

Looking Back, Looking Forward

A New Look at the Heritage Resources
of the Maryland Port Towns

HISP650 STUDIO PROJECT

University of Maryland
School of Architecture, Planning, and
Preservation

Graduate Program in Historic Preservation

Fall 2008



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Acknowledgements

The studio team would like to thank Sadara Barrow and Adrian Tirtanadi of the Port Towns Community Development Corporation for their support and guidance during this project. Their insights and suggestions greatly added to the studio team's understanding and respect for the four vibrant municipalities of the Maryland Port Towns.

The authors would also like to express their grateful appreciation for the time and energy generously given by the following individuals. Without them, this report could not have been prepared.

Cheryl Branagan

Suzanne Copping

Karen Jennings Crooms

Vivian Ducat

Sarah Fairbrother

John Maudlin-Jeronimo

John Giannetti

Patricia Gladding

Tamara Jovovic

Ruthie Mundell

Brendan Quinn

Deana Rhodeside

Jim Schulman

John Sower

Andrew Wolvin

Finally, we extend a special thank you to Professor Mary Konsoulis for her support and suggestions. We also thank Historic Preservation Program Director and Professor Donald Linebaugh and the University of Maryland for their guidance and support.

ON THE COVER

A young girl with a kite at the ballfields in Colmar Manor (September 2008).

IMAGE SOURCE: Photo by author (Jason Vaughan)



THE PORT TOWNS COMMUNITY DEVELOPMENT CORPORATION

The Port Towns Community Development Corporation leads and engages in strategic partnerships and collaborative economic development for the four individual municipalities that make up the Port Towns: Bladensburg, Colmar Manor, Cottage City, and Edmonston.



ARCHITECTURE PLANNING & PRESERVATION

UNIVERSITY OF MARYLAND SCHOOL OF ARCHITECTURE, PLANNING, AND PRESERVATION

The school provides a process through which students and the professional community can express the creativity, acquire the technical capacity, accept the social responsibility, and recognize a sense of history to make the decisions that shape the built environment.

Through research, practice, outreach, and teaching, students learn to understand the built environment at all scales: from the history, design, function, and impact of a single building or public space to the operation, physical form, and socioeconomic system of a metropolitan region.

Faculty and students alike address issues of the art of designing buildings, neighborhoods, and urban districts, as well as the science of understanding the relationship of people to their built environment, both past and present; the socioeconomic conditions in the contemporary city; and the factors that shape urban form.

UNIVERSITY OF MARYLAND HISTORIC PRESERVATION PROGRAM

The program is a collaboration of faculty with specializations in a variety of interrelated disciplines, with a goal of educating professionals for work in a wide range of preservation organizations. Research on historic preservation issues is also a focus of the program, pursued through faculty and student projects, in partnership with preservation organizations and University partners.

The Historic Preservation Program offers a Master of Historic Preservation (MHP) degree as well as a graduate Certificate. The MHP is designed as a full-time, two-year curriculum leading to a professional degree. The 45-credit MHP curriculum stresses policy and planning for preservation, and includes core courses, an internship, an interdisciplinary studio course, and a large selection of electives to stimulate each student's particular interests.

2008 HISTORIC PRESERVATION STUDIO (HISP 650)

The Historic Preservation Studio class brings together graduate students from the preservation program to work collaboratively on a project in the local community, from inception and problem formulation through completion. Guided carefully by faculty, students conduct research, interact with communities, perform analyses, and propose solutions for an issue or problem of direct relevance to a local community and client group.

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Commonly Used Abbreviations

ATHA	Anacostia Trails Heritage Area
AWS	Anacostia Watershed Society
CDC	Port Towns Community Development Corporation (the studio client)
EIP	Eco-Industrial Park
EPA	United States Environmental Protection Agency
GID	Green Industrial District
LEED	Leadership in Energy and Environmental Design
LEED-EB	Leadership in Energy and Environmental Design for Existing Buildings
M-NCPPC	Maryland-National Capital Park and Planning Commission
MHT	Maryland Historical Trust
NTHP	The National Trust for Historic Preservation
NPS	National Park Service
USGBC	United States Green Building Council
WMATA	Washington Metropolitan Area Transit Authority

Executive Summary

During the fall of 2008, the historic preservation studio of the University of Maryland's Graduate Program in Historic Preservation developed a heritage resource study for the Maryland Port Towns, a group of four individual municipalities located on the Anacostia River in Prince George's County, Maryland. The client, the Port Towns Community Development Corporation, made it clear from the beginning that the study was to dovetail with their already extensive efforts for social and economic development in the Port Towns.

The study that follows is the culmination of the efforts of the nine-member studio team. Titled *Looking Back, Looking Forward: A New Look at the Heritage Resources of the Maryland Port Towns*, the study initially developed from two principal questions:

- What existing historic resources are located in the Port Towns?
- What can be done to preserve, enhance, and highlight the existing historic resources located in the Port Towns to meet the socioeconomic goals set by the Port Towns Community Development Corporation?

The team was confident that by keeping these two questions at the forefront of their efforts the heritage resource study would ultimately both preserve and protect the heritage resources of the Port Towns, and lay the basic management framework necessary to transform those heritage resources into an economic engine. The wealth of heritage resources in the four communities was immediately clear, and it is the sincere hope of the studio team that this study for managing these resources will lead to a more prosperous future for the Port Towns.

A NATURAL FIT

Given the close proximity of the University of Maryland to the Port Towns (a short distance of five miles), it is only natural that the university, and in particular the Graduate Program in Historic Preservation, continue to develop and foster a mutually beneficial relationship. The relationship between the University of Maryland and the Port Towns allows university students to exercise their skills in real-world situations, while concurrently helping to transform the Port Towns into a better place to live, work, and visit. This is not the first university effort in the Port Towns: students have developed conceptual plans for the Anacostia River Education Center, interned with local organizations (such as the Anacostia Watershed Society and Community Forklift), and participated in the hands-on conservation of historic sites, specifically Bladensburg's Bostwick House.

A RICH HISTORY

The four Port Towns municipalities—Bladensburg, Colmar Manor, Cottage City, and Edmonston—are blessed with rich histories and numerous historic sites and structures. From the beginning, it was clear to the studio team that finding a cohesive manner of organizing the wealth of resources would be a significant challenge. The studio team developed two goals that would become the organizational framework of this study:

- Utilize the heritage resources to help Port Towns residents develop knowledge of and pride in the place they live, and
- Highlight the heritage resources of the Port Towns in a way that would attract outside visitors and generate economic revenue through heritage tourism.

A RIVER RUNS THROUGH

The studio team visited the Port Towns on numerous occasions to conduct research, take photographs, participate in community activities, and visit local businesses. This on-site research confirmed and reinforced the Anacostia River's critical role in the past, present, and future of the Port Towns.

The river's relationship to the Port Towns is complex. On one hand, it serves as a connective force, binding the four municipalities through a common history and shared geography. Conversely, the river also disconnects the towns, presenting a physical barrier compounded by a complex array of roads, bridges, and railroad lines. A casual visitor might never realize that the river is hidden behind protective levees built to control flooding.

The lack of a coherent urban growth pattern for the Port Towns was another immediate impression. The team noted the lack of a centralized downtown or focal points within the four towns, as well as an overdependence on the paved thoroughfares that are today's link for the Port Towns to metropolitan area. The Port Towns feel disjointed and unorganized, and the pedestrian experience is unwelcoming. Sidewalks, if available, are in need of repair, and safe crosswalks are not easily found, making crossing the street chaotic and dangerous.

Through careful observation, a visitor will find—just as the studio team did—that hidden beneath this haphazard development are a number of heritage resources that

tell a complex and rich history. From eighteenth-century mansions and inns to an often forgotten battlefield, the Port Towns hold significant pieces to a truly American story.

AN OVERLOOKED HERITAGE

The Anacostia River was the centerpiece of the Battle of Bladensburg, a major confrontation between U.S. and British forces during the War of 1812. It was decisive victory for the British, opening a path towards Washington, D.C., which led to the burning of the nation's capital in 1814. This significant battle was a natural focus area for the studio team.

Several Colonial-era resources are located in Bladensburg, close to the historic port (now the site of the Bladensburg Waterfront Park). Bostwick House, George Washington House, Magruder House, and the Market Master's House share a history tied to the commerce and trade that flourished in Bladensburg in the eighteenth and early nineteenth centuries. This legacy of commerce, trade, and transportation became another focus of this report, and is an opportunity for representing this intangible past through new programs that encourage sustainability and wellness.

During the nineteenth century, the Anacostia River filled with silt, preventing navigation to the historic port. The river's health further deteriorated in the twentieth century, and today organizations like the Anacostia Watershed Society work to improve the river through hands-on conservation and increased public awareness. Environmental awareness became another strong focus for the studio team, evidenced in the green concepts recommended for the Port Towns' industrial areas.

THE STUDIO APPROACH

The studio team developed six interpretive themes based on the resources and history of the Port Towns. These six themes—environmental, historic, industrial, architectural, cultural, and conflict—were incorporated (when appropriate) within the framework of three distinct “clusters” of related resources. The three thematic clusters identified are:

- The Battle of Bladensburg
- The Cultural Market
- A Green Industrial District

THE BATTLE OF BLADENSBURG

With the bicentennial of the War of 1812 approaching, the studio team felt the opportunity to share the story of the Battle of Bladensburg with not only the residents of the Port Towns, but also with visitors from throughout Maryland and the nation. The team designed this cluster with the goal of better educating the public about this frequently forgotten battle. Through new interpretive activities and resources, the recommendations work to foster heritage tourism as well as enhance community pride.

CULTURAL MARKET

Understanding the legacy of the Port Towns as an area driven by commerce, trade, and transportation, the studio team felt that creating a set of initiatives revolving around a cultural market would serve as a springboard for building community involvement, promoting wellness, as well as a sense of place. Elements of this cluster include the reestablishment of a market square, creating community gardens, and providing heritage tourism resources to complement the historic market area.

GREEN INDUSTRIAL DISTRICT

The studio team wanted to acknowledge the Port Towns strong industrial history, while promoting the concept of environmental sustainability. The team worked within the framework of both historic preservation and environmental sustainability when proposing a Green Industrial District in the Port Towns industrial areas. The studio team's proposals not only showcase ways in which existing businesses can green their buildings and practices, but also how the new district can attract new green businesses and interested visitors to the Port Towns.

Resumen Ejecutivo

Durante la temporada de otoño del 2008, el taller de preservación histórica del Programa Graduado de Preservación Histórica de la Universidad de Maryland, desarrolló un estudio de los recursos patrimoniales para los Port Towns de Maryland, un grupo de municipios individuales localizados en las cercanías del Río Anacostia en el condado de Prince George, Maryland. El cliente, Port Towns Community Development Corporation, hizo claro desde un principio que las recomendaciones a ser presentadas por el taller en este estudio tenían que ser enlazadas a sus ya existentes y extensivos esfuerzos para el desarrollo social y económico de los Port Towns.

El siguiente estudio, es la culminación de los esfuerzos de los nueve miembros del equipo del taller. Titledo, *Mirando Atrás, Mirando Hacia el Futuro: Una Nueva Mirada a los Recursos Patrimoniales de los Port Towns de Maryland*, el estudio fue desarrollado inicialmente de dos preguntas principales:

- ¿Qué recursos históricos están localizados en los Port Towns?
- ¿Qué se puede hacer para preservar, mejorar y resaltar los existentes recursos históricos localizados en los Port Towns para satisfacer las metas socioeconómicas y de bienestar establecidos por Port Towns Community Development Corporation?

El equipo de trabajo estuvo confiado de que manteniendo estas dos preguntas delante de sus esfuerzos, las recomendaciones en este estudio fundamentalmente preservarían y protegerían los recursos patrimoniales de los Port Towns, y proveería la estructura de manejo básica necesaria para transformar esos recursos en un instrumento económico. La riqueza en recursos patrimoniales en las cuatro comunidades fue clara inmediatamente, y es el más sincero deseo del equipo de taller que estas recomendaciones para el manejo de estos recursos conduzca a un futuro próspero para los Port Towns.

UNA RELACIÓN NATURAL

Dada la cercana proximidad de la Universidad de Maryland a los Port Towns (una corta distancia de cinco millas), era natural que la universidad, en particular el Programa Graduado de Preservación Histórica, continúe desarrollando y fomentando una mutua y beneficiosa relación con esta comunidad. La relación entre la Universidad de Maryland y los Port Towns permite a estudiantes universitarios poner en práctica sus habilidades en situaciones del mundo real, mientras al mismo tiempo ayudan a transformar los Port Towns en un mejor lugar para vivir, trabajar y visitar. Este no es el primer esfuerzo universitario en los Port Towns: en el pasado, otros

estudiantes también han participado en proyectos con esta comunidad como el plan para el Centro Educacional del Río Anacostia, trabajo de práctica con organizaciones locales (como Anacostia Watershed Society y Community Forklift), y han participado en prácticas de conservación en sitios históricos como la Mansión Bostwick en Bladensburg específicamente.

UNA HISTORIA ENRIQUECIDA

Las cuatro municipalidades—Bladensburg, Colmar Manor, Cottage City, y Edmonston—están llenas de grandes historias y numerosos lugares y estructuras históricas. Desde el principio, era claro para el equipo de taller que encontrar una manera cohesiva para organizar la cantidad de recursos existentes sería un reto significativo. El equipo de taller desarrolló dos metas que se convertirían en la estructura de organización de este estudio:

- Utilizar los recursos patrimoniales para ayudar los residentes de los Port Towns a desarrollar conocimiento y orgullo por el lugar en donde viven, y
- Resaltar los recursos patrimoniales de los Port Towns de manera en que puedan atraer visitantes y generar ingresos económicos a través de turismo patrimonial.

UN RÍO A TRAVÉS

El equipo de taller visitó los Port Towns en numerosas ocasiones para conducir investigaciones, tomar fotografías, participar en actividades comunitarias, y visitar comercios locales. Esta investigación confirmó y reforzó la crítica participación del Río Anacostia en el pasado, presente y futuro de los Port Towns.

La relación del río con los Port Towns es compleja. Por un lado, sirve como fuerza conectora, uniendo las cuatro municipalidades a través de una historia común y por su geografía. Controversialmente, el río al mismo tiempo separa a estos municipios, formando parte de una barrera física compuesta por una compleja organización de carreteras, puentes y vías de tren. Un visitante casual podría pasar por desapercibido la existencia del río oculto detrás de los diques de protección construidos para el control de inundaciones.

La falta de un plan de crecimiento urbano coherente para los Port Towns llamó la atención del equipo de taller inmediatamente. El equipo de taller notó la falta de un centro urbano o puntos focales a través de los cuatro municipios, así como también

la sobre dependencia de vías públicas que funcionan como la conexión principal entre los Port Towns y el área metropolitana. Los Port Towns se sienten desunidos y desorganizados, y la experiencia peatonal es poco acogedora. Las aceras peatonales, si están disponibles, están en necesidad de reparos, y los cruces de carreteras no se encuentran fácilmente, causando que el cruce de calles sea uno caótico y peligroso.

A través de una cuidadosa observación, un visitante podría encontrar—así como el quipo de taller lo hizo—que oculto tras el caótico desarrollo resalta a la vista un número de recursos patrimoniales que cuentan la compleja y rica historia de estas comunidades. Desde mansiones y tabernas del siglo dieciocho hasta el comúnmente olvidado histórico campo de batalla, los Port Towns tienen piezas significativas de una verdadera historia Americana.

UN PATRIMONIO PASADO POR ALTO

El Río Anacostia fue la pieza central de la Batalla de Bladensburg, una histórica confrontación entre los Estados Unidos y fuerzas Británicas durante la Guerra de 1812. Fue una victoria decisiva para los británicos, abriendo el camino hacia Washington D.C., lo que condujo a que la capital de la nación ardiera en llamas en 1814. Esta batalla tan significativa fue uno de los puntos importantes tomados en consideración por el equipo de taller.

En el área de Bladensburg, cerca del puerto histórico (ahora el lugar del Waterfront Park de Bladensburg), se encuentran localizados varios recursos históricos de la época Colonial. La Mansion Bostwick, la Casa de George Washington, la Casa Magruder, y la Casa-Mercado del Maestro, son algunos de estos recursos que comparten una historia ligada por el histórico sistema de transporte e intercambio comercial generado en el área de Bladensburg a finales del siglo dieciocho y principios del siglo diecinueve. Este legado de intercambio comercial y transportación se convirtieron en otro de los puntos focales para este estudio. Este evento histórico nos sirve para representar el pasado intangible de los Port Towns a través de nuevos programas que promuevan la sustentabilidad y el disfrute de una vida saludable, dos objetivos claves para Port Towns Community Development Corporation.

EL MÉTODO UTILIZADO

El equipo de taller desarrolló seis temas interpretativos basados en los recursos disponibles y la historia de los Port Towns. Estos seis temas—ambiental, histórico,

industrial, arquitectónico, cultural, y conflictivo—fueron incorporados en la estructura de trabajo bajo tres diferentes grupos conceptuales (“clusters”) de acuerdo a los recursos patrimoniales desarrollados en cada grupo. Estos grupos conceptuales son La Batalla de Bladensburg, El Mercado Cultural, y El Distrito Verde Industrial.

LA BATALLA DE BLADENSBURG

Con el bicentenario de la Guerra de 1812 acercándose, el equipo de taller sintió la oportunidad de compartir la historia de la Batalla de Bladensburg no solo con los residentes de los Port Towns, pero también con los visitantes del área de Maryland y de toda la nación. El equipo de taller diseñó este grupo conceptual con el propósito de educar al público sobre esta batalla usualmente olvidada. A través de nuevas actividades interpretativas y recursos, las recomendaciones dadas en este estudio trabajan para fomentar el turismo patrimonial así como realzar el orgullo comunitario.

EL MERCADO CULTURAL

Entendiendo el legado de los Port Towns como uno conducido por el intercambio comercial y sistemas de transportación, el equipo de taller entendió que creando un conjunto de iniciativas girando en torno a un mercado cultural serviría de trampolín para fomentar la participación de la comunidad con los Port Towns y sus recursos históricos así como promover el bienestar y el sentido de pertenencia con la comunidad. Los elementos en este grupo conceptual incluyen: el restablecimiento de la histórica plaza del mercado, la creación de jardines comunitarios y la programación de un sistema de turismo patrimonial utilizando los recursos históricos en el área para complementar la zona del mercado.

EL DISTRITO VERDE INDUSTRIAL

El estudio de trabajo quería reconocer la importancia histórica de la industria en los Port Towns utilizando el concepto ambiental y sustentabilidad como sistema de promoción del área. El equipo de taller trabajó con las estructuras de preservación histórica y ambiental cuando se presentó la propuesta para el establecimiento del distrito verde en el las áreas industriales de Edmonston y Bladensburg. La propuesta del equipo de taller no solo presenta la manera en la cual las industrias pueden poner en práctica sistemas verdes (o sustentables), sino que también promueve la atracción de nuevas industrias y el turismo por medio de las nuevas prácticas sustentables sugeridas a utilizar en los Port Towns.

Mission, Goals, and Methodology

The studio team, consisting of nine second-year students in the University of Maryland Graduate Program in Historic Preservation, worked to identify, analyze, and address the Port Town's heritage resources: the Battle of Bladensburg (a major confrontation during the War of 1812), the historic market square area and its concentration of Colonial-era resources, and the industrial heritage and the spirit of innovation that are still present. The studio took place over the fall 2008 semester, providing the students approximately three months for research, analysis, and development of recommendations. The studio made an interim presentation to the client in October 2008, and the final findings were presented to the client and the university community in late December 2008.

THE 2008 STUDIO MISSION

Use the Port Towns' unique heritage and culture to support the Port Towns Community Development Corporation's vision for the community.

The studio team felt it was important that the mission of this project closely align with the mission and goals of the Port Towns Community Development Corporation (CDC), the studio's client. In addition to the CDC's vision and mission, the team was also mindful of the CDC's leadership role in promoting health and wellness

PORT TOWNS CDC MISSION STATEMENT

"The Port Towns Community Development Corporation leads and engages in strategic partnerships and collaborative economic development for the Port Towns of Bladensburg, Colmar Manor, Cottage City, and Edmonston. We are a reflection of our diverse community and united around our unique historical, environmental and other assets. We enhance quality of life through social and economic investment."

PORT TOWNS CDC VISION STATEMENT

"The Port Towns Community Development Corporation is a catalyst for positive social and economic change. We use sustainable development and our existing assets to build a vibrant, beautiful, and livable community and desirable destination."

throughout the Port Towns community. The CDC's health and wellness initiative, emphasizing healthy living habits and environmental justice, has been woven into our analysis and interpretation of the Port Town's heritage resources. The studio's goals are:

- Create economic development through heritage tourism,
- Promote the cultural and historic value in the Port Towns,
- Provide needed services to under-served populations, and
- Enhance the "sense of place" for the community.

In addition to bringing the studio in alignment with the CDC's goals, the studio team has also worked within the parameters of development schemes currently under development, most notably the Bladensburg Town Center and the proposed Port Towns Sector Map Amendments crafted through community input and further refined by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and Prince George's County. (See page 23 for more detail on center and sector plans.)

REACHING OUR GOALS THROUGH HERITAGE TOURISM

The client desired a heritage tourism program that could be used as a tool for economic development. A heritage management plan can serve to establish a community's "sense of place," which in turn promotes sustainable economic growth and stability through heritage tourism's job creation and investment opportunities.¹

Heritage tourism, also known as cultural tourism, uses the cultural and heritage resources of a community to attract visitors. As defined by the National Trust for Historic Preservation, it is "traveling to experience the places, artifacts and activities that authentically represent the stories and people of the past and present."²

Heritage tourism is often cited as an effective method of encouraging economic development within a community. Numerous economic studies point to heritage tourists staying longer and spending more, adding directly to the local economy. Heritage tourism also provides other benefits to local communities, such as interpretation and heritage programming activities educate visitors and residents alike. The wealth of historic resources and the unique history of the Port Towns provide an operational framework for establishing an effective tourism program for the area.

HERITAGE TOURISM: BY THE NUMBERS

Nationally, heritage tourism is the fastest growing segment of the tourism industry.³ More than 80 percent of adult travelers (118 million adults) consider themselves to be a “cultural or historical traveler.” These travelers tend to spend more (by some estimates, 30 percent more) than a traditional tourist and stay almost two days longer at their destination.⁴

According to 2006 figures from the Maryland Office of Tourism Development, tourism (recreational and cultural/heritage) generated \$11.8 billion from both domestic and international visitors. Statewide, tourism directly supports 115,000 jobs and \$3.1 billion in payroll, generating \$850 million in state and local tax revenue.⁵

People traveling more than 50 miles to their destination, stayed for an average of 1.4 nights, and spent over \$300. The average annual income of these visitors is \$82,780.

For Prince George’s County, tourism generated more than \$33 million in county tax revenues in 2006. Tourism has a positive effect on employment, supporting 9,650 jobs and more than \$220 million in payrolls. In 2003, more than 372,000 day trips were recorded for the Anacostia Trails Heritage Area (ATHA), a state-certified heritage area which includes the Port Towns.⁶ In the same year, overnight trips to the area totaled more than 1.2 million.

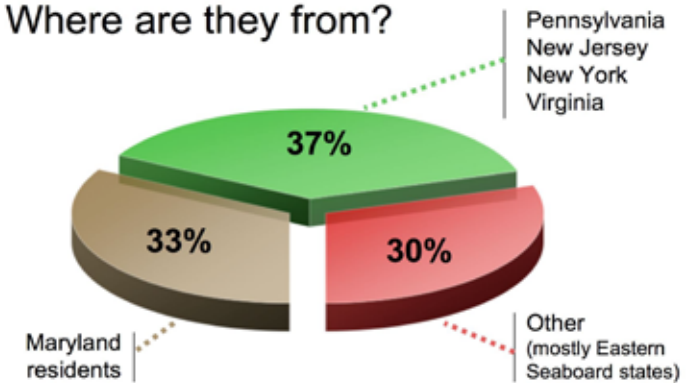
METHODOLOGY

To assess current conditions and the resources present, the studio team made several trips to the Port Towns using public and private transportation to replicate the experiences of an out-of-town visitor. While on these trips the team photographed resources and took extensive notes. The team also gained valuable insight from local officials, civic groups, and residents in the community. While extensive ethnographic research was not possible due to time constraints, the team took advantage of a wealth of oral histories collected from Port Towns residents by the University of Maryland’s Center for Heritage Resource Studies.

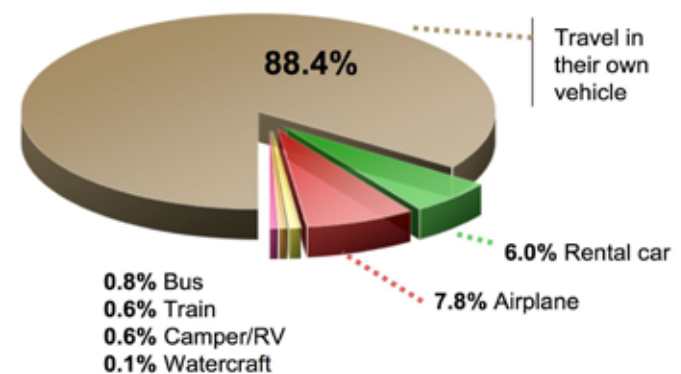
Throughout this report, several strategies for creating heritage tourism programs are presented, ranging from interpreting the Port Town’s Colonial structures and War of 1812 events to adapting innovative, modern technologies as a showcase for an environmentally-friendly and sustainable industry. It was also important to the studio team to identify existing barriers that challenge the development of heritage tourism. While the Port Towns possess a variety of historic resources, these sites are

**FIGURE 1:
THE MARYLAND VISITOR**

Where are they from?



How do they get to Maryland?



SOURCE: Maryland Office of Tourism Development

currently underdeveloped as attractions for heritage tourists and mainstream visitors. Additionally, very few visitor services are available, including restaurants, unique retail, and accommodations.

Ideally, the recommendations presented in this report will work to improve the interpretation and understanding of the area's histories and cultures, which in turn will provide the framework for adding the necessary array of services that create a viable heritage tourism experience. While many of the recommendations focus on visitors from outside of the immediate community, the studio was mindful of how the historic resources could be developed for the benefit of residents, further promoting the health, happiness, and economic stability of the Port Towns.

Economic Impact of National Heritage Areas

Although the Port Towns do not fall within the boundaries of a national heritage area, their geographic make-up and collection of resources has similar characteristics to a national heritage area. (As mentioned above, the Port Towns are included in the state-designated Anacostia Trails Heritage Area). Based on this similarity, it is useful to look at the economic impact of visitors to national heritage areas, especially as the Port Towns are related to two national historic trails (and an additional trail that is currently being studied for feasibility). Like the national heritage areas, historic, cultural, and recreational resources within a national historic trail are eligible for financial and technical assistance from the federal government, including marketing and branding opportunities under the National Park Service's familiar arrowhead logo.

Visitors to heritage areas tend to spend more on attraction admissions, dining, and shopping than visitors to national parks. Local day visitors (traveling less than 50 miles to their destination) spend on average \$56 per party, while local overnight visitors spend an average of \$85. With the most significant economic impact coming from overnight visitors, "programs that package lodging with a variety of heritage attractions and programs can help stimulate these types of trips."⁷ While the Port Towns may not be considered "tourist ready" today, in the future it will be critical to develop a framework of appropriate businesses and attractions to take advantage of the potential benefits of heritage tourism.

The Port Towns: Yesterday, Today, and Tomorrow

The Port Towns are a collection of four individual municipalities located in Prince George's County, Maryland. The four towns, Bladensburg, Colmar Manor, Cottage City, and Edmonston, are located along the Anacostia River and all four are linked historically to the Port of Bladensburg, once an international seaport, established in Colonial times.

LOOKING BACK: BLADENSBURG

Originally called Garrison's Landing, the Town of Bladensburg was officially established by an act of the Maryland General Assembly in 1742.⁸ Bladensburg was either named after Thomas Bladen or his father, William Bladen. The younger Bladen served as the colony's governor from 1742–1747, while William acted as Attorney General beginning in 1707.⁹ The town served as an important trading port in Colonial times, exporting tobacco and other Maryland crops, and importing goods from outside the colony.

In 1747, the Maryland General Assembly passed an act which established an inspection system to ensure the quality of all outgoing Maryland tobacco, as locally produced tobacco at that time had gotten a reputation for being of poor quality. The act required public warehouse inspection stations to be located at designated ports along the Anacostia River, and that all Maryland-grown tobacco had to pass through these warehouses before being shipped in order to guarantee its quality. Bladensburg was selected as one such inspection station in 1784. However, the Anacostia River, which had once been 30–40 feet deep, began to be silted up, and by 1840, the river was unnavigable.¹⁰

By 1776, the quality of Maryland's tobacco had greatly improved and Bladensburg, with its location directly on the Anacostia River and near Washington, D.C., was a major international shipping hub.¹¹ Along with the bustling tobacco industry in the area, the town had waterfront wharves, shipyards, a tannery, taverns, stores, a market, and a ropewalk owned by prominent Bladensburg citizen Christopher Lowndes.¹² Bladensburg stood at an intersection of roads that ran from Annapolis and Baltimore to Washington, D.C., and Georgetown. The town was also located on a major historic post route.

The area of Bladensburg spanned sixty acres and was originally divided into one-acre lots. These lots were sold at a public auction on March 5, 1743, with the condition that a structure that had a footprint of at least 20 by 20 feet, and a stone or brick chimney, had to be built within 18 months of purchase. If these conditions were not met within

that time period, the lot would revert back to town ownership. All lots were improved by 1787.¹³

The Battle of Bladensburg took place in and around the town on August 24, 1814, and it is considered one of the most important battles in the War of 1812. Local citizens, led by Baltimore-native Commodore Barney, played critical roles in defending the area from the formidable British troops.¹⁴ Unfortunately, the British forces were able to get past Commodore Barney and his troops, proceed on to Washington, D.C., and burn the White House.

Bladensburg saw a resurgence in its economy in the late nineteenth century with the development of subdivisions and the arrival of streetcar lines.¹⁵ It flourished as a resort town and a "country retreat" for city residents looking to get away from the chaos of the capital. By 1920, new residents were moving to Bladensburg as improved road conditions and personal cars made access to Washington easier, and new sewage, water and other utilities made the area more attractive.¹⁶ Due to the high silt levels in the river, Bladensburg suffered from severe flooding year after year. The Army Corps of Engineers installed levees along the Anacostia River in 1954 in an attempt to mitigate the flooding and halt the damage to nearby property. The views of the river, as well as access to it, were essentially eliminated. Today, the small town has a stable industrial base and a diverse population.

Several interesting occurrences have taken place in the Town of Bladensburg during its 266-year history. For instance, the town was known as a sporting center in the nineteenth century and many Washingtonians, including Andrew Jackson, would travel to Bladensburg to watch horse races and cock fights. Palo Alto Tavern was where the term "cocktail" was supposedly first used.¹⁷ In 1859, Philip Tyson, the State of Maryland's agricultural chemist, showed Dr. Christopher Johnston, a local physician, a strange dinosaur tooth that he found in a mine near Bladensburg; *Astrodon johnstoni* is now officially the Maryland state dinosaur.¹⁸ Finally, the sculptor Clark Mills cast the 24-foot high bronze statue *Armed Freedom* in his Bladensburg studio. The statue was placed on the dome of the Capitol building in Washington, D.C., in 1863.¹⁹

LOOKING BACK: EDMONSTON

Prior to 1902, Edmonston was made up of two subdivisions, the Rogers subdivision of East Hyattsville, and the Wells subdivision of Palestine.²⁰ In 1902, the owners of each further subdivided their land in hopes of increasing development in the area. At this time one of the major employers in Edmonston was the pumping station located in the

Palestine subdivision. This pumping station supplied water to the City of Hyattsville from the end of the nineteenth century to 1920, when the Washington Suburban Sanitary Commission took over its functions.²¹

By 1920, the population of the area had grown to 503, requiring a higher standard of public services. In response, the Town of Edmonston was incorporated in 1924, allowing residents to self govern.²² While a portion of the town was historically named East Hyattsville, the residents did not want to appear to be a part of nearby Hyattsville. Instead, they named the town Edmonston after the road that historically ran through the area.²³

The early residents of Edmonston were working class families, including many immigrants from Europe, though there were also a small number of African American families. The 1920 census shows that a relatively large number of residents were clerks in government offices or in the building trades.²⁴ Also during this time period, many residents began working in the industrial area within the town.

A large residential development project began in 1925 when Robert E. Funkhouser bought a significant portion of the Palestine subdivision. Funkhouser subdivided his purchase into forty lots, built a small-frame bungalow on each, and sold them. These bungalows were almost identical to the Savoy and Hazelton models in the Sears and Roebuck catalog. The majority of these bungalows still exist in Edmonston today, and the town still has half of its original building stock.²⁵

One unique note about Edmonston is that in 1927, and again during World War II in 1943, the town elected a Japanese American mayor, Kinjori Matsudairi, who was the son of a Japanese feudal lord.

LOOKING BACK: COTTAGE CITY

Cottage City's history can be traced back to 1888 when the Highlands Company was incorporated and bought sixty-four acres of land then known as the Highlands,²⁶ situated between the railroad line and the Baltimore-Washington Turnpike. In 1906 the land was sold to J. Harris Rogers, James C. Rogers, and Richard N. Ryon who named the platted area Cottage City. There was little development in the area until the 1910s; in 1918, C.M. Lightbrown bought a site and built five modest frame cottages that he sold to working class families.²⁷ The city was incorporated in 1923, and the area developed rapidly after World War II.²⁸

LOOKING BACK: COLMAR MANOR

During the Revolutionary War a brick contractor named Samuel Stevy owned the land is what is now known as Colmar Manor. Stevy then sold the land to James H. Shreve in 1856, and his son Richard A. Shreve inherited the property in 1879.²⁹ By 1918 the J.W. Hallaway Company owned the land and subdivided it into lots, naming the streets after President Wilson, his cabinet members, and other famous men.³⁰ Colmar Manor was incorporated in 1927 and was named after the District of Columbia ("Col") and Maryland ("Mar"). In an interesting bit of popular culture history, actor John Sylvester White, best known for his portrayal of the principal Mr. Woodman in the television show *Welcome Back Kotter*, grew up in Colmar Manor.³¹

HISTORIC RESOURCES IN THE PORT TOWNS

Locally, the Port Towns are particularly renowned for their collection of eighteenth century homes: the George Washington House, Magruder House, Market Master's House, and Bostwick House. While these homes reflect the development of the bustling Port of Bladensburg, several additional historic themes and corresponding resources can be found throughout the four towns. The themes are diverse, ranging from conflict and military (including the War of 1812, the Civil War, and World War I) to technology and innovation. The accompanying chart lists the heritage resources found within the area, along with their historical period and theme(s). While all of these resources could not be incorporated into this report's recommendations, it is important to note the wealth of heritage resources of the Port Towns. For more information about the individual resources, please see Appendix A for a brief summary of each site.

FIGURE 2
MATRIX OF HERITAGE RESOURCES LOCATED IN THE PORT TOWNS

RESOURCE	PERIOD	EXTANT?	Architectural	Industrial	Historic	Cultural	Environmental	Conflict
ARMY CORPS OF ENG LEVEES	20TH	✓	▲	▲			▲	
ANACOSTIA RIVER	ALL	✓		▲			▲	▲
B&O RAILROAD	19TH	✓		▲				
BALLFIELDS	20TH	✓					▲	▲
BALLOON PARK	18TH	✓		▲	▲			
BILL GREEN'S MOTORS	20TH		▲	▲				
BLADENBURG P.S. 1	19TH				▲	▲		
BLADENBURG WATERFRONT PARK	20TH	✓				▲	▲	
BOSTWICK HALL	18TH	✓	▲	▲	▲	▲		▲
COTTAGE CITY NURSERY	20TH	✓	▲	▲	▲			
COTTAGE CITY GRISTMILL	18TH			▲	▲			
COTTAGE CITY HOUSE	19TH		▲		▲			
COTTAGE CITY-COLMAR MANOR VFD	20TH				▲	▲		
DUELING GROUNDS	19TH	✓			▲	▲		▲
EDMONSTON INDUSTRIAL AREA	20TH	✓	▲	▲				
EVERGREEN CEMETERY	18TH	✓	▲		▲	▲		
FORT LINCOLN CEMETERY	19TH	✓	▲		▲	▲		▲
FORT LINCOLN CEMETERY: Jameson Battery	19TH	✓			▲	▲		▲
FORT LINCOLN CEMETERY: Spring	19TH	✓	▲		▲	▲	▲	
FORT LINCOLN CEMETERY: The Little Chapel	19TH	✓	▲		▲			▲
FORT LINCOLN CEMETERY: The Mausoleum	20TH	✓	▲		▲			
FREE HOPE BAPTIST CHURCH	19TH	✓	▲		▲	▲		
FRIENDS HOUSE/FRIENDSHIP HOUSE	19TH				▲			▲
GEORGE WASHINGTON HOUSE	18TH	✓	▲		▲	▲	▲	▲
HISTORIC PORT AREA	ALL			▲	▲	▲	▲	▲
LEVEE TRAILS	20TH	✓				▲	▲	
MAGRUDER HOUSE	18TH	✓	▲		▲	▲		▲
MAIER STORE AND FACTORY	20TH	✓	▲	▲	▲			
MARKET MASTER HOUSE	18TH	✓	▲	▲	▲	▲		▲
OGBURN HOUSE	?		▲		▲			
OLD CLEMENTS/BUTLER-DAVID HOUSE	18TH		▲		▲	▲		
PEACE CROSS AND VET MEMORIALS	20TH	✓	▲		▲			
PIGGOTT-SIKKEN HOUSE	20TH	✓	▲		▲			
POPLETON-ROBERTS HOUSE	20TH		▲		▲			
PUBLIC PLAYHOUSE	20TH	✓	▲		▲	▲		
SPA SPRING	19TH	✓			▲	▲	▲	
WILLIAM CARLTON HOUSE	20TH		▲		▲			

THE PORT TOWNS TODAY: DEMOGRAPHIC OVERVIEW

The municipalities in the Port Towns—Bladensburg, Colmar Manor, Cottage City, and Edmonston—are vibrant, diverse, and livable communities. The accompanying demographic information provides a rough snapshot of the people who live and work in the Port Towns.

