Progress through Preservation

A Guide for Preservation and Economic Development in Trail Towns along the Great Allegheny Passage

DECEMBER 2010

TRAIL TOWN PROGRAM®

West Newwton

Connellsville

Ohiopyle

Confluence

Rockwood

Meyersdale

Acknowledgements

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1. EXECUTIVE SUMMARY

This preservation plan was developed to help Trail Town communities along the Great Allegheny Passage in Pennsylvania, as well as the greater region of southwestern Pennsylvania and western Maryland, identify and establish means to protect their rich architectural, cultural, and historic resources.

The planning process centered on community involvement and participation. Opportunities for input were provided at each stage of the process through various means, including a steering committee, three rounds of community workshops, and interviews with key stakeholders.

While many existing preservation efforts are already underway in the Trail Towns, a unified preservation plan will help the towns chart a coordinated course for the future, identifying goals and objectives to:

• Develop and stimulate the economy;
• Build regional support for historic preservation;
• Educate a wide variety of audiences about the region's unique heritage;
• Identify and protect cultural and historic resources; and
• Support community sustainability.

In order for the plan to become reality, it will be necessary for a designated group to take ownership and be responsible for setting the plan into action. Because the Trail Towns do not currently have a coordinated committee focused on preservation, this plan recommends that a new Preservation Action Committee (PAC) be established to oversee the plan's implementation and guide it on a path to success.

The action plan focuses on immediate actions for the PAC to undertake – far-reaching efforts that are achievable in the near-term to establish a solid foundation for future preservation efforts. The immediate priority actions for the PAC include:

• Establish regular lines of communication;
• Increase awareness of preservation by elected and appointed officials;
• Develop "Preservation 101" materials for widespread distribution;
• Seek a sustainable funding mechanism for the PAC; and
• Showcase implementation pilot communities.

The action plan also identifies a number of ongoing and longer-term actions for the PAC and others to coordinate and pursue in order to further preservation efforts in the Trail Towns and the larger region. Other components of this plan include:

• A preliminary historic resource inventory and summary of the development history for each Trail Town;
• A list of potential future funding sources for historic preservation projects and efforts, and
• A summary of how preservation is addressed in the towns' adopted plans and policies.

2. INTRODUCTION

The Trail Town Program® launched in January 2007 with a vision of a corridor of revitalized trailside communities along the Great Allegheny Passage (GAP) that reap the economic benefits of trail-based tourism and recreation as part of a larger, coordinated approach to regional economic development.

Since 2007 the Trail Town Program®, a project of The Progress Fund, has made great progress towards achieving its goals related to economic development and business retention, recruitment, and expansion. The positive economic impacts of the Great Allegheny Passage on the Trail Town communities have been significant. In fact, the GAP generated over $40 million in direct spending in 2008, up from $7.3 million in 2002 (Campos, Inc., 2009).

While the economic impacts of the GAP on the Trail Towns are positive, opportunities still exist to diversify and strengthen the local economies. Because of the rich heritage and historic resources along the GAP, **historic preservation** has the potential to play a large role in further spurring economic development and heritage tourism within the Trail Towns.

Across the country, from major urban centers to rural towns and villages, research has consistently shown that thriving historic areas attract visitors who provide a significant source of revenue for both local and state economies. Visiting historic places, or "heritage tourism," has grown substantially in the past few decades as more and more visitors seek to combine recreation with meaningful educational experiences. Heritage tourism is focused on the experience and preservation of distinctive places and their stories from the past to present.

In order for heritage tourism to take root in the Trail Towns, it is imperative for the communities to make a strong commitment to the preservation of their authentic historic places and distinctive stories. By committing to preservation, the Trail Towns will not only help spur economic growth, but they will also support resource conservation and efficiency, and enhance overall quality of life and opportunities for residents and visitors.

The Trail Town Program® has helped draw visitors and strengthen economic vitality in communities along the Great Allegheny Passage. Opportunities exist to strengthen the link between economic development and historic preservation.

BACKGROUND

What is Preservation?

According to the National Trust for Historic Preservation, historic preservation is "the process of identifying, protecting, and enhancing buildings, places, and objects of historical and cultural significance." **Simply put, preservation involves recognizing and retaining those physical reminders of the past that make each community special and unique.**

Effective preservation isn't just about regulations and rules – rather, it should encompass a wide variety of creative plans, incentives, educational programs, new technologies, and other approaches that are specifically tailored to local communities. It is up to local officials, residents, and property owners to determine the "right" balance of tools to use in their own community to best preserve their historic and cultural resources for future generations. Just as "historic preservation" means something different in Pittsburgh than it does in Santa Fe, so too is preservation in Connellsville distinct from preservation in Ohiopyle.

Preservation is a commitment to protecting and enhancing the unique and historic attributes of a community (like the historic downtown shown in the photo above) so that it stands apart from other places like the "Anywhere, USA" photo shown at top.

> ### What Makes a Historic Place Worthy of Preservation?
>
> *Older buildings embody our history, and that's one reason why it's important to save them. But that isn't the only reason.*
>
> *Many older buildings are important – and worth preserving – simply because they're good to look at. They are "a gift to the street" whose style, textures, materials, and charm (and maybe even eccentricity) enrich and enliven their surroundings. These buildings are worth saving because our communities would be less interesting, less attractive, and less distinctive without them.*
>
> *Other buildings are worth saving because they have plenty of good use left in them. Innovative examples of "adaptive use" can be found everywhere. Factories have been turned into convention centers, train stations reborn as restaurants, mills converted into shopping centers, office buildings transformed into apartments, and on and on. This process is good for the environment – think of it as the ultimate form of recycling.*
>
> *From "Preserving Our Nation's Historic Neighborhoods, Buildings, Homes and Sites," Richard Moe, Past President, National Trust for Historic Preservation.*

As one of the oldest states in the union with a wealth of historic resources, Pennsylvania has a well-established tradition of supporting historic preservation at both the state and local levels. From the Environmental Rights Amendment to the state constitution (which guarantees the rights of citizens to preserve the "historic…values of the environment"), to state laws establishing the Pennsylvania Historical and Museum Commission, to the Historic District Act of 1961 (which establishes local authority to create historic districts), the state has long supported local efforts to plan and protect historic resources.

Why a Preservation Plan?

This preservation plan was developed to help the Trail Towns identify and establish means to protect and retain their rich architectural and historic resources. The plan charts a coordinated course for the future, identifying opportunities to:

• Stimulate tourism;
• Spur economic development;
• Promote community sustainability;
• Reconcile competing interests; and
• Facilitate collaboration and partnerships.

While many existing preservation efforts are already underway in the individual Trail Town communities, a unified and coordinated preservation plan will help to build a broad base of regional support for preservation, provide valuable foundation for regional economic development efforts, and enable the pooling of resources and expertise.

The Planning Area

This plan involves six Trail Town pilot communities in Pennsylvania. They are:

• West Newton;
• Connellsville;
• Ohiopyle (including the borough and surrounding park);
• Confluence;
• Rockwood; and
• Meyersdale.

Beyond the Trail Towns listed, the plan is relevant to the entire Laurel Highlands area and greater region of southwestern Pennsylvania and western Maryland, especially communities along the Great Allegheny Passage in Fayette, Somerset, Westmoreland, and Allegheny Counties in Pennsylvania, and Allegany County, Maryland. Natural partners for preservation in the region expand beyond Pennsylvania and include communities along the GAP in Maryland.

PLANNING PROCESS

Plan Funding and Administration

The preservation plan was made possible with funding provided by the Katherine Mabis McKenna Foundation, the Preserve America Program of the National Park Service, and Preservation Pennsylvania. The project was administered by Preservation Pennsylvania with assistance from the Pennsylvania Historical and Museum Commission and the Trail Town Program®. Through an open, competitive bid process, Clarion Associates was selected to lead the development of the preservation plan, in coordination with the other partners listed above.

Community Involvement

Community involvement and participation were critical to make sure the plan reflects the needs and desires of the Trail Towns. Opportunities for input were provided at each stage of the process through various means, including:

Steering Committee

The preservation plan steering committee was established early in the process, and was comprised of local business leaders, members of the Trail Town Working Group, and other key stakeholders and organization representatives from the Trail Towns. This group of volunteers served as ambassadors for the plan and provided assistance and expertise on identifying key preservation challenges and garnering public involvement. The committee also periodically reviewed and commented on draft documents.

The steering committee members offered their expertise and enthusiasm throughout the planning process.

Community Workshops

Three series of community workshops were held at key stages of the planning process to gather feedback and ideas from the public. The first series of workshops focused on identifying preservation opportunities in challenges in each community. At the second series of workshops, participants weighed in on the draft goals and objectives for the plan. The final community workshop involved prioritizing action strategies and reviewing the draft plan.

Each series of workshops features meetings in various locations and at different times to provide a range of opportunities for citizens to participate. In total, more than 100 citizens attended workshops, and their feedback directly shaped the preservation plan.

Community workshops featured engaging activities to ensure that participants felt like their time was well spent.

Interviews

Early in the planning process, the planning team conducted numerous interviews with town representatives, leaders, and other stakeholders to learn about current preservation and economic development issues and other projects and efforts in the Trail Towns. Additionally, a questionnaire

was distributed by email to solicit feedback on ideas for the plan and advice to make the effort a success. Ideas and results from the interviews and questionnaires helped shape the preservation plan, as well as the planning process.

PLAN OVERVIEW

This preservation plan was developed pursuant to the State of Pennsylvania Bureau for Historic Preservation's Guidance for Historic Preservation Planning, and reflects community feedback from outreach activities. It is intended to serve as a guide to future decision making and actions. In addition to the Executive Summary and this introduction, the plan contains the following chapters and appendices:

3. Preservation Issues and Opportunities

Chapter 3 provides an overview of the common themes among the Trail Towns, including the regional development history and shared preservation-related efforts, issues, and opportunities. The chapter also highlights the unique development history and characteristics of each Trail Town and identifies existing preservation efforts and supporters within each community.

4. Preservation Goals and Objectives

Chapter 4 sets forth goals and objectives to guide future actions and decision-making in the Trail Towns. Goals and objectives pertain to the following categories:

- Building Regional Support for Historic Preservation;
- Educating about Heritage;
- Developing the Economy;
- Surveying Cultural & Historic Resources;
- Protecting Local Historic Resources; and
- Supporting Community Sustainability.

5. Action Plan

Chapter 5 presents an action plan to achieve the plan's goals and objectives. It addresses how the plan will be implemented, and focuses on identifying high-priority actions and immediate steps to put the plan in motion.

Appendix A: Development History and Historic Resource Inventory

The historic resource inventory uses data gathered from existing surveys and field study to identify properties that reflect common themes in the Trail Towns, as well as characteristics that make each town unique. It is not a comprehensive inventory, but provides information that can be used to establish preservation priorities moving forward.

Goals

Goals provide general direction to guide community decisions about public and private investment and development, partnership and coordination arrangements, activities, and education and outreach to further preservation and the vision for long-term economic vitality. Goals are supported by more specific objectives.

Objectives

Objectives are the course of action to achieve the goals. The objectives provide guidance for daily policy decisions to support the implementation of the plan and its goals.

Actions

Actions are the specific steps that the Trail Towns and others should take to achieve the goals and policies of the preservation plan.

Appendix B: Potential Funding Sources for Historic Preservation

This appendix identifies potential future funding sources for historic preservation projects and efforts in the Pennsylvania Trail Towns.

Appendix C: Existing Plans and Policies.

This appendix summarizes the adopted comprehensive plans, zoning regulations, and other relevant plans, policies, and ordinances within the Trail Towns. It discusses the extent to which such documents address historic preservation and notes any impacts that they may have on historic and cultural resources.

3. PRESERVATION OPPORTUNITIES AND ISSUES

Throughout the planning process, town residents, business owners, community and organization leaders, and others identified a variety of preservation-related opportunities and challenges facing their individual communities. Through this dialogue, many common themes emerged.

One workshop attendee noted: "The Trail Towns are like family members…that never speak to one another." Indeed, while the trail links these communities together and while the communities share a common history, much like a family, there appears to be surprisingly little formal or informal communication among the towns. By focusing on the types of similar histories and building connections described in this chapter, the towns will have more resources and support to collectively address shared issues.

This chapter outlines the overall themes and connections that link the Trail Towns. After first describing the region's development history, the chapter identifies preservation-related issues and opportunities common to each of the Trail Towns.

Finally, this chapter also details the unique development history, preservation efforts, and opportunities in each of the six Trail Towns. While finding common ground is an important theme of this plan, it is also important for the Trail Towns to retain their distinct attributes and protect their own unique assets.

SIX TOWNS: COMMON GROUND

Development of the Region

Exploration and Early Settlement, 1753 - 1790

Including the Native Americans who lived in the area occupying temporary or seasonal camps or villages, settlement in the vicinity of today's Trail Towns was very sparse prior to about 1790. The 1750s and 1760s were generally limited to exploration in the area. Groups of men led by the likes of George Washington, Edward Braddock and John Forbes were hired to conduct expeditions through the area in an attempt to find navigable routes to Pittsburgh from the south and east and stake their claim over the territory. Several forts were established in the region during this period (none in the Trail Towns), but few other settlements existed. In the Trail Towns, important events of the area's earliest history were most often related not to manmade improvements, but to the landscape features of the communities and their surroundings. For instance, George Washington camped at the "turkey foot" now known as Confluence in 1754, and had to change his travel plans because the Ohiopyle Falls were not passable. In

The "turkey foot" is formed by the confluence of the Youghiogheny and Casselman Rivers and the Laurel Hill Creek. This natural feature was noted by George Washington in 1754, and defines the town of Confluence.

1755, General Braddock and his troops stayed in Connellsville on June 29 and 30, when they crossed the river and headed into battle with the French. These significant landscape features should be considered as important cultural resources.

In most of the Trail Towns, the first known permanent settlements were made in the years following the Treaty of Fort Stanwix in 1768, when the area was officially opened for settlement. Early inhabitants occupied large tracts of land and generally engaged in farming and related pursuits. None of the communities had been laid out into organized villages or offered much in the way of commercial activity or amenities before 1790.

Community and Village Development, 1790 - 1870

Connellsville was first laid out in 1793, followed by West Newton in 1796. An attempt to establish a town called New Boston was made in what is now Confluence beginning in 1798, but no records of settlement of that village can be found. Meyersdale and Ohiopyle began to grow around agricultural processing facilities that were established circa 1800. And the town that would become Rockwood was first settled near the Casselman River, and was improved with a bridge that enabled growth in 1816. In all cases, prior to the establishment of the first railroads in second half of the nineteenth century, today's Trail Towns generally existed as small, rural commercial centers that supported the surrounding agricultural community. Very few historic buildings that reflect this early (pre-railroad) period of settlement and development are present in the Trail Towns today.

Railroad Era Growth and Development, 1870 - 1930

The railroads were an absolutely essential factor in the growth and development of each of the Trail Towns. By providing a means of transporting goods out of the mountains of southwestern Pennsylvania, they opened the area to industrialization. The railroads also transported visitors into the communities, giving birth to tourism and recreation as an industry in the region. The railroads created a physical link between the Trail Towns, and continue to do so today.

The natural resources that surround these communities led to successful agricultural production and gave rise to booming lumber and coal enterprises – which fed the steel industry of the larger region. Mines, mills and factories began to operate, bringing more and more people into the communities. As a result of the growth caused by these industries, and the available transportation network, other industries such as textile mills, cigar factories, breweries, and others also developed in the Trail Towns.

In order to support the lives of those that were coming to the Trail Town region to live and work, each of the communities developed a core group of buildings during this period that form its downtown. These hubs of activity included stores, banks, and hotels, as well as theaters, town halls, churches and schools. Although they take very different forms in each of the communities, these concentrations of buildings and commercial and social

Baltimore & Ohio Railroad in Meyersdale. The completion of this railroad in 1871 spurred tremendous industrial, commercial, civic and residential growth in the community.

