

C&O Canal New Headquarters and Visitor Center Update – April 9, 2019

National Park Service
U.S. Department of the Interior
Chesapeake and Ohio Canal
National Historical Park





We Want to Hear From You

- **Two Methods:**
 - ✓ Preferred - Visit the the NPS's Planning, Environment, and Public Comment (PEPC) Website at: <https://parkplanning.nps.gov/CanalHeadquarters> and provide comments.
 - ✓ Or fill out tri-fold paper and mail it to C&O Canal NHP
- **All comments are due by April 24, 2019**

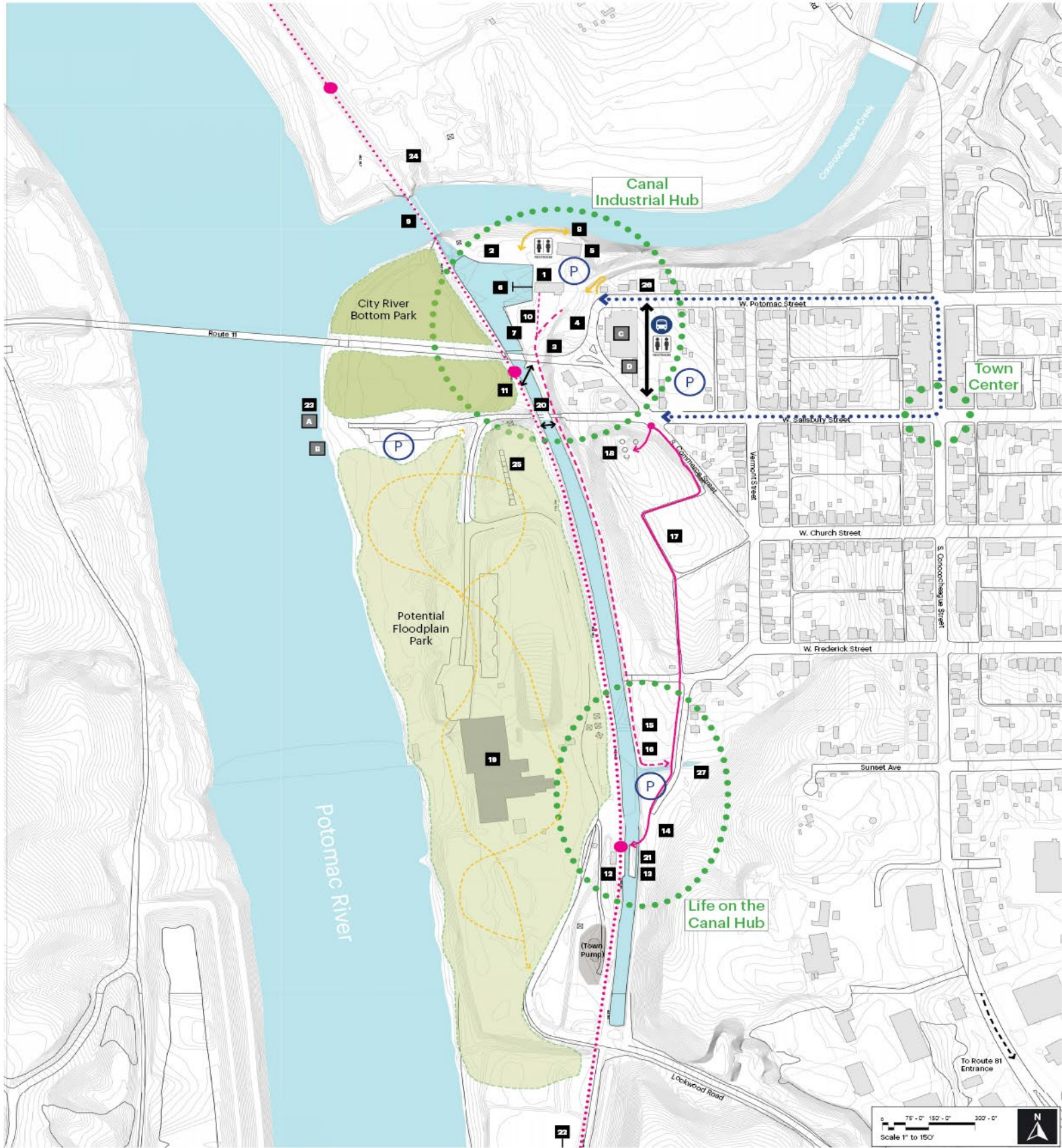


Project Overview

- **New Construction: 20,000 sq. ft. Administrative Building and Visitor Center**
- **Bring 75+ NPS jobs to the Local Economy**
- **420,000 visitors in 2017 and we expect many more in 2019**
- **Compliment Other Improvements in Cushwa Basin Area:**
 - Repaired Conococheague Aqueduct
 - Lock 44
 - Lock 44 Lockhouse
 - Railroad Lift Bridge
 - Canal boat Operations