Population and Age

The combined estimated population of the Port Towns as of 2005 is approximately 11,796. With a population of 7,918, the most populous municipality is Bladensburg, roughly five times larger than the next largest town, Edmonston. Colmar Manor, Cottage City, and Edmonston all have less than 1,400 residents.³²

FIGURE 3: PORT TOWNS BY POPULATION

Town	Population
Bladensburg	7,918
Colmar Manor	1,312
Cottage City	1,176
Edmonston	1,390
TOTAL	11,796

FIGURE 4: PORT TOWNS BY AGE

Town	Percentage of Residents Under Age 18	Percentage of Residents Age 18 to 65	Percentage of Residents Age 65 or Older
Bladensburg	26.8%	63.9%	9.3%
Colmar Manor	28.3%	62%	9.7%
Cottage City	23.4%	63.3%	13.3%
Edmonston	30.9%	59.4%	9.7%

Race and Ethnicity

The municipalities that make up the Port Towns are racially and ethnically diverse communities with whites, African Americans, and Latinos making up the majority of residents.³³

FIGURE 5: PORT TOWNS BY ETHNICITY

Town	Percentage of White Residents	Percentage of African American Residents	Percentage of Hispanic Residents
Bladensburg	12.1%	68.3%	14.1%
Colmar Manor	21.2%	45.2%	16.3%
Cottage City	26%	52.4%	14.9%
Edmonston	33.2%	34.5%	26.6%

Household Income

Both the median and average household income in each of the Port Towns communities are lower than the median and average household incomes for Prince George’s County and the State of Maryland.³⁴

FIGURE 6: PORT TOWNS HOUSEHOLD INCOMES

Town	Median Household Income	Average Household Income
Bladensburg	\$34,966	\$40,110
Colmar Manor	\$43,906	\$53,634
Cottage City	\$38,594	\$41,527
Edmonston	\$52,813	\$64,120
Prince George’s County	\$55,256	\$64,422
State of Maryland	\$52,868	\$67,454

Education

Bladensburg, Colmar Manor, Cottage City, and Edmonston all have a significantly high number of residents age twenty-five and over that do not hold high school diplomas, or an equivalent. Moreover, each of the municipalities within the Port Towns has a notable lack of residents that hold a bachelors or professional degree.³⁵

FIGURE 7: EDUCATION LEVEL OF PORT TOWNS RESIDENTS

Town	Percentage of Residents Age 25 or Older Without a High School Diploma or Equivalent	Percentage of Residents Age 25 or Older With a Bachelors or Professional Degree
Bladensburg	31.8%	13.5%
Colmar Manor	35.6%	10.4%
Cottage City	29.1%	9%
Edmonston	30.3%	10.4%
Prince George’s County	15.1%	27.2%
State of Maryland	18.2%	31.4%

THE PORT TOWNS TODAY: CIVIC ORGANIZATION

There are multiple governmental jurisdictions in the Port Towns. The towns of Bladensburg, Colmar Manor, Cottage City, and Edmonston are each incorporated, but lack many of the fundamental development and land use powers traditionally held by cities. Instead, these powers are vested in the Maryland-National Capital Park and Planning Commission (M-NCPPC), an agency that spans both Prince George's County and Montgomery County. The Prince George's County Planning Board, operating under the umbrella of the M-NCPPC, has final zoning authority. The Prince George's County Parks Department, again under M-NCPPC, owns and maintains all parks within the Port Towns, as well as the levees along the Anacostia River built by the Army Corps of Engineers. The Corps reviews all permits for any construction in, or modifications to, the 100-year Zone A or AE floodplain.

The Port Towns are lucky to have a number of non-profit community organizations dedicated to enhancing the quality of life for residents. The Port Towns CDC aims to serve as a catalyst for further private sector investment and lobbies for funds from the public sector. The CDC was instrumental in getting the state to construct a rail bridge over Annapolis Road, eliminating the at-grade railroad crossing in the heart of Bladensburg. The CDC has also commissioned the Urban Land Institute to perform an analysis of development potential, and the CDC is planning the development of the Port Towns Riverview, a high-rise, mixed-use project along the Anacostia's western bank in Colmar Manor.

The Anacostia Trails Heritage Area (ATHA) is a non-profit group dedicated to "preserving, renovating, enhancing and publicizing" the historical, cultural and recreational resources across western Prince George's County, stretching from the District of Columbia line to Howard County. The Anacostia Watershed Society (AWS) is a non-profit organization devoted to restoring the river and its tributaries to their natural ecological state. Other groups with specific goals, such as the Friends of the Battle of Bladensburg, offer a level of in-depth subject knowledge that may prove invaluable, and a heritage resource plan should address their needs as well.

The University of Maryland has an important stewardship role to play with the historic Bostwick House. Although the Town of Bladensburg owns Bostwick House, the university has entered into a memorandum of understanding with the town, which allows the property to be used for academic purposes. The Graduate Program in Historic Preservation holds classes at the eighteenth-century house and students have conducted research on the house's history. Students have also worked on physically maintaining various aspects of the home and grounds, and serve as resident curators.

THE PORT TOWNS TODAY: INFRASTRUCTURE

Today, the Port Towns are the crossroads for a number of transportation corridors, including several major rail lines and roadways, many of which trace their existence to Colonial times when the Port of Bladensburg served as a significant international seaport and center of commerce.

Highway Network

While no limited-access highways are located within the Port Towns, the area is well served with many nearby connections. The Peace Cross intersection of Baltimore Avenue and Bladensburg/Annapolis Road is approximately one mile from the Baltimore-Washington Parkway, two miles from U.S. Highway 50, and five miles from the Capital Beltway (Interstate 95/495). With this proximity, traffic and freight can move easily throughout the Washington Metropolitan area as well as across the entire Eastern Seaboard.

Three important roadway corridors serve the Port Towns: Bladensburg/Annapolis Road, Baltimore Avenue, and Kenilworth Avenue. Each are major components of the Prince George's County and District of Columbia transportation networks, and serve as vital gateways into the Port Towns.

Bladensburg/Annapolis Road (Maryland State Highway 450) runs east-west from Northeast Washington, across the Maryland state line, and bisects Colmar Manor and Cottage City. Bladensburg Road then crosses the Anacostia River and intersects Baltimore Avenue at the Peace Cross. West of this point, the road is renamed Annapolis Road. Running the length of Bladensburg, Annapolis Road then continues to the northeast, passing the Baltimore-Washington Parkway (State Highway 295) and the Capital Beltway (Interstate 95/495) before terminating in downtown Annapolis. Though most intercity traffic from Washington to Annapolis has shifted to U.S. Highway 50, Annapolis Road, as the traditional route between the two, has served as a crucial link between the Potomac River and the Chesapeake Bay.

Baltimore Avenue (Alternate U.S. Highway 1) is a one-mile long road that connects Bladensburg/Annapolis Road and Rhode Island Avenue (U.S. Highway 1). The avenue begins at the Peace Cross intersection, continuing due north, crossing the Northeast Branch and the Alexandria Extension railroad tracks, before merging with Rhode Island Avenue. From here Baltimore Avenue continues north, passing through College Park and crossing the Capital Beltway, ultimately terminating in Baltimore.

Kenilworth Avenue (Maryland State Highway 201) is a north-south road connecting Beltsville, Maryland, and the Baltimore-Washington Parkway, passing through Edmonston and Bladensburg.

The only other major streets of note are 38th Avenue (Maryland State Highway 208), which connects Bladensburg Road to Rhode Island Avenue, and Decatur Street, which crosses the Northeast Branch and connects Kenilworth Avenue in Edmonston to Baltimore Avenue in Hyattsville. The remainder of the roads in the Port Towns are local residential or local industrial streets.

Railroad Network

The Port Towns have a long history of rail travel, dating back to 1835 when the first rail connection between Washington and Baltimore ran through Bladensburg. A spur line was built around Bladensburg shortly afterwards, leaving it underserved.³⁶ In the early twentieth century, a streetcar line operated by the Washington, Spa Spring, and Greta Railroad (later the Washington Interurban Railway) opened the area up for new suburban development, especially in Cottage City and Colmar Manor. The service, which ran parallel to Bladensburg Road and U.S. Highway 1, ran from downtown Washington, D.C., through the Port Towns, and terminated in Berwyn Heights. Although the streetcar line only operated from 1910–1923, it left an indelible mark on the development history in the Port Towns, leading to the suburbanization of the area. The tracks have long since been removed and no physical remnants of the trolley line are believed to remain.³⁷

Today, the Port Towns are served by two rail lines, both of which are owned by CSX, the parent company of the Baltimore and Ohio Railroad and the Chesapeake and Ohio Railroad. The Capital Subdivision line runs between Washington, D.C.'s Union Station and Relay, Maryland, just outside of Baltimore. The line, which passes through Cottage City, is currently used by the Maryland Rail Commuter Service's (MARC) Camden Line, with stops nearby in Riverdale Park and College Park. A future station at Cottage City has been proposed in the M-NCPPC Port Towns Sector Plan.³⁸

The other rail line in the area, the Alexandria Extension, parallels Kenilworth Avenue and connects the Capital Subdivision in Hyattsville to the Landover Subdivision south of Bladensburg. This line is dedicated solely to freight traffic, with up to 20 cargo trains operating daily.³⁹ This line also features several at-grade crossings including: Decatur Street, Tanglewood Drive, Upshur Street, and 52nd Street. Annapolis Road had been the most problematic at-grade rail crossing for pedestrian and vehicular traffic, and for

years the community tried to persuade the Maryland Department of Transportation to construct a rail bridge to alleviate the tie-ups that invariably resulted. After successful lobbying efforts by the community, the project is well underway. In September 2008 the bridge opened for rail traffic, though construction, including the removal of the old tracks, continues as of December 2008.

Mass Transit

With no MARC or Metrorail stations, operated by the Washington Metropolitan Area Transit Authority (WMATA), in the Port Towns, the only mass transit options for residents are Metrobuses operated by WMATA or The Bus of Prince George's County. Seven Metrobus lines serve the Port Towns, primarily on routes along Bladensburg/Annapolis Road, Baltimore Avenue, and Kenilworth/Edmonston Road; another line serves Bladensburg High School. For the most part, these routes connect to Metro rail stations, the closest being Cheverly Metro Station (two miles southeast of the Peace Cross) and Landover Metro Station (three miles east) on the Orange Line, and West Hyattsville and Prince George's Plaza Metro Stations (two and three miles northwest respectively) on the Green Line.⁴⁰ One line of The Bus runs through the Port Towns, traveling between the Prince George's Plaza and Cheverly Metro Stations.⁴¹ Bladensburg and Colmar Manor also jointly operate a limited on-call bus service for senior citizens and the mentally and/or physically handicapped.

Pedestrian Network

The pedestrian infrastructure of the Port Towns has long been an afterthought in the design of the transportation system. Sidewalks are present along the entire length of Bladensburg/Annapolis Road, but they are—almost without exception—four-feet wide and located immediately adjacent to the roadway. Though the posted speed limit is 35 miles per hour, the design of the road allows cars to speed. This results in an intimidating and noisy experience for pedestrians. However, the crossing facilities in Cottage City and Colmar Manor are well executed; crosswalks at 38th, 40th, and 41st Avenues are well maintained and provide access between the commercial centers and residential neighborhoods. Unfortunately, the crossings in Bladensburg are not as well planned. Between the Peace Cross and Annapolis Road/Landover Road intersections (a distance of over one mile), there are only two signalized crosswalks. Also in this section, pedestrians are forced to use dark, uninviting tunnels underneath the Kenilworth Avenue overpass. This area has improved with construction of the railroad bridge over Annapolis Road, eliminating the at-grade crossing, but for the immediate future, pedestrians are still forced to navigate this project site.

Along Kenilworth Avenue, the pedestrian infrastructure is virtually non-existent. There is almost a total absence of sidewalks for the entire length of the street; only a handful of discontinuous segments of sidewalks exist on individual properties. The only marked crosswalk north of Annapolis Road is at its intersection with Decatur Street, three-quarters of a mile away. Between Tilden Street and the industrial area south of Annapolis Road, Kenilworth Avenue acts essentially as a highway and the grade-separated intersection and its large-turn radius on-ramps force pedestrians to use the road's shoulder. While there are fewer commercial areas and residential neighborhoods, the road is a Metrobus route and passengers waiting for the bus must stand on the shoulder or in the grass. The Kenilworth Towers Apartments, located at the corner of 48th Street and Kenilworth Avenue, generate many pedestrian and transit trips as well.

The northbound lanes of Baltimore Avenue provide sidewalks between the Peace Cross intersection and Tanglewood Drive. Unfortunately, pedestrians trying to use the southbound side, or those trying to access Bladensburg Waterfront Park, are relegated to the shoulder. The Peace Cross intersection itself is the largest impediment to pedestrians in the Port Towns. The highway geometries of the intersection, lack of sidewalks, and lack of crosswalks make pedestrian use extremely dangerous and impractical. While some redevelopment plans show a realignment of the intersection into a lower-speed T intersection, the site will remain a pedestrian barrier for the foreseeable future. Predictably, most residential streets are furnished with sidewalks, while most local industrial streets are not.

Port and Waterway Network

The Anacostia River roughly bisects the Port Towns with Colmar Manor and Cottage City lying to the west, and Bladensburg and Edmonston to the east. The river begins just north of the Bladensburg Road bridge, where the Northwest and Northeast Branches join. The Anacostia then flows to the southwest, joining the Potomac River before ultimately emptying into the Chesapeake Bay. Near the Bladensburg Waterfront Park is the point where the fresh water of the Northwest and Northeast Branches meet the tidal waters of the Anacostia. In total, the Anacostia watershed covers 176 square miles across Prince George's County, Montgomery County and the District of Columbia.⁴²

The Anacostia was once a deep and navigable river that served the bustling international Port of Bladensburg during the eighteenth and nineteenth centuries.

Over time, silt deposits from tobacco farming upstream poured into the river, raising the riverbed and preventing navigation. Though it is no longer used by ocean-going ships, the Anacostia today is an important recreational area in the Port Towns. Several trails within M-NCPPC's Anacostia Tributary Trails System follow the river through the Port Towns, and the Bladensburg Waterfront Park provides docking for kayaks, canoes, and small pontoon boats.

THE PORT TOWNS TODAY: BARRIERS TO HERITAGE TOURISM

While the Port Towns have considerable historic resources, current conditions within the four towns present a set of challenges for tourism. Many of these challenges relate to the current infrastructure, which presents both physical and psychological barriers to pedestrian movement.

The transportation network, while providing an economic backbone for the Port Towns, is too often seen by pedestrians as a barrier that must be overcome. The Peace Cross intersection, in its current alignment, is a confusing tangle of high-speed traffic lanes that is impassable for pedestrians as it lacks adequate sidewalks and crosswalks. When driving through the intersection one hardly feels the presence of the Anacostia River or the Bladensburg Waterfront Park. The pedestrian barriers in the Port Towns are especially problematic for developing an effective heritage tourism strategy as most of the historic resources within the area are separated from one another by considerable distance.

The lack of adequate businesses providing services for tourists is also problematic. Full-service restaurants are rare, and most eating establishments are fast-food franchises. No hotels or other accommodations are present in the Port Towns, although accommodations are available in nearby College Park, Hyattsville, and Cheverly. Shops that would be attractive to visitors (antique shops, clothing boutiques, and other specialty retail) are also absent from the Port Towns. The lack of a central visitor center is also a concern.

Another potential problem is how to market the Port Towns as a destination. Marketing the Port Towns as a historic Colonial port is particularly challenging, given the lack of extant historic resources near the water, an absence of visual connections to the river, and the difficulty of physically getting to the water (the Bladensburg Waterfront Park being a notable exception). The port must also compete with more

established tourist hotspots with strong port-related resources such as Old Town Alexandria in Virginia, the Georgetown area of Washington, D.C., and the historic waterfront in Annapolis, Maryland.

While these issues are serious, they are not insurmountable. Infrastructure problems will not be solved overnight, but in the future the ambitious M-NCPPC plans will work to improve the pedestrian experience. Economic development, inherent in the M-NCPPC plans as well as projects planned by the CDC, such as the Port Towns Riverview development, will attract new shopping and dining opportunities, which will be of use to both residents and visitors to the Port Towns. While the creation of a comprehensive marketing plan is out of the scope of this studio project, it is hoped that the recommendations presented herein can serve as a stepping-stone for the creation of a larger marketing strategy that will help to draw in visitors to this vibrant and culturally rich area.

THE PORT TOWNS TODAY: ZONING AND LAND USE

The zoning for each of the Port Towns, and the unincorporated lands included in the study area, is controlled by M-NCPPC. The current land use in the Port Towns matches with the existing zoning, and for the purposes of discussion here, the two can be considered interchangeable.⁴⁶

The majority of Cottage City is zoned for high-density, single-family residential, although there is a small area of multi-family and townhome zoning along Bunker Hill Road. Properties fronting Bladensburg Road are zoned for commercial activities, even though many of the original residential bungalows remain. Properties between Dueling Creek and Eastern Avenue are zoned for industrial uses, and properties in the Anacostia floodplain are zoned for permanent open space.

Similarly, Colmar Manor is comprised mostly of high-density, single-family residential, with commercial zoning along Bladensburg Road. The area along Bladensburg Road, between 38th and 40th Avenues, allows for higher density commercial and regional shopping center developments. Areas in the floodplain, as well as many of the properties that front 38th Avenue, are zoned for open space.

Bladensburg is the largest of the Port Towns and is home to the most varied zoning. While high-density, single-family zoning is found in an area bounded by Kenilworth Avenue, Annapolis Road, 57th Avenue, and the town's northern limits, there is a

The Anacostia River and Flood Control

Though the Anacostia River was the initial driver of development in the Port Towns, residents of the area have always lived with the constant threat of flooding. Early in their history, when the river was deep enough to support a harbor for ocean-going ships at the Port of Bladensburg, the economic benefits of shipping and commerce provided by the river far outweighed the risks associated with flooding. Once the river silted up and the navigation of ships became impossible, those economic benefits were lost, leaving a shallow waterway that could not keep its volume within its banks. In response, the Army Corps of Engineers designed and built the levee system that remains in place today. Completed in 1954, the flood control project straightened the river channel, confined it within levees, and built pumping stations. These pumping stations, such as the recently completed Edmonston station, were built to alleviate flooding caused by the pooling of storm water at the base of the levee, where it had once been allowed to naturally flow into the river channel.

Control of the levees was passed from the Corps to the Washington Suburban Sanitary Commission (WSSC) in 1959, and later on to the M-NCP-PC, who today owns the property and is responsible for maintenance.⁴³ A 2007 Corps report included the Bladensburg, Edmonston, and Hyattsville levees on a list of 122 levees across the country in danger of failing.⁴⁴

Recently, groups such as the AWS have pushed for the Corps to rethink the channelization of the Anacostia and its branches. Straightening the river and speeding up its flow resulted in the loss of acres of riparian wetlands, which had been rich ecological environments. The AWS is currently lobbying for the Corps to reconstruct wetlands within the levees to return native species to the area while the reedy grasses help to filter the storm water runoff. Prince George's County has identified the Anacostia River as a "special conservation area of countywide significance," meaning that protecting the ecology of the river must be taken into account for any land development proposals.⁴⁵

small residential area south of Annapolis Road located between 52nd and 54th Places. Most of the rest of the city is zoned for commercial or industrial uses. There are four notable commercial areas within the city: at the Peace Cross intersection and Baltimore Avenue, west of the Kenilworth Avenue and Bladensburg Road intersection, Kenilworth Avenue north of Tilden Road, and the intersection of Annapolis Road and Landover Road. Industrial uses are generally bound by Kenilworth Avenue and 48th Street. The Bladensburg South Park and the Bostwick House property are zoned for open space. Bladensburg is also home to the largest concentration of multi-family residential zoning in the Port Towns. The area between 57th Avenue and the Baltimore-Washington Parkway is zoned for medium-density and high-density, multi-family development, along with an area of townhome residential.

The developable land in Edmonston is almost equally divided between high-density, single-family residential and industrial uses. West of the Northeast Branch, the area between Ingraham Street and 47th Avenue is zoned for residential, while the rest is industrial. East of the river, the area north of Crittenden Street is residential, while to the south is industrial. Along Kenilworth Avenue, there is a very small area of commercial zoning centered on the intersection with Decatur Street and to the north there is an area of multi-family residential. Like the other municipalities, lands located within the floodplain are zoned for open space.

LOOKING FORWARD: PROPOSED SECTIONAL MAP AMENDMENTS

In accordance with the 2002 Prince George's County Approved General Plan, the sector plans for Planning Areas 68 and 69, established in 1984, are being reexamined by M-NCPPC. The proposed Sectional Map Amendment covers an area roughly bordered on the west by Rhode Island Avenue and U.S. Highway 1, on the north by Carter Lane, on the east and southeast by the Baltimore-Washington Parkway, and on the southwest by Eastern Avenue and the District of Columbia line. This area encompasses the four Port Towns and several unincorporated areas. Two notable areas, Fort Lincoln Cemetery and the Bladensburg Town Center area along Annapolis Road, are excluded from this Sectional Map Amendment. The plan would dictate the future land use goals of the area, while guiding development and revitalization decisions through zoning and other design regulations. Its stated vision is “to achieve a green and pedestrian-friendly community and destination that celebrate and build upon its cultural diversity, strategic location, industrial base, and historic, recreational and environmental assets.”⁴⁷

Over the course of the Sectional Map Amendment process, M-NCPPC and their consultants Rhodeside and Harwell conducted a series of public information sessions, meetings, and charrettes to involve the residents of the area in the development of the plans for their neighborhoods. What came out of the initial meetings were four key findings that would act as a framework for the rest of the plan. The findings were to:

- Create a plan that ties together all four Port Towns,
- Reinforce the individual identity of each town,
- Establish a center for the Port Towns near the river, and
- Provide low- to moderate-density development, with higher density in selected areas.⁴⁸

The plan proposed by M-NCPPC would create or revitalize five focus areas: the Port Towns Center, Bladensburg Road, Edmonston, Edmonston-North, and Annapolis Road. The Port Towns Center, roughly between Annapolis Road, the Alexandria Extension and the Anacostia and Northeast Branch, would be comprised of high-density, mixed-use development overlooking the waterfront. The biggest physical change brought on by this plan would be a total reconfiguration of the Peace Cross intersection, removing the wide-radius turn lanes and replacing them with a much lower speed T-intersection that would encourage pedestrian connections. As this area has the most direct connection to the historical resources of the Port Towns, architectural styles appropriate and complementary to the remaining historic fabric would be used. The Bladensburg Road area would incorporate new high-density, mixed-use development along the riverfront with low- and medium-density development to the east along Bladensburg Road. To the north of Bladensburg Road, near Eastern Avenue, is a potential area for a future MARC station and transit-oriented, mixed-use development. The Edmonston area, generally east of the intersection of Kenilworth Avenue and Decatur Street, would create a true town center consisting of mixed-use and low-density retail along Kenilworth. The Edmonston-North area would retain much of the existing land as industrial, but work to limit its negative impacts on the surrounding neighborhood—curtailing industrial traffic on residential streets and encouraging the development of a “green” industry base. Creative live/work spaces could also replace traditional warehouse and manufacturing space here. Annapolis Road, with its high traffic counts, allows for an opportunity for high-density, mixed-use development. Restaurants and other service industries would

be increased to complement existing features such as the Publick Playhouse. Also, the intersection of Annapolis Road and Landover Road would be reconfigured, lowering traffic speeds and making the area more pedestrian friendly, while also opening up disused right-of-way for development or public green space.⁴⁹

The Sectional Map Amendment has not yet been put into its final draft form, and is still to be heard before the Prince George's Planning Board. The final draft of the plan is to be completed by December 2008, and a joint public hearing on the plan is tentatively scheduled for March 2009.⁵⁰

In May 2007, the Bladensburg Town Center Sector Plan and Sectional Map Amendment was approved, and will serve as the guiding planning document for the properties along Annapolis Road from Baltimore Avenue to Landover Road. The goals of the plan are to: create a "quality civic town center," "establish Annapolis Road as Bladensburg's 'main street,'" and promote mixed-use development and redevelopment. The Town Center Plan proposes a series of improvements to the transportation network that seek to "achieve accessibility, circulation, and development goals," with several of the proposals being designed to make the area more pedestrian friendly, and reintegrating the waterfront into the community.⁵¹ Other proposals include: design guidelines and architectural characteristics to create a definite sense of place, maintaining Bladensburg's strong industrial base, and using historic preservation as a tourism draw.

A New Look at the Heritage Resources of the Port Towns

The most significant challenge in creating a heritage resource study for the Port Towns was finding a way to weave the goals and mission of the Port Towns CDC with the multitude of resources found within the four towns. To effectively tell the stories of the Port Towns it is necessary to find a way to focus on specific themes and locations. To reach this goal the studio team developed a thematic cluster approach, under which the resources of each cluster were analyzed through a five-platform model.

INTERPRETIVE THEMES

Based on the various historic and cultural resources of the Port Towns, six general interpretive themes have been identified: historic, cultural, conflict, architectural, natural (the environment), and industrial. For each of the six themes an icon has been developed, and these icons are displayed with the introductory pages for each of the three “clusters” of heritage and historic resources.



Historic



Conflict



Architectural



Cultural



Industrial



Environmental

A CLUSTER APPROACH

Through the cluster approach the studio team identified three distinct groups of historic resources based on theme and location. While this approach is not inclusive of all of the Port Towns’ resources, the team feels that this method allows the community to proactively concentrate on areas with the most potential for both future tourism and economic development. The thematic clusters developed for the Port Towns are:

- The Battle of Bladensburg Cluster
- The Cultural Market Cluster
- The Green Industrial District Cluster

This approach echoes development plans created by the Port Towns CDC and the M-NCPPC. These plans also focus on specific areas within the Port Towns where development is concentrated and can serve as catalyst for further growth. The cluster approach compliments planned efforts to revitalize and strengthen the economic and community bonds within each of the four towns.

FIVE-PLATFORM MODEL OF ANALYSIS

The studio team developed an analysis model consisting of five platforms to examine each cluster and its historical and cultural resources. The platforms use a phased implementation strategy to develop heritage tourism for an audience of Port Towns’ residents, tourists, and local businesses.

Within each platform, the studio team has also developed phases to implement the cluster approach. While generally the overall phasing calls for more immediate attention to be given to the bicentennial of the Battle of Bladensburg, each cluster is also phased. Each of the three clusters includes short-term and long-term planning goals that will combine to promote a heritage tourism in a manner that interconnects the resources of each cluster.

Platform 1: Infrastructure

This platform examines the existing physical infrastructure (roads, mass transit, pedestrian access, parking accessibility, etc.), and the necessary organizational framework related to the cluster. The platform also identifies barriers and challenges, and highlights opportunities for improvement.

Platform 2: Interpretation

The broadest of the platforms, the Interpretation platform details the programs and initiatives that will be used to tell each cluster’s specific stories and narratives.

Platform 3: Marketing

Although a true marketing plan is difficult to prepare given the studio’s limited scope, within each cluster marketing opportunities have been identified. These strategies could be woven into a larger, more comprehensive marketing plan.

Platform 4: Partnerships

Additional stakeholders and supporting agencies and organizations have been identified and in some instances are recommended to be a “lead” organization, handling coordinating and planning matters. These partnerships are integral to the plan so that the responsibility does not rest solely with the CDC.

Platform 5: Funding

Each cluster also identifies possible funding sources from a wide range of federal and state grant programs as well as other opportunities from the public and private sectors.

The Battle of Bladensburg Cluster

INTRODUCTION

Sunday, August 24, 2014 will mark the 200th anniversary of the Battle of Bladensburg, one of the most important battles that ever occurred on U.S. soil. The defeat of U.S. military forces at this key site along the Anacostia River allowed British forces to continue on to—and subsequently burn—Washington, D.C. The destruction of the capital served as a rallying point for U.S. forces in Baltimore, where they successfully defended the city against the British advance,⁵² and gave birth to the nation’s anthem, “The Star-Spangled Banner.”

Over the years, the appearance of the battle site has changed dramatically, and unfortunately little has been done to interpret or protect this historic battlefield. The National Park Service’s American Battlefield Protection Program lists the battlefield in its highest class of significance, categorizing the battlefield as a “site of a military or naval action with a vital objective or result that shaped the strategy, direction, outcome, or perception of the war.”⁵³ While the significance is high, NPS also notes that the Bladensburg site has the lowest level of integrity. The approaching anniversary will provide new opportunities for the Port Towns and the State of Maryland to bring much needed resources and attention to this often overlooked moment in American history.

A 2007 executive order (01.01.2007.17) by Maryland Governor Martin O’Malley, established the War of 1812 Bicentennial Commission as a “multiyear cultural tourism and educational initiative” commemorating key War of 1812 conflicts, including the Battle of Bladensburg.⁵⁴ The commission’s goal is to “use the bicentennial to build a platform for the next century of natural and cultural resource stewardship, education, community revitalization, and economic development through tourism.”⁵⁵

A chief task of the commission will be to serve as a coordinating entity, bringing together public and private sites, museums, and organizations to plan activities for the War of 1812 Bicentennial. Maryland’s efforts are modeled after the State of Virginia’s commemoration of the 400th anniversary of the founding of Jamestown, which provided an “astonishingly positive economic impact” with 3.3 million visitors creating \$1.2 billion in revenue.⁵⁶

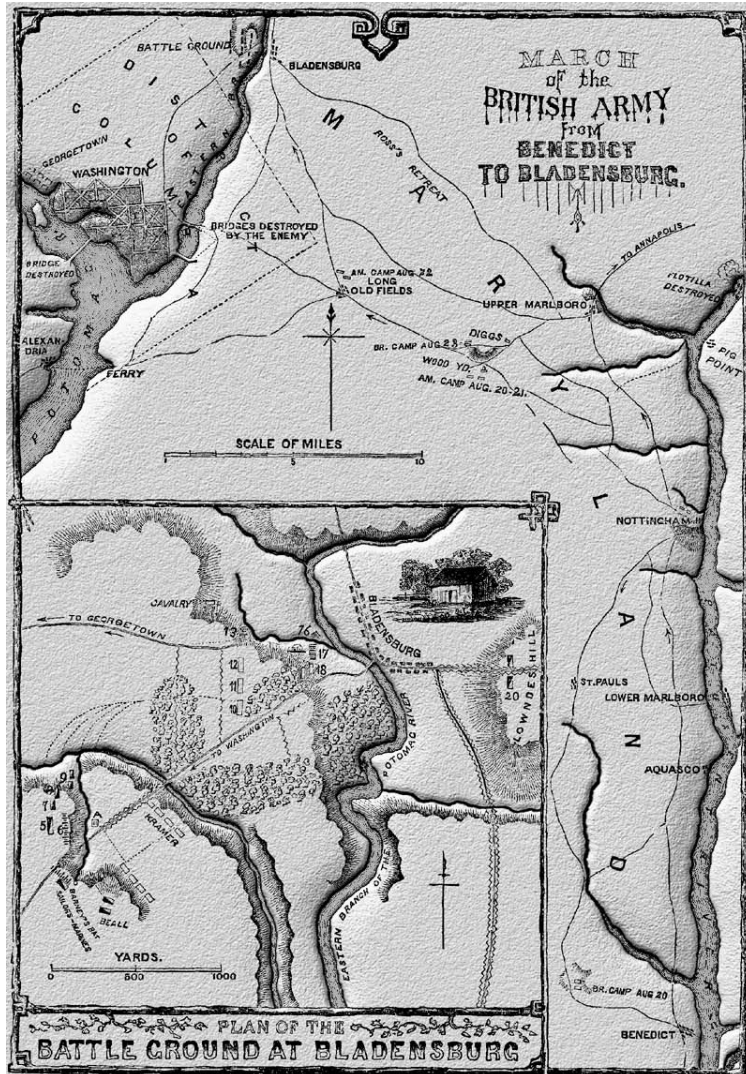
Initiatives for the War of 1812 Bicentennial will likely bring the Port Towns and the State of Maryland an influx of visitors interested in learning about and experiencing America’s second war with Britain. While there are many War of 1812 battlefields in

Maryland that played pivotal roles in the war, only a handful have the same level of significance as the Port Towns’ site.

In November 2008, the commission released a draft action plan outlining various projects and programs to effectively promote the bicentennial. The commission lists a series of essential activities for resource stewardship and tourism development related to the Battle of Bladensburg. The commission’s activities align well with the studio’s independently developed recommendations, which provide a level of detail absent in the commission’s plan.

The bicentennial of the Battle of Bladensburg will provide new opportunities for preservation and interpretation, and may work to enhance the Port Town’s sense of community pride and place. Tourism and educational programs, as well as any possible infrastructure improvements, could serve both visitors and residents. Increased emphasis on tours, including walking, biking, canoeing, and kayaking options, encourage tourists and residents alike to spend time exercising, further promoting the Port Towns’ Community Health Partnership. The relationship between the Battle of Bladensburg and the Anacostia will highlight the river and its struggles with pollution and flood control. The bicentennial’s opportunities may provide the spark for an investment in the past, that could serve as a foundation for a more prosperous future for the Port Towns.





A BRIEF HISTORY OF THE BATTLE OF BLADENSBURG

Just a few miles from the nation’s capital, the Battle of Bladensburg was a significant loss to U.S. forces defending Washington from the British advancing from southern Maryland. At the time, Bladensburg, located on the eastern banks of the Anacostia River, was one of the busiest ports in the state. At the crossroads of two major routes connecting Washington, Baltimore, and Annapolis, Bladensburg was tactically important.

British forces, under the command of Major General Robert Ross, approached Bladensburg, aiming to cross the Anacostia River and proceed into Washington. Under the command of Brigadier General William Winder, U.S. forces took defensive positions to the west of the river. The British, fresh off their victory in the Napoleonic Wars, were a well-trained fighting machine, and overwhelmed the U.S. forces with superior tactics and weaponry.

The British actually lost more men in the battle, but as a whole the Battle of Bladensburg is considered a decisive British victory as the win allowed them to burn Washington. The loss in Bladensburg encouraged the U.S. forces to rally and regroup to achieve victory in the pivotal Battle of Baltimore less than a month later.

Historic sites in the Port Towns related to the Battle of Bladensburg include: Annapolis Road, Bladensburg Road and the Anacostia River Bridge, Bladensburg Waterfront Park, Bostwick House and Lowndes Hill, Fort Lincoln Cemetery, George Washington House, and Magruder House.

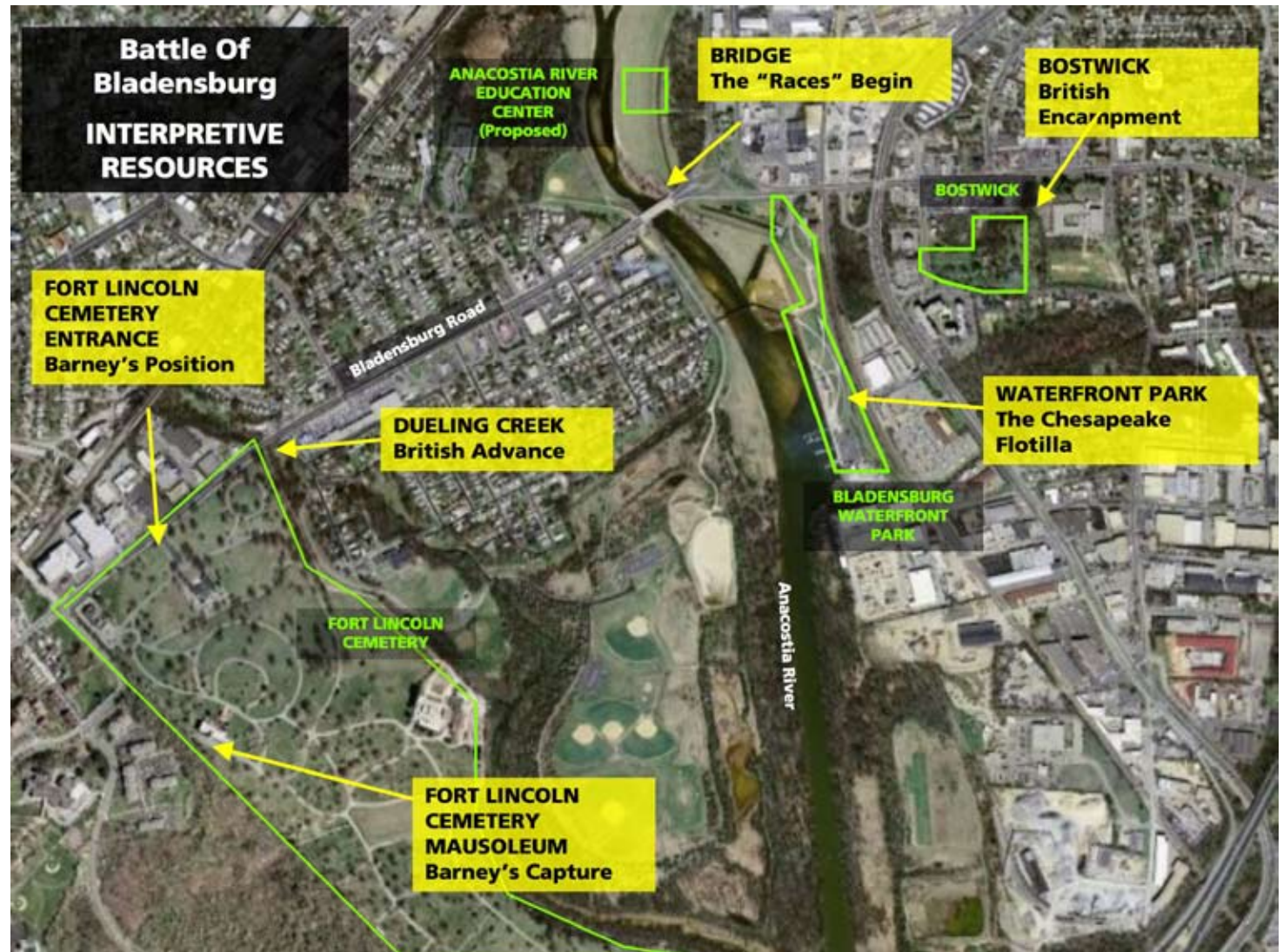
For a more detailed history of the Battle of Bladensburg, please see Appendix B.