Downtown West Newton, which developed in response to an increasing population during the latter half of the nineteenth century, providing commercial amenities to residents and visitors.

activity are an essential part of the history of the Trail Towns, and are tremendous asset to the communities.

While the commercial and industrial resources were important in these communities, the majority of buildings in each of the Trail Towns are residential in nature. Each community has a variety of residential building types and styles. Together, they tell the story of the growth and development of the community.

Because of the tremendous growth and development that occurred, it is this 1870 – 1930 period that is most prominently illustrated in the Trail Towns today.

The Automobile Era, 1930 - 2010

Like most places throughout the country, the Trail Towns suffered through and after the Depression. Coal production in the surrounding region declined, having a detrimental impact on the railroad industry. This effect was felt throughout other industries as well, and production and consumption in general diminished in the 1930s.

However, new life was breathed into the community by the popularization of the automobile. New buildings were built in both residential and commercial settings to house these vehicles. New businesses developed to sell and service automobiles, as well as to provide food, lodging and recreation for vehicle users. The transportation network was upgraded for heavier use by automobiles, with bridges being built or upgraded, and dirt and brick roads being paved.

With the construction of the Pennsylvania Turnpike beginning in the 1940s, new industries entered the county and the regional economy gradually improved. Tourism has grown tremendously as an industry. Community and social organizations and facilities continue to develop to serve the communities' residents and visitors.

This automobile service station in Connellsville reflects the re-birth that occurred in the Trail Towns during mid-twentieth century as a result of the popularization of the automobile.

Regional Preservation Efforts

The six Trail Towns fall within three Pennsylvania counties: Fayette County (Connellsville and Ohiopyle), Somerset County (Confluence, Meyersdale, and Rockwood), and Westmoreland County (West Newton). Each county has adopted a comprehensive plan and land development ordinances, although the degree to which these existing plans and ordinances address preservation activities varies greatly. These comprehensive plans and ordinances are summarized in Appendix C: Existing Plans and Policies.

Specific county-led planning efforts related to preservation have included the *Fayette County Heritage Development Plan*, which provides a framework for developing the County's heritage resources into visitor attractions, and the *Southern Somerset County Community Design Workshop*, a visioning process aimed at incorporating the trail into the character and economic vitality of the communities.

Westmoreland County and Fayette County are also included in the Rivers of Steel National Heritage Area. The Area is managed by the non-profit Steel Industry Heritage Corporation (SIHC), which works with communities throughout the region to identify, conserve, promote and interpret the cultural, historic, recreational, and other resources associated with steel and steel-related industries.

The Laurel Highlands Conservation Landscape Initiative (CLI) is an effort to protect, enhance and conserve the Laurel Highlands region's exceptional natural and recreational assets for community revitalization and sustainable economic development. The CLI's *Laurel Ridge Comprehensive Interpretive Plan* sets forth a unified approach to connect residents and visitors with the region's resources and to enhance stewardship of natural, scenic, cultural, and historic assets.

The recently completed *Economic Impact of Historic Preservation in Southwestern* Pennsylvania study is southwestern Pennsylvania's first quantitative analysis of the economic impact of historic preservation. In combination with the *Great Allegheny Passage Economic Impact Study*, these reports provide solid evidence of the positive economic impacts of preservation and tourism activities in the Trail Towns, and will be valuable resources to cite to generate support for preservation activities.

The initiatives and plans mentioned above represent only a few of the many coordinated efforts in the region. Moving forward it will be important to draw upon these and other efforts, and continue to coordinate with the many regional organizations and stakeholders involved.

Common Preservation Issues and Opportunities

The Trail Towns share a number of similar opportunities, issues, and challenges related to preservation. These common themes are discussed on the following pages and include common types of activities affecting historic resources, and similar types of resources in need of attention. The goals

and objectives contained within Chapter 4 are based on addressing many of these common themes.

Activities Affecting Historic Resources

Various activities are currently impacting or have potential to impact historic and cultural resources and properties in the Trail Towns both in positive and negative ways. These activities include:

Compatibility of building alterations and new uses

As alterations and reuse of buildings occur, it is important to make sure these investments continue to protect and enhance local community character.

Location and type of new development

New development can enhance the vibrancy of a historic area, or it can potentially detract from an area's historic qualities if the location, type, and design of the new development are not carefully planned.

Property neglect, deterioration, and condemnation

Neglected and deteriorating historic properties can be found to some degree in each of the Trail Towns. Lack of interest in and economic base and resources for property upkeep threaten many older buildings, and growing numbers of historic properties have been abandoned. Condemnation of unsafe and unhealthy buildings is also increasing, putting tremendous financial strain on the municipalities who often bear the responsibility of removing the condemned structures.

Transportation and institutional projects

Transportation and institutional projects usually require significant investment and coordination, and priorities for preservation should be identified early in the design process to reduce conflicts when the improvements are constructed.

Perceptions and misconceptions about preservation

Citizens and community leaders sometimes perceive preservation as expensive, time-consuming, or over-regulatory, and some are concerned about increased property taxes that could result from property improvements. These misconceptions of preservation can result in incompatible changes to or deterioration of historic resources.

Challenging economic climate and realities

Challenging national economic conditions and depressed local economies are impacting preservation on an individual level as fewer people have the personal resources to devote to preservation efforts. On a broader scale, government and preservation organizations have limited funding and resources towards preservation activities.

The location of parking lots and types of buildings are important considerations as new development occurs, so that historic patterns can be maintained. (This is an example of poor parking lot location detracting from historic character.)

Property neglect has led to the condemnation the historic WCVI building in Connellsville, but the City has limited resources to remove the structure.

Transportation projects should minimize impacts on historic resources, as done with recent green infrastructure improvements in Ohiopyle.

Common Historic Resources in Need of Attention

Some common, generalized categories of historic and cultural resources and attributes within the Trail Towns that warrant consideration and focus for preservation efforts and activities are described below, and highlighted in the photos at right.

Historic Downtowns

Historic downtowns play an important role in the communities because they are often the central business district (or one of the primary business areas), and are usually one of the primary destinations for trail users and residents alike. These resources are necessary to address on a broad, district-wide scale rather than a parcel-by-parcel basis.

Railroad History

Railroad corridors play an important role in the region and communities' histories, and now connect the communities together via trail as well as by trains. Many visitors experience the Trail Towns from the perspective of these rail corridors, often entering each community near a historic train depot or on a historic railroad bridge. For this reason, historic train depots, bridges, tunnels and other elements of railroad history should warrant the attention of future preservation activities.

Industrial Heritage

The natural resources that surrounded these communities gave rise to booming lumber and coal enterprises. Although resources associated with the communities' industrial history are typically located outside of the towns that are included in this planning effort, the stories about them are important to the development of the communities, and should be interpreted for residents and visitors. In some cases, resources related to a community's industrial heritage still exist in the communities and should be preserved for their important roles in community development.

Residential Homes and Districts

The majority of buildings in each of the Trail Towns are residential in nature. It is important to the vitality and authenticity of the Trail Towns that these residential homes and districts remain in use whenever possible (as residential or other uses such as bed and breakfasts), and be well maintained. This will contribute tremendously to providing a pleasant and comfortable environment for visitors and residents, and can be used to illustrate the various eras of development within each town.

Unique Community Identities

While the Trail Towns share a common history associated with industrialization and railroad era development, the manner in which development occurred and the resources that were built varies. In addition to preserving and interpreting that shared regional history, each community should call out what makes it unique, and work to preserve those aspects that give it a distinguishable identity and contribute to its unique "sense of place."

Scenic Landscapes

The Trail Towns are surrounded by scenic landscapes that boast rolling hills, broad rivers, waterfalls, and mature trees. Some of these areas are preserved as state parks or other public lands, while other areas remain under private ownership. The natural beauty surrounding the Trail Towns and along the trail corridor is a primary draw for visitors, so continued coordination with state agencies and private landowners on the preservation of these landscapes is important to ensure that the area's scenic qualities remain intact.

Entrance Corridors

Visitors historically entered the Trail Towns on the rail lines, as they now access the communities via the trail. It is important to focus efforts on maintaining the historic integrity of the areas between the trail and town centers or downtowns, while also continuing to improve the experience for visitors entering the towns. These entrance corridors have been subject to many previous planning efforts and improvements, in an effort to draw visitors from the trail into the cores of the communities. These ongoing efforts in the entrance corridors are critical, and as they continue it will be important to keep focusing on showcasing the towns' historic resources and weaving in the unique elements of each community's heritage.

WEST NEWTON

Development History

Establishing his homestead in 1776, Joseph VanKirk was the first permanent settler in what is now West Newton. Twenty years later, Isaac Robb laid out the town in 1796. Growth was slow at first, but began to increase rapidly about ten years later. A bridge was first built over the river at West Newton in 1831. Before that, it was crossed by ferry, one of the reasons the town was often referred to as Simeral's Ferry. West Newton was incorporated in 1842.

Because of its location close to Pittsburgh and about as close to Connellsville, industry thrived in West Newton. Several prominent families established themselves in the community, and many others located there because of the jobs that were available. The establishment of several religious congregations in West Newton is a clear indicator that the community was well established by the 1830s: the Lutheran Church was established in 1830, a group of Presbyterians had organized by 1835 but worshipped in Sewickly until 1851, the Methodist Episcopal Church was organized in 1839, and the Bethel Church of God was formed in West Newton in 1845. Each of these groups appears to have built a new house of worship during the last quarter of the nineteenth century. Other religious groups have also formed in West Newton over the years, contributing to and reflecting the town's rich culture.

Built by John C. Plumer in 1814, this building is one of the earlier houses in West Newton, and stands on a site that has tremendous potential to interpret the early history of the community.

West Newton's history – especially during its early years – was closely tied to the river. In the first decades of the nineteenth century, there was a great deal of traffic on the river, as goods were shipped to Pittsburgh. Keel boats, many of which were manufactured in West Newton, carried freight down the river. Making transportation over land feasible, completion of the National Road nearby in about 1818 took some business from the river. However, the river continued to fuel West Newton's economy. From about 1850 through 1865, dams that controlled the drop in elevation in the Youghiogheny River between West Newton and McKeesport made that section of the river navigable. One of the locks of the Youghiogheny Slackwater Company was located in West Newton. The dams were destroyed in a flood in 1865. Because the railroad had been completed by then, the dams were not rebuilt and transportation instead, focused on the railroads. The Pittsburgh and Connellsville Railroad opened through West Newton in 1855, adding greatly to the importance of the town, and spurring additional growth. The line was later operated by the Baltimore & Ohio Railroad. The Pittsburgh & Lake Erie Railroad was chartered in 1875 and was completed through West Newton to Connellsville just a few years later in 1882.

This brick industrial building stands on the site of the former Markle Paper Mill and was later used by the United States Boiler and Radiator Company. Both were the town's largest employers in their day.

West Newton's largest industry was a paper mill, which was established by the Markle family in the early nineteenth century. The business was originally located just east of West Newton at Millgrove, but moved to West Newton in 1859. A large new mill with new equipment was added

in1880. The business closed in 1893 because the river was contaminated by sulfur as a result of coal mining nearby, and paper could not be manufactured without clean, pure water. The United States Radiator and Boiler Company opened in West Newton in 1895, taking over the former Markle paper mill and replacing it as the town's largest industry.

In addition to industry and transportation along the river, West Newton's commercial core developed and evolved to serve as the market town for local farmers and coal miners. Unfortunately, many fires have plagued West Newton over the years, including two that have altered the character of Main Street. A fire destroyed Solomon Goodman's general store and the adjoining building in 1906, and the entire block of Main Street between the railroad and Water Street burned in 1922. In both cases, the damaged buildings have been replaced by other structures.

Because of its proximity to Pittsburgh, West Newton developed earlier than many of the other Trail Towns. And unlike the rest of the Trail Towns, where the Baltimore & Ohio line continues to be operated by CSX and the Western Maryland Railway was converted for use as the Great Allegheny Passage, in West Newton, the line of the Western Maryland Railway is currently used by CSX, and the Pittsburgh and Lake Erie Railroad is the trail.

Existing Preservation Efforts and Supporters

The *West Newton Downtown Area Plan (Bridge to Tomorrow Project)* and the *West Newton Heritage Plan* are local efforts that both focus on making connections with and revitalizing Downtown while also showcasing and maintaining the town's heritage and historic resources. They are action-oriented plans, focused on key strategies and projects, and could serve as models for establishing priorities for the other Trail Towns.

In addition, West Newton relies on the *Westmoreland County Comprehensive Plan*, which contains many recommendations for preserving historical resources and establishes a foundation for future preservation activities. Downtown West Newton, Inc., the organization that operates the town's Main Street Program, will be a valuable resource to help build support for such future preservation and economic development-related activities.

CONNELLSVILLE

Development History

William McCormick was the first to settle permanently in Connellsville in 1770. He married a daughter of Col. William Crawford, who settled on the opposite (west) side of the river, in what would become New Haven. Zachariah Connell came to the area in approximately 1773 and married Ann McCormick, another daughter of Col. William Crawford. Connell originally lived on the west side of the river, but moved across the river to the east side prior to 1778. These were the only inhabitants in the area that would become Connellsville until several years after the Revolutionary War. Confident that it would become a place of importance, Zachariah Connell laid out the town of Connellsville in 1793. After reserving lots for a school, church and cemetery, requiring that the river bank remain publicly accessible for transportation purposes, and reserving pasture lots just outside of town, Connell began to sell lots for development. Growth was slow for more than a decade, but Connell's prediction proved to be true in the nineteenth century.

Located in the center of many charcoal-fired iron furnaces in the nearby mountains that provided raw materials for Pittsburgh's iron industry, Connellsville grew as a shipping center during the first half of the nineteenth century. However, shipping was limited, as the Youghiogheny River was not navigable year round. In the 1850s, construction of the Pittsburgh and Connellsville Railroad along the Youghiogheny River began, making it possible to ship coal and iron to Pittsburgh year round.

Built in 1906, the Colonial National Bank represents Connellsville's heyday as the coke capital of the world, when large amounts of capital were flowing through the community.

By the end of the 1850s, coal operators in the region switched to beehive coke manufacturing because coke was easier to transport. This coke was introduced to the smelting process in Pittsburgh in 1859. With the introduction of the Bessemer process in 1873 and subsequent growth of the steel industry, Connellsville's high-quality coke became indispensible. Instead of selling smelted iron to Pittsburgh, Connellsville became the coke capital of the world, providing the much-needed coke to Pittsburgh's growing industries. Henry Clay Frick controlled nearly half of the Connellsville area mines by the 1880s. By 1890 a considerable portion of Connellsville's wealth came from powerful Pittsburgh steel magnates, who had a growing need for Connellsville coke as the steel industry expanded.

As the Connellsville area became a hub of mines, mining villages, and other industrial operations, the city became an important center of commerce. The community's architecture, from its many banks, stores and fine residences, reflect the affluence of the town in the late nineteenth and early twentieth century.

The coal and coke industry began to decline in about 1907, although the community still advanced for several years. In the early twentieth century, the Baltimore & Ohio, Pittsburgh & Lake Erie and Pennsylvania Railroads all operated in Connellsville. In 1912 they were joined by the Western

Maryland, who entered into a terminal junction agreement with the P&LE. The companies built a new passenger station, with the Western Maryland entering via an elevated track. P&LE crews operated trains west of Connellsville through West Newton and into Pittsburgh, and Western Maryland Railway operated trains to the east in the remainder of the Trail Towns.

Booming again during World War I, the industry continued to decline, and after the Depression, many of Connellsville's businesses that had thrived during the heyday closed and never reopened. Reflecting the shift in the regional economy, passenger service along the P&LE ceased 1939. The coke industry continued in Connellsville for several years, but never returning to its pre-Depression level of success.

The 1912 terminal junction station of the Pittsburgh & Lake Erie and Western Maryland Railway is a local landmark.

Existing Preservation Efforts and Supporters

Connellsville has integrated the topics of historic preservation and cultural resources into several recent planning efforts, including the recent *Multi-Municipal Comprehensive Plan*, and the *Gateway to Gateway Master Plan*. Connellsville has also adopted several types of tools to regulate development activities, including a recently updated zoning code, and design guidelines for buildings within the town's Main Street District. These plans and tools have potential to serve as models for the other Trail Towns.