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Miller Brother's Lumber



Bollman Bridge + Railway Lift Bridge



Cushwa Basin + Coal Pile & Derrick*



Toll House*

Cultural + Historic Resources:
(* Indicates future addition and/or modification required before accessible by the public)

1 Cushwa Warehouse	9 Aqueduct	17 River View Cemetery	25 Raised Railroad Spur Ruins
2 Miller Brother's Plaster Grinding Mill Ruins*	10 Coal Pile + Derrick	18 Double Day Hill / Confederate Encampment	26 Federal Square Marker
3 Toll House*	11 Railroad Lift Bridge & Control Station*	19 Re-imagined Power Plant* (Precedent - GasWorks Park, WA)	27 Creek
4 Gas Station*	12 Lockhouse 44	20 Bollman Bridge	28 Conococheague Creek Pedestrian Bridge*
5 Trolley Barn	13 Lock 44	21 Carpenter Shop Site*	29 Overlook*
6 Canal Boat Launch + Turning Basin	14 Cressate Vat	22 Wastewater	
7 Docked Canal Boat*	15 Carby's Grain Mill*	23 Historic Ferry Crossing Point	
8 Overlook view of Aqueduct*	16 Steffey & Findlay Coal & Lumber Wharf Ruins*	24 DeRehn Chair Factory Ruins*	

Site Amenity:
(* Indicates future addition and/or intervention would be required before it's viewable by the public)

A Soft Boat Launch*	C Park Headquarters*	E Future ADA Ramp*
B Town Boat Launch	D Bike Center (Self Repair & Wash)*	F Market Square*

Map Legend:
(* Indicates future addition and/or intervention would be required before it's viewable by the public)

..... C&O Canal Towpath	Potential Floodplain Park*
- - - - - Accessible Western MD Railroad Rail Path*	City River Bottom Park/ Civil War Interpretation*
— Cemetery Overlook Path*	Market Square*
— New Path*	Water
— Flood Resistant Trails*	P Parking
— Shared Vehicular & Pedestrian Route to Historic Town Center	Bus Drop-off
— Loop Road* (Accessible Access)	Comfort Station
— Bus Drop-off	Key Nodes
● Accessible Trailhead	



National Historical Preservation Act – Section 106

- **Section 106**
 - Development of site is considered a Federal Undertaking
 - Therefore must comply with Section 106 of NHPA.
- **Area of Potential Effect (APE)**
 - APE is within Williamsport Historical District
 - Four structures within the APE are a contributing resource to the district:
 - Miller Lumber: Potomac Street building(s)
 - Miller Lumber: Mill Shop building along Route 11
 - Cline House on Potomac Street
 - Malott House on Salisbury Street

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- Legend:
- Potomac Street Complex:
- A. Stone House (approx 1790s)
 - B. West Connector (approx 1980s)
 - C. Potomac Middle Bldg (approx 1910)
 - D. Potomac East Bldg (approx 1860s)
 - E. Planing Shed (approx 1920 - re clad approx 1975. Continuous Modifications)
 - F. Planing Shed Addition (approx 1929 - re clad approx 1975. Continuous Modifications)
 - G. Cline House (approx 1850s)
 - H. Malott House (approx 1870s)
 - Previously Demo'd Historic Structure (outlines per 1929 Sandborn Map)
 - Property Line