FIGURE 8: An 1868 drawing illustrating the British advance to Washington, including an detailed view of the Battle of Bladensburg.

IMAGE SOURCE: *The Pictorial Field-Book of the War of 1812*

FIGURE 9
Map of Historic Sites and Interpretive Resources Related to the Battle of Bladensburg

IMAGE SOURCE: Google Earth



Infrastructure

As indicated in the Maryland War of 1812 Bicentennial Commission's Plan of Action, the area's infrastructure should be improved to better support visitors to the Battle of Bladensburg's historic resources.

PHASE I

Installment of more visible, informative way-finding signs will aid tourists in finding the extant portions of the Battle of Bladensburg. Sidewalk improvements will also help visitors experiencing the battle's various sites on foot.

PHASE II

Long-term improvements, based on M-NCPPC plans, could provide greatly improved pedestrian and vehicular movement and navigation.

COURSE OF ACTION

Way-finding Signs

Outside of interpretative signs at Bladensburg Waterfront Park and Fort Lincoln Cemetery, a visitor to the Port Towns has no indication that the battle occurred in the area. Way-finding signs would provide much needed orientation to visitors arriving by car, especially along Bladensburg and Annapolis Roads and Kenilworth Avenue. Signs could direct visitors to Bladensburg Waterfront Park, Fort Lincoln Cemetery, Bostwick House, Magruder House, and the George Washington House. It is recommended that the CDC work with M-NCPPC, the state's bicentennial commission, and the Anacostia Trails Heritage Area to help coordinate the funding, design, fabrication and placement of the signs.

Sidewalks

Sidewalks are important for visitors to be able to walk the battle route. While most areas in the Port Towns are lacking in sidewalks, most of the route associated with the Battle of Bladensburg has walkable sidewalks. The only section of sidewalk missing is east of the Annapolis Road bridge. When the intersection is redone in accordance proposed M-NCPPC Sector Plan, this section of sidewalk will be completed. The rest of the sidewalks may not be attractive, but they do enable visitors to walk the route.

Roads

Residents and visitors will most likely drive to the Port Towns sites related to the battle. The proposed M-NCPPC Sector Plan proposes adjusting the roads to create a more traditional, easy-to-navigate T intersection. This alteration will make access to the area much easier, and will provide greater visibility to the Anacostia River.

Interpretation

The Battle of Bladensburg is a challenging event to interpret, mainly for two key reasons. First, the devastating and embarrassing defeat has largely become a footnote in history books, overshadowed by the Battle of Baltimore and the penning of “The Star-Spangled Banner.” Further complicating the matter, the area where the battle occurred in 1814 looks radically different today than it did 200 years ago. In the 1950s, the Army Corps of Engineers regulated the Anacostia River, creating levees to control the river and dramatically transforming the historic landscape. Also, a key battle site now lies within the boundaries of privately owned Fort Lincoln Cemetery, and other parts of the site are now covered in twentieth century suburban development.

Although there are some challenges to overcome, opportunities for interpretation can work to bring to life new histories and narratives that reflect the heritage of the Port Towns. The battle interpretation can move beyond military tactics and troop movements. A topic for exploration is the service of the African American sailors and marines under the command of Commodore Joshua Barney, who were—quite literally—the only segment of the U.S. forces who did not turn and flee during the heat of the battle.⁵⁶ Other subjects could include the psychology of warfare and the development of a professional standing army for the United States.

PHASE I

The initial steps for interpreting the Battle of Bladensburg focus on two key areas, aligning the CDC’s goals with state and local initiatives, and providing interpretive information to both visitors and residents. A key vehicle for the delivery of interpretive material is the development of an interim facility to serve as an orientation and visitor center.

PHASE II

Phase II focuses on commemorating the Battle of Bladensburg through a variety of events held in coordination with the August 2014 bicentennial. Elements include a history conference, or series of seminars, that could draw attention to the importance of the battle. A large commemorative community event on August 24, 2014, could bring together residents and tourists to honor the American forces who fought at the Battle of Bladensburg.

PHASE III

The final component of fully interpreting the Battle of Bladensburg will be the creation of a permanent visitor center dedicated to educating both residents and visitors on this often overlooked and forgotten story in American history.

COURSE OF ACTION

Coordinating Entity

As the bicentennial of the War of 1812 approaches, several programs and initiatives at the federal and state levels will work to commemorate the war and important battles, including the Battle of Bladensburg. Of particular importance is the State of Maryland’s Bicentennial Commission’s efforts.

To ensure that the Battle of Bladensburg is appropriately interpreted and promoted, a local coordinating entity is necessary to act as a common voice for the local community, pulling together local stakeholders (governments, civic organizations, historic sites and resources, and the local business community) to coordinate the vision and message from the grassroots to the state commission.

Fortunately, a local coordinating entity already exists—the Anacostia Trails Heritage Area (ATHA). The state-certified heritage area brings together diverse resources and organizations to promote heritage tourism, and is the natural lead in interacting with the bicentennial commission.

Not only does ATHA work with the local government entities in the area (including the towns of Bladensburg, Colmar Manor, Cottage City and Edmonston), the heritage area has existing working relationships with the Port Towns CDC and other community organizations in the area. ATHA’s other partners include a range of Prince George’s County cultural, tourism, and economic agencies, and the University of Maryland.

According to ATHA Executive Director Karen Jennings Crooms, ATHA is forming a committee that will work to identify various opportunities presented by the anniversary and coordinate activities with the state’s bicentennial commission. Crooms expects that the committee will first meet in early 2009.⁵⁷ It is recommended

that the Port Towns CDC work closely with ATHA to ensure the appropriate attention and resources are devoted to the commemoration of the Battle of Bladensburg.

Interpretative Guides and “Take-Away” Materials

As of November 2008, there are relatively few informational materials for visitors that provide a comprehensive description of the battle and the historic resources that exist today. As the bicentennial nears, it is clear that guides, maps, and other visitor-focused materials should be developed to aid people who want to know more about the battle.

Perhaps the most needed item is a standard interpretive map that shows the events of the battle, as well as how specific historic resources in Bladensburg, Cottage City, and Colmar Manor played a role. While there are many layout and design paths, this map or brochure could utilize the National Park Service’s “Uniguide” brochure format as it is a popular and instantly recognizable format for many cultural tourists.

Based on research and analysis of the battle, as well as identification of existing resources, text for a brochure that includes a brief summary of the battle and how to interpret the battle from various locations within the Port Towns has been created (see Appendix C for this text). Also, with the Battle of Bladensburg cited as a significant historic event related to the recently established Star-Spangled Banner National Historic Trail, it is likely that the National Park Service would be able to provide resources and funding to create a brochure. For more information on funding opportunities, see page 40.

In addition to the standardized map and brochure, a series of tours can be developed catering to the visitor’s transportation access to the battle site. In addition to walking and driving tours, a bicycling tour could be developed that would take advantage of the trails along the Anacostia River. The battle’s connection to the river may also provide opportunities for water-based tours, based from a power craft, canoe, or kayak. The Anacostia Watershed Society could be approached to help develop such a tour that relates the battle with the river and its current condition.

The research and development of printed materials can provide a foundation for creating online materials. In addition to electronic versions of the materials mentioned above, audio and video podcasts could be developed for battle site visitors. (For more information on video podcasts, including cost estimates, development timelines, and vendors, please see Appendix D.)

Interpretative Signage

Six interpretive signs currently exist at or adjacent to locations significant to the battle. Three interpretive panels are present at the Bladensburg Waterfront Park. These full-color panels each feature a description of a War of 1812 event related to Bladensburg, including a summary of the battle. Each panel is illustrated with maps and illustrations.

On the grounds of Fort Lincoln Cemetery two signs and one stone memorial commemorate the battle. The two signs are typical historic markers with raised lettering on large metal panels. At the entrance of the cemetery, a marker erected by the Prince George’s County Historical Society in 1979 describes the cemetery. A sentence in this description is devoted to Commodore Joshua Barney’s stand against the British forces. A second marker, located behind the cemetery’s mausoleum, describes the battle and notes the site where Barney was wounded and captured. Near this marker, a carved Indiana Limestone memorial marks the site where Barney and his marines were defeated. “Semper Fi” is engraved on one side of the memorial, commemorating the marines who fought in the battle.

Additional Signage Opportunities

Significant fighting between British and U.S. forces occurred in the corridor between present-day Rhode Island Avenue and Bladensburg Road, west of the Anacostia River. Given the level of development in those areas (commercial along Bladensburg Road and residential in Cottage City north of this thoroughfare) there are limited opportunities for new signage west of the Anacostia.

Modern interpretive panels could be located by the Fort Lincoln Cemetery entrance where Barney’s forces attempted to keep the British from advancing, and near the mausoleum where Barney surrendered after retreating up the hill.

Ideally, these panels would have an artist’s representation of the landscape as it existed in 1814, allowing visitors to peel back the modern layers of residential and commercial structures. Interpretive signage in this location could present information on Barney’s African American sailors and marines.

Before mounting their charge across the Anacostia, British forces camped at Lowndes Hill, near Bostwick House. Local legends refer to this area as the spot where Bladensburg residents watched Washington burn. Interpretive panels here could

FIGURE 10
EXISTING BATTLE INTERPRETIVE SIGNAGE AT BLADENSBURG WATERFRONT PARK

Location	Marker Description	Installing Organization
Bladensburg Waterfront Park	“The Battle of Bladensburg (1814)”	M-NCPPC
Bladensburg Waterfront Park	“Joshua Barney’s Barge and the Chesapeake Flotilla”	M-NCPPC
Bladensburg Waterfront Park	“The Incidental Cause of ‘The Star-Spangled Banner’”	M-NCPPC

FIGURE 11
EXISTING BATTLE INTERPRETIVE SIGNAGE AT FORT LINCOLN CEMETERY

Location	Marker Description	Installing Organization
Fort Lincoln Cemetery (near cemetery entrance)	“Historic Fort Lincoln Cemetery”	Prince George’s County Historical Society
Fort Lincoln Cemetery (behind mausoleum)	“Battle of Bladensburg”	State of Maryland
Fort Lincoln Cemetery (behind mausoleum)	Barney, Marines Monument	Fort Lincoln

FIGURE 12:
An interpretive sign at Bladensburg Waterfront Park.
IMAGE SOURCE: Jason Vaughan



FIGURE 13:
The Barney/Marines memorial behind the Fort Lincoln Cemetery Mausoleum.
IMAGE SOURCE: Jason Vaughan

present the information on the British forces and their march from Upper Marlboro, including their encampment on the hill and the subsequent burning of Washington, D.C.

On the east bank of the Anacostia River, just north of the Bladensburg Road bridge, is the proposed site for the future Anacostia River Educational Center. This location, approximately where British forces forded the Anacostia River, is close to the George Washington House and the historic commercial corridor of early nineteenth-century Bladensburg. Interpretive outdoor panels here could present how Bladensburg looked in 1814 and provide further information on the retreat of the American militiamen, the so-called “Bladensburg Races.”

Interim Visitor and Interpretative Center

Given the Battle of Bladensburg’s significance in the War of 1812, an increase in the numbers of visitors to the Port Towns is expected. However, the number of visitors will probably not be as high as the 650,000 annual visitors to the war’s most famous site, Fort McHenry in Baltimore. While it is difficult to project an accurate number of tourists, it may prove beneficial to establish a facility that can both accommodate visitors and provide adequate information on the battle.

The Bicentennial Commission’s draft action plan also cites the need to create a visitor center for the Battle of Bladensburg. The creation of such a facility will require significant funding from a variety of sources, including federal, state, and private contributions.

While a later phase in the Interpretation platform recommends the establishment of a permanent facility, the short lead time until the battle’s bicentennial provides the impetus for a temporary facility that can provide basic visitor amenities and serve as a visitor center. The following are three potential sites for an interim visitor center. It is recommended that the Port Towns CDC work with local organizations such as M-NCPPC, ATHA, and the state, to determine which of the following facilities will best serve visitors and residents alike.

Option 1: Bladensburg Waterfront Park (Preferred)



FIGURE 14: Bladensburg Waterfront Park.
IMAGE SOURCE: Photo by author (Jason Vaughan)

The park’s setting at the river, the established infrastructure (parking, restrooms, and interpretive signage), and the existing staffing make this location an ideal site for a temporary visitor center. Additionally, the interior of the park’s visitor center is spacious enough for the display of interpretive panels. The park, a member of the Chesapeake Bay Gateways Network, is eligible for NPS funding, which

could be devoted to interpreting the battle, as well as the river’s ecology and the Native American heritage.

Option 2: Magruder House



FIGURE 15: Magruder House
IMAGE SOURCE: Suzanne Stasiulatis

On Bladensburg Road near two other Colonial homes, the Magruder House provides a unique location for an interim visitor center. Like the Bladensburg Waterfront Park, the building has restrooms and parking. Another benefit of the site is the house’s connection to the battle, as the Magruder House was an existing structure during the battle. According to local folklore, the house’s residents actually fought against the British troops.

The building is owned by the Aman Memorial Trust and is currently rented to a local accounting firm. The lease on

the building will expire within the next two years, which presents the opportunity to convert the space into a visitor center.

One large drawback to the Magruder House is its accessibility for persons with disabilities. Although a rear entrance could be made wheelchair accessible, the multiple levels, narrow staircases, and lack of an elevator may prove to be prohibitive to some visitors. The building's historic status limits possible adaptations, as does the associated costs with bringing the building up to contemporary accessibility standards.

Option 3: Market Master's House



FIGURE 16: Market Master's House
IMAGE SOURCE: Suzanne Stasiulatis

Also prominently located near other Colonial resources, the Market Master's House near the corner of 48th Street and Bladensburg Road could also serve as a temporary visitor center. Also owned by the Aman Memorial Trust and rented as a residence, this house would have the benefit of being a structure that was present at the time of the battle. A lack of adequate parking and potential accessibility issues are also areas of concern.

Community-wide Bicentennial Event

A large community event can bring together local residents and tourists to commemorate the Battle of Bladensburg on Sunday, August 24, 2014. Given that the anniversary date is about a month before the annual Port Towns Day, it is recommended that the CDC combine the events in 2014 to avoid having two large events in a relatively short time period. The combination event will also help concentrate promotional efforts and hopefully attract both local residents and visitors. It will also provide an opportunity for visitors to the area to learn more about the Port Towns and engage with the community. The Sunday date should also work well for a community event. In addition to the regularly planned Port Towns Day activities, the bicentennial activities could include a reenactment of the Battle of Bladensburg and other activities relating to the time period.

A reenactment will help visitors visualize the battle's events, which is currently difficult given the dramatic changes in landscape. The reenactment could be coordinated with

the Battle of Bladensburg Encampment, held annually by Riversdale Mansion. In 2007, 330 tourists attended the encampment, which provides an opportunity for visitors to understand what life was like for men serving in the local militias.⁵⁸ The reenactment could start at Riversdale with the encampment leading up to August 24, 2014. The militia can then move to Bladensburg for the actual battle reenactment. Parts of the encampment can also move to the Bladensburg Waterfront Park, setting up exhibits and demonstrations on period topics, such as cooking and music. Bringing portions of the encampment to the Port Towns Day celebration at the park will educate residents and tourists who do not visit Riversdale Mansion.

The Battle of Bladensburg reenactment cannot follow the exact route of the battle due to land ownership issues and physical changes to the landscape. The reenactment could start at the Bladensburg Waterfront Park; while not as historically accurate, the use of the pedestrian bridge there will not impede traffic on Annapolis Road.



FIGURE 17: Photo of Defender's Day at Fort McHenry, Baltimore, Maryland.
IMAGE SOURCE: National Park Service

The trail on the other side of the bridge leads to the ball fields of the Colmar Manor Community Park where the last parts of the battle reenactment could occur. Even though Commodore Barney's last stand occurred at what is now Fort Lincoln Cemetery, it is neither appropriate nor possible to hold the reenactment there. The ball fields' location in Colmar Manor is a suitable substitute, affording a similar visual experience at a site with adequate visitor facilities.

Several organizations hold War of 1812 reenactments each year. Each year in Baltimore, the National Park Service's Defenders Day at Fort McHenry draws more 10,000 people over a three-day reenactment. In September 2008, Jefferson Patterson Park and Museum, a state facility near St. Leonard, Maryland, reenacted the Battle of St. Leonard Creek.

In addition to a reenactment, guided tours, coordinated by local organizations such as ATHA or the Friends of the Battle of Bladensburg, could explain the historical background and military tactics of the battle that may not be apparent from the reenactment. Since the reenactment will probably occur at an alternative site, these tours will provide an opportunity for visitors to see where the battle actually took place.

Guided tours of other period houses and resources would also provide a better picture of life in the Port Towns during the War of 1812. Possible historic houses that could be toured include, Bostwick House, Magruder House, George Washington House, and the Market Master's House. Working with current owners, tours could be developed to explain how the sites relate to the battle.

History Conference

While the commemorative events will bring the battle to life for the residents and tourists alike, a history conference will bring academic attention to this overlooked battle. Spring 2014 is an ideal time for the event (during the middle of an academic semester and before the summer break). Although Bostwick House would be an ideal site for a smaller conference or seminar, the Public Playhouse is another local venue that would be suitable. Area hotels and other conference facilities, such as Joe's Movement Emporium in Mount Rainier, or various spaces at the University of Maryland, are also possible locations for a conference.

Given its range of resources and contacts, the state's Bicentennial Commission is

the ideal coordinator for the conference, and will have access to state funds and mechanisms for marketing and advertising. ATHA and the University of Maryland are also ideal partners, possibly the lead organizations, for history-related seminars, speeches, or conferences. Several university departments could be called upon for support, including the Department of History, the Center for Heritage Resource Studies, and the School of Architecture, Planning, and Preservation.

Please see Appendix E for a proposed agenda for a history conference on the Battle of Bladensburg.

Permanent Interpretive Center

In the Maryland War of 1812 Bicentennial Commission's draft action plan, the first essential activity" listed is creating a permanent visitor center.⁵⁹ After taking into consideration a wide variety of factors, including funding, management, and accessibility, perhaps the most feasible option for a permanent visitor center is to be a cooperative effort with the Anacostia River Education Center.

The Anacostia River Education Center a proposed development by ATHA, the Anacostia Watershed Society, End Time Harvest Ministries, and the Port Towns CDC. The center is designed for "healing a river, educating a generation, and building a community." The facility "will be [a] tool for community engagement to save the Anacostia River. It will also act as an attraction in its own right, helping to develop and market the Port Towns, as an attractive and livable destination."⁶⁰ The proposed location for the Anacostia River Education Center is an undeveloped parcel of land located between Baltimore Avenue and the Anacostia River, just north of the Peace Cross intersection.

The center's proposed parcel is well suited for interpreting the Battle of Bladensburg. The Friends of the Battle of Bladensburg, a small yet dedicated group who passionately advocate for the full interpretation of the battle, notes the site is a favored location for a permanent visitor center. The parcel is located near two major roads, one of which played a major role in the battle. This location is also close to where one of the key chapters of the Battle of Bladensburg occurred: the British crossing the Anacostia River and the subsequent disintegration of the U.S. defenses. From this location visitors would have a clear view of the Anacostia River, the modern bridge, and Fort Lincoln Cemetery. In essence, future visitors would be able to visually imagine how the Battle of Bladensburg transpired from this vantage point.

Including the battle's permanent visitor center within the Anacostia River Education Center eliminates the duplication of costly construction (or rehabilitation), and maximizes the use of infrastructure elements, such as lights, parking lots, picnic areas, sidewalks, and trails. Moreover, including the visitor center in the Anacostia River Education Center would further cement the image of the Port Towns as a place where environmental conservation, historic preservation, and heritage tourism work together, because the facility could focus on both historic interpretation and environmental stewardship.

The University of Maryland played an important role in selecting the site and the design of the proposed Anacostia River Education Center, and it will be important to keep this relationship strong throughout the development process. This relationship benefits the university, and more importantly, benefits the people who live in, work in, and visit the Port Towns.⁶¹

Marketing

Marketing efforts for War of 1812 commemorative events, at both the state and local level, are still in the early planning phases. As of November 2008, there is little available information devoted to the Battle of Bladensburg with the exception of some websites and miscellaneous brochures. There are currently no advertisements or promotions related to the battle, and as mentioned previously, there are few resources interpreting the battle.

PHASE I

Getting the local community support for the battle's bicentennial is an obvious first step, as grassroots awareness is a strong foundation for a marketing campaign. ATHA and other local tourism-focused organizations, can reach out to the local community through newsletters to familiarize them with the battle, and commemorative efforts.

PHASE II

As the anniversary date nears, it must be ensured that local stakeholders, including ATHA, the Port Towns municipalities, M-NCPPC, and the county tourism department, are working in coordination with the state's Bicentennial Commission.

COURSE OF ACTION

Despite a lack of current marketing for the Battle of Bladensburg, initiatives and activities planned in the near future by the state's Bicentennial Commission and by local organizations such as ATHA and the Friends of the Battle of Bladensburg, will require coordinated marketing efforts. Educating local residents can also serve as a foundation for marketing, and can be emphasized with specialized curriculum in the local schools.

ATHA has potential to lead marketing efforts at the county level. Their website and its "Fun Places" section should include the battle, and its newsletter, in conjunction with newsletters published by the CDC and the Port Towns municipalities, is an obvious vehicle for promoting the battle to a wider audience. Each time a new event or phase occurs regarding the battle a new article could be written to keep members informed of the process. Gorgeous Prince George's, a county newsletter, is also an inexpensive marketing tool, as are bulletin boards throughout the communities.

Another opportunity to inform residents about the Battle of Bladensburg is the annual Port Towns Day. Ideally, a booth about the War of 1812 Bicentennial, staffed by the state commission, ATHA or other partners, would inform residents of the upcoming bicentennial and get them excited about the associated events. This is also an excellent opportunity to identify more stakeholders and potential volunteers.

The state Bicentennial Commission, which operates closely with the state's tourism office, is an obvious source for marketing planning, tools, and resources. Not only will the commission be a potential source of funding for marketing initiatives, the commission will have a statewide and national marketing campaigns with uniform branding and messaging. It is likely that the Port Towns will be able to use this branding in its local initiatives. Similar cooperation may be possible with the Star-Spangled Banner National Historic Trail. Associated trail sites and organizations may be provided access to a national trail and NPS resources.

Partnerships

One of the most effective ways for the Port Towns to tell the story of the Battle of Bladensburg is through strong partnerships, not only with organizations within the four towns, but throughout Prince George's County and the state. There are many local partners to help share the story, including ATHA, Friends of the Battle of Bladensburg, Anacostia Watershed Society, End Times Harvest Ministries, and M-NCPPC.

PHASE I

The Port Towns CDC can build upon its existing relationships to serve as an advocate for battle-related initiatives, especially those at the state and federal levels. The CDC can use the opportunity to work with local organizations, such as ATHA and M-NCPPC, to ensure that the Battle of Bladensburg is a high priority for the state's bicentennial commission. These partnerships could allow the CDC leverage in providing input to other state agencies and possibly the National Park Service.

PHASE II

The CDC could help maximize their efforts through partnerships with local businesses and other civic organizations to help promote, staff, and attend the various Battle of Bladensburg activities and programs.

COURSE OF ACTION

ATHA will be a key partner at the local level, given its designation as a state-certified heritage area. The CDC should maintain its current relationship with the organization, and take advantage of the heritage area's diverse network of Prince George's County members.

For large-scale projects such as the development of the visitor center or coordination of a commemorative event, reaching out to local churches, schools, businesses, and civic organizations would be beneficial for possible funding, staffing and other resource needs.

National Historic Trails and the Port Towns

The Port Towns are included in a state heritage area (the Anacostia Trails Heritage Area), and two national historical trails.

A national historic trail (NHT) is an extended trail that follows as closely as possible the original route of travel associated with nationally important historic events. These trails, of which there are eighteen, range in length from 52 to more than 5,000 miles. NHTs must meet three criteria, cited in the National Trails System Act (16 USC 1241-51), to qualify for designation. The criteria are that:

- the route be established by historic use and is historically significant,
- the significance be national in scope, having a far reaching effect on “broad patterns of American culture;” and
- the resources have potential for public recreational use or historical interest.

Most of these trails are managed by the National Park Service, which works through regional partnerships to promote access to and interpretation of the trails. NPS also provides assistance in the form of limited financial support (matching grant funds) and technical assistance. The trails are used as a catalyst for recreation, heritage education, and tourism. According to John Nau, chairman of the Advisory Council for Historic Preservation, the trails are a strategy “for spurring heritage tourism, public history education, and creating unique local links to our shared national story.”⁶³

Perhaps the most significant trail associated with the Port Towns is the Star-Spangled Banner National Historic Trail. This 290-mile trail consists of both water and overland routes, and commemorates the Chesapeake Campaign of the War of 1812 including the Battle of Bladensburg.

Another trail to which the Port Towns are related is the Captain John Smith Chesapeake National Historic Trail. Established in 2006, the John Smith Trail commemorates the Chesapeake Bay voyages of John Smith, the president of the Jamestown Colony. While Smith did not travel up the Anacostia as far as the Port Towns, the Anacostia River does serve as a connecting trail, and the Bladensburg Waterfront Park provides direct access to the river for both recreational and interpretive opportunities. See page 41 for more information on how the Bladensburg Waterfront Park could be leveraged for interpretive initiatives through the Chesapeake Bay Gateways and Watertrails Network.

A third trail may provide additional opportunities for the Port Towns. Currently being evaluated is the feasibility of establishing a trail commemorating the 1780-1783 Yorktown Campaign of George Washington and French General Rochambeau. If established, the Washington-Rochambeau Revolutionary Route National Historic Trail will stretch from Rhode Island to Virginia. Bladensburg plays a role in this trail because General Washington’s troops camped there on their return journey.

Funding

With the bicentennial of the War of 1812 looming, a number of federal and state initiatives may provide funding opportunities for interpreting the Battle of Bladensburg. Unfortunately, many of these initiatives are in the early planning phases and specific details on grant and other funding programs are unavailable. This makes it difficult to provide a phased approach. However, it is important to highlight the various initiatives to make the Port Towns CDC and other local organizations aware of the variety of sources that could be tapped.

Federal

The most prominent source of federal funding will be associated with the Star-Spangled Banner National Historic Trail. The trail, the nation’s eighteenth national historic trail, commemorates the major routes and battle sites associated with the War of 1812, including the Battle of Bladensburg (see sidebar at left).

On May 8, 2008, the trail was authorized by an amendment to the National Trails System Act. The National Park Service, the federal agency designated to manage the trail, is currently beginning the process of developing the trail’s Comprehensive Management Plan and Environmental Assessment (a requirement of the National Trails System Act).

While the management plan will not be final until late 2010 at the earliest, funding for so-called “early implementation projects” is

likely. In addition to money devoted to developing the management plan, funding may be made available for interpretive projects and programs, such as way-finding, interpretive signage, and curriculum development.

Given the early stages of the trail implementation it is difficult to provide a definitive guide for approaching the NPS in acquiring funding for interpretive programs for the Battle of Bladensburg. The Port Towns CDC, working with local partners such as ATHA, should monitor the NPS' progress through direct discussions with the agency, the national "friends of the trail" group (currently yet-to-be established), and the War of 1812 Bicentennial Commission. A list of contacts for the NPS program, as well as the state initiative described below, is provided in Appendix F.

State

As of December 2008, the War of 1812 Bicentennial Commission is in its formative stages. However, the executive order that established the commission in 2007 provides some guidance on how the commission will operate, including securing financial support for initiatives and providing tourism marketing for the state. The commission's draft action plan identifies the need to create a matching grant program to fund resource stewardship and visitor experience enhancement projects.⁶²

Administered by the Maryland Historical Trust, the Maryland Heritage Areas Authority provides funding (both through grants and loans) for a variety of projects, including interpretation and programmatic activities. With the recognition of the Anacostia Trails Heritage Area as a certified heritage area, funding for Port Towns projects can be funneled through ATHA, as the promotion of Battle of Bladensburg activities at the Port Towns would provide benefits throughout the entire heritage area.

An Untapped Resource? The Chesapeake Bay Gateways and Watertrails Network

The Chesapeake Bay Gateways and Watertrails Network (CBGN) is an NPS-managed partnership system of parks, natural wildlife refuges, museums, historic sites, and water trails across the Chesapeake Bay watershed. With more than 150 member sites and facilities, the network's mission is to help the public "access, enjoy, understand and appreciate the natural, cultural, historic and recreational resources and values of the Chesapeake and its rivers and engage in their stewardship."⁶⁴

The Bladensburg Waterfront Park, a facility operated by the Prince George's County Department of Parks and Recreation, is a member of CBGN. This membership status makes the park eligible for the network's grant program, which provides one-to-one matching grants in amounts ranging from \$5,000 to \$150,000 for programs that work to promote the CBGN mission. (Matching funds may include in-kind contributions, such as pro bono or discounted professional services and volunteer time.)

Since its acceptance into the network, the park has not applied for any grant money nor does the park display any branding that notes its status in the network. The park is featured on the CBGN website (www.baygateways.net) with a description of the park, its amenities, and operating hours.

While the grant process would need to be handled through the park's managing entity (Prince George's County Department of Parks and Recreation or its governing authority, M-NCPPC), the National Park Service, which provides the funding, looks favorably on proposals that demonstrate committed local partnerships, providing opportunities for the Port Towns CDC or ATHA to work with the county on a grant project that would serve the larger community. Projects eligible for Gateway funding include: way-finding (at the Gateway site), interpretative exhibits, audio and visual productions, brochures, maps, and curriculum-based education projects.

As of November 2008, the specific dates for the 2009 Gateways Grants process have not been finalized, but using previous years as examples, deadlines for grants will probably be set for April 2009.



The Cultural Market Cluster

INTRODUCTION

The second thematic cluster, the Cultural Market Cluster, is based on the rich history of the Port Towns, and the CDC’s goal of creating a healthier community. This cluster builds off of the historical themes while utilizing new programs to further enhance the CDC’s Community Health Partnership, which already includes the Port Towns Youth Council’s Diabetes and Obesity Awareness and Prevention Campaign, Kaiser Permanente’s Community Health Initiative, and Prince George’s County’s Health and Wellness Zone.⁶⁵



Within the Cultural Market Cluster are three components: a new community market, a community garden, and a heritage program of tours and events. As such, the components interpret “community health” broadly, encompassing everything from physical fitness and mental acumen to strong neighborhood bonds. Specifically, this plays out in a variety of ways, such as making fresh foods and locally produced goods readily available, creating community gathering places, making improvements in the land, offering recreational and educational opportunities, fostering a sense of place, and promoting the area’s common heritage while celebrating its diversity.



The historical theme of commerce is woven through the Cultural Market Cluster, recalling Bladensburg’s eighteenth century rise to prominence as a marketplace.⁶⁶ Just as that market brought people together over 250 years ago, the proposed community market operates as this cluster’s linchpin, linking all three components together.



A Note on Terminology

The term “community market” is used throughout this document to emphasize its role as the center of cultural activity in the neighborhood, as opposed to a “farmers’ market” or “public market” which may carry a narrower connotation.

The Community Market

INTRODUCTION

Recreating a community market can help meet the goals of the Port Towns CDC’s Community Health Partnership, while also highlighting the area’s rich history. In addition to offering fresh, high-quality produce and locally produced goods to residents, a community market can serve also as an effective revitalization strategy in ways that other retail activities cannot. First, the market is truly by and for the local community, attracting residents from the immediate area while also serving as an incubator for local small businesses.⁶⁷ Second, the market will create a central public gathering space for a town that has been without one. While the market can offer produce and goods, it can also act as a hub of activity for the community and serve as an exchange for culture, values, and information, connecting the three cluster components together.⁶⁸

The Bladensburg Market Square dates back to June 5, 1746, when the town commissioners designated Lot 37 (today occupied by the Mango Cafe at the southeast corner of Annapolis Road and 48th Street, adjacent to the extant Market Master’s House) as the site of a public market. In 1747, the Maryland General Assembly passed the Maryland Tobacco Inspection Act, which mandated select official ports to construct tobacco warehouses and inspection stations to ensure the quality of all exported tobacco.⁶⁹ As a key shipping port, Bladensburg was selected as one such site in 1784.



FIGURE 18: Contemporary satellite image with historic Bladensburg street grid overlay.
IMAGE SOURCES: Satellite image: Google Earth; historic street grid, courtesy John M. Maudlin-Jeronimo, FAIA, Aman Memorial Trust.

Infrastructure

When creating a market, adequate accessibility for vendors, shoppers, and other services is key. This includes road access, public transportation, parking (both for shoppers' automobiles and vendors' trucks), bicycle access, pedestrian improvements, public utilities, and signage. Any proposed improvements to the infrastructure should be phased with the projects included in the M-NCPPC Bladensburg Town Center Sector Plan, and the preliminary Port Towns Sector Plan. Interim and permanent physical structures to house the market should also be considered. In addition to the physical infrastructure, the market manager will have to develop an organizational plan, bylaws, and operating rules. For more information on the proposed market manager arrangements, see the Partnerships platform.

PHASE I

The first decision to be made is to find an interim location that allows the new market to thrive. This site should be a visible, identifiable, and reliable location that offers convenience, shade, and a clean, attractive setting.⁷⁰ Another decision that must be made early in the planning process regards the nature of the market, whether it is to be an open-air marketplace or if any physical structures will be provided. While parking is key, a site with access to public transportation is highly desirable.

The regulatory infrastructure should also be created at this stage. This will include creating bylaws for the managing organization, setting a schedule (that does not compete with other area markets), obtaining all necessary permits and licenses, and determining how vendors are selected.⁷¹ Markets such as this are generally allowed as temporary uses in residential and C-S-C and C-M commercial zones.⁷²

PHASE II

Eventually, a permanent location for the market will be required. The managing organization should continue to coordinate with M-NCPPC as necessary to ensure that the market is considered during the planning phase of any infrastructure improvements.

COURSE OF ACTION

Possible interim locations for the market include, but are not limited to, the Bladensburg Waterfront Park, Colmar Manor Community Park, and public school parking lots, any of which could provide the necessary accessibility. At the interim location, physical structures to house the market are not likely to be necessary, though vendors could be encouraged to bring their own tables, tents, stands, or booths. An arrangement with a local rental company could be established to provide such options, and vendors could share costs.

It is recommended that the permanent site be located at Lot 37, the historic Market Square. Though today the site is the home of the Mango Café, the landowners, the Aman Memorial Trust, have begun to formulate redevelopment plans that include returning the Market Square to a public space.⁷³ Permanent structures at this site may be called for if the market is successful enough to be open daily, however, other markets in the county are open only one day per week. In this case, permanent facilities would not be called for, as the return on investment would be negligible at best, and they would inhibit the square's use as a public open space. Also, the construction of any permanent facilities may necessitate archeological field testing, testing that would likely prove fascinating yet expensive. Other eighteenth century markets in the Potomac River Basin have revealed archeological resources, and given the importance of the Port of Bladensburg, and its sheer traffic, significant finds are not out of the question.

Sample bylaws for the proposed community market are provided in Appendix G.

The Aman Memorial Trust's Vision for Bladensburg's Market Square

As part of its continuing efforts to preserve the Port Towns' history while encouraging revitalization, the Aman Memorial Trust envisions a new Market Square in Bladensburg that will act as a community centerpiece. Specifically, the parcels adjacent to the Market Master's House—a town-owned lot (presently home to Mango Café) and a parking lot on a separate parcel owned by the Trust—would be combined with the house to make one large lot that would become the Market Square. The square would again become a public space that could help spur the development of a new Bladensburg city center, catering to both the local community and the visiting public. For instance, the site could host the community market, and the Market Master's House is one possible location for a Battle of Bladensburg interim visitor center.

