasonable practicality, general categories that do not have specific subcategories identified were not assigned a subcategory.

Existing Use-of-Land Inventory Categories:

Single-Family Residential: A detached building designed for or used exclusively for residential purposes by residents as a single dwelling unit.

Note: In general, if the property is larger than 10 acres and is predominantly agricultural in use, wooded, or otherwise occupied by environmental resources, the property falls under the "_Agriculture/Resource_" land-use category.

Examples:

- a single-family dwelling unit
- a single-family (principal) dwelling unit plus one accessory attached dwelling unit
- a single-family (principal) dwelling unit plus one accessory detached dwelling unit

Two-Family Residential: A detached building designed for or used exclusively for residential purposed by two families.

Examples:

- duplex (one dwelling unit above the other)
- semi-detached units (two dwellings, attached and located side-by-side) located on abutting lots
- semi-detached units (two dwellings, attached and located side-by-side) located on the same lot

Two-Family Residential can include an ADU. If so, note:
- plus one accessory attached dwelling unit
- plus one accessory detached dwelling unit

Multi-Family Residential: On an individual property, a detached building or group of attached buildings containing, in total, three or more dwelling units, except townhouses.

Examples:

- age-restricted housing/retirement home
- apartment buildings
- condominiums

Townhouse: One of a group of more than two attached units, each of which units are separated by a continuous common wall and any adjacent units has its own access to the outside.

Commercial: A land use or activity involving the sale of commodities directly to the consumer (i.e., retail), or services administering to the needs of persons, households, or businesses.

Examples:

- auto service center
- banks/savings institutions, credit union
- bed & breakfast
- country inn
- building supplies sales/storage
- butcher shop
- car wash

- caterers
- event/banquet facility
- commercial parking lots and garages
- crematories
- fertilizer sales and storage
- fuel station
- funeral homes
- hotels/motels
- restaurant with drive-thru facility
- restaurants/bars
- general retail or service (<10,000sf)
- general retail or service (10,000 – 60,000 sf)
- general retail or service (over 60,000 sf)
- vehicle repair
- vehicle sales lot

NOTE: SDAT was used to determine the above ground living area.

Mixed Residential and Commercial*: Properties that are developed with a mix of residential uses (dwelling units) and commercial uses will be classified in this land-use category. The mix of uses can be within a single building or among buildings located throughout the site. Typically, if the mix of uses is within one building, the residential uses are located above the ground floor level of commercial uses.

Office: An establishment whose primary activity is conducting the affairs of a business, profession, service industry, or government.

Examples:

- business office
- dental center
- medical center [not hospital],
- professional office
- public office
- veterinary facility
- veterinary facility, with runways

Mixed Office and Commercial*: May be a combination with offices, research and development, quasi-retail sales, and other uses that include industrial (light manufacturing and assembly), warehouse storage, and distribution activities. The mix of uses can be within a single building or among buildings located throughout the site.

Mixed Office and Residential*: The mix of uses can be within a single building or among buildings located throughout the site. Typically, if the mix of uses is within one building, the residential use(s) are located above the ground floor level of office use(s).

Mixed Office, Residential, and Commercial*: The mix of uses can be within a single building or among buildings located throughout the site. Typically, if the mix of uses is within one building, the residential use(s) are located above the ground floor level of office and commercial use(s).

Industrial/Manufacturing: Land that is used to assemble, fabricate, finish, reduce, manufacture, package, or process goods in a manner where the form, character, or appearance changes. Industrial uses also include mineral extraction.

Examples:

- animal slaughtering and processing
- artisan manufacturing
- bottling
- brewery (note if on-site consumption)
- carpet cleaning/industrial laundry
- concrete mixing/manufacturing
- concrete/asphalt recycling
- concrete/ceramic products manufacturing
- conveyor system
- distillery (note if on-site consumption)
- extractive operation
- food processing/packing plant
- foundry
- heavy chemical manufacture
- heavy manufacturing (see Chapter 158 definition)
- indoor processing of medical cannabis
- laboratory
- light manufacturing (see Chapter 158 definition)
- mining

- petroleum products refining
- print shops
- sawmill
- sign shop
- structural steel fabricating
- welding/carpentry/machine shop
- wineries (note if on-site consumption)

Storage, Warehouse and Wholesale Trade: Wholesale trade is a building where the sale of commodities or goods, usually in large quantities, are distributed to retail outlets for resale to ultimate consumers. Warehousing is the storage of goods, equipment, or materials to be used or installed at other premises.

Examples:

- above-ground storage of petroleum products (2,000 gallons or greater)
- distribution facility
- indoor or outdoor contractor's equipment storage facility
- self-service storage facility
- storage of sewage sludge
- underground petroleum products storage
- warehouse (includes indoor storage)
- outdoor storage

Public Facilities and Institutions: Uses involving a public/quasi-public use of a nonprofit nature, typically to provide a public service (including educational, cultural, governmental, and religious purposes).