Preservation-related activities in Connellsville are supported by the Connellsville Cultural Trust, Connellsville Area Historical Society, Downtown Connellsville, and Connellsville Redevelopment Authority, as well as many other community leaders and citizens. Continuing to involve all of these organizations and people will be critical as this preservation plan is implemented.

OHIOPYLE

Development History

Ohiopyle Falls was recognized as an important natural landmark by 1755, as the imposing landscape feature proved to be in impassible impediment to reaching Pittsburgh. The first settlers arrived in the area that would become Falls City (now Ohiopyle) around 1770, and settlement in the area continued slowly.

In the early 1820s, lumbering became the chief industry in adjacent Stewart Township. Falls City had several saw mills, which tended to be relatively temporary and moveable facilities that were relocated based on prime timber supplies, and do not exist today. By the mid-nineteenth century, secondary industries related to lumber began to develop as saw mills, tanneries, paper mills, and furniture manufacturers were established. The community began to develop as farms were supplemented by the lumber industry, and other activities such as grist milling and salt making. Although the area was still sparsely settled, as a result of an improving cash flow, amenities such as churches, stores, and a tavern and distillery were established in the first half of the nineteenth century.

This building clearly reflects Ohiopyle's history as well as its current economy: originally built as a grist mill to serve the small agrarian community, the building now houses one of Ohiopyle's outfitters, who serve the millions of tourists that visit to bicycle, raft and kayak.

The budding community of Falls City changed dramatically beginning in the mid-nineteenth century, thanks to the efforts and investments of Andrew Stewart. He bought two hundred acres of land, comprising the entire town and peninsula and much of the surrounding area. Andrew Stewart poured his energy and resources into building industry in Falls City, which was established in 1868. A plan for the community, including features such as the town green that can still be seen today, was laid out by Albert Stewart that year.

Due in large part to the efforts, connections and resources of Andrew Stewart, the Pittsburgh & Connellsville Railroad was completed to Falls City in 1871, passing through the center of town. The line served as an impetus for further development of the coal, lumber and wood products industries throughout the region. After the introduction of the railroad, the town's existing businesses began to thrive, and new industries continued to appear. In 1891, Falls City's name was changed to Ohiopyle and the town was incorporated into a borough.

The features of the Western Maryland Railway in Ohiopyle State Park, namely this bridge carrying the Great Allegheny Passage over the Youghiogheny River and the station that now serves as a visitors center, tie today's visitors with the story of the community's past.

In addition to carrying raw materials and industrial products from Ohiopyle, the railroads also brought tourists to the town. Tourists flocked to the area to see the waterfalls and stay at the resorts that quickly sprouted up along the Youghiogheny River. By the turn of the century, Ohiopyle boasted four hotels, and all were very busy. Construction of the Western Maryland Railway through Ohiopyle followed in 1912. These two main lines were connected to narrow gauge railroads that served the surrounding mountains, carrying coal and lumber products out of the hills.

When the lumber boom of the late nineteenth century ended and higher grade coal was discovered in the western states, industrial activity came to

an end in the Ohiopyle area. This industrial decline was soon followed by diminished tourist traffic. By the second quarter of the twentieth century, the river had been polluted by mining activities, the hills had been stripped of their lumber, and tourism came to a halt. Many families left the area, while others found employment at Edgar Kaufman's Fallingwater, or working to build the Pennsylvania Turnpike or Youghiogheny Dam.

By 1948, Western Maryland Railway employee Lillian McCahan had decided that she wanted to see the Ferncliff Peninsula conserved as a natural area. Unsuccessful in getting the Western Pennsylvania Conservancy to acquire the property that year, she made another effort to save the property when it was threatened with development in 1951, contacting the Carnegie Museum; the Recreation, Conservation and Park Council; and the Conservancy, who all agreed that conservation of the property was important. Together, these organizations approached Edgar J. Kaufman, who purchased the peninsula and donated it to the Conservancy, the first step in the establishment of Ohiopyle State Park. Work to establish the Youghiogheny River Gorge as a park began in 1958. During the 1960s and 1970s, Pennsylvania's Department of Environmental Resources was actively acquiring land and developing facilities to expand the recreational opportunities of the citizens of the Commonwealth. It was during this time that the idea for a large state park that would preserve the outstanding natural qualities of southwestern Pennsylvania's Youghiogheny River gorge was refined. As a result, Ohiopyle State Park, which completely surrounds the town of Ohiopyle and encompasses more than 20,500 acres along the shores of the Youghiogheny River, was formally dedicated in 1971.

While Ohiopyle State Park was being developed, Lance Martin ran the Youghiogheny River's rapids in a raft in 1958. In 1963, he and his wife and friend organized a company known as Wilderness Voyageurs and began taking people down the lower Youghiogheny for money, giving birth to the commercial rafting industry in Ohiopyle. Today, this town of just over 70 residents and the park that surrounds it hosts approximately 2 million visitors each year.

Existing Preservation Efforts and Supporters

In 2010, Ohiopyle Borough completed a joint effort with the Pennsylvania Department of Conservation and Natural Resources (DCNR) to prepare the *Ohiopyle Joint Master Plan* and *Ohiopyle Design Guide*. Along with the 2010 *Fayette County Mountain Area Multi-Municipal Plan*, these efforts emphasize the importance of identifying and maintaining historic properties.

The *Design Guide* provides guidance for future development and improvements, and calls for the preservation of five character-defining buildings in Ohiopyle Borough, all of which have historic significance. Additionally, the Mountain Area Municipal Plan calls for nomination of the Ohiopyle United Methodist Church for inclusion on the National Register of Historic Places. The Borough is currently updating the zoning ordinance (adoption is expected in early 2011) which will include some form-based standards to address the retention of the community's character.

Ohiopyle is a popular tourist destination for recreational activities. The area's historic resources make it a natural destination for heritage tourism as well.

CONFLUENCE

Development History

While attempting to develop a water route to Pittsburgh, George Washington visited the place he coined as Turkey Foot (now Confluence) on October 20, 1754 and remained here overnight. In his diary he speaks of it as a suitable place for a fort, although none was ever built.

The community's first settler was Henry Abrahams, who owned the land located between the Youghiogheny and Casselman Rivers that forms the western part of Confluence today. James Spencer settled in the area a year or two after Abrahams, locating east of him on the ground between Laurel Hill Creek and the Casselman River. William Tissue acquired Spencer's holdings in 1798 and, despite his effort to create a town called New Boston, Confluence remained undeveloped until after the Civil War. Newton Tissue sold the land that now comprises most of Confluence to Peter Myers, who immediately sold it to the Confluence Land Company in 1869. Likely anticipating the coming of the railroad, the Confluence Land Company laid out the town of Confluence in 1870.

Confluence began to develop and grow immediately. Houses were built and businesses were opened. The Pittsburgh & Connellsville (Baltimore & Ohio) Railroad completed a line from Connellsville to Cumberland, Maryland through Confluence in 1871. The town was incorporated in 1873. By 1876 it included significant development along the railroad, including industrial enterprises as well as businesses such as hotels and taverns, stores, and banks. A town square park was developed just south of the railroad, and residential neighborhoods sprinkled with churches were emerging around this commercial and civic center.

From the 1880s through the turn of the twentieth century, Confluence was the largest shipping point on the Pittsburgh Division of the Baltimore & Ohio Railroad between Connellsville, Pennsylvania and Cumberland, Maryland. Timber was brought down river to this point from the surrounding mountain valleys, and was processed and shipped by rail to various markets. As a result, Confluence boasted a significant number of successful enterprises related to the lumber industry, including the Confluence Lumber Company, the C. W. Krutz Planing Mill, and Beggs and Cobb's tannery, Confluence Leather Company.

Thriving during the early decades of the twentieth century, the borough continued to improve. The First National Bank of Confluence was incorporated in 1900. An electric light plant was completed in 1904, and a public waterworks was established in 1905. In 1906, Confluence supported twenty nine stores and four hotels. There were three churches, a five-room schoolhouse, and a public hall that had the ability to seat 600.

As lumber resources began to dwindle and the nation's economy changed, so did things in Confluence. Industrial activity in the area slowed down. The local economy was temporarily revived in the early 1940s with the

Built in 1910 on the town square, the Confluence Band Stand represents the essence of this small town's character and charm. Located at the center of the commercial district, just south of the railroad, the square serves as a social hub.

Buildings associated with the Confluence Lumber Company that survive to tell the story of the community's heyday, when lumber-related industries from saw and planing mills, to shook and stave manufacturers and tanners, drove Confluence's economy.

construction of the Youghiogheny Dam just outside of the borough in Henry Clay Township. At the time of its completion, the dam was the largest earth-filled structure in the eastern United States. Construction of the dam altered the landscape of the area, and provided jobs to approximately 250 workers during the height of construction. Today the Youghiogheny Lake created by the dam is a significant attraction, drawing people who swim, boat, camp and fish in the area.

Existing Preservation Efforts and Supporters

In Confluence, the preservation and restoration of historic buildings has started to take root – efforts led primarily by several local businesses and property owners, in coordination with the Turkeyfoot Valley Historical Society and the Confluence Tourism Association.

While Confluence does not have a locally adopted comprehensive plan or zoning regulations (it relies on the adopted Somerset County Comprehensive Plan and regulations), the community recently participated in a visioning process aimed at exploring how to incorporate the trail into the character and economic vitality of the town. This Southern Somerset County Community Design Workshop provides an overview of Confluence, including its historic structures and vernacular, and highlights opportunities for development and improvement.

New businesses in Confluence have opened in historic buildings and cater to residents and GAP trail users.

ROCKWOOD

Development History

The land that comprises Rockwood today was first occupied by John Shoaff, who acquired the land in 1785. Shoaff's log home and still were the first improvements in what is now Rockwood. With few improvements in the sparsely populated, rural community, farmers carried their grain on horseback to mills in Hagerstown, Maryland. They quickly realized that it was more profitable to turn their grain into whiskey, and transport the whiskey to market.

In 1816 a bridge was built across the Casselman River. Both the bridge and the budding community came to be known as Shoaff's Bridge in honor of John Shoaff, who died that year. Little changed during the decades that followed, until 1856, when Phillip and David Wolfersberger bought the land around Shoaff's Bridge and built a house and store. They hired Martin Meyers to survey the property and lay out a town named Mineral Point in 1857. Upon the completion of this survey several lots were sold, but limited building was undertaken. There are several vernacular buildings along Water Street in the vicinity of the bridge that may date to this early period of development; however, extensive alterations make it difficult to know for sure whether or not any of these early buildings survive.

The Rockwood Opera House (Penrose Wolf Building) is highly significant in Rockwood for the role the unusual combination lumberyard and opera house played in commerce and entertainment, as a good example of vernacular Italianate design, and as a historic landmark and economic asset in the community today.

The community that would become Rockwood remained a small agricultural hamlet until the construction of the Pittsburgh & Connellsville Railroad, which was completed through Rockwood by 1871. Following the completion of the railroad, the town began to grow steadily. Lumber and coal were harvested in the mountains surrounding Rockwood, and were brought to the community for processing and shipping. The railroad and budding manufacturing facilities provided jobs for many people. Residences were built to house them, and stores were opened to provide services for the growing population. By 1884, Rockwood contained four general stores, two grocery stores, four hotels, three blacksmith shops, a tannery, a gristmill, a planing mill, a tin shop, a shoemaker shop, two carpenter shops, a tailor, three churches, and a school. Two ministers and two physicians also resided and worked in the community.

Charles Wolfersberger built this house at 622 Main Street in Rockwood in 1895. It survives as a symbol of his prosperity and that of the community during this period. The house is a slightly higher style version of a common house form that can be seen throughout Rockwood.

Rockwood's commercial district was particularly influenced by the mining culture that developed in the surrounding hills. Miners, who were often immigrants who had come to the area without their families, lived in camps or small patch towns near the mines in which they worked. They often visited the larger towns on payday, seeking supplies and entertainment. In many cases, men visited bars and brothels; but in Rockwood a concerted effort was made to provide legitimate entertainment for these miners, resulting in the presence of an opera house and movie theater, unique features in a town of Rockwood's size.

Located across the Casselman River and running parallel to the B&O tracks, the Western Maryland Railway was completed through Rockwood in 1912,

helping to carry coal and freight. An abundant supply of high quality coal in the region kept both railroads busy. By 1915, more than 2,500 rail cars passed through Rockwood each week, and as many as 10 passenger trains stopped in Rockwood each day.

Passenger service was discontinued through Rockwood in 1931. Despite a downturn in the economy during the Depression and devastation by the flood of 1936, as many as 20 railroad crews called Rockwood home as late as 1946. However, as coal mining declined, the demand for rail service declined with it. Rockwood experienced some level of relief when new industries, including a garment factory and plastic manufacturer, opened in the mid-twentieth century and provided jobs to area residents. Although CSX continues to operate on the B&O line, today Rockwood relies heavily on a couple of businesses that operate in its core, as well as income from recreation and tourism, much of which is associated with the Great Allegheny Passage rail trail.

A possible future Amtrak stop in Rockwood would support the town's growing recreation and heritage tourism industries.

Existing Preservation Efforts and Supporters

Like Confluence, Rockwood relies upon the adopted Somerset County Comprehensive Plan and regulations, and the community recently participated in the Southern Somerset County Community Design Workshop effort. This visioning document provides an overview of Rockwood, including its historic structures and vernacular, and highlights opportunities for development and improvement.

The Rockwood Historical Society and Rockwood Area Merchants Association are two key groups that work to promote economic revitalization and preserve the town's heritage. They are supported by ambitious property and business owners and citizens who have renovated historic properties, and can offer valuable "lessons learned" to other Trail Towns and property owners.

MEYERSDALE

Development History

Very few buildings in Meyersdale today pre-date the mid-nineteenth century. However, this period of growth and development is clearly reflected in the way the town was laid out, with three different tracts being developed by three different rural property owners, the Olingers, Meyers, and Beachleys. Located on the northern and southern limits of the community, the Olinger and Beachley tracts are fairly regular grid developments, with relatively consistent lot sizes, setbacks and housing types. The Meyers tract, on the other hand, which comprises the central part of the community, is more irregular in its plan, reflecting its orientation to Flaugherty Creek and the fact that it was more heavily developed prior to being surveyed.

Originally a rural community, Meyersdale's economy was based largely on family farms that produced goods for their own consumption or for minimal bartering or local sale. Around the turn of the nineteenth century, agricultural processing facilities began to appear in Meyersdale, with at least one gristmill and distillery having been established by 1800. These facilities were located along Flaugherty Creek, on what we refer to today as the Meyers Tract. The community continued to grow slowly through the nineteenth century, with the population and density increasing, but still retaining a generally rural character.

The Meyersdale Station of the Western Maryland Railway has been rehabilitated for use as the home of the Meyersdale Historical Society and a Visitors Center along the Great Allegheny Passage.

In the 1850s, mining activity began to increase in the area. But it was after the establishment of the Baltimore & Ohio Railroad in the community in 1871 that Meyersdale really began to thrive and grow. Railroad construction spurred widespread industrial development. The coal and logging industries began to operate at full tilt. Meyersdale flourished, serving as a funnel through which the area's natural resources and agricultural products were taken to urban market centers in the region via the railroad.

In addition to providing freight service, the railroads provided passenger service bringing a steady flow of visitors to the community for both business and pleasure. Commercial enterprises including hotels, restaurants, shops and banks appeared in large numbers and thrived during this period, and new industrial, civic, and social advances were made as well. The commercial core of the community developed during the latter part of the nineteenth and first decades of the twentieth century, as did the surrounding residential neighborhoods.