In order to accomplish their vision, the Trust has discussed purchasing the Mango Café lot from the Town of Bladensburg, demolishing the existing building, and redeveloping the parking lot parcel. Tentative plans include a two-story, mixed-use development of retail, restaurant, and office uses, and the re-creation of an inviting public green space on the historic Market Square.⁷⁴



FIGURE 19: Photo of Lot 37 today, the site of Mango Café
IMAGE SOURCE: Photo by author (Justin Kockritz)

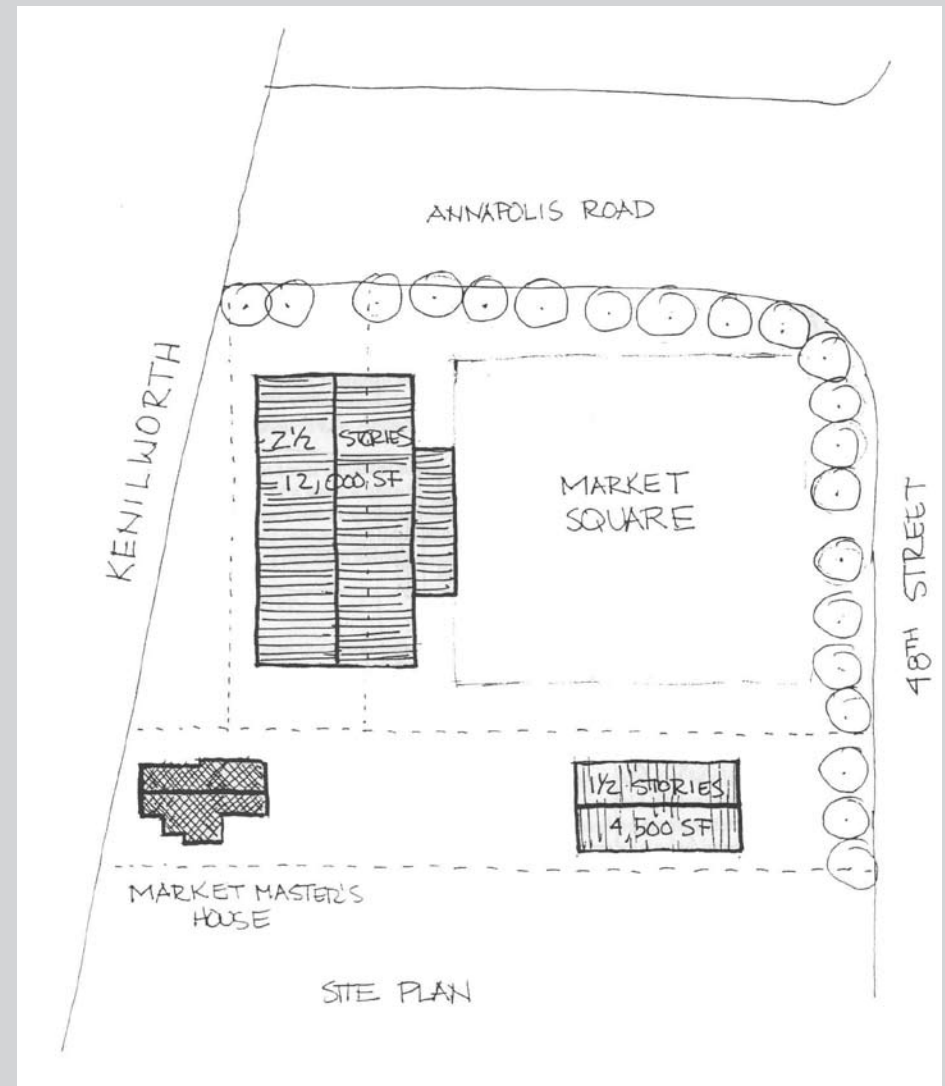


FIGURE 20: The Aman Trust's proposed development plan for Lot 37 and the Market Square.
IMAGE SOURCE: Courtesy of John M. Maudlin-Jeronimo, FAIA, Aman Memorial Trust

Interpretation

The market provides several interpretive and educational opportunities, and it could be used as a centralized hub of community activity. Taking full advantage of these opportunities will not only benefit the market itself, but it will also help to strengthen the other proposals within this cluster.

PHASE I

Focusing on the legacy of the Market Square and its role in the development of Bladensburg can provide historical context for the proposed community market. Interpretive activities (discussed in greater detail in the third proposal of this cluster) telling the history of the market and the Port Towns are recommended.

PHASE II

With the historical continuity between the eighteenth-century marketplace and the new community market established, many educational outreach opportunities are possible. These programs could focus on the market as a place of cultural exchange, showcasing the area's diverse population.

COURSE OF ACTION

Creativity and inclusiveness are keys when developing interpretive and educational programming.⁷⁵ Hosting events at the market such as cooking demonstrations, inviting local music, dance, and art groups to perform, and having themed days are possible ways to celebrate the Port Towns community. Another possibility includes involving the public in any potential archeological investigations at the Market Square. Volunteers can be used to assist with the excavations, and signage could be provided detailing the findings. The market can also be used as the departure point for any tours, and the public space could be used to host other events and festivals.⁷⁶

Marketing

Initially, the marketing program should focus on raising public awareness about the new market and attracting quality vendors. This platform also includes researching other area markets; networking and advertising efforts; finding reliable, regular vendors; and ensuring the market reflects the needs and heritage of the Port Towns.

PHASE I

Before beginning any marketing outreach programs, the nature of the community market should be determined. As stated earlier, the Port Towns community market could include more than fresh food, and also allowing local businesses to rent booths to offer crafts, goods, and services. Looking to other markets in the area can provide some guidance; there are several markets in Prince George's and Montgomery Counties (see Appendix P for a complete list). This both proves that there is a public demand for such markets, and also offers opportunities for the proposed market to learn from the experience of other groups.

PHASE II

After determining the character of the market, outreach marketing efforts should continue to try to attract local residents to the market, and retain vendors. These marketing efforts could come in the form of advertisements throughout the local area, using flyers, brochures, postcards, and websites to reach a broad consumer base. As the market grows and succeeds, word-of-mouth advertising among friends and neighbors will likely be the most effective marketing.

PHASE III

An important consideration in the Marketing platform is ensuring that when the market is closed for the winter season, momentum is not lost. Also, with a successful inaugural year completed, introducing events and or programs into the market could be considered. While the market recalls the economic history of the Port Towns, holding events could help expand it into a true community resource, helping to create a sense of place among the residents.

COURSE OF ACTION

Contacting other farmers' markets in the suburban Washington area regarding their practices and types of vendors could help suggest ideas for the Port Towns' community market. However, ensuring that the community market does not compete with nearby markets is important. Creating a schedule that avoids conflicts with existing markets will help ensure that vendors and people do not have to choose between different markets.⁷⁷ The two nearest markets, the College Park Farmers' Market and the Riverdale Park Farmers' Market, are held on Saturdays and Thursdays respectively, generally from May until November. This leaves Sunday as a possible day for the Port Towns community market.

Understanding how other area markets have advertised could be beneficial as well. Community outreach efforts such as mentions in church bulletins, school newsletters, and on participating organization websites could be helpful, as well as wider outreach efforts through local health food stores like My Organic Market in College Park, or the University of Maryland Co-Op grocery. A more formalized advertising effort can include advertisements or feature stories in the Prince George's Gazette or The Washington Post.

Developing an inclusive atmosphere that celebrates the Port Towns unique heritage could help expand the market from just a shopping opportunity, to a cultural entertainment event. For example, allowing local music groups to perform could enhance the market's atmosphere and could help continue the Port Towns' musical legacy. The Interpretation platform discussed above also suggests other ways to develop the market as a cultural venue.

Partnerships

Because the community market is to be by the community and for the community, local partnerships are vital as they can provide sources of volunteer help and potential vendors. However, to ensure a reliable, quality selection of vendors, partnerships with professional, experienced farmers, craftsmen, and artists from Maryland, the District of Columbia, Virginia, and Pennsylvania are necessary.

An organizational committee could be formed to oversee market operations, and could possibly serve as the managing entity for both the market and its sister component, the community garden.

PHASE I

Contacting local community organizations interested in the Port Town's history and heritage, as well as groups wanting to improve community health at the individual and neighborhood levels, will help develop a volunteer base that can help run and promote the market. The most dedicated organizations could become the charter members of the community market and garden organization. Soliciting farmers and craftsmen from the region with a proven track record is important to create a consistently well-stocked market.

PHASE II

Continuing to develop local partnerships and solidifying the roles and responsibilities of the community market and garden organization is essential to ensure that customers and vendors want to return to the market. However, researching new partnerships as the market grows could be beneficial.

COURSE OF ACTION

Initially, the Port Towns CDC may take the lead to organize the community market; however, a new non-profit organization/coordinating committee could be created to oversee both the community market and the community garden. This organization should include parties interested in improving the Port Towns' health and can include the University of Maryland, the Aman Memorial Trust, M-NCPPC, and others. In particular, the Aman Memorial Trust has expressed an interest in redeveloping the traditional market square (see page 45 for more on their plans). As a proven advocate

for historic preservation in the area, and with their successful track record, the Aman Memorial Trust could be a great partner providing technical and financial support for the market. The community market manager will need to work with M-NCPPC to ensure that all local regulations are complied with, and this partnership could work together to improve the physical infrastructure at the market, and the surrounding area.

Students from the University of Maryland's School of Architecture, Planning, and Preservation could produce creative designs for the market, which would offer them real world experience. Some partnering groups could assist with both the community market and garden projects. The Department of Anthropology at the University of Maryland could conduct archeological excavations on the market site, and the Landscape Architecture Program could help design and run the community garden.

Partnerships with national organizations, while not part of the market managing entity, could provide valuable resources and help as well. The Project for Public Spaces offers a training course called "How to Create Successful Markets," which covers communication outreach, applying for grants, and advice on revitalizing a community through a market program.



FIGURE 21: Successful community markets, such as Eastern Market in Washington, D.C., seen here, provide more than just fresh produce. They can also offer locally produced goods and artisan crafts, while serving as a cultural hub of the neighborhood. IMAGE SOURCE: Photo by author (Justin Kockritz)

Funding

A reliable and sufficient source of funds will be required to start the market and run its operations.

PHASE I

To help the community market start, a full budget should be prepared, and possible funding sources for both start-up costs and on-going expenses must be identified.⁷⁸ Typically, three funding sources are available to non-profit groups: grants, donations, and membership fees. All three of the financing avenues should be pursued. Grants from a variety of organizations dedicated to local markets are available, cash and in-kind donations from local businesses can be solicited, and vendor fees can help cover expenses of the market.

PHASE II

In order to keep the community market running, grants will need to be applied for on an ongoing basis, typically annually. Other arrangements, such as corporate sponsorships and recurring donations can be effective and somewhat stable sources of funding.

COURSE OF ACTION

Grant funding from public and private organizations should be pursued. Hosting cooking classes or craft classes by vendors may also help raise funds. A membership fee could also be required for sustainable fund raising. Possible grants to apply for include:

The W. K. Kellogg Foundation

The W. K. Kellogg Foundation supports communities as they strengthen and create conditions that propel vulnerable children to achieve success as individuals, and as contributors to the larger community and society. They offer grants each year for projects concerning food systems and rural development that may be applied towards a community market.⁷⁹ Moreover, they have an extensive database of grants related to food systems. More information can be found on their website at www.wkkf.org.

The Project for Public Spaces

The Project for Public Spaces offers their Diversifying Markets Initiative that relates public marketplaces and general place-making projects.⁸⁰ Ten farmers markets, including in the City of Takoma Park, have been the recipients of grants totaling

Additional Community Market Resources

The following resources offer strategies for starting and operating a community market:

- Project for Public Spaces (www.pps.org/markets/)
- The U.S. Department of Agriculture's Agricultural Marketing Service (www.ams.usda.gov)
- "Starting a Farmers' Market the Right Way" by The Rodale Institute (<http://newfarm.rodaleinstitute.org/features/2006/0206/frmmrkt/king.shtml>)
- The Farmers' Market Manager Resource Center (<http://www.wvu.edu/~agexten/farmman2/managers.htm>)
- The World Hunger Year's Food Security Learning Center (<http://www.wvu.edu/~agexten/farmman2/managers.htm>)
- The Maine Federation of Farmers' Markets (<http://snakeroot.net/mffm/>)
- The National Geographic's Green Guide (<http://www.thegreenguide.com/doc/46/farmersmarkets>)
- Butterfield's Organic Growers' Guide to Starting a Farmers' Market (http://www.organic-growers.com/farmers_markets.htm)

approximately \$420,000 in 2007. More information can be found on their website at www.pps.org/markets/.

The U.S. Department of Agriculture's Agricultural Marketing Service

Farmers Market Nutrition Program (FMNP): The State of Maryland operates the Farmers Market Nutrition Program (FMNP) to provide fresh, locally grown fruits and vegetables, and to expand the awareness, use of and sales at farmers' markets. The market manager may contact the state of Maryland Department of Agriculture to learn more about the benefits of the program. More information can be found on their website at www.fns.usda.gov/wic/FMNP/FMNPfaqs.htm.

Farmers Market Promotion Program (FMPP): FMPP has funds to assist in establishing, expanding, and promoting domestic farmers markets, roadside stands, community-supported agriculture programs, and other direct producer-to-consumer market opportunities. Approximately \$5 million is allocated for FMPP for Fiscal Years 2009 and 2010 and \$10 million for Fiscal Years 2011 and 2012. The maximum amount awarded for any one proposal cannot exceed \$75,000. More information can be found on their website at www.ams.usda.gov/fmpp/.

The Community Garden

INTRODUCTION

A successful community garden cultivates far more than just fresh fruits and vegetables; it serves as a place where local residents can come together, forging relationships with their fellow neighbors and the land. It is also a way for the community to physically improve their surroundings, by taking underutilized parcels of land and creating something beautiful. Community gardens can be as small as a few volunteers planting in a vacant city lot or a road median, or as large as a multi-site enterprise with full-time staff and dedicated outreach coordinators.

Providing a place for residents of the Port Towns to grow their own produce is a true hands-on proposal that fits within the CDC's Community Health Partnership. The garden will provide fresh foods to residents who may have limited access to fresh produce; act as a place for outdoor, recreational activity; and serve as an ecological learning center for local school children. The garden also provides additional public green space, a stated goal of the proposed Port Towns Sector Plan.⁸¹

PLATFORM ANALYSIS

Infrastructure

Community gardens, like any other garden, require six essential features: sun, water, proper drainage, healthy soil, access, and secure storage.⁸² For a successful garden, a location must be selected that meets all of these physical criteria, and a regulatory infrastructure must be in place to protect and maintain the site. This may include land use regulations (such as zoning the property as designated open space or dedicating the site as public parkland), or ensuring that the garden site is owned by a community land trust. The garden itself will require a governing body to create and enforce rules such as how garden responsibilities are delegated and how membership is obtained. This body will also be responsible for running the quotidian operations of the garden including marketing, budgeting, and coordinating volunteers.

PHASE I

The initial phase of developing a community garden should focus on finding one site of manageable size that satisfies each of the six needs above. Possible sites in the area owned by public entities include: the front yard of Bostwick House, the rear yard of Bostwick House, the Bladensburg Waterfront Park, Bladensburg Elementary, and Bladensburg High School. The site need not be publicly owned, but privately controlled properties could only be considered with the full support, consent, and cooperation of the property owner. With either public or private owners, proper legal contracts will need to be agreed upon before any work can begin. An adequate regulatory structure should also be created, and organizational bylaws should be enacted.

PHASE II

After one or more successful growing seasons, expansion of the garden site or the founding of new sites may be considered. A community garden is likely to draw users only from the immediate surrounding area; creating new gardens in different neighborhoods will increase the total number of users more than the expansion of a single site. Several small gardens dispersed throughout the Port Towns are preferable over one large location, even if centrally located.

Cultural Market: The Community Garden

COURSE OF ACTION

As discussed in the community market cluster component, it is recommended that a new non-profit organization be created to initiate and manage the proposed community garden. While the Port Towns CDC could potentially serve as the lead organization for the community garden, the added complexity and demands of overseeing both projects would likely require a dedicated, full-time staff member, a requirement that may exceed the CDC's present capacity. Volunteers can be expected to play a large role in the garden's operation, and there are examples of entirely volunteer-based gardens, but the ultimate goal should be professional staff.

Initially, an arrangement with a public landowner would likely be simpler to obtain than with a private owner. Once the community garden organization has a successful track record, negotiating with private owners will be easier. Assuming that the five public sites listed above could each be situated to allow for adequate sunlight and drainage, and that healthy soil could be ensured, the rear yard of Bostwick House offers the easiest access to water, tool storage, and access to nearby residents (most notably the residents of the Kenilworth Towers apartments, who do not have

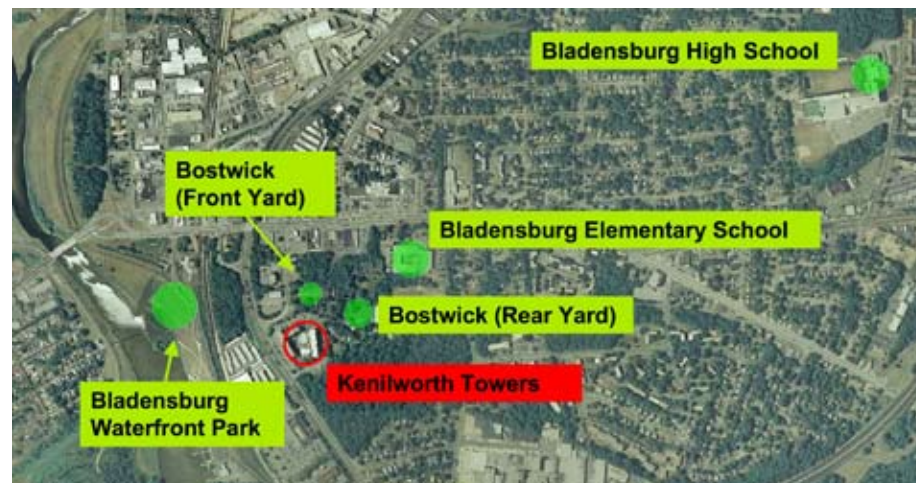


FIGURE 22: Many potential sites for a community garden exist in the Port Towns, but for a number of reasons, the rear yard of the Bostwick House is recommended in this report.

IMAGE SOURCE: Google Earth

yards of their own in which to garden). The front yard of Bostwick House would likewise provide easy access, but would also require lugging hoses and other tools several hundred feet back and forth, and such a garden could have a harmful effect on the historic integrity of the site and its unique terraced grounds. Under the Prince George's County zoning ordinance, the adaptive reuse of a historic property like Bostwick House is allowed if granted a special exception.⁸³ The community garden could apply for such an exception. A site on the Bladensburg Elementary or Bladensburg High School property would be more inconvenient for Kenilworth Towers residents, but would allow the schools to easily include the garden in its curriculum.

Obviously, the garden itself must be created at this time as well. This will include grading the site to allow for adequate drainage, tilling the soil, constructing a fence around the garden perimeter, delineating individual plots, building plant boxes, and planting, watering and harvesting the produce. For the set-up work, volunteers could be used; this could be done through a series of workdays open to the community, or one group such as a church or scout troop, could take on the project.



FIGURE 23: Photo of rear yard of Bostwick
IMAGE SOURCE: Photo by author (Justin Kockritz)

Adaptive Use of Bostwick

In 2002, a consultant team, led by Rhodeside and Harwell, completed the *Feasibility Study for the Adaptive Use of the Bostwick House and Property*. The study, prepared for the Town of Bladensburg, offers three proposals for its future use. These alternatives include using the Bostwick House and grounds as a center to host conferences and other events, establishing an arts center on the site, or creating a small office and museum complex on the property. Ultimately, the consultants recommended the conference center option after considering the economic feasibility and long-term stability of the project, along with the

preservation of the historical context. However, as of 2008, little progress on any of these proposals has been made. Other possible uses, including operating the site as a working farm that would be open for tours and school field trips, have been discussed, but before any proposal can take shape, the home will need serious repair. See the Rhodeside and Harwell report and University of Maryland graduate student Cornelius de Mooy's condition assessment for more information on the necessary repairs.⁸⁶

Interpretation

The goal of the community garden is not strictly to interpret a historic site or cultural resource, but it can be a “positive social change” (in the words of the Port Towns CDC’s Vision Statement), by educating residents about environmental and ecological issues.⁸⁴

PHASE I

The community garden organization could create a program with local schools to bring children into the garden. Working a plot of their own is an experience that can be woven into a variety of science-based curriculums, including plant growth and the water cycle.

PHASE II

The community garden organization should continue to work with schools, and open the garden up to other local residents and community groups during special events. These outreach programs should be expanded in order to reach larger audiences.

COURSE OF ACTION

By partnering with local schools, children of all ages can be brought into the garden where they can see practical examples of their lessons on biology, ecology, geography, family and consumer sciences, and even mathematics. One program in California, called the Edible Schoolyard, incorporates the garden into all facets of the school day; children not only plant and harvest fruits and vegetables, but they also learn healthy eating habits and cooking techniques using their own fresh produce in the school’s cafeteria.⁸⁵

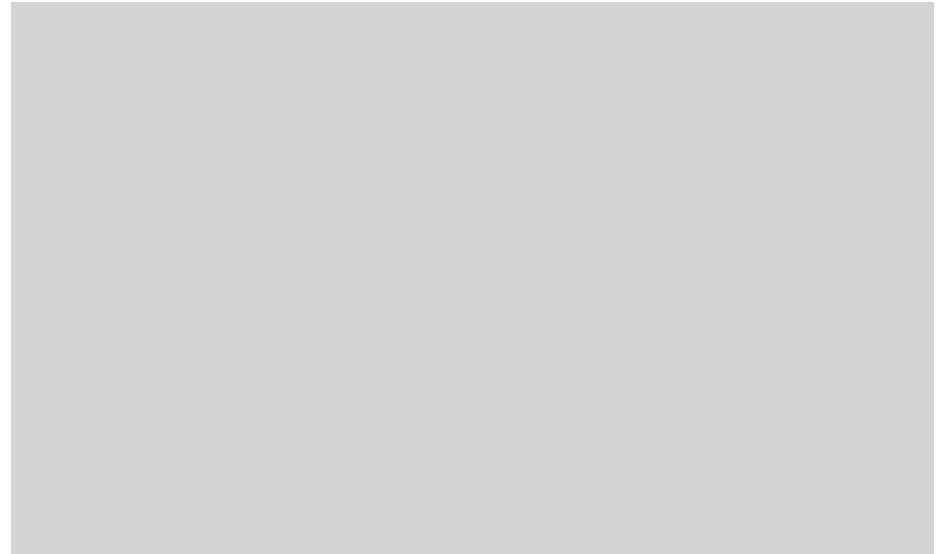


FIGURE 24: Community gardens, like the one seen here at the Nicholas Orem Middle School in Hyattsville, can bring neighbors and school children together to improve their surroundings.

IMAGE SOURCE: Courtesy the University of Maryland College of Agricultural and Natural Resources.

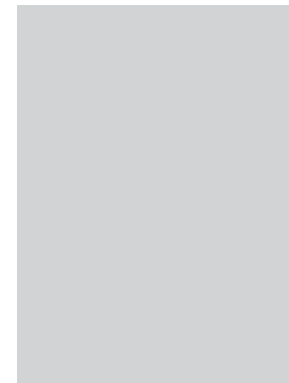
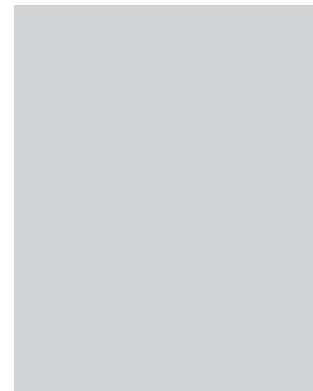


FIGURE 25: Community gardens can be a great way for kids to learn about environmental issues in a fun, outdoor activity. The children of the Edible Schoolyard in Berkeley, California, use the garden in nearly all aspects of their curriculum.

IMAGE SOURCE:
Edible Schoolyard
(www.edibleschoolyard.org)

Marketing

Marketing should promote the garden as a key element of the Port Towns CDC's Community Health Partnership by tying the garden to the community market, the availability of fresh produce, and emphasizing healthy eating options for children and adults. Marketing should also focus on raising the public's awareness of the available garden plots, and encouraging local residents to sign up for a plot of their own. One of the major target audiences for the garden could be the residents of the Kenilworth Towers apartment complex, because they do not have yards of their own, but the audience is certainly not limited to them. Anyone who wants to learn more about growing their own food, gain gardening experience, or just enjoy an outdoor activity with neighbors is a potential member.

Port Towns Day. Bulletin boards at other community centers such as corner stores, laundromats, and libraries should be utilized as well. A website can be created, but since many in the target markets may not have home Internet access, flyers and brochures should be designed in such a way that they include all necessary information one would need to sign up, including registration forms. Possible advertising themes to emphasize include: healthy living and proper eating, saving money, the benefits of buying local produce, and building community relationships. After one or more successful seasons, all available plots would likely be filled through either returning members or through word-of-mouth advertising among friends.

PHASE I

The initial phase should advertise the newly established garden and the availability of garden plots. The homegrown fresh produce can be used to reinforce the Community Health Partnership, and the garden should be billed as a place for neighbors to come together and improve the physical and social conditions of their community.

PHASE II

Once all garden plots are reserved, advertising should focus on making other Port Towns residents aware of its success, so as to encourage other neighborhoods to start their own garden. Advertising at the community market can showcase the fresh produce from the garden, information about the organization can be provided, and members of the garden can offer testimonials and demonstrations.

COURSE OF ACTION

As much as possible, the promotion of the community garden should happen at the community market. Gardening demonstrations and workshops can help educate residents, neighborhood gardening events and clubs can be started, recipes using the fresh produce of the garden can be made available, and brochures can provide information about how new members can join, and how the garden was started. To promote the garden to local residents, flyers could be included in monthly utility bills (or rent notices for apartment dwellers), advertisements could be placed in school newsletters, and information could be made available at local events, such as

Partnerships

A successful community garden is reliant upon partners and sponsors who can donate time, money, and resources to the effort. However, the most important requirement is having residents who can maintain individual plots and care for the garden as a whole. Working with other community groups can also provide opportunities for coordinating events, sharing costs, and locating new volunteers.

PHASE I

A contract between the community garden organization and the property owner of the garden site is necessary to spell out the details of the arrangement; an experienced lawyer should be consulted prior to signing any legal documents. Contacting an accountant may also be necessary, as some grants require an audit of the organization's finances. The garden organization could work with local schools, churches, and community groups to enlist volunteers for site clean-up days, and to reach potential new members.

PHASE II

The garden organization should continue to build upon partnerships with community groups to gain members, volunteers, and financing, but new partnerships with local businesses can also play an outreach role. Port Towns' restaurants can be brought in to offer cooking classes using fresh produce grown in the garden, the work of local artists can be displayed throughout the garden, and small events can be hosted on site.

COURSE OF ACTION

The Port Towns CDC, with its experience in leading grassroots movements and established community relationships, can serve as a key partner in creating the garden. Even if the garden is managed by a separate entity, the financial and social resources that the CDC has should be taken advantage of when possible. Other groups in the area already have a network of dedicated volunteers that may be interested in working with the garden as well. For instance, those who volunteer with the Anacostia Watershed Society and participate in their river clean-up days could also join with other groups advocating for the improvement of the natural environment in the area.

Funding

Initial start-up money and funds to cover on-going maintenance expenses will be required. While the average community garden may take between \$10,000 and \$15,000 to get started, a 5,000 square foot plot can be created using donated and recycled materials for as little as \$1,000.⁸⁷ See the Appendix H for a sample budget containing low and high estimates.

PHASE I

For community-based, non-profit organizations three primary funding sources may be available: grants (public and private), donations, and membership fees. A variety of grants may be used for start-up and recurring expenses. There are programs, like the U.S. Department of Agriculture's Community Gardens Initiative, that are specifically targeted, while other more general funding sources, such as the U.S. Department of Housing and Urban Development's Community Development Block Grants (CDBG, awarded through Prince George's County), may be available. Donations should be pursued for more expensive items, especially for gardening equipment, hoses and irrigation systems, tillers, and fencing.

PHASE II

While many grants must be applied for each year, an on-going sponsorship or corporate partnership can be an effective way to provide a steady source of income. Funding sources for maintenance expenses will be harder to come by than the initial start-up money, but they will also ultimately be the difference between success and failure for the garden.

COURSE OF ACTION

The garden manager should contact grant organizations at the local, state, and federal levels, and apply for any that may be applicable. Funding from local sources such as M-NCPPC, the Town of Bladensburg, or the Port Towns CDC should be pursued as well. Hosting small events and classes may also help raise funds. A membership fee could also be required and they can give gardeners a sense of investment, though many gardens require a nominal, refundable deposit instead. Possible grants to apply for include:

- **Project Orange Thumb—Fiskars Brands, Inc.**, offers a grant dedicated for community gardens. Each year twenty groups around the country are awarded up to \$1,500 in Fiskars gardening supplies, and \$800 cash to be used for other gardening materials such as plants and seeds. Applications for the current grant cycle are due February 17, 2009. More information can be found on their website at www.projectorangethumb.com.
- **Community Food Projects (CFP) Competitive Grants Program**—Awarded by the U.S. Department of Agriculture, these dollar-for-dollar matching grants range from \$10,000 to \$300,000, and are given to proposals aimed at increasing the accessibility of low-income people to fresh, healthy food. A letter of intent is typically due in early January, with the full application due by July. More information can be found on their website at <http://www.csrees.usda.gov/fo/communityfoodprojects.cfm>. The Community Food Security Coalition (www.foodsecurity.org) offers free consultation for groups applying for the CFP grant.
- **The Lowe's Charitable and Educational Foundation** offers grants each year ranging from \$5,000 to \$25,000 for projects such as community gardens and neighborhood clean up events. More information, and the grant application, can be found on their website at <http://www.lowes.com/lowes/lkn?action=pg&p=AboutLowe/Community> or the nearest Lowe's Home Improvement Store in New Carrollton, Maryland, could be contacted.
- Several groups including the **America the Beautiful Fund** (www.america-the-beautiful.org) and **Seeds of Change** (www.seedsofchange.com) offer free seeds to community garden groups.

Heritage Programs

INTRODUCTION

Heritage programs such as tours and cultural events make up the third component of the Cultural Market Cluster and continue to build upon the neighborhood investment initiated by the community market and community garden. However, this final component is unique in that while it continues to foster community pride, it does so through themed events geared toward local residents and the outside visitors. Even though tours and events represent a more traditional approach to heritage resource management, such programs continue to support the Port Towns CDC's goals of a healthier community. Strong social relations and the promotion of heritage, culture, and diversity are just as crucial to community health as access to fresh foods and outdoor activities. Relating this heritage programs component to the others in this cluster can help strengthen each one. For example, heritage programs could take advantage of the community market and garden as gathering places for the Port Towns, and coordinating new events could celebrate the area's history and culture.

PLATFORM ANALYSIS

Cultural Market: Heritage Programs

Infrastructure

The success of a heritage program will depend heavily upon the accessibility of sites, and the designation of a centralized location(s) in which to operate. As noted throughout this report, public infrastructure improvements in the Port Towns are needed, especially to increase pedestrian accessibility. Any improvement plans should support the goals of this cluster.

PHASE I

Because its Port Towns Sector Plan will determine how accessible the area and its heritage sites will be in the future, working with M-NCPPC is crucial at this stage. The approved plan could usher in improvements in the sidewalks and roads, as well as public spaces and greenery. Cultural tours and heritage events will need centralized meeting places for registration, payment (if applicable), and orientation. Specifically, participants will need sufficient parking, tour guides will need designated areas where they can meet participants, and cultural events will need an easily accessible space large enough to accommodate community members. Ensuring that the M-NCPPC Sector Plan addresses these needs is the first step in getting the heritage programs started.

PHASE II

As physical infrastructure improvements will take several years to achieve, it is essential to continue working with the M-NCPPC. While all tours and events must work within the physical infrastructure, successfully implementing a heritage program in spite of these difficulties will reinforce the importance of pedestrian access, and ultimately support the program's growth. This phase also provides an opportunity to formalize heritage programs through the establishment of a permanent office or operational site.

COURSE OF ACTION

The Cultural Market Cluster's sister component, the community market, could provide an ideal preliminary site for tours and cultural events. While the market also depends on the M-NCPPC sector plan results, it will be held in a public area that is familiar to the community and provides ample parking. A simple booth at the market will introduce and advertise the events to community members at a low cost, and heritage

programs could also initially operate out of the market.

As infrastructural improvements occur and the Anacostia Watershed Society's Anacostia River Education Center and this report's proposed Battle of Bladensburg Visitor Center are completed, incorporating the heritage program component's presence into that center would be a natural solution. Indeed, even after the War of 1812 Bicentennial celebrations are over, the center could continue to house the heritage program offices and events.

Developing Thematic Statements for Tours

The following examples use the suggested themes in the Cultural Market Cluster's Heritage Programs component.

Colonial House Tour: Bladensburg's Colonial buildings tell the story of a thriving eighteenth-century tobacco port that played a pivotal role in the development of the United States as an independent nation.

The production and sale of tobacco in the colonies was a lucrative business that put Bladensburg on the map. As a result, men of means and title lived or passed through the town (including George Washington). Additionally, the area was also the site of the Battle of Bladensburg during the War of 1812. Several of the town's sites were involved, including the Magruder, Bostwick, and George Washington houses. The current site of Fort Lincoln Cemetery served as Commodore Barney's last stand during the battle.

African American Experience Tour: The African American experience of slavery and discrimination was inevitably part of the Port Towns' Colonial buildings and continued to shape the area's history a century later.

Bladensburg's slave labor contributed to the area's wealth, with slaves working in its larger households and industries. An African American presence in the area is well documented and demonstrated by the African American graves in Evergreen Cemetery. Folklore tells the story of George Washington preferring a tavern in the area run by a black woman named either Margaret or Peg. Also, the amazing story of the Plummer family and its connection to Riversdale and the Free Hope Baptist Church incorporates the theme of emancipation.

Macabre/Ghost Tour: Several sites within the Port Towns offer a glimpse into the darker, and indeed spooky, aspects of American history.

A ghostly feeling pervades the Port Towns, from Evergreen and Fort Lincoln Cemeteries to alleged ghost sightings at Bladensburg's Colonial houses—it is thought that British soldiers may be buried in the grounds surrounding the Magruder House. Additionally, the area's dueling tradition meant many men spent their final nights in the nearby taverns, including the George Washington House, or their final moments on the grounds themselves. Finally, one of the homes in Cottage City is thought to have inspired the popular horror movie, *The Exorcist*.

Interpretation

Heritage programs such as thematic tours and cultural events for both the local community and the general public could showcase the Port Towns' historic resources and celebrate its history, heritage, and folklore, while embracing its modern-day diversity.

PHASE I

The Port Towns are rich in themes that could be developed into guided or self-guided walking tours with accompanying signage and brochures. The tours in Phase I could be small-scale, given the constraints of the infrastructure, funding, and participating organizations. As stated earlier in this report, the Port Towns may not be "tourist ready" for some time, so tours in this phase will face some challenges.

PHASE II

With the successful development of traditional tours, the repertoire could be expanded to include niche tours that focus on more offbeat history and less apparent aspects of the Port Towns' heritage. Cultural events for the community could also incorporate these themes.

COURSE OF ACTION

The development of "traditional" themed tours introduces the general history of the Port Towns to the community, and lays the groundwork for the continued development of the heritage program. A wide variety of resources, funding, and examples exist for the creation of traditional tours, which, as referenced in other platforms within this component, could serve as opportunities to test market ideas and measure interest. Possible themes and sites for such tours in the Port Towns include the following:

- *Colonial Port Towns Tour:* George Washington House, Magruder House, Bostwick House, Market Masters House, and Bladensburg Waterfront Park.
- *African American Experience:* Bostwick House, Market Masters House, Free Hope Baptist Church, and Evergreen Cemetery. Also could include Riversdale Mansion to tie in the Plummer family story with Free Hope Baptist Church. A tour of this type has been done in Bladensburg during African American History Month.⁸⁸

- *Battle of Bladensburg Tour*: George Washington House, Bostwick House, Magruder House, and Fort Lincoln Cemetery (this tour could be developed in conjunction with the Battle of Bladensburg cluster; see the Appendix C for a sample self-guided walking tour brochure incorporating these resources).

With a tour framework in place, “niche” tours and cultural events celebrating the Port Towns’ folklore and history could be developed. Potential niche tours and events include:

- *Macabre/Haunted Ghost Tour*:⁸⁹ George Washington House, Bostwick House, Magruder House, Fort Lincoln Cemetery, Evergreen Cemetery, and Dueling Grounds.
- Port Towns “Happy Hours” celebrating the area’s possible status as the birthplace of the cocktail. The events do not have to be alcohol related and could include special speakers or community development events.
- Innovation or science-themed events celebrating the area’s aviation and transportation history, such as hosting a hot-air balloon festival.