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Potomac Street 1930s



Potomac Street 1965



Potomac Street 1970s



Potomac Street Present Day Exterior

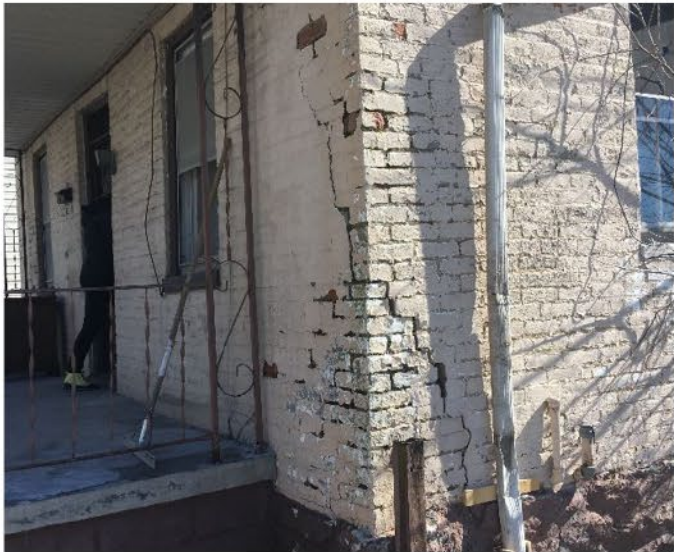


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Present Day Exterior



Present Day Interior



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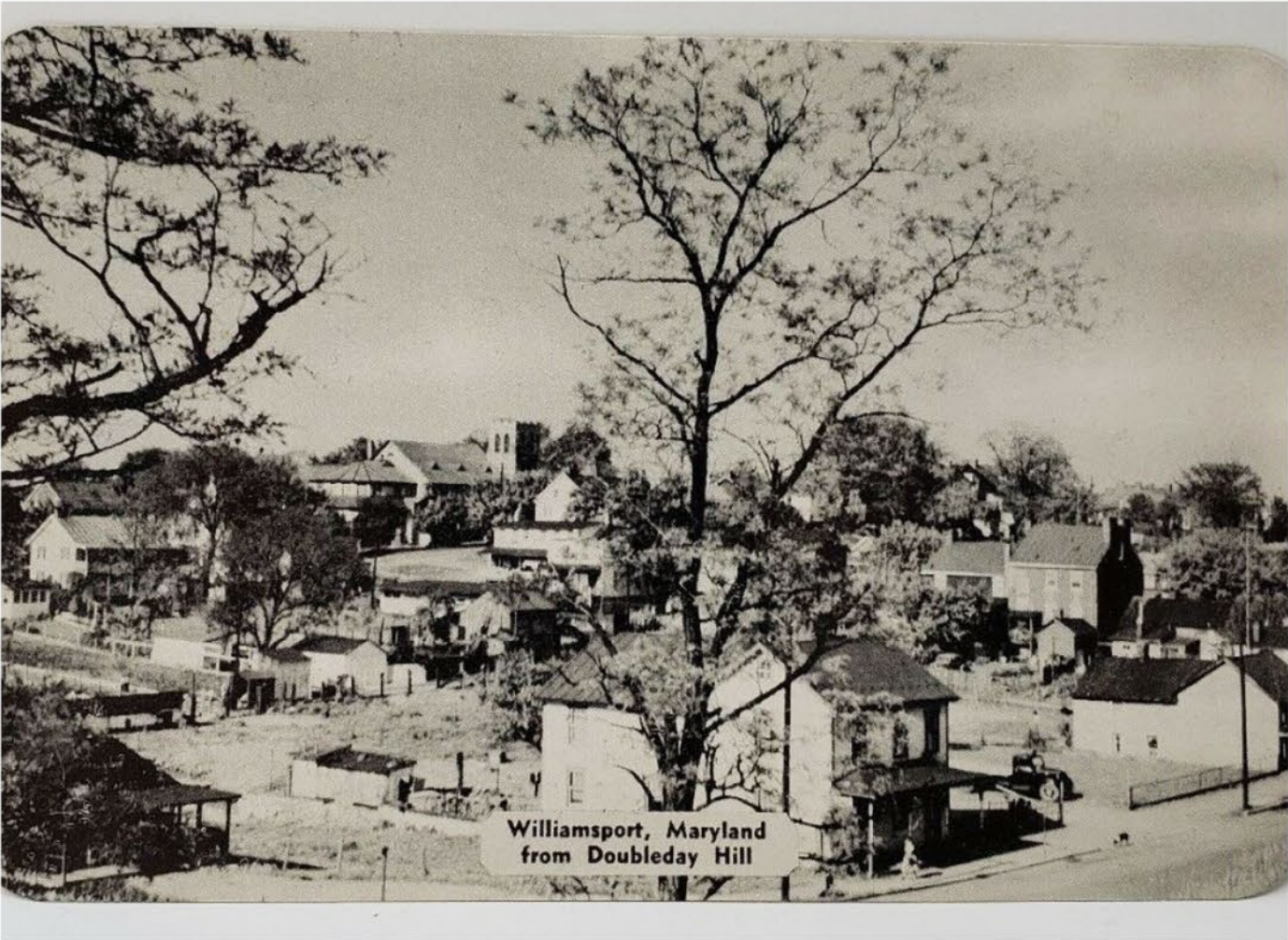
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Present Day Interior