Like many places throughout the country, Meyersdale suffered through and after the Depression. Coal production in the surrounding region declined, having a detrimental impact on Meyersdale's railroad industry. This effect was felt throughout other industries as well. New life was breathed into the community by the popularization of the automobile. Commercial garages, restaurants and motels appeared to provide services for travelers. Although restaurants and hotels had long been present in Meyersdale, these

automobile-era facilities took a new form in order to accommodate motor vehicles: they were located along roads rather than near railroads, and were set back from the road to allow for parking in front. While some changes that occurred in Meyersdale as a result of the popularization of the automobile and the lifestyle changes that accompanied it have been positive, or may be viewed as such as time passes, others have had a more detrimental impact on the historic character of the community.   These changes are reflective of broad trends in American history, and clearly illustrate how Meyersdale has adapted to accommodate these major cultural shifts.

Much of the borough of Meyersdale has been determined eligible for inclusion in the National Register of Historic Places, including the downtown commercial district and surrounding residential neighborhoods.

Existing Preservation Efforts and Supporters

The *Meyersdale Borough Comprehensive Plan* (1997) laid a strong framework for future preservation activities, including calling for the formation of a historical society and identifying a potential historic district. Since that effort, the Meyerdale Area Historical Society organized, with a primary focus on restoring the town's historic train station. While the historic district boundaries and corresponding regulations have yet to be completed, the Meyersdale Zoning Ordinance has been updated to include a Downtown Redevelopment Overlay District, which has provisions for maintaining the architectural styles in the downtown area.

In addition to the Historical Society, heritage tourism and preservation efforts in Meyersdale are supported by Meyersdale Renaissance, Inc., and many community leaders and citizens and the newly formed Meyersdale Area Merchants Association.

4. PRESERVATION GOALS AND OBJECTIVES

The goals and objectives contained in this chapter build on the preservation efforts that are already occurring. They focus on achievable opportunities to further enhance preservation, economic vitality, and community sustainability at a local and regional level. The goals and objectives aim to address the regional issues and opportunities identified in Chapter 3, and are oriented towards all of the Trail Towns collectively, rather than separate goals and objectives for each individual community.

The goals and objectives are organized into the following categories:

- Building Regional Support for Historic Preservation;
- Educating about Heritage;
- Developing the Economy;
- Surveying Cultural & Historic Resources;
- Protecting Local Historic Resources; and
- Supporting Community Sustainability.

BUILDING REGIONAL SUPPORT FOR HISTORIC PRESERVATION

Goal: The Trail Towns will coordinate historic preservation efforts at a regional level while recognizing and respecting the need for unique historic preservation programs in each community.

Successful historic preservation relies on grass-roots efforts and reinforcing the authenticity of individual communities, but it also benefits from regional coordination and pooling of resources among communities with common interests.

Objectives:

- Emphasize a common vision and goals for preservation in the region but recognize the unique role and characteristics of each community.
- Establish an organized system for communications and coordination among the Trail Towns.
- Broaden the base of support for preservation beyond a core group of advocates.
- Promote regular communication and dialogue among preservation groups at the local, regional, and state levels.

Pennsylvania Wilds is a model for a coordinated regional tourism effort. It successfully combines and promotes land conservation, recreation, heritage tourism, and unique local communities. Learn about the effort at: www.pawilds.com

Many people overlook the historic resources and stories about local heritage in their own communities.

Educating about Heritage

Goal: The importance of appreciating heritage and the benefits of historic preservation will be taught and marketed to citizens, community leaders, business owners, and youth through a wide range of regional and local methods as a way to instill pride of place, enhance quality of life, promote strong economies, and contribute to sustainable communities.

Knowledge about the benefits of historic preservation must be ingrained in local culture and values in order for it to be effective.

Objectives:

- Increase awareness and visibility of heritage resources and preservation successes.
- Enhance and stress coordination on education, marketing, and research efforts.
- Build awareness and knowledge about the benefits of preservation.
- Create educational tools to distribute information about preservation requirements and assistance options.
- Establish a network of relationships with people, organizations, agencies, and institutions that are supportive of preservation values.
- Collect and disseminate knowledge about historic preservation "best practices" and their benefits.

Developing the Economy

Goal: Historic preservation will be an integral part of regional and local economic development efforts.

It is important that historic preservation be valued for much more than just the inherent importance of recognizing, recording, and celebrating our history, but for its ability to contribute to improvements in economic conditions for citizens of the Trail Towns.

Objectives:

- Explore and expand heritage tourism opportunities.
- Document the relationship between historic preservation and improved local economic conditions.
- Support traditional building trades that are related to preservation.
- Sustain agricultural operations for economic and scenic purposes.
- Work in concert with local, regional, and state-wide economic development agencies.

Economic Impacts of Preservation in Southwestern Pennsylvania (2004 – 2009):

- *$475 million overall investment*
- *$65.6 million annual tax benefit generated*
- *1,204 housing units*
- *5,242,289 square feet of renovated space*
- *1,370 construction jobs created*
- *3,042 permanent employment positions*

Facts are from the *Economic Impact of Preservation in Southwest Pennsylvania,* 2010. The study included Fayette, Somerset, and Westmoreland Counties. For the full report visit: http://www.pennsylvaniaworks.org

SURVEYING CULTURAL & HISTORIC RESOURCES

Goal: Cultural and historic resources will be documented, recorded, and prioritized for use by the public through a system that is monitored and updated on a regular basis.

In order for historic preservation efforts to be successful in the long term, it is critical that there be a reliable, accurate, and up-to-date database that documents those resources.

Objectives:

- Create and maintain an inventory of important cultural and historic resources within each community.
- Establish a list of key priorities for preservation based on criteria.
- Document and share the personal histories of local residents and property owners.

PROTECTING LOCAL HISTORIC RESOURCES

Goal: Historic resources will be protected at the local level with tools that are crafted by individual communities tailored to their specific needs and values.

Regional coordination of preservation efforts and assistance with "best practices" by the Trail Towns collectively is needed, but specific community planning and regulatory tools are a matter of local responsibility.

Objectives:

- Incorporate historic preservation policies into local comprehensive or similar plans.
- Align and refine existing regulations with the Preservation Plan goals and objectives or adopt new guidelines or regulations.
- Consider a broad range of tools for historic resource protection.
- Provide consistent, knowledgeable, and fair administration of preservation programs and other community regulations.
- Ensure ongoing commitments to implement and update the Preservation Plan.

Saving Ohiopyle

Lillian McCahan, a former station agent for the Western Maryland railway and resident of the Ohiopyle area, is one of the key voices that helped draw attention to and preserve the historic beauty of the area. Through a letter-writing campaign in which she described the landscape's natural beauty and devastating impacts of the lumbering industry, McCahan successfully enlisted the support of the Western Pennsylvania Conservancy (WPC). The WPC, in coordination with the Keister family, provided funding and support to help preserve the scenic area that is now Ohiopyle State Park.

Read the full story online at:
http://www.wpconline.org/75th/ohiopyle.htm
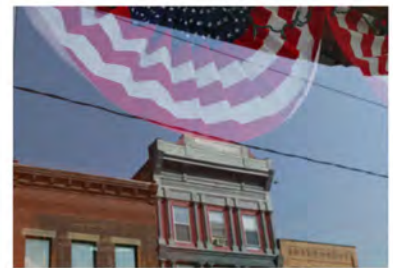
Individual communities should determine how to best preserve local historic resources, but coordination and communication between communities are necessary to ensure that preservation occurs on a regional level.

Economically, preservation can:

- *Be a catalyst for additional investment in communities*
- *Create and retain jobs*
- *Attract a creative workforce*
- *Support small businesses*
- *Support service-based economic development*
- *Provide affordable housing*

Environmentally, preservation can:

- *Preserve the energy embodied in existing materials*
- *Reduce the need for new materials*
- *Result in fewer environmental impacts over the building's life cycle*
- *Reduce waste in landfills*
- *Help to reduce sprawl (and associated impacts such as loss of natural habitat, dependence on automobiles, development of economically and environmentally costly infrastructure)*

Socially, preservation can:

- *Maintain heritage resources and cultural diversity*
- *Provide a sense of place and identity*
- *Encourage civic engagement*
- *Facilitate social interaction*

SUPPORTING COMMUNITY SUSTAINABILITY

Goal: Historic preservation efforts will be connected to broader efforts that promote sustainable communities, including economic, environmental, and social dimensions of sustainability.

Historic preservation is not an isolated endeavor, but rather is part of broader and mutually supportive values that integrate the built environment with its economic, environmental, and social context.

Objectives:

- Use preservation to spur economic growth.
- Use preservation to support conservation of the natural environment and efficient use of resources.
- Use preservation to enhance quality of life and opportunities for enrichment and interaction.

5. ACTION PLAN

The Action Plan sets forth key actions and strategies to implement and achieve the goals and objectives of this preservation plan. It emphasizes achievable immediate steps to put the plan in action, and also identifies some ideas for priority efforts to undertake in coming years.

In particular, this chapter focuses on the following questions:

- How will the plan be implemented?
- What are the priority actions that should begin immediately?

HOW WILL THE PLAN BE IMPLEMENTED?

In order for the plan to become reality, it will be necessary for a designated group to take ownership and be responsible for setting the plan into action. Because the Trail Towns do not currently have a coordinated committee focused on preservation, this plan recommends that a new Preservation Action Committee be established to oversee the plan's implementation and guide it on a path to success. The following sections describe the purpose and composition of the Preservation Action Committee, and begin to outline a preliminary work plan for the committee to follow.

Preservation Action Committee

The purpose of the Preservation Action Committee (PAC) is to oversee implementation of the plan and support preservation efforts in the Trail Town communities. Membership should include a diverse mix of community members and representatives, including seasoned preservation advocates, local elected officials, property and business owners, and others with experience or interest in preservation, economic development, or community sustainability. Each of the six Pennsylvania Trail Towns discussed in this plan should be represented by one or more members of the PAC. Additional members from other communities along the GAP may also be included.

Erin Hammerstedt of Preservation Pennsylvania will serve as staff for the PAC on a part-time basis for at least one year to help establish and organize the group and assist them in the early phases of Plan implementation. Over time, it is expected that the PAC will become self-sustaining, and the role of Preservation Pennsylvania will gradually shift from organizing entity to collaborative partner and informational resource.

Preservation Action Committee Work Plan

The first task of the PAC should be preparation of an annual work plan. The PAC work plan should be continuously monitored and updated on an annual basis. The work plan should assign responsibilities and estimated timelines for completion.

In order to comprehensively address the wide range of preservation and economic development opportunities and issues, the work plan should include actions in the following categories:

- Communication and Education
- Partnerships
- Inventories and Historic Designations
- Planning and Regulations
- Funding Opportunities

The following pages outline some preliminary ideas that should be strongly considered for inclusion within the inaugural Preservation Action Committee work plan. They are organized around possible types of actions, and focus on far-reaching efforts that are achievable in the near-term to establish a solid foundation for future preservation efforts.

1. Building Strong Coalitions

The Preservation Action Committee should reach out and work closely with other organizations to build a broad coalition of preservation supporters. A successful coalition should engage a wide variety of stakeholders, both to bring new ideas to the table, and also to establish broad public support and buy-in through existing affiliations and connections.

1.1. Establish regular lines of communication.

Regular communication and coordination is necessary to build a strong and effective coalition of preservation supporters. Because routine communication between the Trail Towns is currently very limited, it will be necessary for the PAC to establish mechanisms for routine communication and coordination on preservation issues and opportunities.

Means for routine communication should be established between committee members, among participating communities, and with other partners and volunteers so that everyone can stay current on preservation news, issues, and opportunities. In addition to regular meetings of the PAC, other methods to establish routine communication might include a quarterly newsletter (either a new newsletter, or a preservation-focused section within the existing Trail Town e-newsletter), or an online blog or Facebook page.

1.2. Increase awareness of preservation by elected and appointed officials.

In order for preservation to take root in each of the communities, it is important for local leaders to understand its benefits. In coordination with existing local preservation supporters identified in Chapter 3, the PAC should present this plan to elected and appointed officials to build awareness of how preservation relates to economic development and to develop leadership interest and buy-in. In addition to presenting information about preservation, the PAC and others should solicit feedback

The Facebook page for the Great Allegheny Passage has more than 3,000 followers. A Facebook page might be a simple and cost-effective mechanism for the PAC and community to discuss preservation.

from the local leaders about the best way to proceed and build broad support in each community.

1.3.   Outreach to other partner organizations.

The PAC should work with the communities to build a broader base of understanding and support for preservation beyond its core group of advocates. This should be done through ground-up outreach and education from trusted organizations and groups, such as main street organizations, local historical societies, tourism providers, the Trail Town Outreach Corps, churches, service groups, area economic development organizations, and chambers of commerce.

The PAC should foster relationships with these community partners, and seek opportunities to coordinate and maximize resources, including sharing email distribution lists, showcasing preservation in existing newsletters, and developing educational and interpretive programs.

1.4.   Utilize volunteer networks.

A significant number of volunteers are active in the Trail Towns. The PAC should utilize and coordinate with the existing volunteer groups (such as the devoted volunteers at Visitors Centers along the GAP), and support the development of other volunteer networks to implement the preservation plan. The PAC should work with volunteers to ensure that they are knowledgeable about local history and preservation matters, and serve as ambassadors to help share the unique stories and features of each Trail Town community.

The Trail Town Outreach Corps is a team of college graduates from across the country that seeks to foster economic revitalization and sustainable redevelopment in the Trail Towns through service to the communities. The Outreach Corps is a partnership project between the Trail Town Program ® and national non-profit the Student Conservation Association.

2. Education and Outreach

Education and public outreach are critical components of building support for and understanding of preservation and its benefits. The PAC should work with other organizations and educational partners to effectively communicate with and inform the public to build awareness and interest in preservation and heritage tourism. The PAC should also develop educational and outreach tools to spread the word about available preservation resources and opportunities.

2.1.   Develop "Preservation 101" materials for widespread distribution.

The PAC should create a simple and unified educational brochure and PowerPoint that summarize the benefits of and opportunities for preservation and heritage tourism in Trail Towns. The materials should showcase the economic, environmental, and social benefits of preservation, highlighting successful preservation stories and projects in the area. Educational materials should also include information on possible funding mechanisms and provide contact information for people who are interested in learning more.

These materials should be designed for widespread distribution by all committee members and partners. In addition to presentations to local leaders (see # 2 above), the PAC should focus its early efforts on distributing this information to existing owners of historic properties.
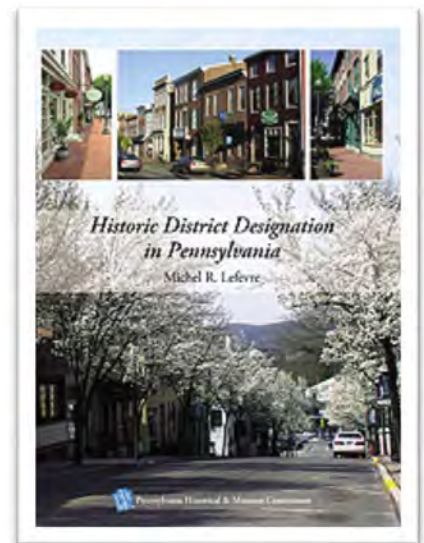
The Pennsylvania Bureau for Historic Preservation provides a number of educational resources on its website, such as this guide to forming a historic district. See the website at: http://www.portal.state.pa.us/portal/server. pt/community/historic_preservation/3741

Technological tools, like the Smartphone applications offered by BarZ Adventures, could help the Trail Town communities share information on historic resources with a larger, mobile audience. See their website at: www.barzadventures.com
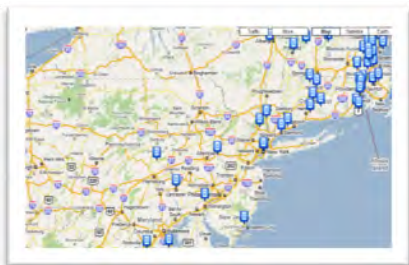
The National Trust for Historic Preservation recently launched an interactive map to help homeowners find qualified, old-window-friendly contractors. See the map online at: http://www.preservationnation.org/resources/homeowners/map.html

2.2. Utilize technology to share information.

More and more residents and visitors are turning to technology (e.g., mobile phones, laptops, and other wireless devices) as important means to seek and share information. The PAC should aim to utilize technology to discuss and spread the word about preservation in general, such as online and through local radio and television programs.