A mixture of traditional and niche programs could be done simultaneously instead of in separate phases. Indeed, the more interesting the event, the more likely the involvement and turnout; connections to personalities (“people stories”) and historical tidbits help make great tours.⁹⁰

Tour Needs

The guided tour has become embedded in the expectations of visitors to historic sites. Thematic tours needs include:

- A descriptive storyline
- Three to five themes
- Physical evidence
- Short biographies of significant people involved
- Historical context

Rather than focus on everything, specific themes for visitors to remember should be selected to help them understand why those facts are worth remembering.¹²¹

Implementing a Tour Program

Even with great tour ideas, implementing a successful program can seem like a daunting task. However, with a systematic approach and proper planning, heritage tour execution is not out of reach. Following the tour suggestions of the Cultural Market Cluster’s Heritage Program Interpretation platform, the objectives below outline a sample Plan of Work.¹¹⁹

Task 1: Organizational Plan

- Formation of a Tourism Steering Committee with a range of community stakeholders, including those whose sites will be included on the tour. Election of officers and creation of job descriptions.
- Development of a volunteer handbook
- Development of a budget (income projections versus expense estimates)
- Development of a marketing plan (cooperative partnerships and sponsors, target audience, advertising, brochures/posters, and surveys)
- Tour production (research and plan routes, write scripts, speak with current site owners, and plan logistics and communication). The Texas Arts Commission website has good practical advice on this topic, specifically: “Developing Self-Guided Tours” (<http://www.arts.state.tx.us/toolkit/tourism/selfguided.asp>), “Developing Tours” (<http://www.arts.state.tx.us/toolkit/tourism/tours.asp>), and “When Writing the Story” (<http://www.arts.state.tx.us/toolkit/tourism/writing.asp>)¹²⁰
- Recruitment and training of volunteers
- Coordination of event logistics (event-specific corporate sponsorships, tour brochures, guest speakers, refreshments, insurance (if necessary), staff schedules, etc.)

Task 2: Evaluation and Analysis Period

- Visitor impressions, observations, suggestions
- Volunteer survey and debriefing
- Site surveys
- Budget to actual comparison
- Collection of any media or press regarding event
- Development and incorporation of future recommendations

A helpful organization to look to when developing tour routes and supportive material is Cultural Tourism DC, a non-profit that “offers an innovative model for maximizing the economic impact of cultural tourism in urban neighborhoods and helps residents and tourists discover and experience Washington’s authentic arts and culture.”⁹¹ Their African American Heritage Trail, Neighborhood Heritage Trails, Passport DC, and Walking Town DC programs celebrate community heritage and history, and are accessible to a wide audience, whether through signs on a trail or through a tour guide during large-scale events.⁹²

In particular, an in-depth exploration of Cultural Tourism DC’s Neighborhood Heritage Trail program could be of particular benefit to the Port Towns, as it truly is a grassroots initiative that draws attention to some of the lesser-known aspects of D.C.’s vibrant heritage. Moreover, the neighborhood trails provide the “people stories” that draw the public in, allowing them to connect to a different time through the common bond of place. A cost analysis and schema of a potential Port Towns heritage trail sign for the Dueling Grounds modeled after Cultural Tourism DC’s program is provided in the Appendix J.



FIGURE 26: Cultural Tourism DC’s Neighborhood Heritage Trails uses interpretive signage to educate locals and visitors about the history of the neighborhood.

IMAGE SOURCE: Photo by author (Justin Kockritz)

Marketing

Heritage programs will not be successful unless the local and regional community is excited about the events and is willing to participate. This platform focuses on effectively publicizing the programs, reaching the widest possible audience at the lowest cost. Defining target audiences and the character of the programs is considered in this platform as well.

PHASE I

The heritage program could be promoted through a small and focused awareness campaign that centers on residents of the Port Towns, and the Washington and Baltimore areas. This regional approach allows the program to develop as a true grassroots initiative that is shaped by the community’s needs and desires. Ideally, all members of the community could be reached through a variety of local media efforts.

PHASE II

After a few years of successful program execution, reaching out to a larger public audience through state and national tourism programs could be considered in order to lure tourists from the wider regional area as well as those that are already visiting Washington, D.C. An independent advertising program can also be developed in this phase.

COURSE OF ACTION

Promoting the heritage programs through associated organizations’ websites, including the Prince George’s County Conference and Visitors Bureau and the Anacostia Trails Heritage Area (ATHA) could continue to publicize the programs. The area is severely underrepresented on the former,⁹³ and the existing relationship with the latter should continue to develop.⁹⁴ ATHA’s website does include Bostwick House, the Bladensburg Waterfront Park, and the individual towns, but with broken hyperlinks and only simple introductory information, the true breadth of the Port Towns heritage resources is not fully relayed through the site. Moreover, while the website’s list is a good start, it does not provide any contextual linkages to draw people in and generate interest. Finally, local news channels and newspapers can be helpful, low cost outlets. Inviting reporters to events could translate to free publicity through local airtime and newspaper coverage.⁹⁵

Working with the Maryland Office of Tourism to target larger audiences is suggested. This audience could include not only Marylanders, but also visitors from other states and even international tourists. The Port Towns is again underrepresented on the official Maryland tourism website; they are not featured as a destination (although the Anacostia River is).⁹⁶ Feature stories on the area and its heritage programs could also be pitched to regional and national magazines such as *Washingtonian*, *Budget Travel*, *Travel and Leisure*, and *Southern Living*.

Partnerships

The Port Towns CDC should not be expected to run this cluster alone; establishing partnerships with local organizations, national groups, and individual community members is crucial to the success of the heritage programs. These partners could help develop, implement, organize, and run the programs.

Another accessibility question includes those sites that may be privately owned. During this phase, talking to those owners about the potential programs and gaining their support or suggestions is important.

PHASE I

Soliciting local partners who have shared interests in promoting the Port Towns' heritage will help streamline efforts and ensure that work is not duplicated. To gauge public interest, individual community members and civic associations could be contacted. Determining a group to spearhead program development could also be finalized in this phase.

PHASE II

A program supported by the community will translate nicely when seeking national partners to provide financial assistance and technical expertise. While it is important to continue the grassroots approach inherent in this cluster, partnering with established national groups could lend credibility and stability to the heritage programs.

COURSE OF ACTION

Inclusive community involvement is important to this cluster component as it celebrates the heritage and diversity of the Port Towns. However, in Phase I, the Port Towns CDC could work with a single organization to coordinate all program initiatives. Given its previous commitment to the area's heritage resources and working relationship with the CDC,⁹⁷ ATHA is a natural choice for this partner. A smaller working group in the beginning could allow for the development of trial runs and test periods for various programs that are executed via sponsor and volunteer support.

However, ATHA—like the CDC—is faced with staff and budget constraints, which suggests the necessity of a new organization specifically dedicated to heritage programs as the number and types of events grow. Additional organizations that

can be part of this new group include the Anacostia Watershed Society, the Aman Memorial Trust, Riversdale Historical Society, and the University of Maryland. A heritage advisory committee with members from each of these groups and the local community at-large could be formed, but all directives could continue to stem from the CDC and ATHA. In practice, this could mean that each of the committee members contributes its own tour scripts or hosts an event, while the CDC and ATHA provide oversight. Additionally, the University of Maryland could develop and implement heritage program initiatives through graduate-level internships, in-depth class exercises, and research.

Potential state and national partners such as the Maryland Historical Trust (MHT), the National Park Service, and the National Trust for Historic Preservation (NTHP) could be contacted once the heritage programs have an operational framework in place. ATHA, as part of the Maryland Heritage Areas Authority (MHAA), already benefits from such groups' support and expertise.⁹⁸ Additionally, NPS heads the National Heritage Areas program⁹⁹ and the NTHP operates a heritage tourism program. All of these partners offer resources and technical expertise; in particular, the National Trust offers fee-for-service heritage tourism development, including cultural heritage tourism assessments and recommendations.¹⁰⁰

Riversdale

While the historic Riversdale estate is not a part of the Port Towns, it is linked historically with the Free Hope Baptist Church in Bladensburg through the fascinating story of the Plummer family. Built between 1801-1807¹⁰⁵ and located in present day Riverdale, Maryland, the plantation was owned by George Calvert and Rosalie Eugenie.¹⁰⁶ One of their slaves, Adam Plummer, lived and worked at the plantation from 1829 until 1870, becoming a paid foreman following the abolition of slavery.¹⁰⁷ While he and his family suffered slavery's injustices, his life was exceptional because he was literate, keeping a diary following his marriage to Nellie Arnold in 1841.¹⁰⁸

The Plummers' eldest daughter, Sarah Miranda Plummer, was sold to a family in New Orleans, Louisiana, following a failed escape attempt in 1860.¹⁰⁹ During her time there, she converted to the Baptist faith, bringing her conviction back with her to Maryland after the end of slavery,¹¹⁰ where she founded a Baptist congregation in 1866.¹¹¹ The group met where they could, first at Riversdale, and then in a log cabin.¹¹²

The building, now known as the Free Hope Baptist Church (located at 4107 47th Street in Bladensburg), originally housed a Presbyterian congregation¹¹³ whose Pastor, John Brackenridge, favored emancipation.¹¹⁴ In 1872, the church was sold to Sarah,¹¹⁵ and her congregation worshipped there for nearly a century until a need for more space forced them to move in the early 1970s.¹¹⁶ Still in use, the church is currently home to the Kingdom Missionary Baptist Church;¹¹⁷ however, one of the Plummers' descendants, Jerome Fowler, worshiped there as late as 2001.¹¹⁸ As one of the area's five remaining pre-twentieth-century structures, the church is notable for its African American history, which along with Riversdale, relays the story of a remarkable family coping with the institution of slavery and prospering in its abolition.



FIGURE 27: Riversdale Mansion, once home to Adam Plummer and his daughter Sarah Miranda Plummer.

IMAGE SOURCE: Photo by author (Justin Kockritz)

Funding

Financial support will cover the heritage programs' administrative and technical costs, including tour research and development, printing of brochures and signage, employing a writer and graphic designer, conducting visitor and volunteer surveys, and sponsoring training programs for staff and volunteers. In addition to grant monies available from local, state, and national sources, nominal fees for tours and events can help cover on-going expenses and maintenance costs.

PHASE I

Exploring and cementing local partnerships could help provide initial start-up funding, resources, services, and volunteers at little expense, and could cover financing gaps while applying for state and federal grants. Prices for tours and events, if any, could be set at this time as well.

PHASE II

As suggested in the community garden component, initial start-up money will be easier to come by than on-going expense funding, making fundraising a constant concern. Maintaining grant cycles and re-evaluating and researching new opportunities make up the majority of this phase.

COURSE OF ACTION

The solicitation of volunteers and local businesses is a good starting place for this phase. For example, volunteers and sponsors that help at Port Towns Day may be able to donate time and money to develop prototype heritage programs. Such small-scale events could allow for the development of program material and will gauge community interest before investing large sums of money and time. Moreover, many grant applications will require detailed budgets, and examples of successful programs can help to better estimate anticipated costs and revenues.

Another recommended avenue to explore is Port Town CDC's relationship with ATHA. As a Maryland Heritage Area, ATHA has access to Maryland Historical Trust (MHT) that are specifically for certified heritage areas¹⁰¹ that the CDC does not have access to. A close working relationship with ATHA can ensure that that money benefits the Port Towns' heritage programs.

While many national funding opportunities exist, competition is stiff, so choosing

which applications to submit must be done wisely. The following is a list of possible funding resources:

- **Partners In Tourism**, a “coalition of national associations and federal agencies building a common agenda for cultural tourism,”¹⁰² compiled the Cultural Heritage Tourism Resources Manual that provides an excellent directory of foundations and organizations offering funding support (see www.nasaa-arts.org/artworks/resource_manual.pdf for a PDF version of the manual).
- **The National Trust for Historic Preservation (NTHP)** also offers financial support; specifically, the NTHP's Cultural Heritage Tourism website contains funding advice and resource directories.¹⁰³ NTHP offers planning grants ranging from \$500–\$10,000 that require a cash match. The grant money could be used for a cultural heritage tourism assessment, interpretive signage, or educational programs and workshops. Deadlines are October 1, February 1, and June 1 of each year.
- **Tourism Cares**, “a nonprofit organization dedicated to preserving the travel experience for future generations,” provides volunteers, student programs, and grants to areas in need of revitalization.¹⁰⁴ Their Worldwide Grant Program typically awards \$10,000 (but up to \$100,000) to non-profit, tourism-related organizations for capital improvements that conserve and protect sites of historical and cultural significance. These programs are also designed to educate the local community and traveling public. Deadlines for 2009 are January 30th, June 1st, and a third date to be determined (check www.tourismcares.org for more information).

Finally, a small fee for the tours is suggested, even if major sources of funding have been secured. The fee would help ensure that people who sign up for events actually attend, and the revenue can help cover incidental expenses such as printing additional materials, purchasing name tags, or providing refreshments. Heritage events, such as festivals, should be open and free of charge, welcoming the entire community, but donations may be requested.



The Green Industrial District Cluster

INTRODUCTION

The thriving industrial nature of the Port Towns today can be traced back as far as the 1700s when the area had a significant commercial port, a ropewalk, and a gristmill. While the industrial areas of Edmonston and Bladensburg are currently thriving, the businesses in these areas do little to interact with the surrounding communities. While industrial areas generally do not attract tourists, if the Port Towns industrial areas were unified and reconfigured into a Green Industrial District (GID), the area could potentially be considered an attraction to outside visitors. The GID could attract people interested in touring the green buildings and experiencing the sustainable practices of this prototype district, while other visitors may come to events such as workshops on how to green their homes. Still others could be drawn in by the green festivals and conferences about sustainability.

The area could also attract new businesses and residents, boost the local economy, and generate potential clients for the existing industries. Additionally, the proposed GID is in keeping with the Port Towns' Community Health Partnership because it would enhance the environmental quality of the Port Towns, and it would foster a sense of pride for local residents.

FIGURE 28: PROPOSED GREEN INDUSTRIAL DISTRICT



IMAGE SOURCE: Google Earth

The proposal of a GID is also a preservation-friendly proposition. The district would recognize the historic industrial nature of the Edmonston and Bladensburg areas, and it would also emphasize the goal of retaining and rehabilitating the area's existing buildings. The retention of existing buildings is both a preservation-related measure and also a green measure in that it acknowledges the embodied energy of the existing buildings.

FIGURE 29: PROPOSED GREEN INDUSTRIAL DISTRICT AND ROAD ACCESS

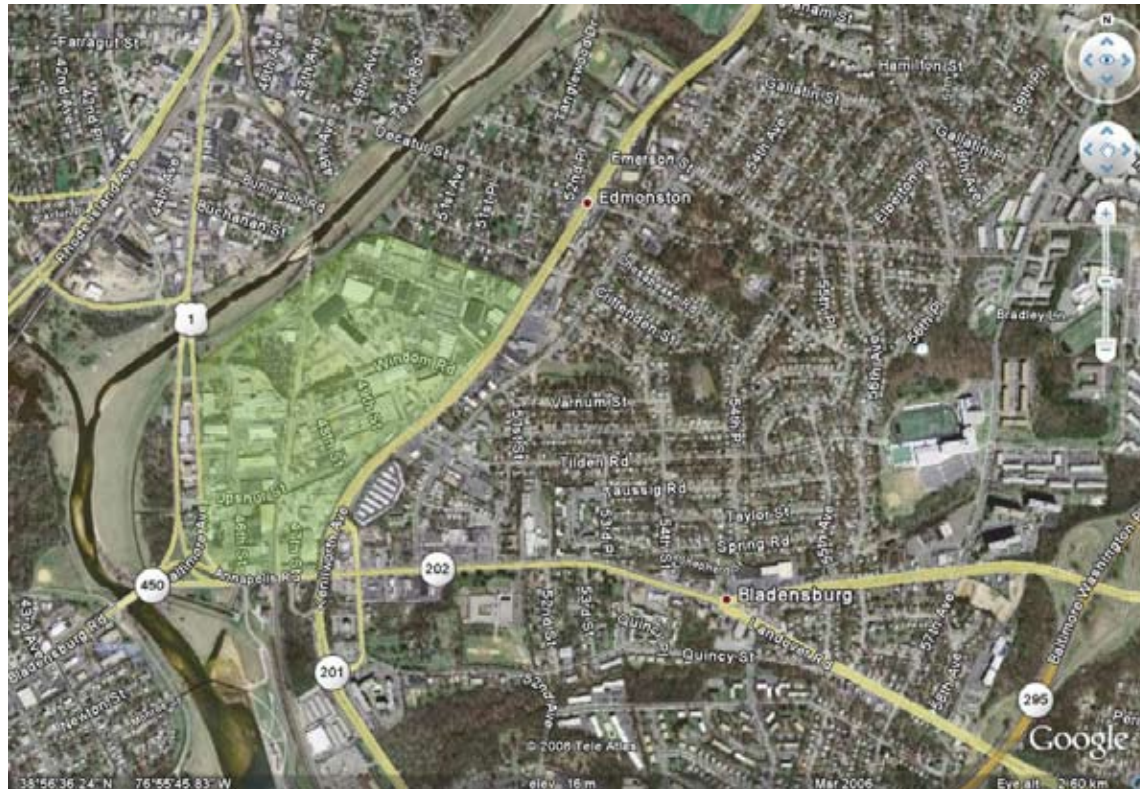


IMAGE SOURCE: Google Earth

Embodied Energy

The current industrial buildings have high levels of embodied energy and should, therefore, not be torn down. Embodied energy is defined as the amount of energy associated with extracting, processing, manufacturing, transporting, and assembling building materials.¹²² The practice of retaining existing buildings is inherently energy efficient because it reduces demand for new resources, reduces waste from demolition and construction, and preserves the energy embodied in existing buildings.

Infrastructure

In order to create a successful GID within the communities of Bladensburg and Edmonston, it is necessary to have proper infrastructure in place. This infrastructure should consist of a governing body to oversee the creation of the GID, as well as the education of business owners, and the actual greening of the industrial structures and practices.

PHASE I

The first step is to educate the business owners and other stakeholders about the benefits of the GID. The next step should be the creation of a governing body that will bring together industry leaders, as well as members of the local communities. The governing body will then oversee the greening of the industrial structures and practices while maintaining the historic resources of the area.

COURSE OF ACTION

Step 1: Initial Organizational and Educational Efforts

The initial meeting that the CDC can organize should be an informational meeting about the GID that all business owners can attend. The CDC should make a significant effort to get the majority of the industry owners to this event by distributing the prototype brochure. Presenters at this event could be: a representative from the USGBC Capital Region group; students or faculty from the University of Maryland; and members from other eco-industrial districts. A section of the event should also be devoted to explaining next steps, and the goals for the district. Lastly, the event should give owners information about resources for greening their businesses.

The benefits to greening one's business should be presented at the initial meeting in an easy to understand way, and with statistical data. One of the most obvious benefits of greening industry is the positive environmental effects; a green business reduces pollution, uses less water, and requires less energy. However, the presenters at the event should stress that having a green business can save money by significantly cutting operating costs, enhancing the company's public image, and making the business more competitive in the global economy. Also, employees who work in green buildings with good indoor environmental air quality tend to be more productive because they have lower rates of absenteeism. One of the LEED-EB credits is

“Documenting Productivity Impacts: Absenteeism and Health Care Impacts,” which suggests that project managers document whether the changes they have made to their buildings have reduced absenteeism and health care costs. As more buildings undertake LEED-EB certification, there will be more statistics to support this claim. Increasing ventilation and natural light and removing harmful materials such as PCBs (toxic man-made chemicals) and asbestos, owners will be better able to keep workers healthy.

Another benefit that may be presented to meeting attendees is that the GID may attract leading-edge corporations which will, in turn, create opportunities for local niche businesses. This is already happening in the Port Towns industrial districts with the opening of Urban Solar, a store in the Community Forklift building. Urban Solar sells corn-burning stoves, energy efficient lighting, and other green home products. Urban Solar decided to locate into the Community Forklift building because of the high volume of customer traffic walking past the storefront to shop at Community Forklift. Urban Solar's owner knew that customers who shop at Community Forklift are green-minded, and therefore would be interested in Urban Solar's products.

Step 2: Creation of a Green Industrial District Alliance

To ensure the success of the Green Industrial District, a Green Industrial District Alliance (the Alliance) should be created. The CDC should organize a follow-up meeting that brings together parties that have expressed interest in becoming members of the Alliance. This follow-up meeting should accomplish three things: creating the Alliance, establishing what the benefits of membership will be, and determining members' responsibilities. After this follow-up meeting, the responsibilities associated with the GID will rest primarily with the members of the Alliance.

The Alliance should be comprised of a variety of members. These include: GID business owners and property owners; representatives from the towns of Bladensburg and Edmonston; the Port Towns CDC; Prince George's County Chamber of Commerce; the Prince George's County Green Building Steering Committee; and perhaps the United States Green Building Council (USGBC) Capital Region or the U.S. Environmental Protection Agency (EPA).

The Alliance should serve as the governing board for the GID and would be

responsible for deciding upon and implementing specific green standards. It should also take the lead role in organizing any workshops, festivals, and tours that take place in or are associated with the GID. Furthermore, it will help the GID industries go green by finding sources of funding and bringing in professionals, such as a Leadership in Energy and Environmental Design (LEED) specialist or a conservation professional to educate the industry owners and workers. Lastly, it should be the responsibility of the Alliance to promote collaboration between the GID businesses and the surrounding communities toward the eventual creation of an eco-industrial park. The Alliance could also create a system of collecting membership fees from the GID businesses in return for assistance.

The Alliance should determine whether the buildings should seek LEED-EB (Existing Buildings) certification, and to what level. Because the majority of the Alliance board members would be owners of businesses in the GID, they would be setting standards that they feel are environmentally responsible yet feasible for their industries.

Step 3: Green Existing Buildings

A. Assessment: The first step in greening the existing businesses in the industrial district is to assess the buildings and business practices. The U.S. Department of Energy's Save Energy Now program conducts free assessments of industrial facilities. Members of Industrial Assessment Centers conduct the energy assessments; the closest center is at West Virginia University. Members from this center recently came to Hyattsville to conduct an assessment of the Mount Vernon Printing Company. In order to be eligible for this assessment, a business must:

- Be within standard North American Classification System (NAICS) 20–39,
- Be within 150 miles of a host campus,
- Have gross annual sales below \$100 million,
- Have fewer than 500 employees at plant site,
- Have annual energy bills of more than \$100,000, but less than \$2 million,
- Not have any professional in-house staff to perform the assessment.

The entire district may not be able to be assessed as one entity as it would be too large to meet the above criteria, but an assessment could be done for each individual

What is LEED-EB?

LEED is the primary third-party certification system in the United States, and was created in and is administered by the USGBC. LEED-EB is one type of certification system within the LEED system and works to rate existing buildings on improvements to their operations and maintenance systems. The rating system is made up of a number of credits which suggest actions that owners can take to green their buildings. For each action that the project completes, a credit is awarded. The more credits they achieve, the higher the certification rating for the building. There are four levels: Certified (lowest), Silver, Gold, and Platinum (highest). The Alliance can determine which level of certification GID businesses should strive to achieve. A starting point could be to achieve LEED Silver, although the district could strive for LEED Gold or Platinum.

business. Perhaps the first industry to be assessed could be the Ernest Maier Block Company, but the owner must initially confirm that the business meets these requirements.

B. Implementation: The greening of the businesses could happen individually with the help of smaller organizations or students from the University of Maryland's School of Architecture, Planning, and Preservation. If a larger and more comprehensive approach is desired, green building consultants such as the Leonardo Academy can be contacted, or development companies can be brought in to help move the project forward.

There are a number of actions that property owners can do to green their buildings. Many of these actions are also recommended by LEED-EB. The following is a list of potential actions for greening businesses divided into five categories: Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, and Indoor Environmental Air Quality.

Sustainable Sites:

- Increase vegetation in the area to reduce erosion and to improve microclimates. Vegetation should be drought-tolerant species and native plants because they do not require as much water.

- The use of porous paving can allow grass to grow.
- Encourage workers to walk, bike, or car pool to work.
- Reduce heat island effects on the roof by adding vegetative roofs or high-albedo roofing surfaces (high-albedo materials do not absorb as much solar energy as lower-albedo materials do. This then reduces the surface heat and decreases the heat transfer into the building).

Water Efficiency:

- Reduce demand on external water supplies by efficient use and re-use of water.
- Use different water supplies and pipe systems for different types of water: potable (drinking) water, wash water, irrigation water, wastewater (sewage).
- Install low-flow fixtures.
- Collect roof and groundwater runoff.

What Is an Eco-Industrial Park?

Indigo Development is a California-based consulting firm that advises public and private clients on the development of eco-industrial parks. The definition below was crafted by Indigo Development. Additional information is available on their website. An eco-industrial park is:

“A community of manufacturing and service businesses located together on a common property. Member businesses seek enhanced environmental, economic, and social performance through collaboration in managing environmental and resource issues. By working together, the community of businesses seeks a collective benefit that is greater than the sum of individual benefits each company would realize by only optimizing its individual performance.

The goal of an EIP is to improve the economic performance of the participating companies while minimizing their environmental impacts. Components of this approach include green design of park infrastructure and plants (new or retrofitted); cleaner production, pollution prevention; energy efficiency; and inter-company partnering. An EIP also seeks benefits for neighboring communities to assure that the net impact of its development is positive.”

Materials and Resources:

- Develop a sustainable purchasing policy.
- Conduct a solid waste stream audit.
- Create a recycling program.

Energy and Atmosphere:

- Install occupancy sensors for lights, or put the lights on a schedule so they will be turned off at a certain time of day.
- Change the HVAC system so that it can be better controlled by occupants.
- Integrate HVAC systems, upgrade and replace outdated and inefficient systems.
- Add high R-value insulation to buildings.
- Add solar panels and thermal storage units.
- Make sure each light bulb in the facilities is a low-mercury light bulb.

Indoor Environmental Air Quality:

- Increase ventilation in the buildings by adding windows for cross ventilation (if structure is not historically significant), and only using windows that are functional and can open.
- Increase day lighting in space by providing more natural light.
- Use green or environmentally responsible cleaning products.

PHASE II

In phase two, the Alliance should support an assessment and rehabilitation program for any potentially historic buildings in the district. Also during phase two, the public spaces and infrastructure should be improved so that visitors and workers can comfortably move around the district.

COURSE OF ACTION*Step 1: Assessment and Rehabilitation of Historic Buildings*

Several structures within the Green Industrial District have been identified as being potentially historically significant, such as the front façade of Community Forklift building and the Ernest Maier Block Company building. Both of these structures appear to be historically significant but further research would have to be done to determine their level of significance. It is recommended that a full historic survey of the area be done to locate additional historically significant buildings within the industrial areas.

Any structures found to be historically significant should be thoroughly assessed and nominated to a historic register so that owners and future generations can know their significance. Which register the buildings are nominated to (the National Register, the Maryland Inventory of Historic Properties, or the Prince George's County Inventory of Historic Resources) will depend on their level of significance. Instructions on how to assess historic properties and how to complete historic register nomination forms are available online or by contacting the Maryland Historic Trust.¹³³ If enough historically significant structures exist within the designated Green Industrial District, the Alliance could consider nominating the entire area as a historic district.

If there are historically significant properties, their significance should be taken into consideration when retrofitting the facilities to comply with LEED-EB certification. The majority of LEED-EB credits do not encourage negatively impacting the fabric of historic buildings.¹³⁴ Only a small number of credits encourage the implementation of damaging changes. It is largely accepted in the preservation community that there are a few inherent conflicts between historic preservation standards and guidelines, and green practices

Protecting and enhancing historically significant structures such as the Community Forklift building will help foster a sense of pride and history within the Port Towns. The residents of Bladensburg and Edmonston should be proud of their communities

**Learning from
Fairfield Eco-Industrial Park**

The Alliance could potentially set and implement certain standards to ensure that green-minded industries are brought into the district when vacancies arise. This was done at the Fairfield Eco-Industrial Park in Baltimore, Maryland, with much success. At a recent workshop for eco-industrial park growth, the developers of Fairfield Eco-Industrial Park suggested that the Park recruit the following types of industries to enhance and add to the success of their eco-industrial park:

- Clean Manufacturing or Commercial Uses Which Practice Environmental Responsibility and Leadership: 1–3 significant size companies (350–500 employees) to expand the industrial/commercial base of the area.
- Environmental Technology Providers: 8–10 environmental technology providers (50–100) employees) to expand the pollution prevention, business networking, and closed loop capabilities associated with the eco-park.
- The Multipliers” or Service and Other Environmental/Recycling Companies: 10 or more small service oriented companies (10–50 employees) to fill in strategic needs created by the increased markets and demand generated through the business expansion.
- Expanding Existing Employers: Improve the regulatory environmental and operational conditions to help stimulate business expansion of existing firms, especially among those firms that possess excess property.

It should be a goal of the Alliance to have each of these types of industries represented in the GID. Because the Port Towns GID will be smaller than the Fairfield Eco-Industrial Park, the Alliance should strive for similar percentages of each type of industry.

because of the role each has played in shaping the Washington, D.C., and Maryland regions, especially in terms of industry and the economy. Highlighting the industries that have been active in the area for decades, such as the Ernest Maier Block Company, and allowing community residents to tour the factories and historic buildings that these industries inhabit lends a tangible element to these otherwise intangible and sometimes forgotten aspects of the community.

Step 2: Improvement of Public Places

Improvement of streets, landscaping, sidewalks, signage, and lighting would be needed in the district in order to prepare the space for public use. For these improvements, the use of green infrastructure is highly recommended. Green infrastructure is defined as the interconnected network of open spaces and natural areas, such as greenways, wetlands, parks, forest preserves, and native plant vegetation that naturally manages stormwater, reduces flooding risk, and improves water quality. The use of green infrastructure would bring environmental benefits, as well as economic and human health benefits.¹³⁶

Because some of these elements are already in the area or have been planned for a future development, such as the greenways, trails, and wetlands adjacent to the Anacostia River proposed by M-NCPPC, their development and installation will not require substantial efforts from the GID.

The Alliance should encourage the construction of new sidewalks and bike paths within the district, and these paths should be connected to the existing sidewalks and bike paths in the Port Towns. A study should be done to determine if it is feasible to build a stormwater detention pond to capture rainwater within the district.

Landscaping should consist of native and drought-tolerant plants, which require less water than many other plant types. Trees should be planted in the area to increase cooling shade. The use of rain gardens is also recommended in the landscape design. Rain gardens are man-made depressions in the ground used to improve water quality and reduce flooding by collecting water runoff and storing it. Stormwater is then filtered and slowly absorbed by the soil. The collected water will help keep the surrounding plants moist, reducing extra maintenance and the use of water.¹³⁷

Recycled and environmentally friendly materials could be used for urban elements such as sidewalks and furniture. Also, lighting in the district could be solar powered, and throughout the district, porous pavement could be used. Other elements, such as signage, information markers, bike racks, trashcans, and recycling bins can be installed around the area.

Because the Port Towns road network is maintained by different government agencies (state, county, and municipality), it is important that these improvements are done with the permission of the proper agency. Regular maintenance within the district could be done by Bladensburg and Edmonston Public Works Departments. Special

programs such as an adopt-a-street program could keep public areas well maintained, and have proven successful in other municipalities.¹³⁹

Step 3: Incorporation of Supporting Services

In order to support the ideals of the new GID, its industries, and the economic development of the Port Towns, it is highly recommended that supporting services be integrated into this area. These supporting services consist of common areas that will provide the users of the district, particularly employees and customers, the access to basic necessities. These areas could include, but are not limited to, a common training center available for individual businesses or district meetings, food vendors in temporary stalls run by local community members, a day-care center for working parents, a supply center for district businesses, and a mass transportation connection



FIGURE 30: Bladensburg Industrial Park
IMAGE SOURCE: Photo by author (Zasha Guzmán-Torres)

to Metro stations. The incorporation of these supporting services is an additional attraction for existing and new employees and industries. Locating these immediate

services within the district can help to discourage workers from driving to nearby services, and help to promote the economic development of the Port Towns.

Tied to History: The Ernest Maier Block Company

The Ernest Maier Block Company has operated in the Port Towns since 1926 and continues to thrive today. In 1926, German immigrant Ernest Maier, Sr., recognized the need for building blocks for residential use and started his block-making company, Ernest Maier & Sons, to support his family. Maier built his company by manufacturing individual blocks by hand on a Sears Block Machine, producing seventy-three blocks a day. The company was originally located a short distance from its current location on Annapolis Road, but when Kenilworth Avenue was paved, Ernest Maier Block Company moved to its current location (where it has stayed to the present day despite frequent flooding). The company remained in the Maier family for most of the twentieth century.¹²⁵



FIGURES 31 & 32: Ernest Maier Block Company buildings located in Bladensburg
IMAGE SOURCE: Photos by author (Zasha Guzmán-Torres)

Interpretation

In order for the GID to attract visitors and involve the community, the Interpretation platform of this cluster must be innovative and provide attractive activities for both visitors and community members. These interpretive programs include workshops, tours, conferences, and festivals. Other ideas not specifically related to the GID, but that are related to the Port Towns as a whole, include industrial art interpretive ideas and the Port Towns Music Zone.

PHASE I

This phase includes a series of “how to...” workshops which would be provided by businesses such as Community Forklift, non-profits such as the Anacostia Watershed Society, or individuals who are experts on certain subjects. These workshops can cover a wide range of topics including basic home repair or how to green one’s home. Workshops on the topic of rain barrels have already occurred in the Port Towns and they have been so popular that one recent workshop sold out in fifteen minutes. There is a large potential market for this type of workshop both from residents of the Port Towns, and those of nearby communities. The use of workshops can occur during the GID transformation because they do not require massive changes in infrastructure or complicated forms of funding or marketing. A prototype with a detailed logistical plan for a workshop can be found in Appendix K.

COURSE OF ACTION

How to...Workshop Series

The How to... Workshop Series could consist of various workshops intended to teach and train community members about basic home repair skills, as well as educate community members about the benefits and uses of green practices at home. There could also be a series of art workshops designed to show how to reuse recyclable materials creatively by turning them into art pieces. These workshops would:

- Promote a close relationship between the GID and the community,
- Help community members train in home improvement practices, and
- Help to promote the Port Towns and the Port Towns GID.



FIGURE 33: Edmonston Industrial Park

IMAGE SOURCE: Photo by author (Zasha Guzmán-Torres)

Each workshop would attract a different market. The basic home repair workshops may draw Port Towns homeowners, while the green workshops could also draw in students and professionals. The art workshops could draw children from the Port Towns and nearby communities including school groups, youth groups, scout troops, and after-school programs. There could be also special sessions of the art workshops specially designed for senior citizens in the community.

Because the Port Towns cultural diversity is so rich, the workshops should cater to different cultural groups and be offered in different languages (in particular English and Spanish) to open the opportunities to more community members.

The workshop series would be organized by the Alliance and coordinated by industry members and partners. The workshops should be presented by trained professionals

selected by the Alliance, preferably on a voluntary or low-charge basis, depending on the type of workshop.

Minimal fees should be charged for the workshops, depending on who is presenting the class, and if there are any take-away materials for the participants. The residents of the Port Towns could pay a reduced fee, and some workshops should be offered free-of-charge to these residents if adequate funding can be secured.

The workshops can be held at different locations around the Port Towns. Some suggestions might include the Bladensburg Waterfront Park, Bostwick House, George Washington House, in open spaces within the industrial district, and within the industrial buildings if space is available. The workshops can be offered on different days and hours depending on the audience. Some suggested workshops are:

- Window Restoration,
- Floor Tile Installation,
- Drywall Installation and Repair,
- Installing a Low-Flow Toilet,
- Basic Home Improvements, and
- Rain Barrel Creation.

Port Town Businesses Taking the Initiative to Go Green

Some businesses in the industrial area are already using green practices. The Ernest Maier Block Company, for example, re-uses restaurant grease as biodiesel fuel. The company also recaptures storm water runoff in its plant.¹²³ Not only does the company incorporate green practices into its business model, but it also produces LEED-certified (Leadership in Energy and Environmental Design) Versalite Block, which incorporates recycled aggregates within the concrete.

Community Forklift is a sustainable business that is currently located in the industrial area. Their goals are, “to improve communities by making repairs more affordable for residents, small businesses, and community groups; to recover construction and demolition industry waste and keep reusable materials out of the landfill; to promote environmentally-friendly design and building methods.”¹²⁴ They receive donated materials from building projects and deconstructed buildings, and then re-sell them at low prices so that they can be re-used. This type of large-scale recycling results in building materials being reused rather than being placed in landfills.



FIGURE 34: Community Forklift (facade), Edmonston Industrial Park

IMAGE SOURCE: Photo by author (Zasha Guzmán-Torres)

PHASE II

Additional interpretive plans such as tours, festivals, conferences, and industrial arts-related activities can be developed. Once the businesses have been greened and the area is a prototype green industrial district, visitors can tour the businesses and the area as a whole. Also, the new district would make the Port Towns an ideal setting for conferences about sustainability, as well as for green festivals. Other possible interpretations in Phase II can include showcasing work by industrial artists in the area, providing studio and exhibit space for artists to make and show artwork they have created from recycled materials, and creating a storefront to exhibit Community Forklift’s display-quality pieces.

COURSE OF ACTION

Step 1: Tours

A. Individual Industry Tours

These tours can be given by individual businesses within the GID. Tour guides can highlight elements that make each building green, the green elements of the manufacturing process, and the green products made by the company.

B. Green Industrial District Tour

The Green Industrial District Tour can visit various industries giving visitors the opportunity to learn about what the industries produce, the buildings’ green elements, sustainable practices, and how they work within the green district.

