

## APPENDICES

### Community Input Responses

#### *1 Interviews with Community Leaders and Officials*

In March and April 1999, the Carroll County Planning Department conducted interviews with several community officials and leaders in the Westminster area concerning the development of the next Westminster Environs Comprehensive Plan. The 14 participants who took part in the interview process were asked the same set of 27 questions dealing with topics ranging from community assets to growth management. Within each question, participants were asked to talk about what they thought were the most important issues facing the Westminster environs area. Each question yielded a broad range of responses. However, the most prevalent responses to each question, as well as less prevalent but repeated responses, are summarized below. These responses help to illustrate the more critical issues that citizens are facing in the area today.

#### **Question 1** ☞ *What are the community's strongest assets today?*

The participants' responses showed that Westminster has many assets today. The most commonly mentioned assets were the community's strategic geographic location, excellent schools and colleges, and a strong local economy with much potential. Other community assets mentioned included: downtown Westminster, managed growth, the present infrastructure (schools, colleges, hospital, airport, police protection, and fire hall) and cultural attractions.

#### **Question 2** ☞ *What will be its strongest assets in the future?*

Many responses to this question showed that the participants believe that much of today's assets (geographic location, schools and local economy) will continue to be important in the future. Other future assets include a highly educated work force, higher land values, and a strong, effective government.

#### **Question 3** ☞ *What are the community's greatest challenges today?*

Many agreed on what the community's greatest challenges are today. The most commonly mentioned challenges were improvements to the infrastructure (schools, water and sewer service, and roads) and economic development. Other challenges included managing growth, dealing with the pressures on agricultural land, providing affordable housing, coping with political conflict, and achieving a solid tax base.

#### **Question 4** ☞ *What will be its greatest challenges in the future?*

As seen in the previous question, the participants' views on future challenges reflect the challenges of today. The most common challenges for the future were infrastructure improvements (schools, water and sewer service, police protection, and roads), managing growth, and economic development. Other challenges the community will face included pressures on agricultural land, achieving a solid tax base, and political conflict.

**Question 5** ☞ *What are the growth management issues that need to be addressed with this Plan?*

The growth management issues the participants identified reflect the present and future challenges outlined above. The group believed the growth management issues that should be addressed are the provision of infrastructure (roads, schools, and police and fire protection) in pace with growth and for growth to occur in existing towns with higher densities. Also mentioned was the need for city and county government cooperation.

**Question 6** ☞ *Do you feel there needs to be a limit to the geographical size that your community will achieve? If so, what should it be? (Not necessarily in terms of specific properties) Do you feel that implementing a Growth Area Boundary in your community would be a beneficial tool?*

Most participants favored a limit to the geographical size of the community. Many also favored a growth area boundary, recommending that it be reexamined periodically for possible expansion to accommodate growth. The minority of the responses favored using existing regulations of community size such as Community Planning Areas and municipal borders.

**Question 7** ☞ *Do you feel that through the process of developing this Plan a population limit needs to be explored for your community?*

The majority of the participants opposed a population limit believing it is impractical, negative, and far-fetched. They felt there are other ways of limiting population, such as government provision of infrastructure.

**Question 8** ☞ *From a fiscal perspective, do you feel that the community can support this additional growth?*

Most participants believed the Westminster community could support additional growth, as long as the proper infrastructure is provided and the industrial and commercial sector is increased. Others believed that a stronger tax base is needed before any additional growth can occur.

**Question 9** ☞ *Do you think that waiting until annexation to rezone a property consistent with your comprehensive plan is a tool that would be useful to your community in terms of managing growth?*

The majority favored using annexation as the only time to rezone a property, in order to manage growth. But a few agreed that this policy would cause conflict between government and business interests, thus risking the loss of employers. Conflict could also arise between county and city governments as a result of this policy.

**Question 10** ☞ *Do you picture your community serving mainly as a residential center or do you feel that your community should also be active in economic development?*

All of the participants felt that the community should be active in economic development and not to function primarily as a residential center. The responses showed that economic development was necessary to provide jobs here in the community for a high quality of life. A

few believed that the necessary infrastructure improvements should be completed to encourage industrial and commercial development.

**Question 11** ☞ *What kind of balance do you feel your community should have between residential, commercial, and industrial?*

As for the different kinds of development, the participants favored more industrial and commercial development with less residential development. Industrial and commercial development were favored for expansion as a way to increase the tax base, provide job opportunities in the community, and reduce commuting to the Baltimore and Washington areas. A few believe infrastructure improvements were necessary to foster such development.