Additionally, the PAC should coordinate with other tourism providers to develop mobile heritage and preservation tours for smart phones and other wireless devices, so that a broad range of people can access historical information as they travel along the Great Allegheny Passage and in the region.

2.3. Monitor and share information about funding opportunities.

The PAC should monitor state, federal, and other grant opportunities for preservation and heritage tourism on a routine basis. The PAC should regularly share up-to-date information related to grants, tax credits, loans, and other preservation and tourism funding opportunities with community leaders and property owners, and should coordinate with them to pursue funding opportunities. The Pennsylvania Historical and Museum Commission (PHMC) and Preservation Pennsylvania are valuable sources for funding information. Appendix B provides a summary of potential funding sources for historic preservation, although other funding opportunities may exist or be developed in the future.

2.4. Create and distribute a technical resource list.

A common request from owners of historic properties is for a list of technical experts skilled in preservation. The PAC should work to develop, maintain, and distribute a comprehensive list of contractors, craftsmen, suppliers, and other experts available in the region to assist with preservation projects. The list could be as simple as a coordinated list or spreadsheet, or could be developed as an interactive map (see example at left). Regardless of the format, the list should be easily to find and updated periodically.

2.5. Provide a hands-on educational activity for students.

The PAC and other partners should work with area teachers and school administrators to provide fun, hands-on opportunities for students to learn about local history, preservation, and heritage tourism. Activities might include a "trail day" for students to bike along the trail and learn about the history of the railroad in the region, or tours of historic residences and buildings to highlight local resources and build support for preservation efforts. By engaging and energizing students, parents and other family members might also learn about history and preservation opportunities in their communities.

2.6.   Develop a preservation course for local leaders.

The Local Governmental Academy offers educational programs throughout the year in various locations near the Trail Towns. Educational programs are typically oriented towards existing local officials, potential candidates, and other municipal staff members or leaders.

The PAC should coordinate with the Local Government Academy to develop a course on the basics and benefits of preservation and heritage tourism, and encourage local leaders to enroll in the course. Topics to include in the curriculum might include the economic benefits of preservation, and the basics of national and local landmark designation, design guidelines, and other preservation tools.

2.7.   Develop a coordinated heritage tourism guide.

In coordination with GAP, main street organizations, visitor bureaus, state parks, local businesses, and other organizations, the PAC should advocate for the development of a regional guide for heritage tourism. The guide should focus on the unique historical attributes of each Trail Town community, as well as the regional history. The guide should also highlight local foods and products from the region, and provide suggestions for heritage tour itineraries for motorists and trail users. The guide could be integrated into the Great Allegheny Passage Trail Book, but should also be marketed separately to reach heritage tourists not using the trail.

3. Resource Inventory

In order to protect valuable historic and cultural resources, it is imperative for the public to be aware of the resources in each community. Through identification, and prioritization, resources have a better chance of being preserved in the future if the public and community leaders are aware of their value and existence.

3.1.   Establish a consistent methodology to inventory historic resources.

In coordination with county and local historical societies and other volunteers, the PAC should establish a consistent format and methodology for communities to complete and maintain their local cultural resource inventory. The Pennsylvania Historical and Museum Commission's Bureau for Historic Preservation has developed a database that can be modified and used to gather this information. The PAC should create a form to be used to gather the information in the field, and establish a protocol for gathering, entering, updating and sharing information about their historic and scenic assets.

3.2.   Prioritize local resources for protection.

Based on the outcomes of the inventories, the PAC should work with property owners and elected officials to establish criteria and identify the top priorities for preservation in each community (e.g., nationally designated landmarks, highly visible, local or regional significance, city owned, engaged property owner, ability to draw visitors, etc.). The PAC should also work with local historical societies and other preservation supporters to assess

the ability of local tools and resources to effectively protect these resources in the future.

3.3. Stabilize key resources.

For key resources (those identified as local priorities for protection) that face imminent threats of condemnation and/or demolition, work with property owners and municipalities to formulate an approach to stabilize and protect the resource in the short-term. Approaches might include enlisting volunteer support for rehabilitating a structure, identifying organizations willing to "adopt a building," utilizing federal Community Development Block Grant funds for preservation activities, pursuing property tax abatement, or as a last resort, exploring the deconstruction of the resource (instead of demolition), so that the materials could be sold to raise funds for future preservation needs.

3.4. Document and share oral histories.

In addition to inventorying historic and cultural resources, the PAC should work with the Trail Town Outreach Corps, historical societies, and other organizations to document and retain the personal stories of historic town residents, families, and businesses. People should be encouraged to tell their own stories to help document and preserve the history and culture of the area. These stories should be shared and told in educational and marketing materials to add interest and personal significance to preservation efforts.
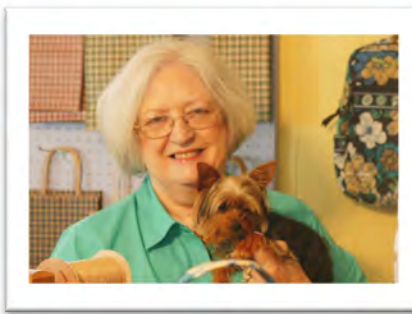
Documentation of personal and family histories will help supplement the stories of how the Trail Towns developed and evolved over the years.

4. Planning and Research

Integrating preservation into existing and future planning documents, such as local and county comprehensive plans and master plans, is important to establish a long-term vision and policy support for preservation. Additionally, future focused planning efforts, like a possible regional heritage plan, could further unify the Trail Towns and support preservation, economic development, and sustainability goals. Ongoing research of similar and successful efforts in other areas, as well as commitments to updating the preservation plan will ensure that actions align with current best practices and needs.

4.1. Monitor and regularly update this preservation plan.

In order for the preservation to remain relevant and reflect current efforts, the PAC should conduct a review the preservation plan on an annual basis, noting key achievements and new preservation challenges and opportunities. The annual review should also include an update to the annual work plan, as necessary. The PAC should seek to formally update the entire preservation plan at a minimum of every five years, to reflect accomplishments, new trends, and other changing conditions.

4.2. Integrate preservation into local planning efforts.

As local and county comprehensive plans and other planning projects are prepared and updated, the PAC should advocate for the addition and strengthening of policies and regulations related to the preservation of

historic resources. The PAC should coordinate with these organizations and other preservation supporters to ensure that all future adopted plans promote the type of development patterns and character desired and result in the protection of key historic resources.

4.3.   Develop a regional heritage tourism plan.

The PAC should work with the local and regional tourism industry to develop a heritage tourism strategy in collaboration with preservation partners and economic development groups. The first step should be to identify options to promote heritage tourism through existing attractions, such as Fallingwater and local downtowns. The next step should be to identify measures that could be taken to expand the geographical range of the towns' heritage tourism efforts towards other areas and a broader range of resources.

Key elements for the overall heritage tourism strategy to address should include:

- *Products and experiences:* The types of heritage resources that exist for visitors to the Trail Towns– the "things to see and do."
- *Infrastructure:* The physical facilities needed to support heritage tourism (such as lodging, food and beverage, transportation) and also the information resources needed to support the tourism industry (e.g., visitor information databases).
- *Marketing and communications:* The multi-media approach for creating awareness of heritage tourism opportunities.
- *Funding:* The funding streams and financial resources, both public and private, which will support development and maintenance of heritage tourism resources.
- *Organizations:* The entities charged with managing heritage tourism activities in the region (and perhaps state), including chambers of commerce, convention and visitors bureaus, preservation groups, and local staff and officials.

A key focus of the PAC should be to identify and pursue grants to help finance heritage tourism growth in the region. Possible sources include Preserve America grants.

4.4.   Research other multi-jurisdictional efforts.

The PAC should look to other regions in Pennsylvania and also elsewhere in the country to learn about successful regional preservation and tourism initiatives.

One local example is the Pennsylvania Wilds program mentioned on page 29 of this plan. As another example, the award-winning Texas Heritage Trails Program, administered by the Texas Historical Commission, offers an interesting example in which multiple trails (each of which links many local communities) all have different organizational structures, based on local resources. In the words of the THC, "this economic development initiative encourages communities, heritage regions, and the state to partner and promote Texas' historic and cultural resources. These successful local

The Texas Heritage Trails Program (THTP) is an award-winning heritage tourism and economic development initiative that could be a valuable resource for the PAC to research.

preservation efforts, combined with statewide marketing of heritage regions as tourism destinations, increase visitation to cultural and historic sites and bring more dollars to Texas communities."

Research about the organizational structure, funding sources, and "best practices" of other initiatives will provide new information and methods for the PAC to operate, coordinate, and effectively address preservation and tourism issues and opportunities.

5. Preservation Toolbox

A variety of tools and regulations affect the degree to which historic resources are valued and/or protected. The PAC should work with municipal staff and officials to integrate appropriate preservation tools in each community so that valuable historic resources will be preserved in the future.

5.1. *Seek a sustainable funding mechanism for the PAC.*

Track and actively pursue opportunities such as grants to sustain funding for ongoing operation of the PAC.

5.2. *Pursue national historic designation for eligible properties.*

A property owner, organization, or government may nominate a property or district for listing on the National Register of Historic Places by completing a nomination form and supplying the required documentation. This nomination is reviewed by local officials for recommendation before being forwarded on to the State Historic Preservation Office. If there is no objection from the owner, or majority of owners in the case of a district, and the property meets the appropriate criteria (see box, below) the SHPO will forward the nomination to the National Park Service for consideration.

Listing on the National Register is honorific. It does not impose any regulations or restrictions on the owner regarding the maintenance of their property, but does qualify the owner to take advantage of federal tax incentives (see Appendix B for more details about federal tax incentives).

Criteria for Listing on the National Register

"The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- *That are associated with events that have made a significant contribution to the broad patterns of our history; or*
- *That are associated with the lives of persons significant in our past; or*
- *That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
- *That have yielded or may be likely to yield, information important in prehistory or history."*

Source: http://www.nps.gov/history/nr/listing.htm

5.3. Explore creation of local historic designation processes and/or districts.

Building on the resource inventory, identify important local resources and/or areas that are of local significance, but may be threatened due to lack of regulation. Work with elected officials to establish a process for designating and protecting these local resources.

5.4. Explore design guidelines or other standards.

Work with communities to explore adoption of design guidelines for areas where historic resources are present (using design guidelines and form-based zoning regulations for communities such as Connellsville and Ohiopyle as a model resource). In communities that already adopted voluntary design guidelines, explore the conversion of voluntary guidelines into regulatory measures by integrating them into zoning codes.

5.5. Integrate preservation into codes.

As local and county land development and zoning codes are prepared and updated, work with these jurisdictions to incorporate standards for the protection of historic resources.

5.6. Coordinate with telecommunications providers.

Work with telecommunications providers to enhance wireless coverage along the GAP so that modern telecommunications tools can be used to support economic and preservation efforts in the Trail Towns.

5.7. Showcase implementation pilot communities.

Utilize local pilot communities as models for implementing various aspects of this plan (education, regulations, outreach, etc.).

The Ohiopyle Design Guidelines offer a number of design suggestions including appropriate building form, placement, materials, and how to incorporate preservation of local memories and historical interpretation.

Modeling Successful Efforts in Nearby Communities

Throughout the planning process community members noted several successful historic preservation efforts in nearby towns, including Scottdale and Mount Pleasant.

*Although they are not along the GAP, these communities have many preservation issues similar to the Trail Towns. For example, Scottdale recently completed a **Historic Preservation Action Plan** which focuses on four key goals that are very similar and relevant to the Trail Towns: (1) increasing awareness and appreciation of the town's National Register Historic District; (2) encouraging pride of ownership and voluntary preservation efforts; (3) expanding awareness of the town's history and increasing heritage tourism; and (4) avoiding inappropriate demolitions and building alterations in the National Historic District.*

As Scottdale's plan is implemented it will be beneficial for the PAC to review what has worked well there and to model and replicate those successful initiatives in the Trail Towns.
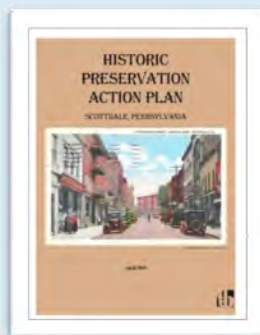
PRIORITY ACTIONS

The Preliminary Priority Action table below summarizes each possible action, establishes a preliminary time frame, and identifies related goals from Chapter 3. The timing section of the table specifies the suggested time line to complete each action as: ongoing, immediate (within 1 year of PAC formation), near-term (one to three years after PAC formation), or longer-term (three or more years after PAC formation).

Action	Timing				Related Goals					
	Ongoing	Immediate (first year)	Near-term (1-3 years)	Longer-term (4+ years)	Regional Support	Heritage Education	Economic Development	Cultural/ Historic Resource Survey	Local Resources	Community Sustainability
1. Building Strong Coalitions										
1.1. Establish regular lines of communication. Establish mechanisms for routine communication and coordination on preservation issues and opportunities between committee members, among communities and with other partners.	X	X			✓		✓			✓
1.2. Increase awareness of preservation by elected and appointed officials. Present this plan to elected and appointed officials to build awareness of how preservation relates to economic development and to develop leadership interest and buy-in.	X	X			✓				✓	✓
1.3. Outreach to other partner organizations. Foster relationships with area organizations and groups to develop buy-in from trusted organizations and groups and to share and maximize resources.	X				✓	✓	✓			✓
1.4. Utilize volunteer networks. Utilize and coordinate with the existing volunteer groups and support the development of new volunteer networks to implement the preservation plan.	X				✓	✓			✓	✓

Action	Timing				Related Goals					
	Ongoing	Immediate (first year)	Near-term (1-3 years)	Longer-term (4+ years)	Regional Support	Heritage Education	Economic Development	Cultural/ Historic Resource Survey	Local Resources	Community Sustainability
2. Education and Outreach										
2.1. Develop "Preservation 101" materials for widespread distribution. Create a simple and unified educational materials that summarize the benefits of and opportunities for preservation and heritage tourism in Trail Towns. Use these materials for widespread distribution.		X			✔	✔	✔		✔	✔
2.2. Utilize technology to share information. Utilize technology to share preservation and historical information with a broad audience.	X				✔	✔	✔			
2.3. Monitor and share information about funding opportunities. Monitor state, federal, and other grant opportunities and routinely share this information with community leaders and property owners.	X						✔	✔	✔	✔
2.4. Create and distribute a technical resource list. Develop, maintain, and distribute a list of regional contractors, craftsmen, suppliers, and other experts available to assist with preservation projects.			X		✔			✔	✔	✔
2.5. Provide a hands-on educational activity for area students. Work with teachers and school administrators to provide hands-on opportunities for students to learn about local history, preservation, and heritage tourism.			X			✔		✔	✔	✔
2.6. Develop a preservation course for local leaders. Coordinate with the Local Government Academy to develop a course on preservation and heritage tourism and encourage local leaders to enroll in the course.			X		✔	✔	✔	✔	✔	✔

Action	Timing				Related Goals					
	Ongoing	Immediate (first year)	Near-term (1-3 years)	Longer-term (4+ years)	Regional Support	Heritage Education	Economic Development	Cultural/ Historic Resource Survey	Local Resources	Community Sustainability
2.7. Develop a coordinated heritage tourism guide. In coordination with other organizations, develop and market a regional heritage tourism guide.			X		✔	✔	✔			✔
3. Identification of Historic Resources										
3.1. Establish a consistent methodology to inventory historic resources. Establish a consistent format and methodology for communities to complete, maintain, and distribute their local historic and cultural resource inventory.			X		✔			✔	✔	
3.2. Prioritize local resources for protection. Work with property owners and elected officials to establish criteria and identify the top priorities for preservation in each community.			X					✔	✔	✔
3.3. Stabilize key resources. For key resources that face imminent threats of condemnation and/or demolition, work with property owners and municipalities to formulate an approach to stabilize and protect the resource in the short-term.	X		X				✔	✔	✔	✔
3.4. Document and share oral histories. Document the personal stories of historic town residents, families, and businesses and share these stories to add interest and personal significance to preservation efforts.	X					✔		✔	✔	✔
4. Planning and Research										
4.1. Monitor and regularly update this preservation plan. Review the preservation plan on an annual basis and formally update it at a minimum every 5 years to reflect accomplishments, new trends, and changing conditions.	X			X	✔			✔	✔	✔