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Exterior 1940s

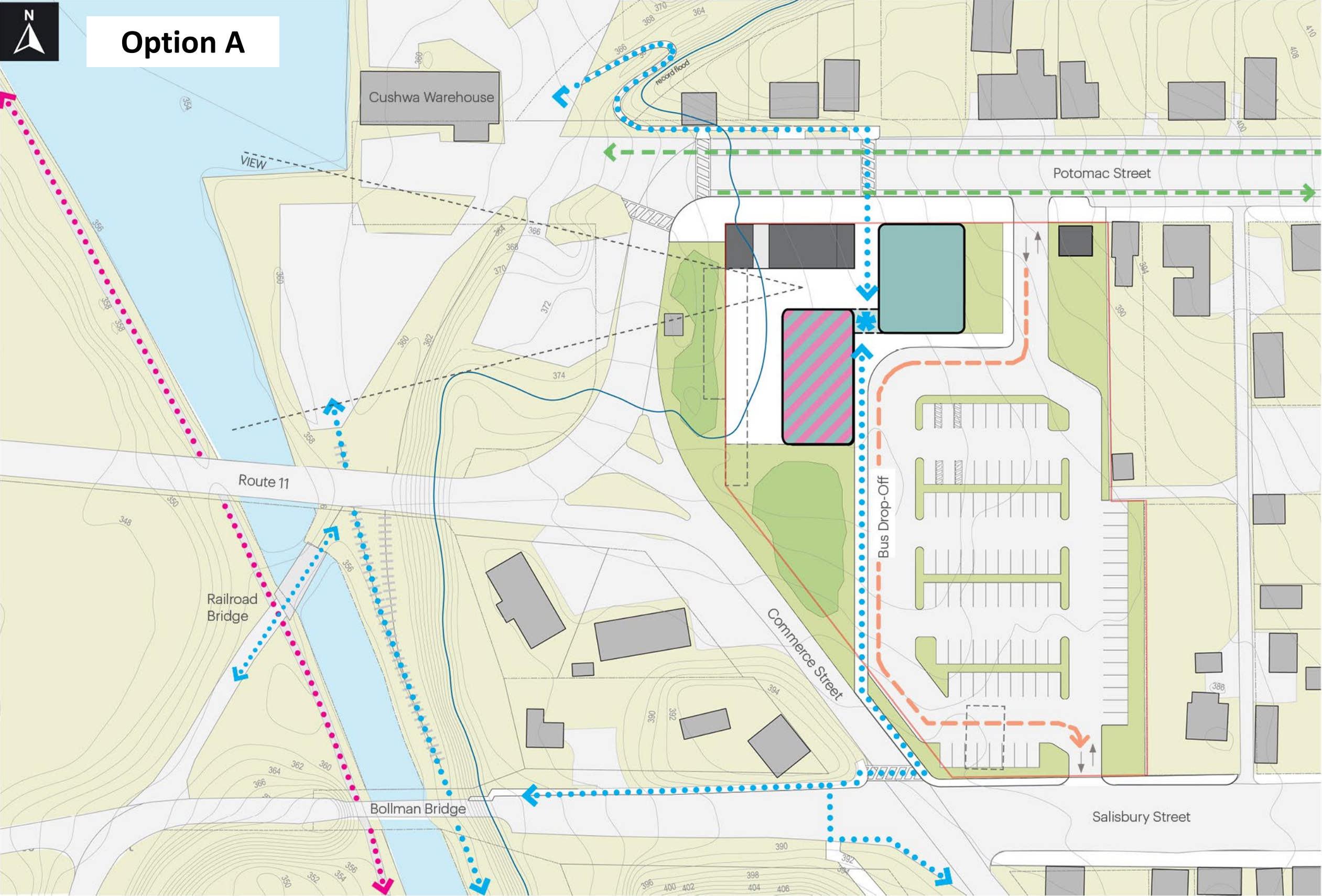


Present Day Interior

Present Day Exterior

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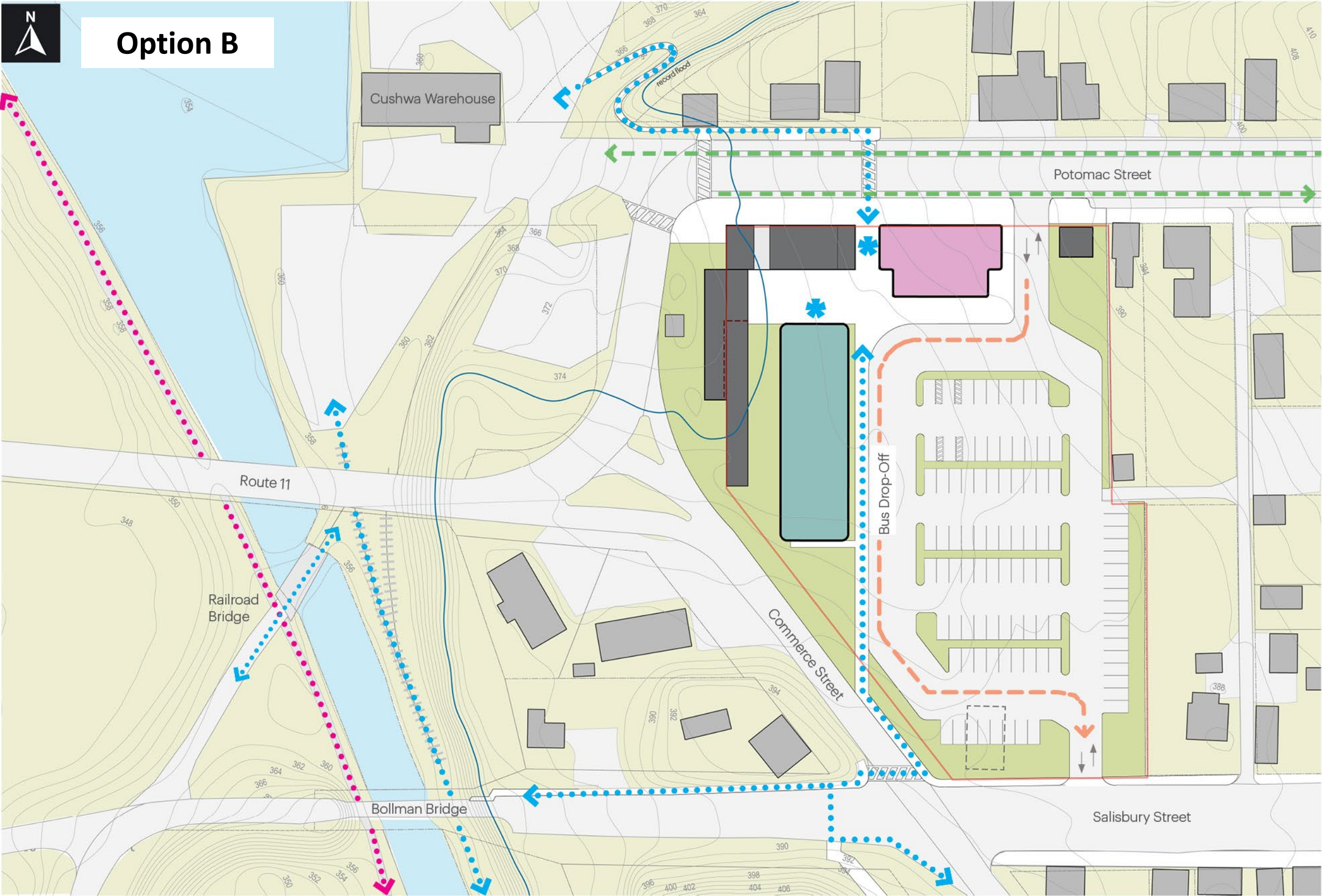
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- Legend:
- Office
 - Visitor
 - Visitor w/ Office Above
 - Proposed Demolish
 - Stabilized Historic
 - Property Line
 - Record Flood
 - Entry
 - C&O Canal Towpath
 - Proposed Pedestrian Circulation
 - Bus Circulation
 - Bike Circulation
 - Property Line

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Image - record flood 1936

Parking - 97 Spots



Summary of Options

- **Both Options:**
 - ✓ **Fill in the gap along Potomac Street landscape with new building**
 - ✓ **Have approx. 100 parking spaces**
 - ✓ **Could use Cline House for Canal Quarters**
 - ✓ **Could provide economic development opportunities of Miller Lumber storefront**
 - ✓ **Remove Malott House**