**Question 12** ☞ *What are the transportation issues that need to be addressed with this Plan?*

The responses indicated most supported either expanding existing highways or construction of new highways. A few specifically mentioned construction of the Westminster Bypass as an important transportation issue. Many also supported the addition of public transit to the community. It was agreed that the best kind of public transit for the community would be shuttle buses to connect Westminster with the Baltimore and Washington area transit systems. Expanded transportation for the elderly was also favored.

**Question 13** ☞ *What are the community facilities issues that need to be addressed with this Plan?*

The majority of the participants see schools, roads, emergency medical and fire services, and water and sewer systems as the community facilities that need to be addressed. Others emphasized the need for recreation and trash facilities.

**Question 14** ☞ *What are the most significant recreation needs of your community? Are there specific areas of your community that you think could be designated for future recreation areas?*

There were many different kinds of recreation facilities suggested. The majority of the participants favored the creation of a network of pedestrian/bike trails. Other desired recreational facilities included parks, sports facilities, pools, running tracks, open space, ice rinks, and picnic facilities. A few answered that the existing community recreational facilities were adequate. There were many different opinions as to where recreational facilities were needed. These included areas near denser residential developments, areas with unique characteristics (streams and forests), and in natural resources areas.

**Question 15** ☞ *What are the economic development and employment issues that need to be addressed with this Plan?*

The majority of the participants supported government assistance such as grants, marketing, and new infrastructure to stimulate expansion of business, both industrial and commercial. Most agreed that there is a need for higher paying professional jobs in large companies in the community.

**Question 16** ☞ *What types of employment opportunities do you think need to be available in the community? What can be done to ensure that this happens?*

Many of the participants preferred that all types of employment, blue and white collar, be available in the community. Others preferred specific types of employment such as technical and corporate/office positions. To do this, many agreed that government incentives are needed.

**Question 17** ☞ *Is the revitalization of your Main Street or main thoroughfare area an important issue to you?*

The majority of the people interviewed felt that revitalization of the community's main thoroughfare is an important issue. Many identify Westminster's Main Street as the most important thoroughfare to revitalize, while the minority felt that MD 140 is the route that should be targeted. The proponents of Main Street believed that revitalization should address parking issues, pedestrian activity, and automobile access.

**Question 18** ☞ *Do you feel that there are specific areas of your community that should be targeted for redevelopment?*

Most felt that there are specific areas that should be targeted for redevelopment, and listed common sites for this redevelopment. Two areas were mentioned as potential redevelopment sites. These areas were Downtown Westminster (Farmers Supply property in particular) and MD 27 north of the city (approximately from Tuc Road to Hahn Road). Commercial and/or residential development was favored for the downtown and commercial and industrial (warehousing/distribution) development were preferred along MD 27.

**Question 19** ☞ *In what areas of your community do you feel commercial development should be located?*

A majority of the participants were divided between two areas that should receive commercial development, downtown Westminster and highway corridors (such as MD 140). Other responses indicated that commercial development should be close to residential development.

**Question 20** ☞ *What are the community involvement issues that this Plan needs to address?*

The group agreed that it is the government's responsibility to reach out to the public when there are any changes to the Comprehensive Plan dealing with any road projects, education issues, or health and safety issues. Many stated that the government can reach out with meetings, letters, and through homeowners associations. A few expressed concern about how politicians and special interest groups affect implementation of the Plan and community involvement.

**Question 21** ☞ *What aspect of coordination and communication between the County and your municipality do you think could be improved through implementation of this Plan?*

To implement the Comprehensive Plan most of the participants believe Westminster and the County should plan and carry out joint projects for providing infrastructure. The county should also help with the cost of such projects. They felt that to coordinate and communicate on

issues relating to the Plan, the city and county should participate in joint meetings and workshops.

**Question 22** ☞ *What aspect of coordination and communication on a regional basis-with the State, neighboring counties, and/or BMC- do you think needs to be addressed in this Plan?*

The participants believed regional coordination and communication would be enhanced by the exchange of ideas and technical support among governments. The group felt that there is a lack of coordination and communication between the county and the state. This problem is believed to complicate such projects as the Westminster Bypass. A few responded as not knowing enough on this subject to respond.

**Question 23** ☞ *What are the strengths and weaknesses of the current Town/County coordination efforts?*

The interview group listed more weaknesses than strengths toward Town/County coordination. Most indicated that city and county elected officials weaken coordination efforts because of disagreements and personal agendas. But most also indicated that the city and county staffs had a good relationship, thus promoting coordination. A few noted they did not know enough on this subject to respond.