Examples:

- County or municipal community center
- homeless shelters or other residential facilities providing a public/social service
- hospitals
- museum
- public facility (federal, state, county or municipal)
- religious establishments
- schools (art, trade, business, dance etc.)
- schools (public)
- senior/community centers

Agriculture/Resource: Agriculture includes the use of land for growing of crops, dairying, pasturage, horticulture, floriculture, viticulture, or animal/poultry/honeybee husbandry. The term "agriculture" encompasses the farmhouse and accessory uses and structures customarily incidental to agricultural activities that may exist on the property. Agriculture also includes stabling or training equines, and providing riding lessons, training clinics, and schooling shows. Resource land relates to property that is occupied by natural or environmental resources, including wooded areas and forests, wetlands, streams, ponds, steep slopes, floodplains, natural vegetation, and fish and wildlife and their habitat.

***Note: If improved with a house, property that is 10 acres or smaller in size falls under a Residential land-use category, unless the land is obviously used for agriculture.

Examples:

- agricultural research laboratories
- animal production
- crop production
- feed or grain sales
- fishing enterprises
- flour or grain milling
- forested or wooded areas (including forestry and logging operations)
- greenhouse and nursery operations
- hunting enterprises
- large areas of environmental resources
- riding stables
- service, repair, or sale of farm equipment
- tree farms (distinguished from forest management and timber harvesting)

Private Institutions and Recreational Facilities:

Uses in the private institutional and recreational facilities group provide institutional and recreational services and opportunities to the public but are not owned or leased by the public or a non-profit cultural or religious entity.

Examples:

- adult entertainment
- amusement park
- animal racing facilities (racetracks)
- assisted living facility
- conference center
- continuing care retirement
- day care center
- golf courses and country clubs
- private indoor recreation facility
- indoor theater
- indoor gun club or shooting range
- private nature preserves
- nursery school
- nursing homes
- outdoor drive-in theater
- private outdoor recreational facility
- outdoor gun club or shooting range
- retreat facility
- riding academy
- schools (private)

Transportation: Properties that are comprised of stationary structures or facilities, located on or beneath ground, which enable the transport of people (passengers) or goods (freight); essentially the transportation infrastructure.

Examples:

- railroad track
- railroad stations
- airfields
- airports
- heliports
- park & ride lots

- terminals (loading/unloading people/freight)

Transportation Support Uses: These businesses use the transportation infrastructure to move people and goods.

Examples:

- freight trucking businesses
- bus and charter bus companies
- taxi and limousine services
- school bus companies
- motor vehicle towing companies

Utility: All lines and facilities related to the provision, distribution, collection, transmission, or disposal of water, stormwater, sanitary sewage, oil, gas, heat, steam, power (e.g., electricity), information, and telecommunications. This land-use category applies if the property is devoted to the use as opposed to an easement on the property that allows the use.

Examples:

- coal yard
- communications tower
- communications tower complex (more than one tower)
- electric power generation plants
- pipelines for the transport of crude oil/petroleum products/natural gas
- power/gas line/substations
- solar energy conversion facility
- stormwater management pond
- utility equipment building, yard or station
- wind energy conversion facility
- water/sewer facilities (waterlines, sewer lines, pumping stations, treatment plants, well house)
- wind energy conversion facility

Waste Related:
- garbage, offal, or dead animal reduction
- incinerator
- junk, salvage, recycling yard

- oil-contaminated soil facility
- sanitary landfill

Vacant Land: Property that is not being actively used for any purpose and is unimproved (i.e., no buildings or structures are on the property). To be considered vacant, the property must not be in use for other purposes, such as productive agriculture, designated open space, parkland, natural preserve, etc. If no development activity has started on a recorded subdivision lot, it is considered vacant. "Vacant land" typically is a temporary status and connotes imminent change or high potential for change to a different use.

Abandoned: Property that is not being actively used for any purpose and is improved (i.e., with buildings or structures on the property).

Examples:

- residential
- commercial

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*Note, due to the reasonable difficulty of accurately assigning multiple uses on each property, only the "*Existing Use of Land General Category*" was used.

Appendix B

Current Land Use Classification	
Land Use	**Color**
Agriculture Activity	Light Gold
Resource Activity	Green
Single-Family; Two-Family; Multi-Family Residential Activity	Yellow
Commercial; Mixed Residential and Commercial; Office; Mixed Office and Commercial; Mixed Office and Residential; Mixed Office, Residential, and Commercial Activity	Red
Industrial/Manufacturing; Storage, Warehouse and Wholesale Trade; Waste Related; Transportation Support Uses Activity	Purple
Transportation Activity	Gray
Public Facilities and Institutions Activity	Light Blue
Private Institutions and Recreational Facilities Activity	Blue
Utility Activity	Black
Unclassifiable; Vacant Activity; Abandoned	NA

"**_Rural village_**" means a Rural Village, village center, or other unincorporated area that is primarily residential, including an area with historic qualities, that is located in an otherwise rural or agricultural area and for which new growth, if any, would derive primarily from in-fill development or limited peripheral expansion.

-Per State Law § 5-7B-01.(f)