Action	Timing				Related Goals					
	Ongoing	Immediate (first year)	Near-term (1-3 years)	Longer-term (4+ years)	Regional Support	Heritage Education	Economic Development	Cultural/ Historic Resource Survey	Local Resources	Community Sustainability
4.2. Integrate preservation into local planning efforts. Work with area jurisdictions to integrate historic preservation into comprehensive plans and other planning and policy documents.			X		✔	✔	✔	✔	✔	✔
4.3. Develop a regional heritage tourism plan. Develop a plan to support the development and enhancement of heritage tourism infrastructure.			X		✔	✔	✔	✔	✔	✔
4.4. Research other multi-jurisdictional efforts. Conduct research on other preservation and tourism efforts to provide new ideas and "lessons learned."	X				✔	✔	✔	✔	✔	✔
5. Building Effective Local Preservation Toolboxes										
5.1. Seek a sustainable funding mechanism for the PAC. Track and actively pursue opportunities such as grants to sustain funding for ongoing operation of the PAC.	X	X			✔		✔			✔
5.2. Pursue national historic designation for eligible properties. For properties and/or districts that meet the criteria for listing on the National Register, work with property owner(s) to nominate and pursue national designation.			X					✔	✔	✔
5.3. Explore creation of local historic district and/or designation processes. Work with elected officials to establish a process for designating and protecting local resources.				X				✔	✔	✔
5.4. Explore design guidelines or other standards. Work with communities to explore adoption of voluntary design guidelines or explore consider upgrading voluntary guidelines to mandatory measures.			X					✔	✔	✔

Action	Timing				Related Goals					
	Ongoing	Immediate (first year)	Near-term (1-3 years)	Longer-term (4+ years)	Regional Support	Heritage Education	Economic Development	Cultural/ Historic Resource Survey	Local Resources	Community Sustainability
5.5. Integrate preservation into codes. Work with to incorporate standards for the protection of historic resources into local and county land development and zoning codes.	X			X				✔	✔	✔
5.6. Coordinate with telecommunications providers. Work with telecommunications providers to enhance wireless coverage along the GAP.			X		✔	✔	✔			✔
5.7. Showcase implementation pilot communities. Utilize local pilot communities as models for implementing various aspects of this plan (education, regulations, outreach, etc.).	X	X			✔		✔		✔	✔

APPENDIX A: DEVELOPMENT HISTORY AND HISTORIC RESOURCE INVENTORY

PURPOSE AND METHOD

The purpose of this development history and historic resource inventory is to provide an understanding of the character of each community as it is expressed in the physical environment including buildings, structures and landscape features. These historic resources are community assets that have a real cultural and economic value. This baseline inventory will be used to help establish preservation priorities to help the Trail Towns protect and utilize the places that matter to them and enhance the authenticity and vibrancy of the Trail Towns.

The information in this inventory has been compiled from a combination of existing survey data, archival research, conversations with community members, and a field survey. It is not a comprehensive inventory, but does identify key historic properties that should be considered as assets to the community based on their historic or architectural significance and/or their potential economic or cultural value to the community and preserved or rehabilitated.

COMMON THREADS

The six Trail Towns of West Newton, Connellsville, Ohiopyle, Confluence, Rockwood and Meyersdale share several common features that help to define them collectively: each town is located in close proximity to a significant waterway (the Youghiogheny or Casselman River) and is surrounded by relatively mountainous terrain rich in natural resources such as coal and lumber. In each community, establishment of the railroad linked the towns to one another, and significantly influenced their growth and development, including industrial, commercial and residential resources. These important character-defining natural resources, as well as the railroad and industrial resources and associated commercial, civic and residential resources that help to tell the common story of the Trail Towns are important assets that could be explored as unifying themes among the communities.

COMMON THREADS: EARLY EVENTS AND PLACES

Settlement in the vicinity of today's Trail Towns was very sparse prior to about 1790. The 1750s and 1760s were generally limited to exploration in the area. Groups of men led by the likes of George Washington, Edward Braddock and John Forbes were hired to conduct expeditions through the area in an attempt to find navigable routes to Pittsburgh from the south and east and stake their claim over the territory. Forts were established in the region during this period (none in the Trail Towns), but few other settlements existed.

In the Trail Towns, important events of the area's earliest history were often related not to manmade improvements, but to the landscape features of the communities and their surroundings. For instance, George Washington camped at the "turkey foot" now known as Confluence in 1754, and had to change his travel plans because the Ohiopyle Falls were not passable. In 1755, General Braddock and his troops stayed in Connellsville on June 29 and 30, when they crossed the river and headed into battle with the French. These significant landscape features should be considered as important cultural resources.

An example of significant events or places that could be interpreted to residents and visitors to reflect the early settlement and development of the trail towns are listed in Table 1, below.

Meaningful Events and Places Reflecting Settlement and Development, 1753 - 1870		
West Newton	Keel boats manufactured and used in water transportation Although the Plumer House wasn't built until 1814, this site is significant to the town's early history	
Connellsville	Braddock's Crossing, June 29-30, 1755 General Crawford's cabin north end of New Haven	
Ohiopyle	George Washington's exploration and Ohiopyle Falls, 1755	
Confluence	George Washington's camp at the Turkeyfoot, 1754	

Meaningful Events and Places Reflecting Settlement and Development, 1753 - 1870		
Rockwood	Early settlement near the river/bridge The current bridge is modern, but this has been the site of river crossing since 1816, and was site of initial settlement prior to that	
Meyersdale	First building, 1780 Built by Andrew Bruntrager, then sold to Meyer in 1785, who developed town around it	

COMMON THREADS: RAILROADS

The railroads were an absolutely essential factor in the growth and development of each of the Trail Towns. By providing a means of transporting goods out of the mountains of southwestern Pennsylvania, they opened the area to industrialization. Mines, mills and factories began to operate, bringing more and more people into the communities. The growing population required additional amenities such as stores, banks, houses, churches and schools. The railroads also transported visitors into the communities, giving birth to tourism and recreation as an industry in the region. The railroads created a physical link between the Trail Towns, and continue to do so today. Because of their pivotal role in the development of the Trail Towns, all railroad resources, including the corridors, stations, bridges, tunnels, viaducts, and other features that are present in and between the trail towns should be identified and preserved.

The Baltimore & Ohio Railroad

The Pittsburgh and Connellsville Railroad connected those two key industrial cities in the mid-1850s, generally following the Youghiogheny River through West Newton. The line was completed to Cumberland, Maryland in 1871, linking the remaining Trail Towns and connecting them and the resources around them to markets. After completion, the line almost immediately became a subsidiary of the Baltimore & Ohio Railroad. Completion of the railroad in 1871 marked a turning point in the development each of those communities as well as the region as a whole. Prominent members of each of the communities were active in seeing that the line was completed, knowing that it would bring growth and prosperity to their town.

In Meyersdale, Rockwood, Confluence, Ohiopyle, and Connellsville, the line is still in active use, operated by CSX. From Connellsville through West Newton, the former B&O line is now part of the Great Allegheny Passage, and CSX operates on the former Pittsburgh & Lake Erie line. The fact that the railroad is still in active use in the Trail Towns is important to the authentic historic character of the communities. Because it is still in use, most of the features associated with the railroad are utilized and maintained. They could be enhanced,

perhaps, but even as they exist today, this is a significant asset in each of the Trail Towns. The B&O Railroad and its contributing features have been determined eligible for inclusion in the National Register of Historic Places.

The Baltimore & Ohio Railroad		
West Newton	The active rail line through the heart of West Newton contributes to its authentic historic character In West Newton, the B&O Railroad was converted for use as the Great Allegheny Passage rail trail, and the Pittsburgh & Lake Erie line is used by CSX, instead	
Connellsville	The station along the active rail line in Connellsville has been removed, but there is still an active rail yard, and a new passenger station is proposed.	
Ohiopyle	CSX does not have a station in Ohiopyle, but the presence of the active line is still a notable historic resource	
Confluence	B&O freight station in Confluence. The passenger and control tower have been lost, but the freight station survives on the active line to help tell the story of the railroad	

The Baltimore & Ohio Railroad		
Rockwood	The B&O station in Rockwood is still in use by CSX, and is surrounded by other lines and bridges that make it a tremendous, intact historic resource	
Meyersdale	The B&O station in Meyersdale is still in active use by CSX and is maintained in good condition	

The Western Maryland Railway

The Western Maryland Railway was completed in 1912 from Maryland to Connellsville, where it connected at a terminal station with the Pittsburgh & Lake Erie Railroad, which carried the line through West Newton to Pittsburgh. The line was constructed because of the booming lumber and coal industry in the region during the early twentieth century. These industries were significant in their own right, but also thrived because of their importance to Pittsburgh's steel industry.

The WMRR went out of service in the 1970s, after which time the railroad tracks were removed, and the line was repurposed for use as a bicycle trail. The railroad corridor was evaluated and determined not to be eligible for inclusion in the National Register of Historic Places. However, several of the resources along the WMRR have been determined eligible for inclusion in the National Register individually. Regardless of their National Register eligibility, the historic resources associated with the WMRR and P&LE are important to the history of the Trail Towns, and should be considered to be one of the region's greatest assets. In addition to several stations, several significant engineering features such as bridges, tunnels and viaducts are present along the line. These historic features all contribute to the character of the experience of trail users and should be preserved. The Great Allegheny Passage rail trail is one very strong physical link among the Trail Towns, and one of the region's very important assets.

The Western Maryland Railway (now Great Allegheny Passage)		
West Newton	This station was reconstructed to recreate the appearance and experience of the historic railroad station that once served the line. It now serves as a visitor's center along the Great Allegheny Passage.	
Connellsville	This station served as the terminal connection between the Western Maryland Railway, which operated to the east, and the Pittsburgh & Lake Erie Railroad that operated to the west. Because it was not built until 1912, the WMRR line had to be elevated through Connellsville, thus the two-story tower at the station.	
Ohiopyle	In Ohiopyle, the former WMRR station has been rehabilitated for use as a visitors center along the Great Allegheny Passage, connecting many trail users and visitors to the community to the area's history.	
Confluence	No station associated with the WMRR is present in Confluence, however significant bridges help to convey the historic character of the line for trail users.	

The Western Maryland Railway (now Great Allegheny Passage)		
Rockwood	No station associated with the WMRR is present in Rockwood. However, the view of the town from the railroad tracks replicates part of the experience railroad passengers would have had entering the community by train.	
Meyersdale	The Meyersdale station of the WMRR has been restored, and is now houses the local historical society's museum and serves as a welcome center for the community.	

Common Threads: Industrial Heritage

The natural resources that surround the Trail Towns led to successful agricultural production and gave rise to booming lumber and coal enterprises. Some resources associated with the community's industrial history, such as the timber stands and coal mines, are typically located outside of the towns. In addition to the few industrial resources that are still present within the communities, these resources should be preserved and interpreted to help tell the story of these places. While the industries were fairly consistent in the six Trail Towns – generally being associated with farming, lumber and coal – the specific sub-industries in each of the communities was somewhat different.

Agricultural Products

Each town had a grist mill for processing grains. A mill still stands in Ohiopyle, but most of the others are gone. Because they were popular products and were less expensive to transport than grains, distilleries and breweries were also common in the Trail Towns. A former distillery still stands in Meyersdale, but several others, including the Rockwood Brewery, have been removed or are no longer recognizable. Also using products from the surrounding agricultural areas, enterprises in the Trail Towns produced products such as ice cream, candy, maple products, baked goods and macaroni.

Facilities for Processing Agricultural Products		
West Newton	West Newton once served as the market town for the surrounding agricultural community. Although a variety of mills and markets existed at one time, no facilities that specialized in the processing of agricultural products were identified in West Newton during this preliminary inventory.	
Connellsville	Built by the Connellsville Macaroni Company circa 1910, this facility is one of Connellsville's many agricultural processing facilities. Other related industries in Connellsville included the Connellsville Distilling Company, the Pittsburgh Brewing Company's Connellsville Brewery, the Fayette Baking Company, the Renze Cigar Factory, among others.	
Ohiopyle	Ohiopyle is the only one of the Trail Towns where a historic grist mill was identified. Currently in use by a recreational outfitter, the building is a wonderful example of how historic resources can serve as valuable economic assets.	
Confluence	Although Confluence certainly had resources associated with the processing of agricultural products, no extant buildings associated with this industry were identified during this preliminary inventory.	
Rockwood	Originally built as the Rockwood Brewery in 1907 and later converted for use as Speicher Poultry Processing, this property has a history associated with processing agricultural products. It is now in use as Rockwood Manufacturing. Still operating today and located adjacent to the former brewery, Yachere Mobile Feed is one of the last surviving agricultural processing facilities in Rockwood.	

Facilities for Processing Agricultural Products	
Meyersdale	The H. H. Stahl Distillery in Meyersdale is one of several resources in that community related to the processing of agricultural products. Although the historic grist mill and fulling mill are no longer present, other resources like Maple Manor are used to interpret the community's important agricultural history.

Lumber Products

Many activities associated with the lumber industry occurred outside of the Trail Towns. Saw mills tended to be relatively temporary structures that were taken to places where there were timber stands, used, then dismantled and moved to new locations when supplies were exhausted. Many of the trees cut were used as mine props or as fuel. However, each of the Trail Towns also had enterprises related to the lumber industry. At one time, each of the towns had a planing mill for processing lumber for use in buildings for other purposes. But other lumber industries were present in the Trail Towns as well: in West Newton, the largest industry for many years was the Markle Paper Mill; significant tanneries operated in Confluence and Ohiopyle; Confluence had shook and stave mills, and wagon wheels were manufactured in Ohiopyle. Some of these lumber processing facilities were identified during this preliminary inventory, but others have been lost or altered to an extent that they are no longer recognizable.

Lumber Resources	
West Newton	This remnant of the Markle Paper Mill is one of few resources in West Newton today that reflect the town's important association with the lumber industry.
Connellsville	Although lumber processing facilities, such as the Paul C. Sandusky Lumber Mill, operated in Connellsville, no resources directly associated with this industry were located in the area targeted by this preliminary inventory.

Lumber Resources		
Ohiopyle	One of the primary industries in Ohiopyle was the Meason Wade & Company Tannery, which was located along Cucumber Run in the vicinity of the current Park Ranger's residence. A building associated with the tannery was determined not eligible for inclusion in the National Register of Historic Places, and has since been demolished. No buildings associated with the tannery survive today.	
Confluence	Most of Confluence's industries were located on the north side of town, near the railroad tracks and Laurel Hill Creek. Most, including the shook shop, planing mill, and tannery have been lost, but remnants of the Connellsville Lumber Company survive today.	
Rockwood	Still in use as Clapper's Building Materials, the former Anthony Growall Planing Mill is a key historic resource, both reflecting the town's lumber heritage, and serving as a gateway building to the community.	
Meyersdale	This building is all that remains of the Meyersdale Planing Mill, formerly the Freidline Brothers Planing Mill complex. Construction in Meyersdale nearly halted after World War I, so business at the planing mill slowed tremendously. It closed in the early 1940s.	

Coal / Coke

The coal and coke industry was undoubtedly the most important business in the region. Although the degree to which each of the Trail Towns was engaged in this industry varied, it certainly impacted them all. Few buildings directly related to the area's coal industry are visible in the Trail Towns. Instead, the coal industry is more clearly reflected in the development of the communities themselves, and the physical expressions of the prosperity that resulted from the industry, such as elaborate commercial buildings, fine banks, and large, relatively high-style residences. In addition to the coal and coke resources found in the Trail Towns, those located between the towns, such as the coke ovens that can be seen in the hillside from the Great Allegheny Passage, are highly significant and should be preserved.