**Question 24** ☞ *What are the housing & community design issues that this Plan needs to address?*

The participants called for all types of housing that would meet the needs of all income levels. Most group members also favored higher density residential neighborhoods, with smaller lots. The majority also felt that housing design should match the particular area it is located in. Other responses showed that more regulation and enforcement of building codes was needed.

**Question 25** ☞ *What are the environmental &/or natural resources issues that this Plan needs to address?*

Most of the participants agree that the community's watershed (i.e. streams, wooded areas, and wetlands) is the most important natural resource to protect. They emphasized that this issue should be addressed before development occurs. Other environmental concerns included agriculture preservation and pollution.

**Question 26** ☞ *What are the historical preservation issues that this Plan needs to address?*

The whole group interviewed overwhelmingly supported historical preservation. The majority felt there is a need to identify the most historically significant sites for preservation. They felt the county should set some priorities to guide selection. Many also expressed the need for a balance between preservation and property rights. They felt that preservation of sites should have agreement from property owners. Others supported establishment of historical areas to help guide selection of individual historic sites.

**Question 27** ☞ *Are there any other issues that you feel also need to be addressed in this*

*Plan?*

Two participants expressed other issues of concern. One stated the hope that the county understands that it has the tools to form a consensus on a plan and the ability to implement it. The other participant questioned whether the Concurrency Management Ordinance had been tested and stated that Westminster needs another high school.

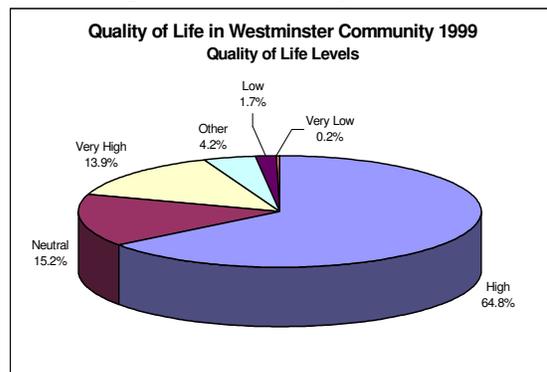
These responses provided insight into what the participants believe about the current conditions and future directions of the Westminster environs community. The answers to the broad range of topics included in the interview provided input on the many issues that were addressed by the Plan. This input, in turn, helped shape the preparation of the Westminster Environs Community Comprehensive Plan.

2 *Surveys*

To ensure that the maximum number of community residents had the opportunity to provide input toward the process of identifying the community’s future, a survey was developed that was sent to every household in the study area. The survey allowed people who were not able to attend the community workshops an opportunity to still contribute. The property owner records from the Maryland Property View database, maintained by the Maryland Office of Planning and the State Department of Assessment and Taxation, were used to assemble the mailing list. Known apartment complexes also were added to the list. Close to 5,757 surveys were delivered to community residents (all households in Election District 7) the first week of June 1999. Approximately 23.5 percent (1,357) of the surveys that were sent out were returned. The results of these surveys were factored into the development of the vision statement and goals for the community. They were also used to provide an overall direction, along with the results of the other community participation opportunities, for the plan and the recommendations within the plan.

Questions on the survey dealt with topics such as what people might like most and least about living in the Westminster area, when they moved into the area, where they moved from, amenities they think the area will need or not need to more fully function, and challenges they think are most likely to affect the Westminster area in the future. The following is a summary of the analysis of the results of the survey. Each question within the survey dealt with a specific topic or idea along with giving the participant a specified range of answers from which to choose. A certain amount of flexibility concerning possible “other” responses was also provided.

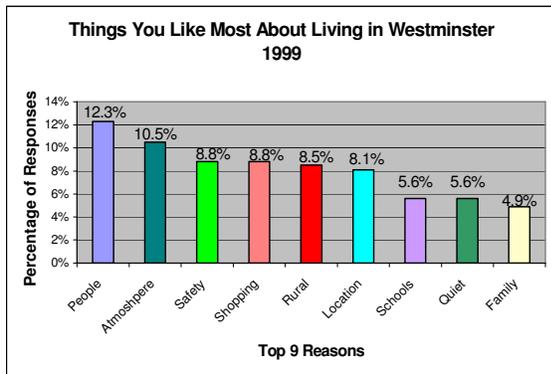
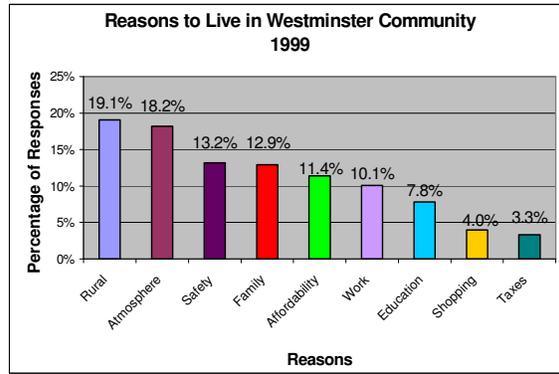
Respondents shared how they felt about the quality of life in their area. The scale given ranged from very high to very low. Most of the reaction was neutral or higher. Out of those that responded, 94 percent were in that range. It is also important to note that 78.8 percent perceived their quality of life as high or very high with only 1.9 percent feeling that their quality of life was low or very low.