Step 2: Festivals—The Port Towns Green Festival

The proposed Port Towns Green Festival would celebrate the Port Towns’ efforts to enhance and improve the health of the community members, as well as the local environment. The festival would also help to promote the Port Towns Green Industrial District to other nearby communities by attracting new visitors from these areas. This kind of exposure could bring in new residents to the Port Towns, as well as new green industries and clients interested in sustainable issues. The festival could:

- Promote a close relationship between the Green Industrial District and the surrounding communities,

- Help create a better relationship between community members and their environment,
- Promote health and outdoor activities,
- Promote industries,
- Promote green practices, and
- Promote the Port Towns Green Industrial District.

The festival could be organized and coordinated by a special committee formed from the Alliance. The funding for this festival could be raised by donations, special activities (workshops for professionals or industries), and sponsors. Volunteer jobs, free services, and material donations are strongly recommended. The festival could be held within the GID and at the Bladensburg Waterfront Park. It is recommended that the month of April (Earth Month) or a weekend near Earth Day (April 22) be chosen for the date of the festival.

Activities at the festival could include: cleaning the river and nearby parks, tree planting, product exhibitions, an organic market held in conjunction with the proposed Port Towns Community Market, an industrial arts exhibition and sale, bike and walking tours, health clinics, workshops, tours of industries, and a 5k run. The Alliance can capitalize on appropriate partnerships (Anacostia Watershed Society and Kaiser Permanente) in organizing the festival.

Step 3: Conferences

The conferences will be use as extended educational programs for the Port Towns business owners and employees, professionals, college students, and others. Some of the benefits can include:

- Promoting a better relationship between the GID and the Port Towns communities and surrounding communities,
- Teaching and Training professionals in industrial technologies and green practices,
- Promoting the Port Towns and Port Towns GID, and
- Promoting healthy practices in industrial environments.

The conferences could be organized by the Alliance, with members selecting the specific topics. These topics could be related to sustainability, green practices, industrial technologies, and historic preservation.

A reasonable fee could be charged to assist in the funding of the conferences. Special fees at a lower rate are strongly recommended for Port Towns residents, employees, and students.

The location for these conferences should be limited to sites in the Port Towns, such as Bostwick House, George Washington House, the Bladensburg or Edmonston town halls, and the businesses themselves if space allows. The conferences should be offered on convenient days and hours for a professional audience.

Other Interpretive Ideas

A. Incorporation of Industrial Artists into the GID (Showcasing the Creative Talent of the Port Towns)

Other potential interpretive ideas include enhancing and acknowledging the industrial arts aspects of the industrial district currently in the area such as DC Glassworks and Craftwerks, as well as artists who are based out of Community Forklift. These businesses and artists could take part in GID tours, and they could also be the centerpieces of any industrial arts festivals in the area. Studio space can also be created either in the industrial district or nearby for artists who want to re-use building materials they find at Community Forklift for art pieces.

There could also be a storefront and gallery space to showcase these pieces of recycled art as well as some of Community Forklift's nicer pieces such as antiques. Because Community Forklift is essentially a thrift store for building parts, it can be difficult for customers to locate antiques or unique pieces among the average building supplies. Those interviewed at Community Forklift expressed interest in having a storefront space where they could sell such pieces.¹⁴¹

B. Port Towns Music Zone (Celebrating the Port Towns Musical Culture and Heritage)

The Port Towns have a rich musical heritage a “music zone” could work with the existing infrastructure of the industrial area as well as its future development. The program can help preserve and enhance the musical culture.

The Port Towns Music Zone could have both a day and night use. The suggested area for the zone is the GID, since two of the most famous and historically important music centers in the Port Towns are located nearby, the Crossroads Entertainment Complex and the Bladensburg Firehouse (where Capitol Records considered booking the Beatles for their first U.S. concert). The designation of the music zone in the GID can help to promote the music culture, and also reinforce the sustainability and re-use ideals of the GID by having dual-purpose uses.

In order to create a cohesive, manageable, and organized environment between the GID during the day and the music zone at night, specific rules and regulations should be established. These rules would guarantee the well-being and security of the industry owners, employees, visitors, music business, and the community. These rules should cover the issues of time and designation of areas, type of music business to be incorporated, security, and maintenance and cleaning of the public areas.

The building assessment and physical renovation of Crossroads is strongly recommended; the Port Towns Façade Improvement Program can be used as a resource. New music businesses can be located in available spaces around the GID. For more history on the Port Towns musical heritage see the music section in Appendix A.



FIGURE 35: The Crossroads, Bladensburg
IMAGE SOURCE: Photo by author (Zasha Guzmán-Torres)

Marketing

The Alliance could market the entire GID for the purpose of promoting the district and enticing new green industries when vacancies arise. Also, each interpretation activity could be marketed and promoted to advertise the events to prospective visitors.

PHASE I

The Alliance should identify business objectives, identify target markets/audiences, and create marketing strategies for each market segment for each interpretation using the four P's of marketing (product, price, place, and promotion).

COURSE OF ACTION

Step 1: Identification of objectives

The first step of the marketing plan for the GID is to determine the overall business

The Marketing Mix: The Four P's of Marketing

For each demographic, marketing strategies should be created. These strategies are created by combining four elements of marketing: product, price, place, and promotion.¹⁴³ Take, for example, the Rain Barrel Creation Workshop:

Product: At the Rain Barrel Creation Workshop, participants can build a rain barrel of their own to keep, and learn how to install and maintain one on their property.

Price: Similar workshops in the area are offered with prices ranging from \$35–50 per workshop.

Place: These workshops can take place at Bostwick House, either inside the barn or on the grounds. A number of other potential locations exist throughout the Port Towns.

Promotion: These workshops can be promoted on the GID's website, and on other local organization's websites. Advertisements can also be placed in local newspapers, signs can be put up, and brochures can be handed out.

objectives, including: increasing the number of tourists to the area, developing and enhancing the image of the Port Towns as a desirable place to visit, developing and updating area facilities and activities, and increasing each visitor's length of stay and the amount of money spent locally.

Step 2: Identification of audience/market

The second step is to identify target demographics and appropriate marketing strategies. The target markets for the workshops can be Port Towns' homeowners, as well as residents of other communities in Maryland, Washington, D.C., and Virginia. One of the main groups of participants for the tours of GID facilities may be children from Prince George's and Montgomery county schools. The conferences and festivals may draw from an even larger group of people, such as professionals from Washington, D.C., who work with issues regarding sustainability and greening industry. The festivals can draw anyone interested in green issues from Washington, D.C., northern Virginia, and Maryland, but especially the Port Towns.

PHASE II

Once the objectives and markets are identified, the Alliance must actively implement the plan.

COURSE OF ACTION

The Alliance could establish a budget of the amount of money available for promotional efforts. Next, the timing of when the promotional material should appear should be determined.

Promotional material could be available from the beginning of the creation of the district, and then created for each individual interpretation activity. It would be ideal for a professional marketing firm to create this material if the funds are available, or if services could be provided pro bono.

The Alliance could determine which types and uses of media will communicate the message to the target audience in the most effective manner. One of the most versatile types of media is the Internet; the district should have an active, attractive, and up-to-date website that lists the progress that the district is making and details all events. This website can communicate to potential visitors both inside and outside the Port Towns. For those residents who do not use the Internet, promotional material can take

the form of newspaper articles, signs, and brochures.

Articles and advertisements in local newspapers such as the Port Towns Gazette and the Washington Post could showcase the changes that the district is making. Information could be sent to nearby schools to communicate the possibility of school tours. Events could be mentioned on radio stations such as WAMU (the National Public Radio affiliate for Washington, D.C.), which has a large listening audience likely to be interested in GID events. The events could be advertised and covered on local news stations including Spanish-language stations. Signs could be displayed in the Port Towns to advertise events, and brochures could be handed out at the market and at local community events.

An evaluation procedure should be created to ensure that marketing has been productive and successful.

Partnerships

It is essential to create partnerships in order to develop a large-scale project such as a GID. The Port Towns CDC should not assume all responsibility in the formation of these various organizations and the implementation of their responsibilities. The Port Towns CDC should partner with several existing organizations in order to accomplish many of the goals that are suggested in this plan.

The most essential partnerships will be those between the property owners and businesses occupying the buildings in the district. There are a number of other important partnerships that could be made. These include: the towns of Edmonston and Bladensburg, the Port Towns CDC, federal agencies such as the U.S. Department of Energy, and the University of Maryland (especially the School of Architecture, Planning and Preservation, the Landscape Architecture Program, and the Department of Environmental Science and Technology). These partnerships must be assessed initially in the first phase of this platform, and then continue to be assessed throughout Phase II as new types of interpretations arise and require support.

PHASE I

Establishing partnerships early on will allow for easier transitioning from the current industrial park to a green industrial district.

COURSE OF ACTION

It is recommended that a group of local industry owners act as the lead in creating the Alliance, but Alliance members also should include community leaders from both Edmonston and Bladensburg, as well as a representative from the Port Towns CDC. It is also recommended that an “expert” be brought in to offer advice. This person could be from USGBC or EPA, or a green industry consulting group, such as a member of the University of Maryland’s Emerging Green Builders group. Not only would the Alliance benefit from having someone dedicated to green building practices on its board, there would be a built-in partnership with the university. This partnership could be expanded to include students in the University of Maryland’s Graduate Program in Historic Preservation, who would assess whether the Secretary of the Interior’s Standards for Rehabilitation were met and would be able to complete the surveying and nomination of historic structures within the GID.¹⁴⁴

PHASE II

The Alliance, once formed, should work to establish relationships and partnerships with existing entities such as federal departments, local governments, local universities, and area corporations.

COURSE OF ACTION

One potential partner is Energy Star, a joint program of the U.S. Environmental Protection Agency and the U.S. Department of Energy, dedicated to helping Americans save money and protect the environment through energy efficient products and practices. The program has information on how green practices can save money and energy, especially for small- and medium-sized industries. Step-by-step instructions on how to green an industry can be found on their website. Energy Star also offers memberships, which give industries access to networking opportunities where they can partner with other industries and businesses who are committed to greening their practices.¹⁴⁶

Another partnership that the Alliance should pursue is with The Home Depot, a national home improvement store that has committed itself to helping the environment, especially on a local level. The Home Depot teaches community members how they can make small changes at home that will have positive effects on the environment. The Alliance could work with The Home Depot to develop workshops tailored to the GID's needs concerning greening structures and practices.

The Alliance could also partner with Kaiser Permanente to offer special benefits to GID employees who participate in exceptional green practices. For example, Kaiser Permanente might work with employers to offer health insurance discounts to employees who consistently walk, ride a bike, carpool, or take public transportation to work. Employers might offer extra incentives to those employees willing to improve their transportation routines. Kaiser Permanente could sponsor a fitness trail around the GID that employees could use during lunch breaks or create an educational program which would teach adults how to eat healthy foods and maintain active lifestyles.

There is a great opportunity for a partnership between the industries in the GID and local schools. Tours or programs can be developed that would bring school children into the factories in order to explain to them what is produced and how it affects their communities. For example, children who participate on a tour at Ernest Maier Block

Company would be able to see how the cement blocks that form the foundation of their homes are produced, and at Community Forklift they could see how materials from deconstructed buildings are re-purposed. Others could use this opportunity to learn about future professional careers.

Funding

Each change in infrastructure and each type of interpretation requires a different type and amount of funding. There are programs and funding sources for projects such as greening existing buildings at the federal, state, and local levels, as well as from private groups.

COURSE OF ACTION

The Alliance should help the GID owners find funding sources in order to finance the greening of their businesses and other activities, such as workshops, festivals, tours, and conferences. This would help motivate their participation in the green district. Examples of funding sources include:

Smart Growth Network

The Smart Growth Network is an initiative that invests time, attention, and resources in restoring community and vitality to center cities and older suburbs.¹⁴⁸ The Smart Growth Network offers the Guide to Financial Resources for Eco-Industrial Parks, which lists and defines potential funding sources, who may apply for these funds, and how they may be used.¹⁴⁹

One grant found in the guide that could be applied to GID projects is the Department of Commerce's Economic Development Administration (EDA) project grant, which "helps distressed communities attract new industry, encourage business expansion, diversify local economies, and generate long-term, private sector jobs."¹⁵⁰ Examples of projects that have been funded with EDA project grants include improvements to water and sewer facilities primarily serving industry and commerce, improving access roads serving industrial parks or sites, and improving business incubator facilities.

Department of Energy's Office of Energy Efficiency and Renewable Energy

This office dispenses a National Industrial Competitiveness through Energy, Environment and Economics (NICE3) project fund, which can be used "to generate new processes and/or equipment that can significantly reduce generations of high-volume wastes and green house gasses in industry and conserve energy and energy-intensive feedstocks."¹⁵¹ These matching grants can be awarded in amounts up to \$425,000.

Maryland Energy Administration

In addition to these federal grants and loans, opportunities exist for financial support

at the state, local, and private level. The Maryland Energy Administration offers a program called the Bioheat Tax Credit Program which "provides for a \$0.03/gallon tax credit up to \$500 for individuals and corporations that purchase bioheating oil for the purpose of space and water heating."¹⁵² This may not seem like much when taking into consideration the high fuel costs associated with most industries. However, it could be the impetus that gets existing industries in the GID thinking about alternative fuel sources, such as vegetable oils or recycled restaurant grease. As noted earlier, Ernest Maier Block Company has begun the process of recycling restaurant grease into alternative fuel to power their forklifts.

Historic Preservation Grants, Loans, and Tax Incentives

Additionally, there exist grants, loans, and tax incentives aimed specifically at the rehabilitation and preservation of historic structures. These funding opportunities, such as grants offered by the Maryland Historical Trust or tax incentives offered by the federal government, should be investigated and used if any structures within the GID are found to be historically significant.

Kaiser Permanente

As was mentioned before, entities like Kaiser Permanente can be looked to as sources of funding. To help promote their fundamental ideal of healthy communities, Kaiser Permanente offers grants as well as corporate sponsorship. The organization states, "We believe our responsibility to create healthier, stronger communities extends beyond our medical center doors. Through targeted corporate contributions, including sponsorships to local nonprofit charitable organizations, we help improve the quality of life and health of people in the communities we serve."¹⁵³ It would be the job of the Alliance and the Port Towns CDC to make a case to Kaiser Permanente on why the organization should financially sponsor activities relating to the GID. Kaiser Permanente offers grants at both the national and regional/local level, which could be beneficial.

Conclusion

The recommendations and proposals laid forth in this heritage resource study were designed with the overarching goal of enhancing the viability and livability of the Port Towns. The recommendations, although specific to the three thematic clusters of resources, can be woven together to best share the stories and heritage of the Port Towns and work to promote community wellness and economic development through heritage tourism. By leveraging capacity among the various stakeholders in the four municipalities, it is hoped that the Port Towns CDC can use these recommendations as a springboard for its goals of sustainability, community pride, and the creation of a sense of place.

The three thematic clusters—the Battle of Bladensburg, the Community Market, and the Green Industrial District—provide a framework for the conservation and interpretation of the Port Towns’ heritage resources, building off of six larger interpretative themes that reflect the four towns’ links with the past and the Anacostia River.

The Battle of Bladensburg cluster acknowledges the upcoming bicentennial of the confrontation (August 2014). Taking into consideration initiatives at the state and federal levels, the study’s recommendations are based on an assumed greater level of visitation to the Port Towns. While the recommendations for this cluster are largely

designed for an “outsider” audience, the proposals also serve to enhance the lives of Port Towns residents. The Community Market and Green Industrial District clusters are decidedly more local in their approach, yet also provide opportunities for a larger audience outside of local residents.

Within each cluster, five platforms were used to analyze implementation strategies. Partnerships were examined to expand capacity and take advantage of existing social bonds and bridges. Funding sources were explored to foster implementation of the many recommendations provided. Innovative interpretation vehicles and strategies were designed to promote a better understanding of the Port Towns’ past, and infrastructure recommendations were crafted to dovetail with the improvements and changes proposed by the Maryland-National Capital Park and Planning Commission. Cost-effective marketing strategies were included to engage the local community, as well as provide guidance for reaching larger audiences.

Throughout the study, an emphasis was placed on leveraging the wealth of heritage resources and the existing social and civic frameworks to lead to a more prosperous future for the Port Towns. Approaching the study with a fresh set of eyes and ideas, the studio team is hopeful that the study’s recommendations will provide new insights into the Port Towns’ rich histories and will lead to a brighter and healthier future.



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The Historic Resources of the Port Towns

BALLOON LAUNCH

Bladensburg was the site of the first hot air balloon launch in the United States. Peter Carnes, a Bladensburg innkeeper and lawyer, produced an aerostatic balloon that was thirty-five feet in diameter, thirty feet high, and made of silk of various colors with a basket hanging from the bottom. In preparation for his major launch in Baltimore on June 24, 1784, Carnes wanted to launch the balloon in Bladensburg a few days before as a trial run. The Bladensburg ascent was supposed to be a tethered and manned ascent, but while Carnes was transporting the balloon from a nearby field into the town, a gust of wind blew the balloon against a fence and damaged it. Because of this Carnes was unable to let anyone go up in the balloon during the Bladensburg launch. During the ascent in Baltimore, Carnes allowed a 13-year-old boy to go up in the balloon. If it was not for the damage to the balloon in Bladensburg, the town would have been the site of the first manned hot air balloon launch in America.

Carnes later attempted his first free ascent in a prison yard in Philadelphia, but during this exhibition the basket crashed into the prison yard wall, making Carnes fall 10-12 feet to the ground. The balloon then flew off into the sky until it burst into flames and fell to the ground. While Carnes was not seriously hurt, this was the last time he would attempt to ascend in his hot air balloon.

Carnes can be considered to be one of the fathers of a new American science, which helped to create a sense of national pride. Carnes was also an early example of the American trend of using innovation and invention to receive a profit: he charged spectators to watch the balloon ascent in both Bladensburg and Baltimore.

BALTIMORE AND OHIO RAILROAD

The Baltimore and Ohio railroad by-pass that passed through Bladensburg was the main line of the Washington-Baltimore railroad which, when it was completed in 1832, was the first railroad in the United States. Congress did not allow the railroad to enter Washington, D.C., city limits so the track ended in Bladensburg and was the southern most point of the track where passengers and freight unloaded from the trains. The first train ran on this track on August 25, 1835. Congress later lifted the ban and allowed train tracks to enter the city in 1835. While the original train track passed through the town, the post-1835 tracks bypassed the town so that Bladensburg was only serviced by a secondary line.

On April 29, 1851, the first railroad car that was powered by electricity from batteries traveled from Washington to Bladensburg and back.

BILL GREEN MOTORS (also spelled Bill Greene)

Located at 5406 Annapolis Road in Bladensburg (Lots 37, 38, 39, Block 25, Addition A, Decatur Heights).

The structure that is now known as Bill Green(e) Motors was built around 1944 by the Mobile Oil Company on land leased by Wade H. Sheriff. The building is a small, one-story, stuccoed structure with a rectangular plan and a shallow shed-roof, concealed on three sides with a simple parapet. Mobile Oil originally constructed the building as an auto service station. There are two service bays on the west of the building and an office to the east. There are wood and glass overhead garage doors that allow access to the service bays. A large curved window, covered in vertical panes of plate glass, takes up one corner of the structure.

For several years after the structure's use by the Mobile Oil Company, it was the site of a used car dealership, operated by Bill Green(e). Despite the fact that Bill Green(e) died in the early 1980s, used car sales ventures at the location have continued to operate under his name.

The building is considered significant as an example of early twentieth century roadside architecture in Prince George's County.

BLADENSBURG DUELING GROUNDS

The Bladensburg Dueling Grounds is located near Route 1 at Bladensburg Avenue, between 37th Place and 38th Avenue. The land, a small, 3-acre parcel of land which sits in a ravine near a small creek that feeds into the Anacostia, was originally part of the Chittam Castle Manor land patent, patented by William Diggs in 1763. The land stayed in the Diggs family until 1845.

Known historically as "the dark and bloody grounds," the Bladensburg Dueling Grounds were "the most popular dueling grounds in America." Tradition places the number of duels fought at the Dueling Grounds at fifty, although research suggests there were actually closer to twenty-six duels that took place on the grounds. The first

duel recorded at the Bladensburg Dueling Grounds was fought between Congressmen Gardinier (New York) and Campbell (Tennessee) in 1808. Gardinier was wounded in the duel but later recovered. The last duel recorded at this famous location was between General Lawrence, U.S. Minister to Costa Rica, and Baron Kusserow, Secretary of the German legation. The duel took place in 1868. No injuries were sustained in the duel, as a reconciliation was reached between the two men.

The most famous duel took place on March 22, 1820, between Commodores James Barron and Stephen Decatur. The two men had a long-standing dispute and decided to settle it "by honorable means." Decatur was shot by Barron and died a short while later at his home on Lafayette Square in Washington, D.C.

Dueling, although theoretically illegal throughout the United States, was officially banned within the District of Columbia in the early 19th century. As a result, the Bladensburg Dueling Grounds, located just outside the D.C. boundary line, became a popular place for "gentlemen" to reconcile their differences. Reaction against the Barron-Decatur duel, as well as the Cilley-Graves duel in which author Nathaniel Hawthorne's friend Congressman Jonathan Cilley was killed, led to the official outlawing of the practice of dueling in the U.S.

A historical marker was placed at the site during a ceremony held by the Parks Department on January 13, 1955.

BLADENSBURG PUBLIC SCHOOL #1

Bladensburg Public School #1 was built in 1873-74 to replace an earlier schoolhouse. The building was a typical one-room, front gabled roof schoolhouse. By 1897 it was no longer used as a school. John W. Bright bought the building and constructed an addition. After World War II, the building was rented as a commercial establishment. In 1951, a fire destroyed Bright's addition but left the original schoolhouse intact. In the late twentieth century, the structure housed the Metropolitan Fence Company and was located in a heavy industrial area. As of 1981 it was one of the oldest surviving schoolhouses in the county and was in deteriorating condition.

BOSTWICK

Bostwick is located at 3901 48th Street in Bladensburg and is currently owned by the Town of Bladensburg. Bostwick House was built in 1746 by Christopher Lowndes, merchant, manufacturer, and one of Bladensburg's most prominent citizens. A wrought lead plaque on the south chimney block reading "C.L. 1746" gives evidence to the construction date. Bostwick is named after Lowndes' family home in Cheshire, England, and was built in the early Georgian style.

Lowndes and his wife, Elizabeth Tasker Lowndes, built the grand structure in Bladensburg just four years after the city was founded. Lowndes had immigrated to the United States in order to establish trade rights along the Anacostia River for the British firm of Henry & Edward Trafford of Liverpool. After establishing his own firm, Lowndes began importing spices, building supplies, dry goods, and slaves (he owned many slaves and used them at Bostwick). Upon the death of Christopher Lowndes in 1785, Bostwick passed to his daughter Rebecca, wife of Benjamin Stoddert, the man who served as Secretary of War and the Secretary of the Navy under President John Adams. Rebecca (Lowndes) Stoddert died in 1802 and Benjamin lived in Bostwick until his death in 1813.

In 1822, Judge John Stephen purchased the property and his son, Nicholas Carroll Stephen, inherited it upon his father's death in 1844. Bostwick was passed on to Julianna (Stephen) Dieudonne, Nicholas's daughter, and her husband Jules in 1881. Jules, an artist, painted the murals which can still be found in Bostwick's ballroom. The Dieudonnes defaulted on their mortgage and lost Bostwick House in 1891.

Bostwick was purchased by James H. Kyner in 1904 and was passed on to his daughter, Susanna Christofane, who sold the property to the Town of Bladensburg in the late 20th century. The Kyners are responsible for the Colonial Revival ornamentation at Bostwick House, which includes the front porch, the dormers, and the Palladian window in the library. They also changed the stairwell. In addition to the physical changes the Kyners made to Bostwick, they are responsible for adding the many deer, elk, and moose heads that are still hanging throughout Bostwick.

Bostwick originally consisted of the current main block only. The kitchen wing, porches, dormers, buttresses, and other elements of the structure were added later. The Stoddarts are credited with adding the kitchen wing and the buttress. The current large windows, as well as the Palladian window at the rear of the house, replaced the

small original windows. The front porch replaced a one-story, gable-front vestibule that once existed. Quoins that once surrounded the front door were removed, as was the original front and rear doors which were subsequently replaced with large, lighted doors with side lights.

The buttress served dual purposes: it provided support for the large house which had begun to slide down the steep incline of the property, and it served as a holding cell for unruly slaves (according to a letter written by Stoddart). The interior stair, originally steep with winders, was replaced with a grand open-string, two-run stair with an ample landing.

Bostwick sits at the top of a large hill, with a terraced front lawn leading down to the street. At the time the structure was built, Lowndes would have been able to view the port of Bladensburg from the house. Modern construction and changing topography of the river have made this view impossible today.

The Bostwick property includes several outbuildings such as barns, a garage, chicken coops, and the original detached kitchen structure.

The City of Bladensburg has partnered with the University of Maryland's Historic Preservation department in order to help preserve Bostwick House and grounds.

BUTLER DAVIS HOUSE

The Butler Davis house was built in 1760 by Dr. David Ross and was one of the earliest houses built in Bladensburg. The house was of frame construction with a fieldstone foundation. The house is also called the Old Clements House as former owner, Thomas Clements, lived there the longest. Clements was a justice of the Magistrates court and lived in the house from 1832 until late 1860s. In 1892, Edmund P. Goodman divided the house and sold the larger part to William Giles Butler who was an African American day laborer. In 1896, Goodman sold the other section of the house to Thomas Davis, an African American coal-cart driver. The two sections of the house stayed in each respective working class African American family for around 100 years, until at least 1983.

Into the 1980s, the house was the only pre-revolutionary frame house still remaining in Bladensburg, but was severely dilapidated. In 1983, architect James Thomas Wollen

Jr. advised that because the house was one of only five structures remaining from 18th century Bladensburg, it should be nominated to the National Register. Wollen recommended that because of its location, it should no longer be used as a residence, but instead should be used as an office. As of 2008, the Butler Davis House is no longer standing.

COTTAGE CITY/COLMAR MANOR FIRE DEPARTMENT

The Cottage City/Colmar Manor Fire Department firehouse is important to the history of the community because local firemen are responsible for the construction of the majority of the firehouse, and because the department hosted community fundraising events at the firehouse, such as bingo, raffles, dances, shrimp and crab feasts, and an annual carnival. While the original firehouse on 38th street is no longer in use, the bigger building that was built in 1939 is still used.

The fire department was first created as the Cottage City fire department in 1922. Cottage City residents had become concerned about fires when a fire destroyed a store in the town. The residents donated money so that the department could have a hand-drawn hose reel. At first there was no fire station so the department had to store their equipment at various locations around the town. The department bought the first ladder truck in 1931, which was the first of its kind in Maryland. During the Great Depression, the firemen from both Cottage City and Colmar Manor banded together to provide financial assistance for needy people. This was the beginning of the partnership that eventually led to the fire department being named for both towns. In War World II, the department started an auxiliary fireman program that became the Junior Fireman program in the 1960s.

COTTAGE CITY GRISTMILL

Cottage City Gristmill, also known as Carleton Mill, was built on land known as the "Yarrow" in 1726 by Richard Bennett. Non-native stone and brick (likely ballast from English ships) was used to construct the mill, which was a 3-story structure with split shingles. Two wooden mill wheels were used for 174 years to power the mill but were replaced with steel wheels in 1900 by then-owner, Colonel Gilbert Moyer. The grind stones were imported from France and, as of 1976, were the only existing part of the

mill. The two stones were placed in the sidewalk at 3718 42nd Avenue in Bladensburg.

In addition to the mill building, the property included the miller's house, a farm house, a spring house, and five additional outbuildings. In 1778, the mill was purchased by Mr. and Mrs. William Dudley Diggs, who owned the property until 1842 when it was deeded to Jane C. Penn and her husband, Dr. Hanson Penn.

In 1853, Penn sold the mill to Henry Carleton. Carleton also owned, operated, and maintained the toll gate and toll road at Bladensburg Road and Georgetown Pike (Bunker Hill Road). This was not unusual for the time, as highway maintenance departments were not in existence and roads often cut through private property. Carleton sold the mill seat and the adjoining farm tract to Colonel Gilbert Moyer in 1888 and the property stayed in the family until 1962, when Moyer's daughter died. There were several subsequent owners and a few legal battles over the property. The original buildings were eventually torn down and the land was developed.

COTTAGE CITY HOUSE

The Cottage City house was built in 1860s on property that faces the location of the old Carlton Gristmill (no longer extant). The gristmill's location is now a neighborhood park. As of 1985, the house was one of the few surviving houses in Prince George's County with a Second Empire-style mansard roof.

Soon after the house was built, Jeremiah Bartholow bought and developed 100 acres of tract (including the property that the house was on) known as the Yarrow and turned it into a model farm. In 1870, C. Eaton Creecy of Washington, D.C., subdivided the lots and called the area "the Highlands." At this time there were two other buildings, aside from the Cottage City house, existing in the area. One was a mid-19th century Greek Revival house and the other was a Italian villa-style house. The area had many orchards and many of the properties had apple, pear, and plum trees. After subdividing the land, Creecy called the area "one of the finest if not the very best pieces of property in the state of Maryland."

COTTAGE CITY NURSERY

Located at 3600 Bladensburg Road, the Cottage City Nursery was built between 1915-1930. It is Colonial Revival in style and is one of the most substantial homes in the area.

Cottage City was originally known as "The Highlands." The town is close to both the B&O Railroad and the Baltimore-Washington Parkway, and was platted by Charles Lightbown in 1906; however, he did not seriously develop the land until 1915, when he built a series of "cottages" for working-class families.

Charles and Nellie Burton purchased the property associated with the Cottage City Nursery in 1923 and began operating a tree nursery out of the home by 1930 (it is presumed that the structure had been converted to commercial use by that point). From 1923-1942, the Burtons ran their business out of the home, eventually building a separate structure on the corner of Decatur Street and the Washington-Baltimore Boulevard (now 37th Street and Bladensburg Road).

Financial troubles and the death of Charles led Nellie to sell both the property and the business to William Waller, who then sold it to John Burton (Charles and Nellie's son). Purchased by the Haines family in 1946, it remained in their possession until 1987. The site's current owners bought it in 1994; it was a used car sales lot in the late 1990s.

EDMONSTON INDUSTRIAL AREA

The Edmonston Industrial area was first platted in two parts in 1903. Its developer, J. Harris Rogers, lived in a house in Bladensburg called the Parthenon. He later moved to Hyattsville and conducted electrical experiments out of his home, Firewood, where he developed underground and undersea wireless communication systems that aided the Allies in World War I.

Following the Great War, a need for municipal services in the growing community caused the town to incorporate in 1924. The industrial nature of Edmonston was evident by that time, both in structures and resident professions.

The census records list the following professions among Edmonston's 503 residents: Government Clerks, Transportation Workers, Building Trades (including bricklayers, painters, electricians/plasterers/metalworker/stone cutters/cement workers/foundation

diggers), machinists, plumbers, Navy Yard workers, bookkeepers, salesmen, and stenographers. A few small industries were also present within the town.

Growth continued in the city throughout the 1930s and boomed after WWII with the building of Edmonston Terrace. More industrial facilities were built along the railroad during this period, and the Army Corps of Engineers began extensive flood control efforts, including dredging the Anacostia, widening the stream path, and constructing earth dikes along the edges of the widened paths. Today the Edmonston industrial area survives, mainly along the railroad tracks.

ERNEST MAIER BLOCK COMPANY

“Ernest Maier & Sons” was started by Ernest Maier, Sr., in 1926 when he was just 26 years old. Maier was born in Germany and immigrated to the United States when he was young. He owned a farm in Beltsville but was forced to sell it to the government. To support his family, he decided to start a block-making company, hand-forming 72 blocks a day on a Sears block-forming machine. Maier found success in his new endeavor and the company grew in size. The business was moved to its present location, from a location just down the street, in the 1940s.

Today, Maier Block Company is an important industry in the Town of Bladensburg. Maier Block Co. employs many local residents and supplies the town with significant amounts of tax revenue. The company is no longer owned by the Maier family.

EVERGREEN CEMETERY

Evergreen Cemetery, located at Quincy/Newton Street and 52nd Avenue in Bladensburg, has been referred to as Greenwood Cemetery, Green Hill Cemetery, Bladensburg Cemetery, and the Presbyterian Burying Grounds. The cemetery, one of the oldest and largest in the area, is located at the top of a hill overlooking the Anacostia River. Tombs in the cemetery range from the mid-18th century to late-19th century. There are a number of small family plots enclosed by iron fences. Several early grave markers appear to be made out of rudimentary concrete, with names and dates scratched in by hand. Historically, the cemetery site was the location of one of the earliest Presbyterian Churches in the country.

FORT LINCOLN CEMETERY

The creation of Fort Lincoln Cemetery began in 1910 with the incorporation of the Capitol Cemetery Company in Prince George’s County. The sole purpose of the company was to create a private cemetery in Prince George’s County. The original directors of the cemetery company were Francis E. Baker of New York, T. Hammond Welsh of Hyattsville, Maryland, and C. Francis Owens, also of Hyattsville. The company hired architect Horace W. Pealsee, who was the Architect of Public Buildings and Grounds for the District of Columbia. Pealsee designed the buildings (see description of the Little Chapel) and built features for the cemetery. John H. Small III was the landscape architect for the cemetery. The cemetery was named Fort Lincoln because of the nearby Civil War fort of the same name.

FORT LINCOLN CEMETERY: BATTERY JAMESON

Built in 1862 during the Union Army’s fortification efforts under Major General J.G. Bernard, Battery Jameson was one of several structures built to defend Washington, D.C., from the Confederate Army. In particular, it was built to provide a second line of defense for Ft. Lincoln, which was located a short distance away in Washington, D.C.

Following the battles of Fort Sumter and Bull Run, the U.S. government recognized the need for better fortifications and set its sights on a piece of hilly farmland just northeast of the Capital City, seizing the property and clearing it of trees in 1861. The hilltop location was a strategic choice, as it overlooked a large valley formed by the Anacostia River (known as “the Eastern Branch”), the Baltimore Turnpike, the railroad, and many other minor roads that passed through Bladensburg on the way to the capital city.

Before construction began, the area was used as a staging ground for Union troops. Some of the companies to camp there included the 11th Massachusetts, the 2nd New Hampshire, and the 26th Pennsylvania, all under the command of General Joseph Hooker. The camp was located not far from the infamous Dueling Grounds, a fact that was not lost on the regiments, who held target practice there.

President Lincoln visited the site on August 25, 1861, and ground was broken for Ft. Lincoln the next day by General Hooker’s troops, who were responsible for its construction. The 2nd Pennsylvania Veteran Heavy Artillery, under the command of Colonel Gibson, built and staffed the battery the following February. They named

the battery after Brigadier General Charles D. Jameson, who fought in the Battle of Bull Run but died of typhoid fever contracted in the field. It is possible that President Lincoln visited the completed battery during one of his meetings with top army officials at Fort Lincoln.

Today, only a 190-foot section of the battery remains, as it was retired from service in 1866. The original Battery was 212 feet long, with four gun ports for cannons. While there are Civil War-era cannons currently on the site, they are not original to Battery Jameson. The cannons were placed at the site in 1921.

FORT LINCOLN CEMETERY: THE LITTLE CHAPEL (MORTUARY CHAPEL AND CLOISTERS)

The Little Chapel at Fort Lincoln Cemetery sits slightly down the hill from the Mausoleum. There is a garden surrounded by cloisters which is located behind the chapel. The style of the building, according to its Maryland Historical Trust inventory nomination form, is “stripped classicism with distinct Byzantine overtones.” The building has a Byzantine feel because of the stucco finishes, the heavy timber roof framing, and the sandstone exterior finish. The classical features include Corinthian capitals on top of pilasters. The building was awarded the “Diplomat of Merit” award from the Washington Board of Trade’s committee on municipal art.

The Little Chapel was designed by architect Horace Peaslee, who also was the architect for the cemetery. Peaslee was a locally prominent architect in the Washington, D.C., area and helped create the Architects Advisory Council (similar to the Commission of Fine Arts, but for private construction), and the National Capital Park and Planning Commission. Peaslee served as the director of housing for the Public Works Administration. Peaslee was also a landscape architect and created Meridian Hill Park in Washington, D.C., the Marine Corps memorial grounds, and the Dwight D. Eisenhower estate in Gettysburg.

FORT LINCOLN CEMETERY MAUSOLEUM

Fort Lincoln Cemetery Mausoleum sits at the highest point in Fort Lincoln Cemetery and is an example of the Moderne/Romanesque revival style. The mausoleum is one of the largest and most intact examples of this unusual building type. The style

typifies the era in which it was built, when architects were interested in streamlining traditional architectural styles. The building gets its unusual character from the exterior architectural detailing and the interior decoration.

The building was built in two phases between 1947 and 1952, and was designed by the Detroit architectural firm of Harley, Ellington, and Day, specialists in cemetery design. The building has a prominent bell tower and is attached to both the mortuary chapel and the cloister to the east. The building has a capacity for 4000 entombments. There are several stained glass elements in the building, which were created by Willet Stained Glass Company in Philadelphia. Stained glass images include the Quest for the Holy Grail, Dicken’s “A Christmas Carol,” and images from the works of Tennyson and Longfellow. Most of the furniture was custom made for the mausoleum and the majority of it still exists in the building.