Coal and Coke Resources		
West Newton	Although their presence is clearly noted on historic maps of the town, no buildings directly associated with the coal and coke industry were identified in West Newton during this preliminary inventory. During subsequent inventory phases, additional consideration should be given to determining how this important industry is reflected in the community.	
Connellsville	Once known as the coke capital of the world, Connellsville was clearly impacted by the coal and coke industries. Only one property directly related to the industry – the office of the Connellsville Manufacturing and Mine Supply Company - is found in the town. But Connellsville's elaborate commercial buildings and high-style residences are clearly a reflection of the prosperity that this industry brought to the community.	
Ohiopyle **Confluence** **Rockwood** **Meyersdale**	No buildings directly associated with the coal and coke industry were identified in Ohiopyle, Confluence, Rockwood or Meyersdale during this preliminary inventory. However, additional consideration should be given to determining how the industry is reflected in the community during subsequent inventory phases.	

Other Industries

Although agriculture, lumber and coal in their various forms comprised the primary industries in the Trail Towns, many other industries were also present in these communities. There were textile mills and cigar factories in Meyersdale and Connellsville. There was a brick manufactory in West Newton, a steel foundry in Connellsville, and concrete products were manufactured in Meyersdale. Where they are present, serious consideration should be given to assigning a high preservation priority to industrial resources. They are important pieces in the story of the development of each town. Industrial buildings also have strong potential for rehabilitation and economic development.

COMMON THREADS: DOWNTOWN COMMERCIAL DISTRICTS

Each of the communities has a core group of buildings that form its downtown. Established and developed to provide services needed by the community's residents and visitors, each downtown includes resources such as banks, stores, dining establishments, lodging, entertainment venues and social gathering places. Some of the downtowns also include religious buildings and schools, although these are often also located in the surrounding residential neighborhoods.

Although they take very different forms, these concentrations of buildings and commercial and social activity are a tremendous asset to the community: the buildings may not be significant individually, but together they comprise the historic fabric of the heart of the community and help to tell the story of its evolution over time. Downtown commercial centers both contain important historic resources, and have significant potential for economic development. Therefore, a high priority should be given to preserving downtown buildings and working to increase occupancy and improve vibrancy in the commercial core.

Downtown Commercial Districts

West Newton	West Newton has a highly developed Main Street district, comprised mostly of two-story brick building, but with other smaller vernacular forms and special building types such as social halls, churches, and an opera house mixed in. The district has a strong building stock, but currently has a high rate of vacancy and lacks vibrancy.	

Downtown Commercial Districts

Connellsville

Through the scale, detail and mix of its architecture, downtown Connellsville reflects the town's dominance in the coke industry in the early twentieth century. Struggling today with high vacancy rates and absentee landlords resulting in deferred maintenance, downtown Connellsville has strong potential for redevelopment if priorities are selected carefully.

Ohiopyle

Ohiopyle has a commercial center near the WMRR station, but also has significant nodes of commercial activity surrounding the outfitters that are located on each end of town.

Confluence

The commercial center in Confluence is centered on the town green and community bandstand. A variety of building types and forms, all with tremendous potential for economic activity, are present downtown.

Rockwood

Downtown Rockwood is comprised of a combination of brick, stone and frame commercial buildings, including stores, religious, civic and social buildings, old hotel buildings, and others. Many of the town's buildings have been lost in floods or removed to make way for new structures, but many historic buildings still survive.

Downtown Commercial Districts

Meyersdale

Like the other Trail Towns with a variety of commercial, civic and religious enterprises in their commercial core to serve residents and visitors, downtown Meyersdale is comprised of a number of historic buildings that serve as community assets. In Meyersdale, the downtown commercial district is included in a National Register eligible historic district

COMMON THREADS: RESIDENCES AND RESIDENTIAL DISTRICTS

Individual Residences and Residential Districts

While the commercial and industrial resources are important in the Trail Towns, the majority of buildings in each town are residential in nature. It is important to the vitality and authenticity of the Trail Towns that these residential homes and districts remain in use whenever possible and be well maintained. This will contribute tremendously to providing a pleasant and comfortable environment for visitors, and can be used to illustrate the various eras of development of each town. Each community has a variety of residential building types and styles. Together, they help to tell the story of the growth and development of the community.

In some cases, there may be individual residences of note that could be opened up to the public as a business or museum. Most likely these would be homes of particular architectural significance, or those associated with an important event or person. In most cases, however, it is a collection of residences that comprise a historic resource or asset for a community.

Individual Residences		
West Newton	Originally built in 1814, the Plumer House is listed in the National Register of Historic Places. It is owned by the local historical society, and is open to the public as a museum.	
Connellsville	There are several residences in Connellsville that may be individually significant, and have potential to be real assets in the community. While the Dr. J.C. McClenathan home and office is listed in the National Register and is indeed significant, houses like this one on North Third Street also have significant community value, largely because of its location near the Great Allegheny Passage.	

Individual Residences		
Ohiopyle	No houses in Ohiopyle have been listed in the National Register of Historic Places to date. However, there are several that are important reflections of the town's history, and have great potential for economic development.	
Confluence	In Confluence, no residences appear to be eligible for the National Register based on their architecture. However, there may be residences in the community that are historically significant, and have an important story to tell. Thought to be the Beggs residence, this house was home to the owner of the local tannery.	
Rockwood	Built in 1895 for Charles Wolfersburger, this house is reflective of the economic prosperity experienced in Rockwood around the turn of the twentieth century. It is associated with an important man in the community, and survives as a symbol of his prosperity and that of the community during this period. The house is a slightly higher style version of a common house form that can be seen throughout Rockwood.	
Meyersdale	Commonly known as Meyers Mansion, this home is listed in the National Register of Historic Places. It incorporates the oldest building in the borough, is open to the public as a museum, and is part of the complex that hosts the annual Maple Festival each year. Both a historic and community asset, this building is a local landmark.	

Residential Neighborhoods		
West Newton	Vine Street in West Newton provides a unique opportunity to highlight residential architectural development from the early nineteenth century through the mid-twentieth century. The district may be eligible for inclusion in the National Register of Historic Places, but even if it is not, it represents a wonderful opportunity to tell the story of development in the town.	
Connellsville	Connellsville is a city with several residential neighborhoods, each with a distinct historic character. This neighborhood, located along the Youghiogheny River near the Great Allegheny Passage, is just one of several neighborhoods with both historic and economic value.	
Ohiopyle	Ohiopyle has already been evaluated, and it has been determined that there is not an eligible historic district in the community. However, that does not necessarily mean that there are not historic buildings there that are of value to the community. Several of these homes, for instance, are available as temporary rental housing for visitors.	
Confluence	One of the features that defines the character of Confluence is its comfortable residential neighborhoods. While it is unlikely that a National Register eligible historic district is present in the community, preserving these neighborhoods – and the guest housing that is distributed throughout them – is important.	

Residential Neighborhoods		
Rockwood	Rockwood contains several homes with similar architectural details. While this gable window feature is not in itself historically significant, it likely tells an important story about the construction of these homes, and the developer or planing mill and lumber yard from which the homes originated.	
Meyersdale	In Meyersdale, most of the residential neighborhoods that surround the downtown commercial core are included in a large historic district that has already been determined eligible for inclusion in the National Register of Historic Places. Including both large, relatively high-style residences and vernacular worker housing, the design of the neighborhoods and the buildings and other features in them are important aspects in defining the character of the place.	

COMMON THREADS: OTHER

Community Resources

Whether they are located in downtown commercial districts or residential neighborhoods, community resources such as churches, schools, town halls, fire houses, and social clubs are important assets. Although they are not identified in this preliminary inventory individually, their preservation should be considered moving forward. In many previous inventories, communities identify religious buildings, in particular as being important in their communities. Whether or not they are architecturally significant, because they are often very important to local residents and reflect their cultural and ethnic heritage they are important to preserve. Similarly, schools and social halls can have a meaning – and thus a value – that far exceeds that which is visible on the exterior.

Scenic Landscapes

The Trail Towns are surrounded by scenic landscapes that boast rolling hills, broad rivers, waterfalls, and mature trees. The natural beauty surrounding the Towns and along the trail corridor is a primary draw for visitors, so preservation of these scenic landscapes should be a high priority. Some of these areas are preserved as state parks or other public lands, while other areas remain under private ownership. Continued coordination with state agencies and private landowners is important to ensure that the area's scenic qualities remain intact.

UNIQUE COMMUNITY IDENTITIES

Despite the significant common threads that link West Newton, Connellsville, Ohiopyle, Confluence, Rockwood and Meyersdale, the particular character of each community, its story, and the resources that survive to tell the story of its history varies. These stories and resources should also be preserved to help interpret for residents and visitors the unique identity of each community.

The observations below reflect only a preliminary review of existing historic resource and business surveys in the Trail Towns, as well as a reconnaissance level field survey. It is important that each of the communities reflect on their own history and the resources that survive to reflect that history and identify the character that they wish to highlight and the resources that they feel are important to preserve – and then take action to preserve them.

Unique Community Identity: West Newton

West Newton was the first of the Trail Towns to develop, largely because of its proximity to Pittsburgh and ability to transport goods via the river. Its early history and connection to the river are unique, and should be highlighted, despite the fact that many of the buildings and other man-made improvements that reflect that history have been lost.

An aspect of West Newton's history that is more clearly visible today is the form and evolution of the community's residential architecture. The stories of the community's industrial and commercial growth and development are reflected in the residential buildings.

The juxtaposition of modest, vernacular worker housing and more elaborate, high-style supervisor housing can be seen in the residential neighborhood on the east side of the Youghiogheny River.

On the west side of the river, the evolution of architectural forms and styles can be traced along Vine Street, from the 1814 Plumer House on Water Street past mid-nineteenth century homes with a Greek Revival influence, later Queen Anne and Colonial Revival style houses, and twentieth century Craftsman style residences and split-levels.

Another very unique feature in West Newton is the railroad line running right through the downtown commercial district, replacing First Street in some places. The buildings fronting on the tracks on both First and Fifth Streets have a wonderful historic character.

Unique Community Identity: Connellsville

Known as the coke capital of the world, Connellsville has a history unique from that of any other. Following the introduction of coke in the smelting process in 1859 and the Bessemer process in 1873, Connellsville's high-quality coke became indispensible to Pittsburgh's growing steel industry. The community grew and thrived in the 1880s, 1890s, and first decade of the twentieth century. Connellsville became the center of commerce for the surrounding mining communities and industrial enterprises. The community's architecture, from its many banks, stores and fine residences, reflect the affluence of the town in the late nineteenth and early twentieth century.

Grand residences and comfortable residential neighborhoods that developed in the late nineteenth and early twentieth century exist in several places around the city.

Large commercial buildings and stylish religious buildings throughout the city also reflect the city's affluence during this period.

Civic buildings, like the armory and post office shown here, echo the private investment in the community.

Unique Community Identity: Ohiopyle

Unlike Connellsville, which is defined by its industrial prominence, Ohiopyle is characterized by its active recreation-based economy. Beginning with the railroad resorts that were established in the 1870s, continuing with the establishment of Ohiopyle State Park in the mid-twentieth century, and taking off with the establishment of commercial rafting in 1963, tourism and recreation have been a part of the community's history since its establishment. Today, this town of just over 70 residents hosts approximately 2 million visitors each year. They come to bike, hike, and raft in the beautiful Youghiogheny River Valley centered on Ohiopyle Falls.

The Youghiogheny River and the scenic and recreation opportunities that it affords are perhaps the single most important resource in Ohiopyle. They are an attraction for millions of visitors each year.

To accommodate these visitors, there are four outfitters in town, their facilities comprising a key element of the town's character economy. These outfitters also have equipment storage facilities throughout town, as well as housing for their employees and guests.

Guests houses, restaurants, and other amenities are scattered through town, occupying many of the community's historic buildings. The balance of Ohiopyle's buildings are residences, with some support buildings like the former school that has been converted for use as a community center, a fire house, and a post office to support the year-round residents.

Unique Community Identity: Confluence

From the 1880s through the turn of the twentieth century, Confluence was the largest shipping point on the Pittsburgh Division of the Baltimore & Ohio Railroad between Connellsville, Pennsylvania and Cumberland, Maryland. Timber was brought down river to this point from the surrounding mountain valleys, and was processed and shipped by rail to various markets. As a result, Confluence boasted a significant number of successful enterprises related to the lumber industry. Most of these are gone now, but their story is still important to tell.

Today, the overwhelming character of Confluence is not bustling and industrial, but peaceful, serene, and relaxing. With the commercial buildings surrounding the town green with community bandstand, and mature residential neighborhoods, Confluence has a very comfortable, small-town USA character that should be preserved. A local restaurant where residents meet to catch up on the news in the morning, a bicycle shop where the proprietor trains teenage boys in the trade, a man riding his bicycle to the hardware store, and a social gathering on the front porch at a local inn, the charm that exists in Confluence is one that would be difficult to reproduce elsewhere. A combination of personalities and places, Confluence has a character all its own, despite the loss of many historic buildings over time.

The downtown commercial center in Connellsville is modest and comfortable, making recollections of Friday night social gatherings on the green and the smell of fresh popcorn easy to imagine.

Guest houses and shopping now exist on the peninsula between the Youghiogheny and Casselman Rivers, between downtown and the Great Allegheny Passage, community assets both for residents and visitors.

The town's frame residences of various periods and styles reflect the community's period of growth, as well as its activity in the lumber industry.

Unique Community Identity: Rockwood

Rockwood's commercial district was particularly influenced by the mining culture that developed in the surrounding hills. Miners, who were often immigrants who had come to the area without their families, lived in camps or small patch towns near the mines in which they worked. They often visited the larger towns on payday, seeking supplies and entertainment. In many cases, men visited bars and brothels; but in Rockwood a concerted effort was made to provide legitimate entertainment for these miners, resulting in the presence of an opera house and movie theater, unique features in a town of Rockwood's size.

Hotels located at a primary intersection in town reflect the community's former vibrancy as a business center.

Other interesting buildings, such as this ornamental cottage, are scattered throughout Rockwood.

Many of the residences in Rockwood have a similar building form and gable window detail. Additional research may indicate that this pattern is the result of a particular developer or planing mill.

Unique Community Identity: Meyersdale

Around the turn of the nineteenth century, agricultural processing facilities began to appear in Meyersdale, with at least one gristmill and distillery having been established by 1800. These facilities were located along Flaugherty Creek, on what we refer to today as the Meyers Tract. Many of these resources are gone, but there are still some buildings that convey this important phase in the community's development. With the completion of the railroad in 1871, the character of Meyersdale changed. But its agricultural origins are still celebrated in the community.

Meyersdale has a number of resources related to non-rail related transportation, including historic bridges, automobile service centers, and even a drive in motel and diner.

Meyers Mansion is the centerpiece of Maple Festival Park, where the community celebrates their agricultural heritage – namely maple sugaring – each spring.

The H. H. Stahl Distillery is one of very few surviving resources in Meyersdale that reflects its pre-railroad period of development as an agricultural processing center.

CONCLUSION

The Trail Towns share many common aspects of their history that are reflected in the appearance of the community today. The railroads, industries, commercial centers, residences and community resources link them to one another. However, the unique identities of the communities should also be identified and highlighted, their stories and the places that allow them to be communicated to others preserved and used.

APPENDIX B: POTENTIAL FUNDING SOURCES FOR HISTORIC PRESERVATION

The following table lists potential funding sources for historic preservation projects in the Pennsylvania Trail Towns. Please note that a number of traditional preservation funding sources have been eliminated with the passage of the Fiscal Year 2010-2011 Pennsylvania Commonwealth budget. These possible funding sources should be monitored in coming years.