Residents were also asked to identify the reasons why they chose to live in the Westminster area. The majority of participant responses pointed to the rural atmosphere (19.1%) and the small-town atmosphere (18.2%). The feeling of safety (13.2%), close to family (12.9%),

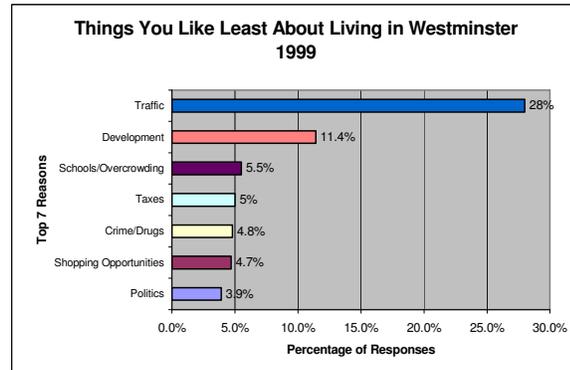
and the affordability of homes (11.4%) also accounted for a large percentage of responses.

To get a sense of where people lived previously, respondents were asked to write the town in which they last resided if they moved here within the last 10 years. While most of the respondents had come from populated areas, the largest percentage of the responses were no answer (64.8%), probably indicating most respondents have lived in the area for over 10 years. Of those that answered, the greatest number came from places like Baltimore (4.7%) and Catonsville (2.2%). About 5.2 percent moved to the community from other areas of Carroll County.

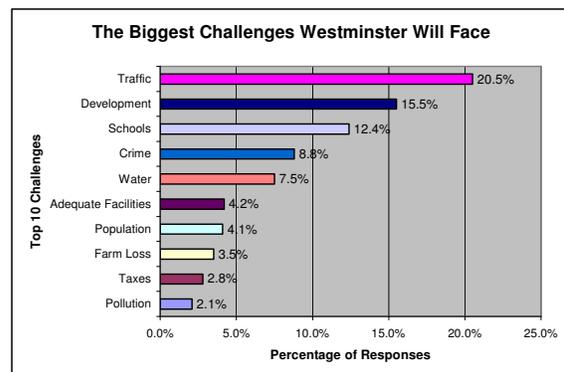


of safety, low crime (8.8%), shopping available (8.8%) rural/open beauty (8.5%), and good geographic location (8.1%) also stood out.

Participants were also given an opportunity to share those things that they might like least about the area. Responses varied, but a few topics were broadly touched on. Frustration regarding traffic and congestion (28.0%) and too much new development (11.4%) seemed to be a primary concern with most participants. Other than that, overcrowded schools (5.5%), taxes (5.0%), drugs/crime (4.8%), and lack of concentrated shopping areas (4.7%) were the only other responses that received a noticeable consensus.



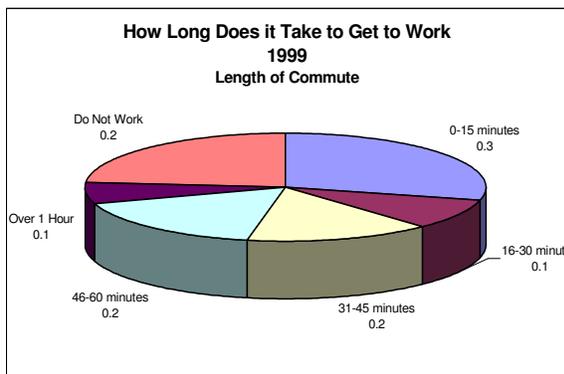
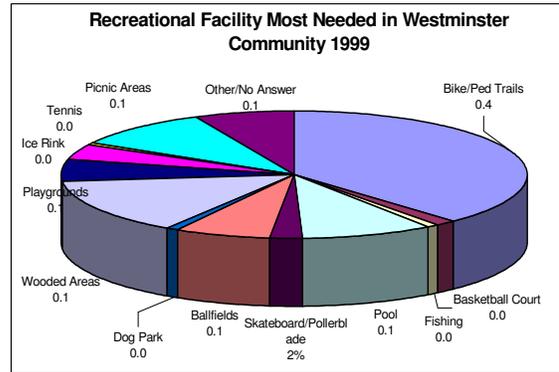
When participants were asked what they thought would be the three biggest challenges facing Westminster in the future, the answers were fairly consistent with those responses given regarding what they liked and did not like about the community. Traffic congestion (20.5%), controlling growth and development (15.5%), and adequate school facilities (12.4%) were again among the responses at the top of the list.