Challenges

- **Route 11:**
 - **Traffic on Route 11 will continue to increase**
 - **Provide safe access to Cushwa Basin and Towpath for visitors**
- **Funding:**
 - **Uncertain funding sources from NPS**
 - **Unknown potential for local, state or federal grants and economic development funds**



Options for Use of Miller Lumber Buildings

- **Bike Shop/Rentals**
 - **Cafe**
 - **Gift Shop**
 - **Boat Rentals**
 - **Hiking Shop**
 - **Education Shelter**
 - **Bike Storage**
-

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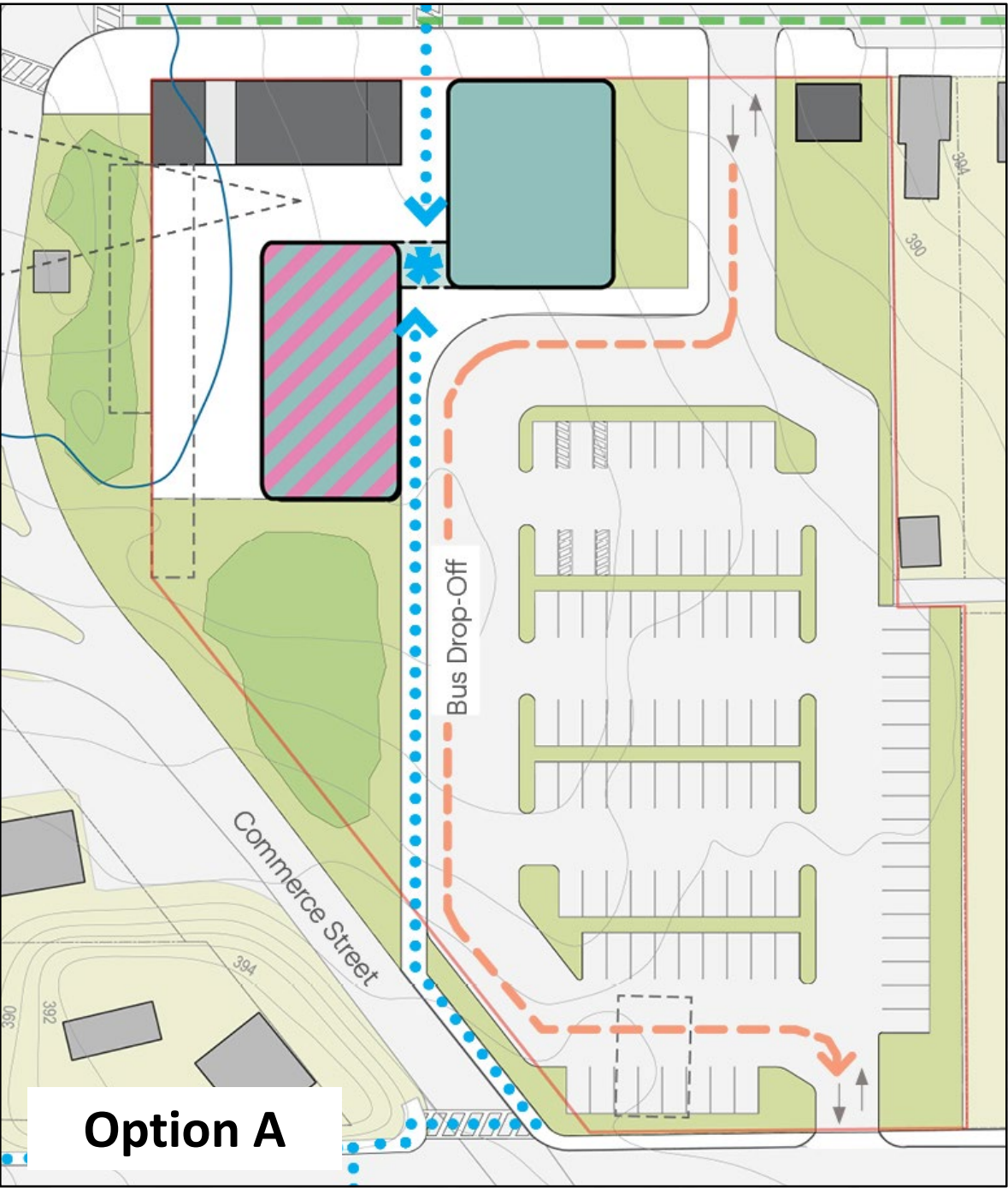
Economic Options

- Warming Hut vision from San Francisco





What are Your Thoughts?