For Property Owners/Developers

Name	Offered By	Description
Tax Credits		
Federal Rehabilitation Investment Tax Credit (RITC) http://www.portal.state.pa.us/portal/server.pt/community/rehabilitation_investment_tax_credit_program/2646	National Parks Service and Internal Revenue Service via State Historic Preservation Office (the Pennsylvania Historical and Museum Commission, or PHMC, serves at the State Historic Preservation Office)	• Federal income tax credit for 10% or 20% of eligible rehabilitation improvements; • Tax credits are available to owners and certain long term leases of income-producing properties; and • Applications must meet qualifying criteria for each tax rate.
Conservation Easements http://www.portal.state.pa.us/portal/server.pt/community/rehabilitation_investment_tax_credit_program/2646	National Parks Service and Internal Revenue Service via State Historic Preservation Office (the Pennsylvania Historical and Museum Commission, or PHMC, serves at the State Historic Preservation Office)	• A conservation easement usually involves the preservation of a building's facade by restricting the right to alter its appearance; • A conservation easement enables the owner of a "certified historic structure" to receive a one-time tax deduction (the "charitable contribution deduction"); and • To be eligible for the tax deduction the property must be listed in the National Register of Historic Places.
Loans		
203k Rehabilitation Mortgage http://www.hud.gov/offices/hsg/sfh/203k/203kmenu.cfm	Federal Housing Administration (FHA)	• "Streamline (K)" Limited Repair Program permits homebuyers to finance an additional $35,000 into their mortgage to improve or upgrade their home before move-in.
Grants		
Miscellaneous Grants and Funding Opportunities http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder?progTypeId=2&pix=0	Pennsylvania Department of Community and Economic Development	• Various grants, loans, and initiatives are offered through the Department of Community and Economic Development to municipalities, which are then re-distributed for specific projects. • Staff advises private individuals to contact them with a potential project and they will assist with identifying the best program and/or funding option. • Possible funding programs include Housing and Redevelopment Assistance (HRA) program and Anchor Building funding through the New Communities program.

For Municipalities and Non-Profit Organizations

Name	Offered By	Description
Tax Credits		
New Market Tax Credit (NMTC) http://www.cdfifund.gov/what_we_do/programs_id.asp?programID=10	Community Development Financial Institutions Fund (CDFI Fund)	• Federal income tax credit for qualified equity investment in designated Community Development Entities (CDEs) to provide investments in low-income communities.
Government Funding		
Community Development Block Grants (CDBG) http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder/funding-detail/index.aspx?progId=71	Commonwealth of Pennsylvania (State administers competitive funds for non-entitlement areas including the Trail Towns)	• Grant funding for federally designated municipalities for to use for community development, including housing rehabilitation, public services, community facilities infrastructure improvement, development and planning activities; and • 70% of each grant must be used for activities that benefits low- and moderate-income persons.
Loans		
Preservation Fund of Pennsylvania http://www.portal.state.pa.us/portal/server.pt/community/grants/3794/historic_preservation_grants/426654	Preservation Pennsylvania	• Used to acquire and resell threatened historic properties to buyers who are willing to restore and maintain them and to make low interest loans to organizations and government agencies for the restoration or rehabilitation of specific historic properties; • Acquisition funding is available as part loan and part grant (2/3 loan to 1/3 grant - $50,000 maximum); • Funding for other uses is available as a loan (maximum of $50,000); and • Money that is repaid to this revolving fund is recycled into other properties.
Grants		
Preserve America Grants http://www.preserveamerica.gov/federalsupport.html	National Park Service	• Matching 50/50 grants of ranging from $20,000 to $250,000 available to designated Preserve America Communities (including Connellsville); and • Designed to bolster local heritage preservation efforts, support integration of heritage preservation and economic development, and foster and enhance intergovernmental and public-private partnerships.
National Trust Preservation Fund http://www.preservationnation.org/resources/find-funding/grants/	National Trust for Historic Preservation	• Two types of assistance: matching grants from $500 to $5,000 for preservation planning and education efforts, and intervention funds for preservation emergencies.

Name	Offered By	Description
Technical Assistance Grants[1] http://www.portal.state.pa.us/portal/server.pt/community/grants/3794/technical_assistance_grants/426632	PHMC, Pennsylvania Federation of Museums and Historical Organizations, and Preservation Pennsylvania	• Grants of up to $1,500 to assist organizations in solving problems, increasing professionalism, and building capacity
Historic Preservation Project Grants[1] http://www.portal.state.pa.us/portal/server.pt/community/grants/3794/historic_preservation_grants/426654	PHMC	• Competitive grants for the planning and development of publicly accessible historic resources listed in or eligible for listing in the National Register; • Grants up to $5,000 require no matching funds; and • Grants over $5,000 up to $25,000 require 50/50 matching funds.
Archives and Record Management Grants[1] http://www.portal.state.pa.us/portal/server.pt/community/grants/3794/archives_and_records_management_grants/426633	PHMC	• Designed to enhance the preservation and improve the accessibility of historically valuable records; • Two levels of funding are available to support projects in categories of Documentary Heritage Projects and Local Government Records Projects; • Grants up to $5,000 require no matching funds; • Grants $5,000 to $15,000 require 50/50 matching funds.
Collections Management Project Grants[1] http://www.portal.state.pa.us/portal/server.pt/community/grants/3794/collections_management/426653	PHMC	• Available in two different amounts to support projects in the categories of Educational and Interpretive Programs, Exhibit Planning and Design, and Management and Conservation; • Grants up to $5,000 require no matching funds; • Grants $5,000 to $15,000 require 50/50 matching funds.
Educational, Public and Local History Grants[1] http://www.portal.state.pa.us/portal/server.pt/community/grants/3794/public_history_grants/426655	PHMC	• Available in two different amounts to support projects in the categories of Public Programs, Research and Writing, and Educational Programs; • Grants up to $5,000 require no matching funds; • Grants $5,000 to $15,000 require 50/50 matching funds.
Organizational Planning and Development Project Grants[1] http://www.portal.state.pa.us/portal/server.pt/community/grants/3794/public_history_grants/426655	PHMC	• Available in two different amounts to museums that meet eligibility requirements; • Grants up to $5,000 require no matching funds; • Grants $5,000 to $15,000 require 50/50 matching funds.

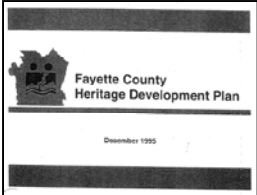[1] This funding opportunity was cancelled for the 2010-2011 fiscal year per the Pennsylvania Commonwealth budget.

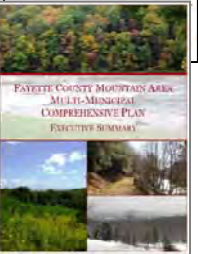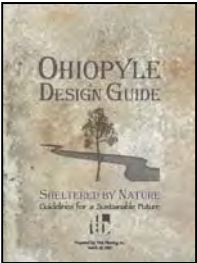| Name	Offered By	Description
Johanna Farvot Fund for Historic Preservation http://www.preservationnation.org/resources/find-funding/grants/	National Trust for Historic Preservations	• Grants ranging from $2,500 to $10,000 for projects that contribute to the preservation or recapture of an authentic sense of place.[2]
Cynthia Wood Mitchell Fund for Historic Interiors http://www.preservationnation.org/resources/find-funding/grants/	National Trust for Historic Preservation	• Grants ranging from $2,500 to $10,000 to assist in the preservation, restoration, and interpretation of historic interiors.[2]

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[2] Individuals and for- profit businesses may apply only if the projected involves a National Historic Landmark.

APPENDIX C: EXISTING PLANS AND POLICIES

This appendix summarizes the adopted comprehensive plans, zoning regulations, and other relevant plans, policies, and ordinances within the Trail Towns. It discusses the extent to which such documents address historic preservation and notes any impacts that they may have on historic and cultural resources. This summary is based on review of the adopted documents, as well as discussions with local leaders and other stakeholders. The table is organized geographically from north to south, with counties listed first, followed by individual communities.

Local Comprehensive Plan or Master Plan(s)	Zoning and Other Regulations
Westmoreland County (includes West Newton)	
Westmoreland County Comprehensive Plan The Westmoreland County Comprehensive Plan contains numerous recommendations for preserving historical resources and establishes a foundation for future preservation activities. It will be important to review and consider the County's historic preservation goals and recommended strategies during this effort.	**Westmoreland County Subdivision and Land Development Ordinance** The County's Subdivision and Land Development Ordinance does not contain any references to protecting or considering historic resources.
West Newton	
No current comprehensive plan. **Strategic Development Plan for Downtown West Newton** Focuses on maintaining the historic, pedestrian-friendly layout of Downtown and identifies short and long-term strategies to achieve Downtown revitalization. Preservation is an underlying theme in much of the plan, although it is not specifically called out as a key strategy. **West Newton Heritage Plan** Focuses on developing individual sites over time to build upon the Bridge to Tomorrow project (bridge history ribbon, new visitor's center, town square efforts) including murals, building and façade restorations, museum, etc. Bridge to Tomorrow Project focuses on connecting both sides of the river.	No locally adopted zoning regulations. Westmoreland County regulations apply.

Local Comprehensive Plan or Master Plan(s)	Zoning and Other Regulations
Fayette County (includes Connellsville and Ohiopyle)	
Fayette County Heritage Development Plan The purpose of the plan is to provide a framework for developing the County's heritage resources into visitor attractions. The Plan identifies 13 heritage themes in the County (4 predominant – Coal and Coke, National Road, Scenic/Natural/recreation, and War for Empire) and also identifies key projects associated with each theme. The Plan also Identifies potential historic districts in Downtown Connellsville and Connellsville Pittsburgh Street area. **Fayette County Comprehensive Plan** The Comprehensive Plan includes several considerations for the preservation of historic and cultural resources, including the enhancement of economic and tourism activities through promotion of historic resources and highlights the need for new development to be compatible and sensitive to the region's heritage. An appendix provides a detailed historical perspective. **2020 Vision: Fayette County Strategic Plan** Strategic Plan effort underway in 2010 (anticipated adoption in 2011). Many project areas, action steps, and measures are identified that relate to preservation and heritage tourism including community and downtown beautification and revitalization, allocating funding for restoration of historic buildings, and establishing a vacant building reuse program.	**Fayette County Subdivision and Land Development Ordinance** The provisions of the Fayette County Zoning Ordinance serve the same purpose for all municipalities within the County who do not have an independent Zoning Ordinance. General land requirements (article V) include consideration of preservation of historic resources. Since both Trail Town communities within Fayette County (Connellsville and Ohiopyle) have adopted their own zoning regulations, the County's zoning ordinance does not apply to the communities. **Fayette County Zoning Ordinance and Historic Preservation Ordinance** The Zoning Ordinance includes Heritage Preservation Area as a placeholder for future amendments (to correspond with a future historic resource overlay zone). The objective of the ordinance is to protect, preserve, promote and utilize Fayette County's unique cultural and heritage assets for the benefit of the County's current and future residents and tourists. Given the nature, character and significance of recognized heritage assets, special attention shall be given to those sites/events identified by the Pennsylvania Historical and Museum Commission and the United States Department of Interior. Future coordination with the County could provide some important "lessons learned" regarding historic resource overlay districts and preservation ordinances since those processes remain underway.
Connellsville	
Multi-Municipal Comprehensive Plan Recently completed in 2009. Contains a Historic and Cultural Resources Plan and many implementation strategies related to preservation. Identifies properties, people, and events with local significance. Identifies the creation of local historic district(s) and/or historic overlays to protect and manage resources.	**Code Enforcement** Active building code official. Two historic properties have recently been condemned, one is eligible for designation. Often falls on the City to demolish condemned buildings.

Local Comprehensive Plan or Master Plan(s)	Zoning and Other Regulations

Connellsville (Continued)

Gateway to Gateway Master Plan (2009)

Identifies trail improvements and economic development opportunities that will enhance the trail experience, improve the local economy, and increase the quality of life for Connellsville residents and trails users. Contains specific recommendations and cost estimates for individual projects including historic building renovation, infill, landscaping, façade improvements, art, and other improvements.

Zoning Code

Update underway in 2010. Existing ordinance identifies zone districts, uses allowed, and contains general development standards (height, building massing, etc.).

Main Street Building and Design Guidelines

- For buildings within the Main Street District (does not cover areas outside of district)
- Requires plan review for majority of new projects and major alterations
- Includes recommended standards for historical facades

Ohiopyle

Ohiopyle Joint Master Plan (2010)

Joint effort with DCNR and Ohiopyle Borough. Establishes a parking plan, infrastructure plan, and design guidelines for new development.

Fayette County Mountain Area Multi-Municipal Plan (2010)

Vision for Ohiopyle Borough is for new development to support area tourist activities and public improvements to enhance the quality of life for residents and improve visitor experiences. Identifies the United Methodist Church in Ohiopyle as a priority to nominate for inclusion on the National Register of Historic Places. Also recommends hiring of one code enforcement officer to provide services for entire project area.

Zoning Ordinance

Update underway (anticipated adoption in Spring 2011) – Draft ordinance establishes 3 zone districts and 3 overlays (no historic zoning overlay). Includes some form-based standards to address the retention of community character. Enforced by the municipal zoning officer.

Design Guide (2010)

Voluntary guidance document for the design of signage, public art, outdoor furnishings, public amenities, building form, materials, and placement, complete streets, parking, landscaping, sustainability, and historic preservation. Recommends that people use the U.S. Secretary of the Interior's Standards for Rehabilitation of Historic Properties as the criteria for renovating historic or architecturally significant buildings. Also establishes specific designs for different areas of town.

Local Comprehensive Plan or Master Plan(s)	Zoning and Other Regulations
Somerset County (includes Confluence, Rocwood, and Meyersdale)	
Somerset County Comprehensive Plan The Plan notes that recent development is at odds with the economic development initiatives, especially tourism, and is functionally inefficient. It also mentions that the County's architectural and scenic qualities are important resources for tourism and are generally not being protected. The Plans and regulations highlight the need for historic preservation but in general little is done to protect and manage resources. **Southern Somerset County Community Design Workshop** A visioning process for the Trail Towns of Rockwood and Confluence for how to incorporate the trail into the character and economic vitality of community. Includes an overview of each community including historic structures and vernacular, and development/ improvement opportunities.	**Somerset County Zoning and Land Development Ordinances** The Somerset County Comprehensive Plan identifies Zoning and Land Development Ordinances as a key initiative, and also includes priority tiers for implementing revised zoning ordinances (a high priority item) but high priority areas do not generally correspond with the Trail Town areas. The revision of the land development and zoning ordinances has not yet been completed. If the County does update its ordinances, it will be important for the Trail Towns to monitor and participate in this effort to ensure that goals and strategies for preservation are aligned.
Confluence	
No local comprehensive plan or master plan. See page 5 for Somerset County Comprehensive Plan.	No locally adopted zoning regulations. Somerset County regulations apply.
Rockwood	
No local comprehensive plan or master plan. See Somerset County Comprehensive Plan.	No locally adopted zoning regulations. Somerset County regulations apply.

Local Comprehensive Plan or Master Plan(s)	Zoning and Other Regulations
Meyersdale	
Meyersdale Borough Comprehensive Plan (1997) Provides a good overview of the historic and cultural resources in the Town and identifies a potential historic district (based on earlier studies). A larger historic district (that incorporates several smaller previously identified areas) was determined eligible for National Register listing in 1999. The Plan notes that historical society should be consulted on all historic resources matters. Finalization of historic district boundaries and regulations is a key action strategy, but never completed.	**Meyersdale Subdivision and Land Development Ordinance (2000)** Contain general zoning and subdivision rules for the town, focusing on typical issues such as land uses allowed, the height and location for new construction, etc. No specific focus on historic resources. **Meyersdale Zoning Ordinance** Includes 7 zoning districts and a Downtown Redevelopment Overlay district. The DR Overlay has provisions for maintaining architectural styles and upholding the integrity of the downtown area. Standards apply generally; there is not a specific focus on designated landmarks. The Zoning Officer upholds and enforces the zoning code and comprehensive plan.