The respondents to the survey were also asked what type of housing they currently

resided in. The greater majority were in a single-family dwelling (94.9%). This large number could be due to surveys being sent primarily to the property owners and not necessarily to the renters or occupants of that particular dwelling. Other answers picking up smaller portions were duplex (3.7%), and townhomes (0.7%).

Participants also indicated where they worked and how long it took them to get there. The greatest number of respondents (36.2%) indicated they worked in Carroll County. Baltimore County (15.6%) and Baltimore City (8.4%) also drew a noticeable number of responses. The other significant response was 23.8 percent, the second most popular, responded that they were retired.

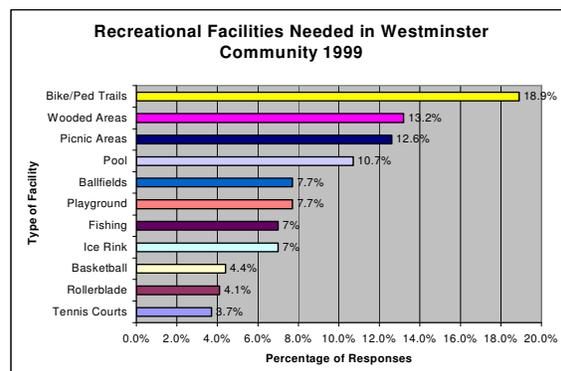


When referring to the work commute, the majority of the responses were 15 minutes or less with the commute of 0-15 minutes at 28.8 percent and those indicating they were retired or don't work at 23.6 percent. The other responses were even spread at 16-30 minutes (9.3%), 31-45 minutes (15.1%), and 46-60 minutes (17.0%). Only a few commutes were over an hour (6.3%).

Residents were asked if they have attended any County Planning Commission or County Commissioner meetings within the last year. Only 276 respondents attended at least one County Commissioner or public meeting. When all of the responses were factored in, the average number of meetings attended was 0.51. The number of County Planning Commission meetings attended fared worse, with only 117 respondents attending at least one meeting and 0.14 being the average number of meetings attended within the last year.

Participants were then asked to point out what they thought were the most effective sources of information for public decisions, meetings, and community participation opportunities. Those sources getting the greatest response were the Carroll County Times (29.9%), word of mouth (16.1%), The Sun-Carroll County (13.5%), WTTR radio (9.1%), mail flyers (8.5%), and schools (6.7%).

As recreation is an important component of residents' perception of their quality of life, participants were asked to indicate all of the recreational facilities they felt were needed. They were also asked which of those facilities they thought was most needed. The overwhelmingly most popular answer was bicycle and pedestrian trails, attracting 60.2 percent of the respondents. Trails represented 18.9 percent of the total number of responses. Other top answers were wooded areas (12.5%), picnic areas (12.2%), and public pools (7.3%). Ballfields, playgrounds, fishing spots, and ice



skating rink all received a close number of responses, between 7 percent and 7.7 percent. When asked to narrow it down to the one facility they thought was the most important, the bike and pedestrian trails again received the largest response at 32.9 percent. Wooded areas, at 14.2 percent, were the only other facility that received over 10 percent of the responses.

Participants were then asked to rate how they felt about specific statements that were presented to them on various issues. The response choices given were Strongly Agree (+2), Agree (+1), Neutral (0), Disagree (-1), and Strongly Disagree (-2). Therefore, an averaging of the responses gives an overall result for participants' opinions. The statements that were rated are listed below in italics with the accompanying survey results.

The first set of statements dealt with issues of growth management and land use. *I am aware of what is planned for the community in terms of the amount and location of future development as indicated in the community's adopted comprehensive plan.* The overall rating given by participants was -0.34, possibly indicating that respondents generally felt slightly less informed than they would like to be. When respondents were presented with the statement *I am aware of what is planned for the community in terms of future public facilities and transportation improvements and needs,* the responses indicated much more awareness at +1.01.