FORT LINCOLN CEMETERY: SPRING

Fort Lincoln Spring is located on the grounds of Fort Lincoln Cemetery. The springhouse is the oldest standing structure on the property. Tradition holds that the structure was built in 1683 as an early colonist’s house; however, records indicate that the springhouse was not constructed until 1765 by a George Conn. The 11-foot-square structure has 18-inch-thick fieldstone walls and a gable roof of hand-split shakes. Running along the stone floor is a trough which ranges from 6” to 18” in depth and is fed by a free-flowing spring which originates underneath the grand “Lincoln” oak, located just next to the springhouse. Experts estimate the Lincoln oak to be 450 years old. The oak tree gets its name from the fact that President Lincoln and his military commanders allegedly held strategy conferences under the large tree.

FREE HOPE BAPTIST CHURCH

Built in 1818, the Free Hope Baptist Church is Bladensburg’s best-preserved African American historic site and is one of the area’s five remaining pre-20th century buildings. Located at 4107 47th Street, the church originally housed a Presbyterian congregation whose Pastor, John Brackenridge, led the group from 1809-1849 and favored emancipation. In 1872, the church was sold to Sarah Miranda Plummer, a freed slave and daughter of Emily and Adam Plummer, owned by the Calvert family at Riversdale and Hilleary family at Three Sisters Plantation, respectively.

Following a failed escape attempt in 1860, Sarah Plummer was sold to a family in New Orleans, at which time she converted to the Baptist faith. After the abolition of slavery, her brother recovered her in New Orleans and brought her back to Maryland, where she founded a Baptist congregation in 1866. Before purchasing the church, the group met where they could, first at Riversdale, and then in a log cabin. The first members of the church included Henry V. Plummer, Camilla Moris, Julia Lomax, Emily G. Plummer, Samuel Clark, Elias Q. Plummer, Fannie Mason and Sarah Plummer.

A fire damaged part of the church in 1908, but it was restored and the group continued to worship there until 1972, when they moved to a larger building. Still in use, the church is now home to the Free Hope Baptist congregation.

FRIENDS HOUSE/FRIENDSHIP HOUSE

Friends House stood at the west corner of 38th Street and Parkwood and was a two-story house with long porches on the front and back of the house, both upstairs and downstairs. The house is said to have been used by President Ulysses S. Grant as a “Camp David-type place” during his presidency. At the time of Grant’s presidency, the structure would have been known as “the Mansion.” In the early twentieth century, the house fell into disrepair and was used as a homeless shelter and a sanitarium. Friends House was eventually demolished sometime in the 1930s or 1940s

THE GEORGE WASHINGTON HOUSE

Located at 4302 Baltimore Avenue, the George Washington House (also known as the Indian Queen Tavern) was originally a two-story brick building erected circa 1752. Called the “Brick Store,” the building was part of an early commercial complex in Bladensburg that included a two-story wood frame tavern, a billiard hall, a counting house, and a blacksmith’s shop. Despite local lore, George Washington did not sleep in the “Brick House.” However, it is likely he did stop by the tavern next door when passing through the port town. In 1763, Jacob Wirt purchased the lot from Israel Folsom and managed the “Brick Store” and its surroundings, renting out the brick building to the Scottish mercantile company, Cunningham & Company, which traded in tobacco. Wirt died in 1774.

From Wirt’s death until 1783, the “Brick Store” complex was rented out to Peter Carnes, an innkeeper-cum-lawyer who also happened to be a balloon-enthusiast. Carnes’ aerial experiments included an unmanned balloon flight in the summer of 1784 in Bladensburg and a manned flight (Edward Warren was the lucky passenger) in Baltimore on June 24th. Both of these flights were the first to take place in the United States.

Although Carnes had many occupations and hobbies, he was unable to pay rent on the “Brick Store” complex and in October 1785, Jacob’s Wirt’s brother Jasper was awarded the building and part of its lot by the County Court. Jasper Wirt kept the “Brick Store” active for four years, but in 1791, William Wirt (Jacob’s son) petitioned the Maryland Assembly to sell the building in order to finance his legal education. “An Act for the benefit of William Wirt” passed, the building was sold in 1792, and William Wirt’s education was proved successful with his 1807 prosecution of Aaron Burr for treason. Wirt later became one of the most prominent Attorney Generals in the United States.

From 1792 to 1832, Baley Earles Clarke and his heirs held the deed for the house. Tax records from the Brick Store complex during this period list several persons as occupying the structures. Details surrounding the building’s function from 1809-1831 are scant, but it is likely that the “Brick House” was altered during this period.

Between 1832-1835, the Mitchell family owned the “Brick Store” (or “House” by this period); it was transferred from one member to another, ending with Elizabeth Mitchell. Her 1840 death put the house up for public auction, and Margaret A. B. Baldwin purchased it in 1841. Nineteen years later, she sold it to William H. Wilson, who then turned around and sold it to Harriet Prime. Harriet’s husband William had been operating the House as a store since 1854 and later expanded his operations to include a tavern and inn three years later. While the tavern and inn did not last long, the store persisted until about 1867.

Due to financial difficulties and a failed mortgage, the “Brick House” was conveyed to George Corner, who sold it back to William Prime and his new wife Sarah Anne, who then sold it to Mary E. Richardson in 1871.

Mary and her husband Judson Richardson revived the house as a tavern and inn, running it until Judson’s death in 1894. However, from 1875-1880, William H. Woods and his wife Eleanor ran the property, which is about the same time the “Brick Store/

House” came to be known as “The George Washington House.” As the nation’s centennial occurred during this period, it may have been an enterprising Woods couple that wished to increase business by capitalizing on the house’s lore.

In 1894, the George Washington House hosted Jacob Coxe and his “Army”, a group of unemployed men that marched from Ohio to Washington, D.C., to demand government aid during the difficult financial times. Coxe and his family (including an infant son named Legal Tender Coxe) stayed in the house, while his Army pitched tents outside. Their stay was a brief two days due to a bad rainstorm and flood. While Coxe’s Army eventually did reach Washington, the movement ended when Congress and President Cleveland refused to help and Coxe was arrested.

In 1907, George Richardson and his wife Mary sold the George Washington House and its property to Elizabeth Stubner, and for most of the first half of the 20th century, it continued to operate as a tavern and inn that adapted to the changing times, including the invention of automobile tourism (the George Washington House offered “Rooms for Tourists”) and Prohibition, when the tavern became a pool hall and “soft drink room.”

Florence I. Morgan was the last tavern/innkeeper owner of the George Washington House, running the establishment until 1962 and living there until 1970. During this time, a fast food company approached Ms. Morgan with an offer to buy the historic house and property for a substantial sum. Thankfully, even though the Historic American Building Survey documented the house in 1969, Ms. Morgan refused the offer, instead selling it in 1972 to the Prince George’s Jaycees, who restored the building as part of a huge civic initiative leading up to the nation’s bicentennial.

Despite a fire right after settlement and visits from “ghosts,” the restoration was completed in time and included a Prince George’s County Historical Museum. Unfortunately, the costs associated with keeping up the property and museum eventually led the Jaycees to sell the George Washington House after only a few years; the museum closed not long afterward.

The Aman Memorial Trust (founded in memory of George and Carmel Aman, owners and publishers of the Prince George’s Post newspaper, an avid supporter of the house) purchased the property following the death of Mrs. Aman in 1981. Mrs. Aman’s will provided funds to acquire the house and, more generally, for “historic preservation in

and about the town of Bladensburg.” After renting the house out to small companies, the Trust sold the George Washington House to the Anacostia Watershed Society, a non-profit dedicated to the clean up of the Anacostia River, in 2003. The Anacostia Watershed Society once again renovated the historic home and held a rededication ceremony in September 2008.

MAGRUDER HOUSE

Located at 4703 Annapolis Road and built circa 1742-1746, Bladensburg’s Magruder (or Hilleary) House is the only 18th century stone gambrel-roofed house in Prince George’s County. The structure may have been built from “ballast stone,” carried to the U.S. on English ships and eventually discarded along the river.

William Hilleary purchased the lot in 1742 and sold it to Richard Henderson, who in turn sold it (along with lots 32-34) to Dr. David Ross in 1793. Richard Henderson was a prominent merchant whose heated exchanges with Levi Gantt and Alexander Glagett (known as the “Paper Wars”), can be found in 18th century editions of the Maryland Journal and Baltimore Advisor. Additionally, Henderson’s relationship with Dr. Ross extended beyond real estate, as the two men were married to a pair of sisters. For his own part, Ross was also a notable member of the community, acting as a Town Commissioner for Bladensburg and Justice of the County Court.

The house’s history is littered with historical tidbits. President George Washington visited the house, as a section in his diary mentions being at “the doctor’s house in Bladensburg.” During the Battle of Bladensburg in 1814, the house is believed to have offered the only domestic resistance against the British before operating as a hospital for the wounded. A turn of the century photograph of the house found at the Riverdale Book Store also states that six British soldiers killed in the battle were buried in the yard. Finally, the house may have held a “slave dungeon” in the basement, as remnants of slave rings and spikes set in the floor were documented.

The Baxter Denny family owned the house as late as 1937 and is responsible for much of its upkeep. In 1954, The Maryland State Highway Administration possessed the house; it was later rented out as an antique shop run by Mr. and Mrs. Forrest L. Newton. In 1979, the Magruder House was conveyed to PG Heritage, Inc. to be restored. It currently houses an accounting firm.

MARKET MASTER'S HOUSE

The Market Master's House in Bladensburg is the only surviving example of a small, eighteenth century vernacular stone residence in Prince George's County, Maryland. Christopher Lowndes bought the Market Master's house lot on September 23, 1760, and built the stone house by 1765. At the time Bladensburg had a town ordinance that dictated that houses of a minimum size had to be constructed on each lot or the lot would revert back to the city's ownership. Lowndes built the Market Master's house to fulfill the minimum size requirement for the purpose of retaining ownership of the lot. The Market Master's house is now the only remaining building that was built to fulfill Bladensburg's minimum size requirement.

The Market Master's house is also called the Ship Ballast house because the stone that was used to construct the house may have been used as ship ballast on British vessels. There is no proof that the walls are made of ballast, but this is a good possibility given the close proximity of the house to the port, and because the stone is not of local origin. The walls of the house are sixteen inches thick and are made of quartz/mica schist that is not local to Prince George's County. The closest locations where this type of stone is found is in northern Montgomery County and near Baltimore. It is rare for a dwelling constructed at the time to be made of stone; only three of the forty-four residences that were in Bladensburg in 1798 were made of stone.

The Market Master's house is one of only two structures still standing in Bladensburg that are associated with the Lowndes family. The family constructed much of Bladensburg's built environment, and were responsible for Bostwick, the ropewalk, the ship yard, and the salt house and store. The Lowndes family owned the Market Master's house for over 100 years. It was not until 1883 that the house passed out of the family's ownership. After Christopher Lowndes died, the house was given to his son Benjamin Lowndes who was Bladensburg's postmaster at the time. After Benjamin Lowndes died, the house was given to his son Christopher Lowndes, and when Christopher died in 1823, William B. Jackson, a wealthy Bladensburg merchant and Lowndes' brother-in-law, bought the property. The last Lowndes family member to own the property was Eleanor Lowndes Anderson who acquired the property in 1851.

In the early twentieth century, the house looked similar to how it appeared in 1798. In 1920, Raymond Evans bought the house and renovated it so that he could live in the structure more comfortably. In the early 1950s, the State Roads Commission took the house so that they could construct Kenilworth Ave adjacent to it. While the

commission owned the house it was vacant and was subject to vandalism. In 1956, the mayor of Bladensburg, Susanna Christofane bought the house and used it as a rental property. Despite changes to the property in the twentieth century, the building retains much of its significant eighteenth century material and character. Some elements, such as the stairway and ceiling beams, are original and the flooring on the second story may be original as well.

The house is called the Market Master's House because there was a market on the adjacent lot (Lot 37). The Town Commissioners designated the area to be a public market on June 5, 1746. In 1747, an act of the Maryland General Assembly established a tobacco inspection system after Maryland-grown tobacco started gaining a reputation as being of poor quality. The act determined that certain Maryland ports would have public inspection warehouses where officials could inspect the tobacco being exported and therefore guarantee that the tobacco was a good quality product. Bladensburg was one of these inspection points and, in 1784, the Town Commissioners located the county warehouse on Lot 37, adjacent to the Market Master's House. The market was also most likely used as a place to buy and sell slaves. However, it is not proven that the Market Master's house was used as an office for the market overseer or tobacco inspector. The town market lot where the warehouse stood was sold into private ownership in 1853.

MEMORIAL PEACE CROSS (INTERSECTION OF MD ROUTE 450 AND U.S. ROUTE 1)

The Peace Cross, erected from 1919-1925, was built to commemorate the 49 men from the Port Towns area who had served and/or given their lives in WWI. It cost \$10,000 to construct and it stands on the former site of Casey's Blacksmith shop. Designed by John J. Earley, the Peace Cross was constructed using his "concrete mosaic" medium (exposed aggregate), a technique that transformed the construction trade because it allowed for factory fabrications of precast concrete building panels. Earley is also known for his "polychrome houses" in Silver Spring, Maryland, as well as Meridian Hill and the Shrine of the Sacred Heart in Washington, D.C.

A bronze tablet on the Cross contains the words of President Woodrow Wilson: "The right is more precious than the peace; we shall fight for the things we have always carried nearest our hearts; to such a task we dedicate ourselves." At the base of the monument are four additional words: "Valor," "Endurance," "Courage," and "Devotion."

Ground for the Peace Cross was broken in the fall of 1919 in conjunction with the dedication of a new road connecting Bladensburg and Annapolis. In 1922, Bladensburg Town Commissioners conveyed the unfinished cross to the Snyder-Farmer Post of the American Legion, who completed the cross and dedicated it in a ceremony which took place in July 1925. During the 1950s, improvements to the roads surrounding the cross were completed and it was determined the State of Maryland would be the owner of the memorial. The site was deeded to M-NCPPC in 1960 and efforts to restore the memorial followed shortly thereafter. In July 1975, the Snyder-Farmer-Butler American Legion Post held a special 50th anniversary rededication ceremony at the Memorial Peace Cross. Today, additional monuments join the Peace Cross, commemorating those active in WWII, the Korean War, and the Vietnam War, as well as the victims of the September 11th, 2001 terrorist attacks.

MUSIC

The Port Towns have a unique music history that can be dated back to the 1930s, but was most prominent in the 1960s. A number of musical acts played at several music venues in the area throughout the 1960s and the audiences flocked from Washington, D.C., and nearby suburbs to see the shows. The Crossroads, the Bladensburg Firehouse, and the Dixie Pig were three of the most popular concert venues in the Port Towns.

The Crossroads: The Crossroads has been used for a variety of musical performances since the early twentieth century. In 1937, the building was used as a glitzy nightclub and was the location of the Del Rio Restaurant. In 1941, the building burned down and a new nightclub was created. Throughout the 1940s, big bands played in the building. One of the low points of the building's existence was in the 1950s when it was used as a gambling and burlesque house. In 1960, George Saslaw took over the club and turned it into a century showcase. From 1969 to 1972, Roy Buchanan, as well as Danny Denver and the Soundmasters, played at Crossroads six nights a week, drawing huge crowds.

The Bladensburg Firehouse: The Bladensburg Firehouse was used for dances and events nearly every Friday night in the late-1950s/early-1960s. Prominent Washington, D.C., DJs such as Barry Richards, Don Dillard, and Milt Grant sponsored and promoted the shows held at the firehouse on their radio shows. They liked to rent the firehouse because it was inexpensive and conveniently located. In the late 1950s, they hosted

Sam Paladino's Off Keys at the firehouse. The DJs were able to bring to the firehouse almost every big star who passed through D.C.

The biggest musical act that almost played at the firehouse were the Beatles. DJ Dillard was working with Capitol Records to bring the Beatles to the firehouse right before their first single was released in America. Once their single was released, they became hugely popular and required a bigger venue to play their first U.S. concert. Because the firehouse could only fit 800-1000 people, the Beatles instead decided to play the D.C. Coliseum, which held 8,000 people. The Beatles' decision not to play the firehouse started a trend among bands and, from that point on, few agreed to play such small venues anymore.

The Dixie Pig: The Dixie Pig was a popular nightclub in Cottage City that no longer exists. The club was most popular in the early 1960s and by 1968, the Dixie Pig had closed. This closure exemplified the trend that was happening throughout the Port Towns in the late 1960s. By this time many other clubs had either stopped having live music or switched to country music. This meant concert goers had fewer options and, consequently, stopped coming to the Port Towns.

OGBURN HOUSE

The Ogburn House was a small, rectangular structure with a large central chimney located at 4118 46th Street in Bladensburg. The main façade had four bays on the first floor and three on the second floor. These three small 6/6 windows near the eaves suggested the Ogburn House was originally a log structure.

PIGGOTT-SIKKEN HOUSE

Located at 5108 Decatur Street in Edmonston, the Piggott-Sikken house is a good example of Queen Anne Victorian vernacular architecture in the Port Towns area. In 1900, J. Harris Rogers developed land located in the southeastern part of the Riversdale plantation that was just northeast of Spa Spring Park (the area was originally known as East Hyattsville, as Edmonston was not incorporated until 1924). That same year, Charles Piggott bought 23 acres from Rogers and built a house, which he then sold, in 1901, to Ernest Sikken, a Clerk in the Government Printing Office. The house remained in the Sikken family for 35 years. A basic gabled front, two

story structure, the house is covered with blue asbestos shingles and is notable for its projecting bays, distinctive oriel, and tower.

POPPLINGTON-ROBERTS HOUSE

The Poppleton-Roberts House is located at 5104 Emerson Street in Edmonston. The last recorded owner of the house was Ethel Talley.

The Poppleton-Roberts House was built in 1901 by A.D. Poppleton who, in 1900, had contracted to purchase two acres of land from J. Harris Rogers. He began construction on this unusually large and unique house before the land was legally his. The Poppleton family moved into the house upon its completion but Poppleton was unable to pay the construction costs (his debt was roughly \$1800). Suit was brought against Poppleton and the property was offered for sale in order to pay the debts.

The Poppleton-Roberts House was one of the earliest dwellings built in the community of East Hyattsville (now Edmonston). It was built on land that was originally part of the Calvert family's Riversdale plantation, known as "Spa Woods" and located not far from the famed "Spa Spring."

Rufus Clark bought the brand new house and property from trustees who had been appointed to sell the house after Poppleton was unable to pay his bills. Clark paid \$1500 on May 12, 1902 and, more than a month later, Poppleton was still occupying the property. A court order was issued for Poppleton to vacate the property and deliver it to Clark, the legal owner. A succession of people owned (and lost) the house from 1902 to 1928. In 1928, then-owner Bertha Lee Miller sold the house to a real-estate speculator who, in turn, sold it to James A. and Edna F. Roberts. The Roberts raised their family in the house, and it has remained the home of their heirs to this day.

The house is a rare example of French Colonial style, a home design that is generally found only in the deep South. No other examples of this home style exist from the time period in Prince George's County. The house contains a unique gable-on-hip roof design and a wraparound porch. Dormer windows dominate the second story of the house.

PUBLICK PLAYHOUSE

The Publick Playhouse was originally built in 1947 as a large Art Deco movie theater that played first-run films. Today, it is the only surviving Art Deco theater in Prince George's County. When it was built it was called the "Old Cheverly" and had a large marquee above the entrance with large letters spelling CHEVERLY. The walls of the theater were curved and were painted with a scalloped rainbow design made of several bright colors. The interior had paintings on the ceilings that looked like the sky, plush seating for more than 900 people, and air conditioning. The movie theater was a popular neighborhood institution and was in the Sidney Lust chain of movie theaters.

In the 1960s, the theater had lost its popularity as a movie house and stood vacant for a number of years. In 1975, M-NCPPC converted the building into a theater to house live performances. In 1977, it opened as the Prince George's Publick Playhouse.

The theater looks slightly different than it did originally due to a renovation in 1984. This renovation project changed the colorful exterior to red brick, and bricked in the exterior box office window. The building is now made up of a box office, a lobby, and an auditorium.

SPA SPRING

Spa Spring was located near Route 1 at Tanglewood Avenue and N.E. Branch in Bladensburg. The spring was a popular location in the 19th century, famous for its "curative powers," which drew in the elite members of society from Washington, D.C., Virginia, and Maryland. During the 1860s, a real estate venture, known as "Spa City," was developed to sell residential "country" lots to D.C. city dwellers. This was one of the earliest attempts at suburbanization in the Washington, D.C., metropolitan area. The development plan never materialized.

Spa Spring grounds had a large Victorian gazebo and a raised platform deck that held several barrels full of the curative water. People would take containers of this water home with them. Spa Spring was intact as late as the early 1900s but soon after fell out of favor and was disbanded. The area is now a small, swampy, trash-filled space that contains a WSSC sewage pumping station.

STREETCAR AND TROLLEY

The streetcar and trolley line that ran through the Port Towns greatly influenced the towns' development. On August 27, 1910, the Tooneyville Trolley started in Bladensburg. This trolley traveled on a single track that ran through Cottage City along Bladensburg Road and was powered by double, overhead wires. In 1912, the line was extended to Berwyn Heights. On October 12, 1912, the name of the company was changed from the Washington, Spa Spring, and Greta Railroad Company to the Washington Interurban Railway Company. The trolley did not provide good service because riders had to change cars in odd places, and also because the trolley would jump off of the wires because of rough tracks.

TELEGRAPH

In 1844, Samuel F.P. Morse strung the first magnetic telegraph line between Washington and Baltimore. The line followed the train tracks that passed through Bladensburg. Congress had appropriated \$30,000 in 1843 to build this experimental telegraph line. Morse strung the line on telegraph poles that were provided by Ezra Cornell of Cornell University, and was able to string the line at a rate of a mile a day.

WILLIAM H. CARLTON HOUSE

The William H. Carlton House in Edmonston is typical of the modest suburban houses that were built in Prince George's county in the early 20th century. William H. Carlton bought the land that the house was to be built on in 1907 from Mr. Rogers of Edmonston. The land was the 1 1/6 acres just east of the Poppleton house. In 1918, Carlton constructed the William H. Carlton house. This house was different from the traditional front-gabled houses that were built in the area because it had a two-story rectangular bay projecting from the gable front. While living in the house, Carlton worked at the nearby pumping station in Edmonston. Carlton sold the property in 1922.

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A Short History of the Battle of Bladensburg

The Battle of Bladensburg, a significant battle that transpired during the War of 1812, occurred on August 24, 1814, in Bladensburg, Maryland, just a few miles from the nation's capital. At the time, Bladensburg, located on the eastern banks of the Anacostia River, was one of the busiest ports in the State of Maryland. More importantly, Bladensburg was an important stepping stone between Washington, D.C., Baltimore, and Annapolis, as major roads to and from each of these cities passed directly through the small Maryland town. The battle involved approximately 4,500 men on the British side, under the command of Major General Robert Ross, and approximately 5,850 men on the U.S. side, under the command of Brigadier General William Winder. Interestingly, only around 1,200 of all these men actually participated in the battle.¹

The British forces, fresh off of their victory in the Napoleonic Wars, were a well-trained fighting machine. The U.S. forces consisted mainly of inexperienced militias from nearby regions. The British suffered more casualties in the battle than the U.S., yet the Battle of Bladensburg is considered a decisive victory for the British. The British were able to overpower the U.S. forces and proceed on from Bladensburg to burn Washington, D.C. However, their loss in Bladensburg rallied the U.S. forces to regroup and achieve victory in the pivotal Battle of Baltimore less than a month later. Historic sites in the Port Towns related to the Battle of Bladensburg include: Annapolis Road, Bladensburg Road and the Anacostia River Bridge, Bladensburg Waterfront Park, Bostwick House and Lowndes Hill, Fort Lincoln Cemetery, George Washington House, and Magruder House.

BACKGROUND TO THE BATTLE

After achieving victory over Napoleon in Europe, the British military was able to shift their full focus to their war efforts in North America. The British sent two main battle groups to invade the United States. One battle group, targeting New York, invaded the United States from Canada, while the other invaded the U.S. from the Chesapeake Bay in an effort to capture the strategically important port in Baltimore, Maryland.

In the days leading up to the Battle of Bladensburg, the United States Secretary of War, John Armstrong, remained confident that the British would bypass Washington, D.C., altogether on the way to their larger strategic target of Baltimore. Armstrong would soon be proved wrong. The British, even after some hesitation regarding their decision to advance on to Washington, were intent on burning the capital city in response to

the decision by the U.S. forces to burn York, Ontario, the capital of Upper Canada, in 1813. The British were well aware of Washington's symbolic importance, but they also realized that an attack on Washington would draw valuable resources from other parts of the continent. Once Ross landed his men via the Patuxent River, Winder gathered his forces and planned to engage Ross head on.

Given the thick humidity and the unrelenting heat that the British had to march through en route to Washington, Winder's gut reaction to confront Ross' forces directly could have been a gamble that potentially paid off. Winder changed his initial strategy after coming to the realization that the key to protecting Washington was holding the heights surrounding Bladensburg. By holding Bladensburg, Winder would have time to reinforce his troops while waiting for the advancing British forces. Winder charged General Tobias Stansbury with holding his highly defensible position on Lowndes Hill, the hill directly behind Bostwick House. After placing Stansbury in charge of the forces at Bladensburg, Winder continued southward in an effort to stem the British advance. Winder's intent was to destroy a bridge located further south and then return northward with the hope of coordinating all U.S. forces already positioned before the British arrived. Unfortunately, a breakdown in communication occurred when Winder sent a message back to Stansbury informing him of his plans.

Stansbury misunderstood Winder's message and feared that his forces were now outflanked and totally exposed to the advancing British army. In what can be best described as a general state of panic, Stansbury woke his tired men from their slumber and ordered them to move from their encampment on Lowndes Hill to a position located on the opposite side of the Anacostia River, along the road leading to Washington, D.C. Prior to relocating his men, Stansbury made several glaring errors in judgment. First, he failed to station any men in the buildings located in Bladensburg, buildings that could have potentially acted as well fortified strongholds. Furthermore, Stansbury failed to burn the main bridge leading across the Anacostia River, a move that would have undoubtedly hindered the British attempt to cross the river during the chaos of the battle. Perhaps more important than either of the aforementioned misjudgments was Stansbury's decision to abandon Lowndes Hill, gifting the British the high ground. It was a mistake that Ross gladly took advantage of. On the morning of August 24, 1814, Ross moved his forces to Bladensburg, which was now largely abandoned, and occupied the now vacant Lowndes Hill.

THE BLADENSBURG RACES

With the hope of protecting Bostwick House from looting or destruction, the caretakers of the property served refreshments to the arriving British commanders. Utilizing the upper floors of Bostwick House as a vantage point, the British commanders were able to examine the position of the U.S. forces now located on the western side of the Anacostia River. Winder was returning to Bladensburg with his forces at approximately the same time the British were arriving. The U.S. forces had formed several lines of defense on the western side of the river, the most notable of which was led by Commodore Joshua Barney. In the moments leading up to the battle, much to the dismay of his advisors, President James Madison appeared at the forefront of the battlefield and ultimately had to be called back to a safer position.²

The U.S. forces could do little but watch as the well trained and highly disciplined British forces moved towards their position at approximately noon. The U.S. forces rained artillery fire down on the British as they attempted to cross the bridge leading across the Anacostia River. They succeeded in repelling the first British attack. On a subsequent charge, the British succeeded in crossing the river via the bridge and by fording a shallow section of the river upstream.

The British suffered losses as they pressed onward, but one of the defining moments of the battle occurred when the British fired another salvo from their Congreve rockets. The Congreve rockets employed by the British were wildly inaccurate, but they were successful in totally frightening and scattering the already jittery U.S. forces. Once the rockets were fired again, the U.S. forces began to break apart as the British forces pressed their attack forward. The remaining lines of defense quickly disintegrated into a mass of chaos and confusion. In what became known as the Bladensburg Races, hundreds of U.S. men turned their backs and fled the scene of the battle.

As the majority of the U.S. forces literally ran for their lives from the British, approximately five hundred of the U.S. forces under the command of Commodore Barney, including a group of African Americans, stood their ground near the site of the Dueling Grounds. Barney's extraordinary series of stands was one of the only highlights in what was otherwise a disastrous day for the United States. Even after seeing their forward-positioned comrades flee and understanding the overwhelming odds against them, Barney's men made more than one honorable stand on the slopes of what is today Fort Lincoln Cemetery.

After being wounded and ultimately captured by the British, Barney was praised by

Ross for his principled defense and was then, remarkably, released by Ross on parole to return to either Bladensburg or Washington.³ The British lost approximately one hundred and eighty men and another three hundred of their men were wounded. The United States lost approximately twelve men and thirty of their men were wounded.⁴ Following their victory in Bladensburg, the British had a clear road all the way to Washington, D.C. In the hours that followed, they burned much of the capital city to the ground. While the Battle of Bladensburg was undoubtedly symbolically one of the worst defeats in U.S. military history, it did serve as a wake up call and a rallying cry in the days leading up to the Battle of Baltimore, which remains one of the most significant U.S. military victories in the country's history. It was the battle that gave birth to the "Star-Spangled Banner." The Battle of Bladensburg also changed perceptions in regard to maintaining a standing army rather than relying on localized militias in times of national crisis.

ENDNOTES

1. Anthony Pitch, *The Burning of Washington: The British Invasion of 1814* (Naval Institute Press: Annapolis, Maryland, 1998), 72.
2. *Ibid.*, 69.
3. *Ibid.*, 84.
4. *Ibid.*, 85.

Interpretive Guide of Battle Sites and Resources

The text below provides baseline content for a possible brochure on educating visitors as to the importance of the Battle of Bladensburg. In addition to a brief overview of the battle and its importance in the War of 1812, a series of “stops” are listed, each describing important elements of the battle from key locations in Bladensburg and Colmar Manor.

BATTLE OVERVIEW

Taking place just a few miles from the nation’s capital, the Battle of Bladensburg was a significant loss for U.S. forces who had been defending Washington from British forces advancing from southern Maryland. At the time, Bladensburg, located on the eastern banks of the Anacostia River, was one of the busiest ports in the state. Bladensburg was also tactically important because it sat at the crossroads of two major routes which connected Washington, Baltimore, and Annapolis.

British forces, under the command of Major General Robert Ross, approached Bladensburg with the intent of crossing the Anacostia River and proceeding into Washington. Under the command of Brigadier General William Winder, U.S. forces took defensive positions to the west of the river. The British troops worked together like a well-trained fighting machine. They were fresh off of their victory in the Napoleonic Wars and, on August 24, 1814, easily overwhelmed the U.S. forces with superior tactics and weaponry.

The British suffered more casualties in the battle than the Americans yet the Battle of Bladensburg is considered a decisive victory for the British. The American troops were unable to stop the British and as a direct result, the British were able to proceed on and burn Washington. The loss in Bladensburg rallied the Americans to regroup and achieve victory in the pivotal Battle of Baltimore less than a month later.

TOUR STOPS

STOP 1: Bostwick (Front steps of the house)

On the eve of the Battle of Bladensburg, British troops set up camp on the slopes of Lowndes Hill, just above the eighteenth-century Bostwick House. The commander of the British forces, General Ross, surveyed the American fortifications from Bostwick’s relatively high position over the bridge below.

STOP 2: Bladensburg Waterfront Park

U.S. Navy Commodore Joshua Barney commanded the main naval defense against the British Navy in the Chesapeake Bay. Barney’s Chesapeake Flotilla, made up primarily of sail- and oar-powered barges, fought the much larger and more powerful British gunboats, which had been terrorizing towns along the Bay. Forced to abandon the fleet near Baltimore, Barney and his sailors took their arms and cannons southward to defend Bladensburg against the British troops heading toward Washington.

STOP 3: Near the Peace Cross at the Bladensburg Road Bridge (Intersection of Alternate Route 1)

Although the historic bridge is gone, the current bridge is at the approximate location of the narrow bridge that the British troops used to cross the Anacostia River. The British troops crossed the bridge under heavy fire from the Americans and forded the river at a shallow point just north of the bridge. Just across the bridge, President Madison stood behind the American defenders in order to survey the battle. Although the first wave of British troops were repulsed by the American militia, the remaining Redcoats pressed forward and overcame the first line of American forces, who quickly retreated toward Washington.

At the time, the United States had no standing army and relied on militiamen to defend the country. Frightened by the overwhelming British forces, the American troops quickly disbanded. The retreat of the untrained American militia is often referred to, unflatteringly, as the “Bladensburg Races.”

STOP 4: Dueling Creek

With the American militia fleeing, the British made their way along the road to Washington (now Bladensburg Road). It was not until the British reached the small bridge at Dueling Creek that they came under heavy fire from the naval cannons of Commodore Joshua Barney and his complement of sailors and marines. The British

forces retreated to the creek, regrouped, and charged against Barney's cadre, which was hampered by a sudden loss of ammunition as supporting militiamen fled with the cannon and grape shot needed for their weapons.

STOP 5: Near Entrance to Fort Lincoln Cemetery

Although the exact location is unknown, it is widely believed that it was near the current entrance to Fort Lincoln Cemetery that Commodore Joshua Barney and his sailors were positioned as they launched volleys of cannonfire at the British troops crossing the bridge over Dueling Creek. Barney's 18-pound cannons ferociously kept General Ross' troops driven back until the British were able to regroup and overpower Barney's ill-prepared forces.

African American sailors fought along side Barney. Barney was confident of the bravery and ability of his men. When asked by President Madison if his black troops would run at the approach of the British, Barney replied stoutly, "They will die by their guns first."

STOP 6: Marine Memorial Behind Fort Lincoln Mausoleum

Outnumbered and outgunned, Barney and his sailors and marines retreated as British forces advanced across Dueling Creek. A historic marker and limestone memorial indicate the site where Barney was wounded by gunshot and captured by the British. The British commanders, impressed by Barney's valor, paroled him and provided him with a surgeon to tend his wounds and a litter to take him to Washington.

Video Podcasting

Video podcasting, also known as “vodcasting,” can be an effective method of providing interpretive content to tech-savvy visitors to the Port Towns. A user can download the video (or an audio-only presentation) from a host’s website to a personal media device, such as an Apple iPod. The user can then view the vodcast at their leisure.

Production costs will vary depending on the number of vodcasts to be developed, the number of sites to be filmed, the amount of research necessary for accuracy, as well as additional factors such as talent costs.

Below is a breakdown of the costs typically associated with creating a vodcast. Language for a request for information is also provided, as is the contact information for two vendors who can provide production services.

ESTIMATED BREAKDOWN OF COSTS

Research/Story Board Creation (Estimate one day per podcast)

<i>Story board per day:</i>	\$600
<i>Narrative writing per day:</i>	\$600

Shooting (Estimate one day per vodcast)

<i>Camera per day:</i>	\$900
<i>Producer per day:</i>	\$900

Editing (per vodcast) \$1,600

Web production (per vodcast) \$100

Overhead (shipping, location, etc.) \$1,500

Total Estimated Cost per Vodcast \$6,200

REQUEST FOR INFORMATION (SAMPLE CONTENT)

Project Background

The Port Towns are a collection of four individual municipalities located in Prince George’s County, Maryland. The four towns, which are Bladensburg, Colmar Manor, Cottage City, and Edmonston, are located along the Anacostia River and all four are linked historically to the Port of Bladensburg, an international seaport established during Colonial times.

Bladensburg, Colmar Manor, and Cottage City, collectively, were the site of a key battle in the War of 1812. A decisive British victory at Bladensburg cleared the way for the Redcoats’ march into Washington. Known derisively as the “Bladensburg Races,” (the untrained U.S. militiamen ran from their defensive posts due to the lack of training, bad field commands, and an unnerving show of enemy forces) the U.S. loss in Bladensburg rallied Americans to regroup and achieve victory in the pivotal Battle of Baltimore which took place a short time later.

Project Scope

In order to provide an interpretive tour experience for technology-savvy tourists, a series of vodcasts will be developed by the selected vendor. The vodcasts will cover a variety of subject areas, including:

- The Battle of Bladensburg,
- The Colonial Port (and its Historic Houses), and
- The African American Experience and Slavery.

In general, each vodcast should have a duration of 4-6 minutes and should feature 3-5 historic sites or buildings. It is recommended that each vodcast include a straight interview with a host, as well as cut-aways to key elements at each location.

The client would prefer a cost estimate with a breakdown of specific components, which may include:

- Research and script development costs,
- Location filming costs,
- Post-production costs,
- Talent costs, and
- General and administrative costs.

A general timeline of vodcast development, from initial meeting to final delivery, is also requested.

If there is any additional information needed to prepare the response to the Request for Information, please do not hesitate to contact [name of contact].

Thank you for your time and assistance with this project. Sincerely,
[contact]

VODCAST PRODUCTION VENDORS

Ducat Media

790 Riverside Drive, Suite 12A
New York, NY 10032
www.ducatmedia.com

Vivian Ducat
Executive Producer
vducat@ducatmedia.com
(917) 301-1120

Farragut Films

10519 Deakins Hall Drive
Adelphi MD 20783
www.farragutfilms.com

Mark Hildebrand
Producer
mhildebrand@farragutfilms.com
(301) 641-4242

Proposed Agenda for History Conference

The agenda below outlines possible sessions and speakers for a history conference focusing on the Battle of Bladensburg. The conference, which would ideally be held in the spring of 2014, could address a series of topics related to the battle and to the War of 1812, including the contribution of African American sailor and marines, the political decisions that led to the war, and how the U.S. defeat led to changes in military planning.