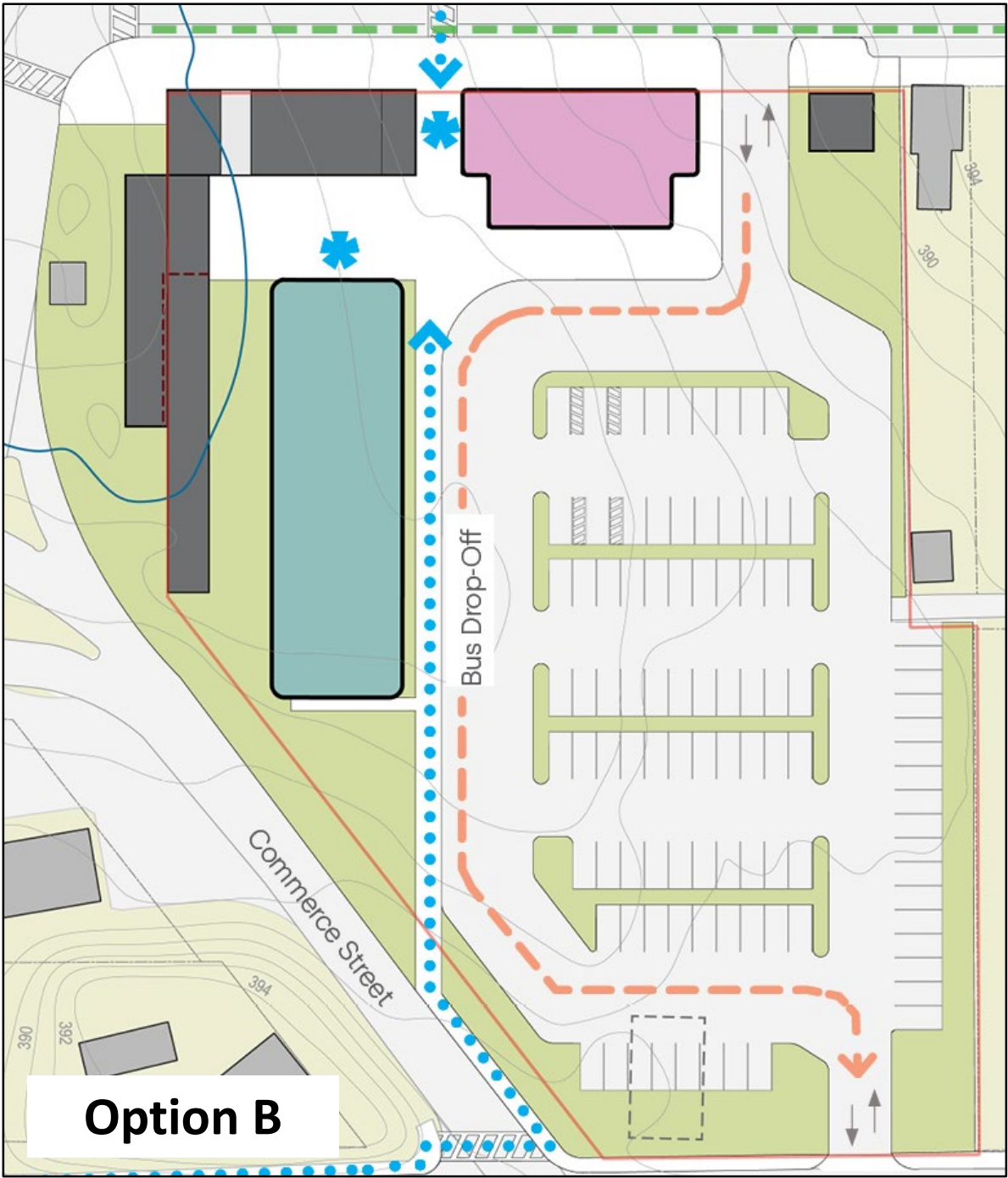


Which existing historical
buildings are important
to save?

What visitor service
could the historic
buildings be used for?

Where would funds
come from to convert a
historic building into a
new visitor use?

Which viewpoint is more
important: From the
Towpath or from the
Courtyard?





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