Residents were also asked if they *preferred that new shopping opportunities and other businesses be concentrated in the downtown/core area of the City.* The outcome (+0.57) demonstrated a level of potential interest in commercial and/or business development in the downtown area. When participants were asked if they *preferred that new shopping opportunities and other businesses be concentrated in the MD 140 corridor,* the response was less favorable with a -0.36 response rate.

Participants were asked if they *would support efforts by the City and County to coordinate improvements to pedestrian access and aesthetics in the MD 140 corridor.* Support was generally positive with the response score of +0.79.

Participants were asked if they *felt that protecting open space within the Environs and separating residential, commercial, and industrial subdivisions is important to their overall quality of life.* This statement managed to earn one of the better reactions in this part of the survey, with a +1.47 average. Another question later in the survey asked if participants *would support having a greenway trail running through their neighborhood.* The response for this question was also positive at +0.55. Although this did seem to follow the positive response to previous questions asking for needed recreational facilities, the response was not as overwhelming. These results could indicate that people aren't as anxious to have trails close to their house but still are in support of the idea. The results could also mean that the concept and definition of a greenway was not made clear enough to participants.

Respondents were presented with the statement *I like the idea of allowing a mix of uses in the downtown area to provide opportunity for apartments to be permitted above businesses and to allow more variety of commercial uses.* Participants' responses on this question were favorable with a score of +0.58.

The participants were then asked if they *preferred a change in future development patterns from sprawl to a more traditional pattern of compact Main Street and walkable neighborhoods.* The overall reaction was positive (+0.82) in favor of a return to a more compact style as opposed to what is the prevalent development design in use at the present time.

Agricultural preservation was also presented in the survey to see if participants *supported preservation of rural and agricultural land outside of the designated growth area boundary of the City to preserve the character and heritage of the community and surrounding area and to serve as a buffer, or greenbelt, between other communities*. As seen in the first half of the survey, too much new development is a concern of people in the area. This was again reflected in land preservation with responses falling halfway between Agree and Strongly Agree on the issue of supporting preservation of rural and agricultural land (+1.51).

With land preservation fresh in their mind, respondents were then asked if *the community should increase the amount of land available for industrial development to provide a stronger tax base and additional jobs*. They were also asked if *commercial uses in industrial zoning districts should be restricted*. Participants seemed neutral to slightly in favor of both of these ideas with an average response of +0.03 for additional industrial development and +0.53 for restricting commercial uses.

Respondents were then given a series of statements related to community character and the overall appearance and regulation of the downtown area. When asked if they *felt that all new development should respect the architectural character of the community*, respondents answered with an average positive response of +1.01. When it came to *support for adopting architectural design standards to guide new development*, +0.68 was the response given. Pertaining to whether or not participants would *support the adoption of an ordinance to impose minimum housing maintenance standards to ensure that the community maintains a minimum level of aesthetic value*, response was +0.63. Participants were even asked if they would support *stricter enforcement of the zoning ordinance and local environmental regulation*, to which they gave an average response of +0.92. These results would suggest that the respondents might be in favor of efforts to improve the overall appearance of the community.

Respondents were asked to react to a couple statements pertaining to raising property taxes for community facilities and services. One of the statements, asking participants if they *would be willing to pay additional property taxes for the provision of additional community facilities and services*, received a unfavorable response of -0.36. While another question, regarding raising taxes for the *improvement of existing facilities*, fared positively with an average response of +0.41.

Residents were asked if they *support the construction of a Westminster bypass*. Responses were slightly negative with a -0.31 response rating. This may be reflective of the high number of respondents whose commute to work was less than 15 minutes.

Another community facility issue that was looked at was public transit, more specifically the Carroll Transit System. When asked if they *supported an expansion of the existing system to provide increased service to their community*, respondents tended to back away from the idea with a response rate of -0.32. Although there were a large number of retired citizen respondents, this could also be an indication that participants might not necessarily be familiar with Carroll Transit Service or its functions, which could have affected the results.

The final couple of statements in the survey dealt with community involvement and whether or not participants *felt satisfied with the level of opportunity for residents to provide input on County decisions*. In regard to their input on county issues, the average response was -0.01.

With all of this data and input in mind, the results of these surveys became a part of the development of the vision statement and goals for the community. They also continued to provide an overall direction, along with other community participation opportunities, for the forthcoming plan and the recommendations within the plan.



**Inventory of Historic Structures, Sites, and Districts**

<b>Inventory of Historic Structures, Sites, and Districts</b>					
<b>Election District 7, excluding the City of Westminster</b>					
<b>Map Code</b>	<b>ID Number</b>	<b>Site</b>	<b>Map Code</b>	<b>ID Number</b>	<b>Site</b>
	CARR – 24	*Farm Content		CARR - 731	1443 Old Manchester Rd
	CARR – 38	*Carroll County Farm Museum		CARR - 732	1407 Old Manchester Rd
	CARR – 48	*Avondale Farm House		CARR - 733	1405 Old Manchester Rd
	CARR – 64	*Friendship Valley Farm		CARR - 734	1361 Old Manchester Rd
	CARR – 101	Roop’s Mill Historic District		CARR - 736	1206 Martin Dr
	CARR – 105	Pleasant Meadow		CARR - 737	1132 Martin Dr
	CARR – 106	Philip Warble House		CARR - 738	1130 Martin Dr
	CARR – 107	Windy Hills		CARR - 739	11470 Old Manchester Rd
	CARR – 108	Woodside House		CARR - 740	615 Lucabaugh Mill Rd
	CARR – 109	Victorian House with Hipped Roof		CARR - 741	629 Lucabaugh Mill Rd
	CARR – 110	Spring Mills		CARR - 742	630 Lucabaugh Mill Rd
	CARR – 146	Krider’s United Church of Christ		CARR - 743	662 Lucabaugh Mill Rd
	CARR – 151	White’s Level		CARR - 744	435 Sullivan Rd
	CARR – 154	Good Chance		CARR - 745	443 Sullivan Rd
	CARR – 172	St Benjamin’s Lutheran Church		CARR - 746	274 Sullivan Rd
	CARR – 258	Stokealder House		CARR - 747	134 Sullivan Rd
	CARR – 263	Father’s Care		CARR - 748	720 Littlestown Pk
	CARR – 282	Lee’s Mill		CARR - 751	61 Old Bachmans Valley Rd
	CARR – 283	George E. Warehime Farm		CARR - 753	559 Sullivan Rd
	CARR - 313	Edwin G. Gilbert House		CARR - 754	551 Sullivan Rd
	CARR - 342	*Rockland Farm		CARR - 755	7 Old Bachmans Valley Rd
	CARR - 371	John Schweigart House		CARR - 756	1328 Washington Rd
	CARR - 377	Gill’s Range		CARR - 757	Close Farm
	CARR - 388	John Schweigart Brick – End Barn		CARR - 758	Old Toll House
	CARR - 389	J. Rinehart Farm		CARR - 759	1442 Washington Rd
	CARR - 390	David Roop House		CARR - 760	1600 Washington Rd
	CARR - 391	*Meadow Brook Farm		CARR - 761	1623 Washington Rd
	CARR - 394	736 Meadow Branch Rd		CARR - 762	1717 Nelson Rd
	CARR - 395	918 Meadow Branch Rd		CARR - 763	1701 Nelson Rd
	CARR - 396	1032 Meadow Branch Road		CARR - 764	348 Hook Rd
	CARR - 397	311 Krider’s Church Rd		CARR - 765	428 Barnes Ave
	CARR - 398	C. Elmer Fritz Farm Complex		CARR – 766	522 Hook Rd
	CARR - 406	Frame House		CARR – 767	Elsworth Cemetary
	CARR - 407	Fenby Farm		CARR - 768	913 Arnold Rd
	CARR - 408	1600 Adams Mill Rd		CARR - 769	1039 Arnold Rd
	CARR - 412	1420 Old New Windsor Rd		CARR - 770	1221 Arnold Rd

WESTMINSTER ENVIRONS COMMUNITY COMPREHENSIVE PLAN

**Inventory of Historic Structures, Sites, and Districts  
Election District 7, excluding the City of Westminster**

Map Code	ID Number	Site	Map Code	ID Number	Site
	CARR - 435	Warfieldsburg Church		CARR - 771	1242 Poole Rd
	CARR - 436	1751 Stone Chapel Rd		CARR - 772	1125 Poole Rd
	CARR - 437	1775 Stone Chapel Rd		CARR - 773	1100 Poole Rd
	CARR - 438	1811 Stone Chapel Rd		CARR - 774	1045 Poole Rd
	CARR - 439	Old Warfieldsburg School		CARR - 775	1049 Poole Rd
	CARR - 516	Western Chapel Cemetery		CARR - 776	923 Poole Rd
	CARR - 519	Old Spring Mills School		CARR - 777	Yingling - Shipley Farm
	CARR - 656	Elizabeth Lowery House		CARR - 778	Richard Fowler House
	CARR - 657	Joseph Walker Thomas House		CARR - 779	824 Poole Rd
	CARR - 658	Hilltop Garage		CARR - 780	717 Poole Rd
	CARR - 663	Bird Haven		CARR - 781	Victorian House
	CARR - 664	Old Westminster Rd House		CARR - 782	623 Old Westminster Pk
	CARR - 665	Bramble Hill Farm		CARR - 783	902 Old Westminster Pk
	CARR - 666	1316 Ridge Rd		CARR - 784	908 Old Westminster Pk
	CARR - 667	Sycamore Springs		CARR - 785	936 Old Westminster Pk
	CARR - 668	Robertson Farm		CARR - 786	1010 Old Westminster Pk
	CARR - 669	909 Ridge Rd		CARR - 787	1015 Old Westminster Pk
	CARR - 670	720 Kate Wagner Rd		CARR - 788	1328 Old Westminster Pk
	CARR - 671	1130 Old Westminster Rd		CARR - 789	1029 Hemlock Ln
	CARR - 672	1016 Old Westminster Rd		CARR - 790	1073 Hemlock Ln
	CARR - 673	1006 Old Westminster Rd		CARR - 791	910 Leidy Rd
	CARR - 674	Krider's Church Sexton House		CARR - 792	944 Leidy Rd
	CARR - 676	Medford Historic District		CARR - 793	231 Tannery Rd
	CARR - 677	Abandoned House		CARR - 794	1201 Brehm Rd
	CARR - 678	Medford and Avondale Road House		CARR - 795	1312 Brehm Rd
	CARR - 681	839 Medford Road		CARR - 796	195 Liberty Street
	CARR - 682	Margaret's Service Station		CARR - 797	312 Ridge Rd
	CARR - 684	1050 Medford Rd		CARR - 798	Stone House Farm
	CARR - 694	900 Gorsuch Rd		CARR - 799	Calico House
	CARR - 695	927 Gorsuch Rd		CARR - 800	Avondale - Shriver Mill
	CARR - 696	1211 Gorsuch Rd		CARR - 801	Unclassified
	CARR - 697	1227 Gorsuch Rd		CARR - 802	Unclassified
	CARR - 698	1433 Gorsuch Rd		CARR - 804	Unclassified
	CARR - 699	38 Tannery Rd		CARR - 805	Unclassified
	CARR - 700	Tannery Historic District (site)		CARR - 806	Shade - Hyle Farm
	CARR - 710	72 North Gorsuch Rd		CARR - 807	Shade's Schoolhouse
	CARR - 711	11 Cranberry Rd		CARR - 809	Durbin Family Farm
	CARR - 712	36 Cranberry Rd		CARR - 811	Unclassified
	CARR - 713	Amos Shaeffer Farm		CARR - 813	Brick House
	CARR - 714	247 Cranberry Rd		CARR - 816	Francis L. Shipley Farm House

**Inventory of Historic Structures, Sites, and Districts  
Election District 7, excluding the City of Westminster**

<b>Map Code</b>	<b>ID Number</b>	<b>Site</b>	<b>Map Code</b>	<b>ID Number</b>	<b>Site</b>
	CARR - 715	301 Cranberry Rd		CARR - 821	Brick House
	CARR - 716	307 Cranberry Rd		CARR - 1015	Zion United Methodist Church
	CARR - 717	238 Cranberry Rd		CARR - 1109	Thomas Chapel Site
	CARR - 718	311 Cranberry Rd		CARR - 1151	Christian Bauer House
	CARR - 719	315 Cranberry Rd		CARR - 1152	Frederick Bachman House
	CARR - 720	316 Cranberry Rd		CARR - 1154	Bachman's Mill (site)
	CARR - 721	320 / 322 Cranberry Rd		CARR - 1186	Andrew P. Frizzell House and Farm Complex
	CARR - 722	321 Cranberry Rd		CARR - 1283	Robert A. Martin House
	CARR - 723	1616 Manchester Rd		CARR - 1292	Berger Property Spring House Ruins
	CARR - 724	1551 Manchester Rd		CARR - 1330	Arnold Farm
	CARR - 725	1551 Old Manchester Rd		CARR -1368	Anthony and Nancy Arnold Farm
	CARR - 726	Hidden Spring Farm		CARR - 1398	William T. Lockard Farm
	CARR - 727	1539 Old Manchester Rd		CARR - 1406	Carroll Nursery
	CARR - 728	1507 Old Manchester Rd		CARR - 1410	Michael Morelock, Jr. Farm
	CARR - 729	1461 Old Manchester Rd		CARR - 1425	John Orendorff Farm
	CARR - 730	1444 Old Manchester Rd		CARR - 1433	Joseph Hunter Double Tenant House

\* included in the National Register of Historic Sites