Although conceived as a one- or two-day event, the sessions could alternatively be broken out into a seminar series lasting throughout the spring of 2014 and culminating on August 24, 2014, the anniversary date of the Battle of Bladensburg.

PROPOSED CONFERENCE SCHEDULE

8:30 am	Continental Breakfast and Networking
9:00 am	Opening Session: Overview of the Battle of Bladensburg Possible speaker: Anthony Pitch, author, <i>The Burning of Washington</i>
10:30 am	African-American Heritage in the War of 1812 <i>Focusing on Commodore Barney's African American sailors</i>
12:00 pm	Lunch
1:30 pm	The Need for a Professional Army: The Bladensburg Races and a Change in U.S. Military Preparedness
2:45 pm	Afternoon Break
3:00 pm	The Importance of Retaining Battlefield Integrity Possible speakers include representatives from the National Park Service's Battlefield Protection Program
4:30 pm	Closing Session: The War in Context Possible speaker: Christopher George, author, <i>Terror on the Chesapeake</i>

ALTERNATIVE SESSIONS

Terror Tactics: British Use of Psychological Warfare in the Battle of Bladensburg
Citizen Army: The U.S. Militiamen and the War of 1812
Bladensburg Responds: The Town in the Aftermath of Battle

Contacts for War of 1812 Bicentennial Programs

Star-Spangled Banner National Historic Trail (National Park Service)

Contact: John Maounis
Superintendent, Chesapeake Bay Program Office
410 Severn Avenue, Suite 109
Annapolis, MD 21403

Tel: 410-267-5778

Email: jmaounis@chesapeakebay.net

State of Maryland War of 1812 Bicentennial Commission

Contact: Kate Marks
Outreach and Partnership Coordinator
217 East Redwood Street, 9th Floor
Baltimore, MD 21202

Tel: 410-767-6974

Email: kmarks@visitmaryland.org

Sample Bylaws for a Community Garden

As was mentioned in the Community Market Cluster's infrastructure platform, bylaws are an essential feature of any successful community market. Below are sample bylaws based on those from Starting a Farmers' Market. While these bylaws have been adapted for the Port Towns, an attorney experienced with non-profit organizations and their incorporation in the State of Maryland should be consulted to ensure that the bylaws are in compliance with all applicable state and local regulations, and that the market's goals are adhered to.

ARTICLE I - Name

The name of this Corporation is "Community Market, Inc." and may be referred to in these Bylaws as the "Corporation."

ARTICLE II - Purpose & Objectives

Section 1. The Corporation has been formed to provide local fresh foods, horticultural products, and other goods to the Port Towns of Prince George's County and surrounding areas, and to encourage commerce, entertainment, and trade.

Section 2. To achieve its mission, the Corporation shall do the following:

- a. Establish and operate a community market for the purpose of furnishing a facility for sales of local fresh foods, horticultural products, and other goods.
- b. Work with other community organizations to promote the production of local fresh foods, horticultural products, and other goods from the surrounding area.
- c. Organize and/or participate in educational and other activities that promote the use of local fresh foods, horticultural products, and other goods.
- d. Organize and/or participate in those activities that, in conjunction with the operation of a farmers' market, will serve to encourage commerce and trade in the Port Towns.
- e. Organize and/or participate in those activities that will serve to further the Corporation's mission.
- f. Conduct research necessary to further the development of the market.
- g. Solicit and receive funds, gifts, endowments, donations, devises, and bequests.
- h. Lease and/or purchase property necessary to further the mission of the Corporation.

Section 3. It is hereby provided that the said purposes are not intended to limit or restrict in any manner the powers or purposes of this corporation to any extent

permitted by law, nor shall the expression of one thing be deemed to exclude another although it be of like nature.

Section 4. The Corporation is organized exclusively for public purposes as a not-for-profit corporation. Its activities shall be conducted in such a manner that no part of its net earnings will inure to the benefit of any member, director, officer or individual. In addition, the Corporation shall be authorized to exercise the powers permitted not-for-profit corporations under (state enabling statute) as now exists or is subsequently amended or superseded provided, however, the furtherance of the exempt purpose for which it has been organized is as described in Section 501 (c)(3) of the Internal Revenue Code or any amendments or additions thereto.

Section 5. The Corporation shall be nonsectarian and nonpartisan.

ARTICLE III - Membership

Section 1. Any person interested in and who supports the purpose and objectives of the Corporation shall be eligible for membership.

Section 2. The membership of the Corporation shall be representative of a broad cross section of the community which it serves, including but not limited to representatives from business, agriculture, government, horticulture, and education.

Section 3. Criteria for membership may be, from time-to-time, established by the Corporation Board of Directors.

ARTICLE IV - Board of Directors

Section 1. Except as otherwise provided for by law, by the Articles of Incorporation, or these bylaws, the Board of Directors shall exercise the powers of the Corporation, conduct its business affairs, and control its property. The Board is also expressly authorized to make appropriate delegations of authority through management agreements.

Section 2: The Board of Directors shall assume responsibility for setting goals of the corporation, reviewing and approving the Corporation's operational and strategic plans, and evaluating operational and strategic performance. No acquisitions or divestitures shall occur without prior approval of the Board.

Section 3: The Corporation Board of Directors shall be composed of fifteen (15) members.

Section 4: Five (5) members shall be elected each year to serve a three-year term.

- a. By April 30 of each fiscal year, the Board of Directors will appoint a Nominating Committee which will be composed of not fewer than three (3) and not more than five (5) persons. Persons who might be considered to serve in one of the five (5) available Board positions may not be a member of the Nominating Committee.
- b. By May 31 of each fiscal year, the Nominating Committee will present a slate of candidates numbering not fewer than five (5) and not more than ten (10) persons who are eligible to serve based on membership requirements found in ARTICLE III and who have expressed their commitment to serve as a member of the Board of Directors. In the preparation of the slate, the Nominating Committee shall consider the future composition of the Board of Directors for the purpose of having representation from a broad cross section of the community which the Corporation serves.
- c. By June 30 of each fiscal year, the Board of Directors will elect five (5) persons to fill the five (5) available positions.
- d. Those elected will begin their service on the July 1 that immediately follows their election.
- e. A Board member may not serve more than two (2) consecutive three-year terms.

Section 5. The Board of Directors shall establish attendance, participation and/or ethical standards, and may from time-to-time amend same, by which Officers and Directors will have to adhere to maintain their membership on the board.

Section 6. The Board of Directors may fill an unexpired term of an Officer or Director by a vote of fifty (50%) percent plus one (1) of the Directors in attendance of a meeting at which a quorum is present.

Section 7. A quorum of the Board of Directors will be constituted with the presence of fifty (50%) percent plus one (1) of the Board positions that are filled at the time of a meeting for which proper notice has been served.

Section 8. Notice of a Board of Directors meeting is to occur by written correspondence or facsimile and is to be received no less than seven (7) days prior to the meeting.

ARTICLE V - Executive Committee

Section 1. The Corporation Executive Committee shall have the full authority to act on behalf of the Corporation Board of Directors if action is required in a time which is insufficient to meet the notice requirement for calling a meeting of the Board of Directors, as found in ARTICLE IV, Section 8 of these bylaws. Otherwise, the Executive Committee shall act as an advisory, recommending body, or in other capacities as may be determined by the Board of Directors. Actions taken by the Executive Committee on behalf of the Corporation shall be made known to the Board of Directors within seven (7) days from which the action was taken.

Section 2. The Corporation Executive Committee shall be composed of the following persons: Chairperson, Vice-Chairperson, Treasurer, Secretary, and one (1) at-large member of the Board of Directors.

Section 3. The Board of Directors shall conduct an election to determine the Executive Committee members for the upcoming fiscal year during the period of time that immediately follows the annual election of Directors and the beginning of the new fiscal year on July 1.

Section 4. Persons eligible to serve on the Executive Committee must meet the membership requirements found in ARTICLE III of these bylaws and serve as a member of the Board of Directors.

Section 5. A quorum of an Executive Committee meeting will be constituted with the presence of fifty (50%) percent plus one (1) of the Executive Committee members of which one (1) must be the Chairperson or Vice-Chairperson.

ARTICLE VI - Officers

Section 1. The Officers of the Corporation shall be the Chairperson, Vice-Chairperson, Treasurer, and Secretary.

Section 2. Officers shall serve one (1) year terms and may not serve more than two (2) consecutive terms in any one position.

Section 3. It shall be the responsibility of the Chairperson to call and conduct all meetings of the Corporation Board of Directors and Executive Committee. The Chairperson will appoint, subject to the approval of the Board of Directors, the chairpersons of all Corporation committees. The Chairperson shall be the principal spokesperson for the Corporation and shall represent it at those programs and activities at which the Corporation is to have representation.

Section 4. The Vice-Chairperson shall preside at meetings upon the absence of the Chairperson and shall assure the duties of the Chairperson upon his/her inability to fulfill the duties of his/her office as determined by the Board of Directors. The Vice-Chairperson shall serve as the Corporation's parliamentarian and shall be responsible to the Corporation to insure that the Corporation's business is conducted in an orderly fashion. Unless otherwise determined, meetings of the Corporation shall be conducted in accordance with Robert's Rules of Order.

Section 5. The Treasurer shall be responsible for providing a regular accounting of the Corporation moneys and financial transactions. The Treasurer shall be responsible for the prudent management of the Corporation moneys and for making the financial transactions necessary to conduct the business of the Corporation.

Section 6. The Secretary shall be responsible for notifying the members of the Board of Directors and Executive Committee of upcoming meetings. The Secretary shall be responsible for recording the actions taken by the Board of Directors and Executive Committee at their meetings. The Secretary shall be responsible for distributing correspondence and other information/material as may be necessary to conduct the business of the Corporation.

ARTICLE VII - Committees

Section 1. The Corporation Board of Directors shall from time-to-time form those committees deemed to be necessary to conduct the business of the Corporation.

Section 2. Persons to serve as a Committee Chairperson shall be members of the Board of Directors. Committee Chairperson shall serve as result of an appointment by the Corporation Chairperson and approval of the Board of Directors.

Section 3. Persons interested in serving as a member of a Corporation Committee

shall be eligible to serve upon meeting the membership requirements found in ARTICLE III of these bylaws. It is not necessary for such persons to be a member of the Board of Directors.

ARTICLE VIII - Staff Services

The Board of Directors may from time-to-time engage an individual or organization to provide staff services to the Corporation. The Board will provide those so engaged with a scope of work, reasonable compensation, and periodic (not to be less frequent than once every twelve (12) months) evaluation of the efforts to accomplish the scope of work.

ARTICLE IX - Finances

Section 1. The Corporation shall use its funds only to accomplish the purpose and objectives specified in these bylaws, and no part of said funds shall inure to the benefit of nor be distributed to the members of the Corporation.

Section 2. The Corporation shall have a fiscal year beginning July 1 and ending June 30 of each calendar year.

Section 3. All moneys received by the Corporation shall be deposited to the credit of the Corporation in such financial institution or institutions as may be designated by the Board of Directors.

Section 4. The solicitation of funds shall not be authorized without prior approval of the Board of Directors.

Section 5. No obligation of expenses shall be incurred and no money appropriated without prior approval of the Board of Directors.

Section 6. Upon approval of an annual budget, the Treasurer or other persons, as authorized by the Board of Directors, shall have the authority to make disbursements on accounts and expenses provided for in the budget without additional approval of the Board of Directors.

Section 7. Disbursements shall be made by check signed by the Treasurer and one other Officer.

Section 8. The Board of Directors may from time-to-time cause an audit to be conducted of the Corporation's books and accounts. Such audits are to be conducted by a certified public accountant, and upon its completion, the audit report shall be presented to the Board of Directors.

ARTICLE X - Dissolution

Upon dissolution of the Corporation, any funds remaining shall be distributed to one or more regularly organized and qualified charitable, educational, scientific, or philanthropic organization as selected by the Board of Directors.

ARTICLE XI - Indemnification

Each elected or appointed Director or Officer of the Corporation shall be indemnified by the Corporation against all expenses and liabilities, including counsel fees, reasonably incurred by or imposed upon him/her in connection with any proceeding or the settlement of any proceeding to which he/she may be a party or may be involved by reason of his/her being or having been a Director or Officer of the Corporation, whether or not he/she is a Director or Officer at the time such expenses are incurred, except when the Director or Officer is adjudged guilty of willful misfeasance or malfeasance in the performance of their duties. The foregoing right of indemnification shall be in addition to and exclusive of all other rights and remedies to which such Director or Officer may be entitled.

ARTICLE XII - Waiver of Notice

Whenever any notice is required to be given under the provision of (state enabling statute), Articles of Incorporation or these bylaws, a waiver thereof in writing signed by the person entitled to such notice, whether before or after the same stated therein, shall be deemed equivalent to the giving of such notice where such waiver is permitted by Maryland law. All waivers shall be filed with the Corporation records or shall be made a part of the minutes of the relevant meeting.

ARTICLE XIII - Corporate Seal

The Board of Directors may provide for a Corporate Seal in such a form and with such inscription as it shall determine provided such seal shall always contain the words "Corporation" and "Nor-for-Profit."

ARTICLE XIV - Amendments

These bylaws may be amended, altered, repealed, or adopted by a 2/3rd vote of the Board of Directors at a meeting for which proper notice has been provided.

Community Garden: A Proposed Budget

The following is a proposed community garden budget with line items based off of budgets found in *A Handbook of Community Gardening* by the Boston Urban Gardeners, an organization that began as an all-volunteer effort. Rough high and low estimates have been given, with prices taken from national hardware and lawn care retail stores where applicable. Please note that these are rudimentary estimates, and that the circumstances of a specific site, installation costs, and donations, among other factors, may influence the final cost.

LINE ITEM	LOW ESTIMATE	HIGH ESTIMATE
Incorporation	\$100	\$500
Land Acquisition	\$0*	\$500
Topsoil	\$0*	\$2,500
Soil Amendments	\$100	\$400
Water installation		
Meter	\$0**	\$350
Copper Supply Line	\$75	\$150
PVC Supply Line	\$50	\$100
Fencing		
6' Chain Link Fence	\$450	\$930
6' Wooden Fence	\$1,100	\$3,300
Chicken Wire	\$200	\$282
Landscaping		
Planting Materials	\$100	\$400
Railroad Ties	\$160	\$160
Wooden Stakes	\$20	\$240
Building Projects		
Compost bins	\$0*	\$50
Benches, Tables	\$200	\$500
Tool Shed	\$100	\$200
Special Activities		
Entertainment	\$0*	\$250
Educational	\$0*	\$250
Total	\$930	\$6,682–9,750

* Donation

** Using existing water meter and tap

Heritage Trail Signage: Using Cultural Tourism DC as an Example

As suggested in both the Battle of Bladensburg and Cultural Market clusters, developing interpretative signage in the Port Towns is one way to help better convey the area's rich heritage to the local community and to the traveling public. Below is an example of a possible sign for the Dueling Grounds; this sign could stand alone or in conjunction with other signs as part of a larger interpretive signage network. It is modeled after the signs used in Cultural Tourism DC's (CTdc) neighborhood heritage trails program, as first discussed in the Cultural Market cluster's interpretation platform.

Currently, seven Washington, D.C., neighborhoods have heritage trails, with seventeen in development. However, CTdc's Neighborhood Heritage Trails program is truly a grassroots initiative. CTdc does not approach a neighborhood intending to make a heritage trail; instead, it provides an interested neighborhood support throughout the process, including facilitation of six public meetings and of an Advisory Committee consisting of neighborhood members and representatives from the D.C. Department of Transportation, the Federal Highway Administration, and the Parks and Recreation department.

After the committee approves the initiative, CTdc hires an historian, a photograph researcher, a graphic designer, a sign fabricator and installer, and a printer (for the trail's accompanying book with map) to develop the trail and its signs. In addition to the signs and printed books, all of the trails are available as PDFs in both English and Spanish on CTdc's website. A different walking tour, "Civil War to Civil Rights: Downtown Heritage Trail," is available as an MP3 download (see Appendix D for cost information regarding podcasts). Trail maintenance is done mostly through neighborhood volunteers who offer to look after the signs and clean them, again reinforcing the grassroots nature of the program.

Cultural Tourism DC's Heritage Trails program is funded through the District of Columbia government and the Federal government, with sources ranging from transportation enhancement (each trail begins and ends near a Metro bus or rail station) to downtown DC Business Improvement District monies. It is estimated that the total cost of each heritage trail is approximately \$250,000, with a large part of the money spent on signage fabrication and installation. About 200-300 man-hours are needed to complete a heritage trail project.

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 in a speech given at the Anacostia Trails Heritage Area Cultural Tourism Conference, November 2008.
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Port Towns Heritage Trail

The Dueling Grounds

Bladensburg's Dueling Grounds were once an infamous spot where gentlemen 'honorably' settled their arguments and quarrels through violence. Between 26-50 duels were fought here, and the site came to be known as "The Dark and Bloody Grounds."

The origin of "the duel of honor" began in the mid-sixteenth century, making its way to America as early as 1621, when two servants fought America's first recorded duel in the Massachusetts colony. Here in Maryland, Bladensburg's proximity to the nation's capital allowed the area's powerful men the opportunity to challenge one another, even after some states outlawed the practice. Indeed, several prominent men fought at Bladensburg's Dueling Grounds, including Virginia Senator General Armistead T. Mason in 1819, Naval Hero Commodore Stephen Barry in 1820, and Maine Representative Jonathan Cilley in 1838.

Despite the honor associated with the practice, several famous Americans decried dueling—Benjamin Franklin called it a "murderous practice" and George Washington congratulated an officer who refused a dueling challenge. Indeed, duels were sometimes fought over questionable reasons. Daniel Key (son of Francis Scott Key, author of the Star Spangled Banner) died after a duel fought here in 1836 regarding a dispute over steamship speeds.

The Decatur-Barron duel is the grounds' most famous and pitted two naval greats against one another. Commodore James Barron was court-martialed in 1807 (for neglecting his ship among other charges) and was not allowed to reinstate his rank following the War of 1812. In both instances, Commodore Stephen Decatur, famous for his valor in the War of 1812 and the Barbary Wars, voted against Barron, resulting in an eventual duel on March 22, 1820. Despite the fact that both men were wounded, they managed to forgive one another while lying on the field. However, Commodore Decatur did not recover from his injuries, dying in his D.C. home later that night.



A fancy dueling pistol



The dueling grounds today



The Code of Honor (1858), a dueling handbook



Commodore Stephen Decatur (left) and U.S. Representative Jonathan Cilley of Maine (right), both died as the result of separate duels on this site.



The U.S. Congress outlawed dueling in the District of Columbia in 1839, following the Cilley-Graves duel on February 24, 1838. This duel was unusual because it was fought with rifles, not pistols, and Kentucky Representative William Graves was dueling "by proxy" for James Webb, a New York editor accused of accepting a bribe. Webb challenged Cilley via Graves, who refused. However, because Cilley's refusal also included an insult directed at Webb, Graves in turn challenged Cilley for insulting his friend. After two rounds of missed shots, a third proved fatal. The press called the incident a "murder most foul," and even former President Andrew Jackson, a duelist himself, denounced the act.

Dueling soon fell out of favor, no longer regarded as an honorable way to resolve disputes, and the Dueling Grounds were silent. However, their legacy remains—during the Civil War, soldiers stationed at nearby Fort Lincoln (now Fort Lincoln Cemetery) took target practice on the grounds, fully aware of their history and the resulting irony of practicing there. Today, several pass by the site without knowing about this dark aspect of American history.

“How to...” Workshop: Historic Wooden Window Repair

A historic wooden window repair workshop for homeowners and students in the Port Towns and the nearby communities will teach people how to preserve the integrity of their historic houses, while making their homes more energy efficient. Historic windows are essential to the integrity of historic buildings because they are a prominent feature. This workshop will not only convince participants that repairing historic windows is better than replacing them, but it will show them the techniques they need to preserve their windows.

This type of workshop is in keeping with the theme of the Green Industrial District because restoring historic wood windows is a more energy efficient practice than replacing windows. A historic window can be just as energy efficient as a new window if it is maintained, weather-stripped, and is used in conjunction with a storm window.¹ Old windows are most likely made of high quality old-growth wood that is dense and durable, while new replacement windows usually contain vinyl or PVC that are toxic to produce, create toxic by-products, and do not last as long as wooden windows.² Restoring rather than replacing historic windows means that they will not contribute to landfill waste. Also, it is more cost effective to restore an old window, as recouping the costs in replacement windows can take as long as 240 years.³

AUDIENCE

There are a number of historic houses and historic districts within, and nearby, the Port Towns, which means there could be a large market for this kind of workshop. Homeowners whose homes are in a local historic district will not be able to replace their windows with vinyl and aluminum replacements, and therefore it will be useful for them to know how to restore their windows.

In addition to homeowners, there are a number of student groups who may be interested in attending a historic wooden window repair workshop. Some student groups include students in the Graduate Program in Historic Preservation at the University of Maryland, students in similar historic preservation programs at George Washington University and Goucher College, as well as interested undergraduate students and high school students.

LOGISTICS

Model: The Port Towns GID Historic Wooden Window Repair Workshop could be administered by Preservation Maryland, who currently offers a similar workshop in other areas of Maryland. This would be the easiest way to offer this workshop because

then the GID Alliance would only need to provide the location for the workshop. If the GID Alliance did not want to partner with Preservation Maryland, they could create a workshop modeled off of the Preservation Maryland example.

Location: One potential location for a historic wooden window repair workshop is Bostwick House. Workshop sessions could take part in the ballroom, on the porches, in the front or back yards, or in the barns. This location offers various interior and exterior spaces, and lots of parking. Also, participants could learn about the house's existing historic windows, or they could actually restore some of the windows in the house.

Instructor: Two possible instructors who have conducted window restoration workshops are Richard O. Byrne and David Gibney (Gibney conducts the Preservation Maryland workshop). Other conservation experts in the Washington, D.C., area could also be contacted about conducting the workshop.

Cost: The cost of the workshop should be \$30-\$40 dollars and should include a light catered lunch. This is the cost of other comparable workshops.

Time: The workshop should be a one-day event. This workshop can run from 9 am to 3 pm.

Topics covered: The workshop could present the history of windows, paint removal techniques, removal and repair of the sash, repairs to the frame, and reinstallation of the sash. A significant amount of time should be spent on weather-stripping techniques, as this is one of the things that can be done to make the windows energy efficient. For most of the techniques explained, the teacher should provide an explanation and demonstration, and then provide hands-on experience for the attendees.

ENDNOTES

1. Rebecca Williams, “Historic Wood Windows,” (The National Trust for Historic Preservation).
2. Rebecca Williams, “Historic Wood Windows,” (The National Trust for Historic Preservation).
3. One calculation made by Keith Heberern, www.historichomeworks.com/hhw/education/windowshandout/windowenergyanalysis.pdf, from Rebecca Williams, “Historic Wood Windows,” (The National Trust for Historic Preservation).

Businesses Located in the Proposed Green Industrial District

Al Gleeson Electric/Energy Ltd.
4710 Upshur St., Bladensburg, MD 20710 -(301) 277-4680

All Seasons Plumbing & Heating
4210 49th St., Bladensburg, MD 20710 -(301) 277-1313

Ambassador Lock Company
Street: 4248 Kenilworth Avenue, Bladensburg, MD 20710 -(301) 474-5573

American Enterprises Inc.
4702 Upshur St., Bladensburg, MD 20710 -(301)-779-7725

Andy's U-Pick Auto Parts
4551 Tanglewood Dr., Bladensburg, MD 20710

Automotive Warehouse
4611 Upshur St., Bladensburg, MD 20710 -(301)-864-2144

B&G Automundo Inc.
5100 Buchanan St., Hyattsville, MD 20781 -(301) 927-2333

Baker Concrete Construction
4804 Upshur St., Bladensburg, MD 20710 -(301) 951-6045

Bates Trucking Co.
4305 48th St., Bladensburg, MD 20710 -(301) 773-2069
<http://www.batestrucking.com>

Biondi Italian Marble & Tile Inc
4916 Windom Rd, Bladensburg, MD 20710 -(301) 927-5606

Bladensburg Automatic Transmissions
4726 Annapolis Rd., Bladensburg, MD 20710-1245 -(301) 864-6669

C&A Inc.
4208 48th St., Bladensburg, MD 20710

Cammock Bus Repairs
4800 Webster St., Bladensburg, MD, 20710 -(301) 864-5405

Certified Roofing Systems
4700 Upshur St., Bladensburg, MD 20710 -(301)-454-0830

Community Forklift, LLC
4671 Tanglewood Drive, Edmonston, MD 20781 -(301)-985-5180
www.communityforklift.com/

Commercial Waterproofing, Inc.
5006 Buchanan St. # K, Hyattsville, MD 20781 -(301) 454-8100

Crossroads Entertainment Complex
4103 Baltimore Ave., Bladensburg, MD 20710 -(301) 927-1056
www.crossroadsclub.com/

D.C. Van Lines
4611 Tanglewood Drive, Hyattsville, MD 20781 -(301) 779-8021
www.dcvanlines.com/

Engines & Components
4210 47th St., Bladensburg, MD 20710

Ernest Maier Inc.
4700 Annapolis Rd., Bladensburg, MD, 20710-1202 -(301)-927-8300
www.emcoblock.com

The Glass House Inc.
4904 Buchanan St., Hyattsville, MD 20781-2434 -(301) 864-9209

Gordon/Maizel Construction, Inc.
4250 Kenilworth Ave., Bladensburg, MD 20710 -(301) 779-6800

Granite America LLC
 4804 Upshur St., Bladensburg, MD, 20710-1114 -(301)-209-0661
<http://www.graniteamerica.com/>

Hartley & Stone
 4704 Varnum Street • Bladensburg, Maryland 20710 -301-864-0888
<http://www.harsto.com/>

Integrated Technologies LLC
 4710 Upshur St., Bladensburg, MD 20710 -(301) 985-5125

J.G. Garcete Co. Inc.
 4321 Baltimore Ave., Bladensburg, MD 20710 -(301) 277-9277
 (301) 209-2916

J&M Auto Inc.
 4709 Varnum St., Bladensburg, MD 20710

Jaguar Specialist
 5010 Buchanan St., Hyattsville, MD 20781-2436 -(301) 864-0077

King Pawn
 4504 Annapolis Rd., Bladensburg, MD 20710-1014 -(301) 779-4040

Lindstrom Corporation
 4621 Tanglewood Dr., Edmonston, MD 20781 -(301) 277-8044

M&M Fleet Maintenance, Inc.
 046 Buchanan St., Edmonston, MD 20781

Macs Decorating (R&R Decorators)
 5006F Buchanan St., Hyattsville MD, 20781 -(301) 699-5414

Maizel Construction, Inc.
 4250 Kenilworth Ave., Bladensburg, MD 20710 -(301) 779-6800

Martin and Otterback Inc.
 4814 Upshur St., Bladensburg, MD 20710 -(301) 277-4166

Merchant Metals, Inc.
 4509 Upshur St., Bladensburg, MD 20710 -(301) 779-8588

Metropolitan Fence Company
 4706 Upshur St., Bladensburg, MD 20710 -(301) 864-8383

National Air Survey Center Corp.
 4321 Baltimore Ave., Bladensburg, MD 20710 -301-927-5013

Noland Company
 4700 Kenilworth Ave., Hyattsville, MD 20781 -(301) 779-8282

Oncore Construction
 4703 Webster St., Bladensburg, Maryland 20710 -(301) 927-7700
www.oncoreconstruction.com/

Paper Stock Dealers
 4500 46th St., Bladensburg, MD 20710

Plas Tech Inc
 5002 Buchanan St., Hyattsville, MD 20781-2436 -(301) 699-8973

Quality Elevator Co., Inc.
 4808 Upshur St., Bladensburg, MD 20710 -(301)-779-9116
www.qualityelevator.com

R&S Auto and Truck Spring Works
 5001 Windom Road, Bladensburg, MD 20710 -(301)-864-5805
<http://www.rsautotruckspring.com/home/>

Robert Oxygen Company, Inc
 4246A Kenilworth Ave., Edmonston, MD 20781 -(301) 927-5600

Robey's Custom Cabinets

5012 Buchanan St., Edmonston, MD 20781 -(301) 779-4211

Ronnie's Reliable Forklift Service

4504 46th St., Bladensburg, MD 20710 -(301) 283-3611

Twins Cities Fire Equipment Plus

4818 Upshur St., Bladensburg, MD 20710 -(240) 286-7520

Uni-Body Auto World

4650 Tanglewood Dr., Edmosnton, MD 20781 -(301) 927-4306

United Rental Tool

4900 Upshur St., Bladensburg, MD 20710 -(301)-864-5100

Veklin Auto Repair Service, Inc.

4107 Baltimore Ave., Bladensburg, MD 20710

Vitio, James Inc.

5108 Buchanan St., Edmonston, MD 20781

W.B. Maske Sheet Metal Works, Inc.

4419 Baltimore Ave., Bladensburg, MD 20710 -301-927-3412

www.wbmaske.com/

W J's Auto LLC

4209 47th St., Bladensburg, MD 20710 -(301) 779-6936

Wareheim Air Brakes, Inc.

4513 Baltimore Ave., Bladensburg, MD 20710 -(301)-927-8144

The Window Warehouse

4602 Annapolis Rd., Bladensburg, MD 20710 -(301) 779-5283

Eco-Industrial Parks

The following information is taken from the Indigo Development Company website. Indigo Development is a California-based consulting company which helps its clients, in both the public and private sectors, create eco-industrial plans and implement eco-friendly practices. On their website, detailed information about Eco-Industrial Parks (EIP) can be found, including definitions, benefits, and design strategies. They have also included an Eco-Industrial Park Handbook for Asian Developing Countries that can be used as a guideline.

For your convenience, we will present the main benefits associated with the development of an EIP, as well as basic strategies presented by Indigo Development. For more information please visit their website at <http://www.indigodev.com/index.html>.

BENEFITS OF EIPs

- Communities embracing the EIP concept are seeking benefits for all public and private stakeholders.
- Businesses derive cost savings and new revenues, shared services, reduced regulatory burden, and increased competitiveness.
- Community enjoys a cleaner, healthier environment; business and job development; an attraction for recruitment; and an end to conflict between the economy and the environment.
- Government receives increased tax revenues; reduced enforcement burden; reduced costs of environmental and health damage; and reduced demand on municipal infrastructure.
- For the environment there is reduced demand on finite resources; decreased local and global pollution; increased use of renewable energy and materials; and an overall renewal of natural systems.

STRATEGIES FOR DESIGNING AN ECO-INDUSTRIAL PARK

Several basic strategies are fundamental to developing an EIP or industrial ecosystem. Individually, each adds value; together they form a whole greater than the sum of its parts.

INTEGRATION INTO NATURAL SYSTEMS

- Design the EIP in harmony with the characteristics and constraints of local ecosystems
- Minimize contributions to global environmental impacts, i.e. greenhouse gas emissions.

ENERGY SYSTEMS

- Maximize energy efficiency through facility design or rehabilitation, co-generation (the capture and use of otherwise wasted heat from the electrical generating process), and energy cascading (the use of residual heat in liquids or steam from a primary process to provide heating or cooling to a later process: steam from a power plant, for example, is used in a district heating system);
- Achieve higher efficiency through inter-plant energy flows; and
- Use renewable sources extensively.

MATERIALS FLOWS AND “WASTE” MANAGEMENT FOR THE WHOLE SITE

- Emphasize pollution prevention, especially with toxics;
- Ensure maximum re-use and recycling of materials among EIP businesses;
- Reduce toxic materials risks through integrated site-level waste treatment; and
- Link the EIP to companies in the surrounding region as consumers and generators of usable byproducts via resource exchanges and recycling networks.

WATER

- Design water flows to conserve resources and reduce pollution through strategies similar to those described for energy and materials.

EFFECTIVE EIP MANAGEMENT

In addition to standard park service, recruitment, and maintenance functions, park management does the following:

- Maintains the mix of companies needed to best use each others' by-products as companies change;
- Supports improvement in environmental performance for individual companies and the park as a whole;
- Operates a site-wide information system that supports inter-company communications, informs members of local environmental conditions, and provides feedback on EIP performance.

CONSTRUCTION/REHABILITATION

New construction or rehabilitation of existing buildings follows best environmental practices in materials selection and building technology. These include recycling or reuse of materials and consideration of lifecycle environmental implications of materials and technologies.

The first pioneers who are developing eco-industrial parks are applying previously-tested concepts and practices in an innovative whole system. You can find the separate components of the EIP vision working effectively in industry today. In some cases (energy efficiency in new process, equipment, and plant design, e.g.) there is an obvious contribution to competitive advantage. Many of these "new" approaches are becoming best business practices. Many of these ideas are simply applied common sense:

- Why pay money to create a product you can't sell, call it a waste, and pay someone to dispose of it?
- Why not use the energy of the sun and wind when you locate a building and design its heating and cooling systems?

SOURCE

Indigo Development, "Indigo Development Client Services," Indigo Development. <http://www.indigodev.com/Services.html> <http://www.indigodev.com/Services.html> (accessed December 4, 2008).

Content for a “Call to Action” Brochure for the Green District

A brochure could be created by the CDC and distributed to local industry owners, property owners, and other parties who may be interested in participating in the Alliance, the governing board for the newly-created Port Towns Green Industrial District (GID). The studio team will provide the CDC with suggestions for creating this brochure (below), as well as provide them with a prototype brochure to use as a guide. The brochure would be used to distribute information about the initial meeting of minds for those community members who may eventually make up the Alliance governing board, or perhaps would participate as an Alliance member.

PURPOSE

The brochure should be a call to action for community members, and specifically those who are directly associated with industry in Edmonston and Bladensburg. The brochure should be given out in order to inform these community members and to get them to come to an initial, informational meeting about the creation of the GID and the Alliance that would coordinate it.

INFORMATION TO BE INCLUDED

- When and where the meeting will be held (the initial meeting should be held in the evening in an easily-accessible location, such as Bladensburg Town Hall).
- What is a Green Industrial District?
- What will be the goal of the Port Towns’ GID (such as cooperation amongst area industrial businesses, eventual classification as an Eco-Industrial Park, and creating a healthier community).
- How the Alliance will serve the GID.
- What does it take to be a member of the GID and what are the benefits of membership?
- Examples of what they might do to their industries/structures to make them greener.

Funding Sources

The following pages provide general information on various funding opportunities which may help the Port Towns CDC carry out the recommendations and programs presented in this report.

HERITAGE TOURISM AND INTERPRETATION PROJECTS

In addition to the grants listed below, the nonprofit organization Partners In Tourism has compiled an extensive resource manual of foundations and organizations offering funding support. This manual is available at the Partners in Tourism website at www.nasaa-arts.org/artworks/resource_manual.pdf.

Tourism Cares

This Massachusetts-based organization distributes grants to nonprofit, tourism-related organizations for projects and programs at cultural, historic, and natural sites around the world.

For more information: www.tourismcares.org/RelId/605748/ISvars/default/Grants.htm

Chesapeake Bay Gateways Network (CBGN) Gateways Grants

Members of the network, like the Bladensburg Waterfront Park, are eligible for participation in the grant program, which provides one-to-one matching grants in amounts ranging from \$5,000 to \$150,000 for programs that work to promote the CBGN mission. Matching funds may include in-kind contributions, such as pro bono or discounted professional services and volunteer time. Grant application deadlines are typically fall in April.

For more information: www.baygateways.net/grants.cfm

Maryland Historical Trust, Maryland Heritage Areas Authority

Certified state heritage areas, such as the Anacostia Trails Heritage Area, are eligible for grants through the Maryland Heritage Areas Authority to support projects that include historic, cultural, and natural resources, sites, and facilities. Projects must support economic development through heritage tourism.

For more information: www.marylandhistoricaltrust.net/cha-bene.html

National Trust for Historic Preservation

The National Trust for Historic Preservation offers small matching grants for planning and education services related to historic preservation projects, for which heritage tourism projects may be eligible (hiring heritage tourism consultants, designing

signage). Grants, awarded to nonprofit organizations and local government, range from \$500 to \$10,000 and require a one-to-one cash match.

For more information: www.culturalheritagetourism.org/resources/funding.htm

FARMERS' AND COMMUNITY MARKETS

The W. K. Kellogg Foundation

The W. K. Kellogg Foundation supports communities as they strengthen and create conditions that propel vulnerable children to achieve success as individuals, and as contributors to the larger community and society. They offer grants each year for projects concerning food systems and rural development that may be applied towards a community market. Moreover, they have an extensive database of grants related to food systems.

For more information: www.wkcf.org

The Project for Public Spaces

The Project for Public Spaces offers their Diversifying Markets Initiative that relate to public marketplaces and general place-making projects. The ten farmers' markets who received grants totaling approximately \$420,000 in 2007 included the city of Takoma Park, Maryland.

For more information: www.pps.org/markets/

U.S. Department of Agriculture's Agricultural Marketing Service Farmers' Market Nutrition Program

Operated in conjunction with state departments of agriculture, the Farmers' Market Nutrition Program promotes the provision of fresh, locally grown fruits and vegetables and the awareness, use of, and sales at farmers' markets.

For more information: www.fns.usda.gov/wic/FMNP/FMNPfaqs.htm

U.S. Department of Agriculture's Agricultural Marketing Service Farmers' Market Promotion Program

This program provides funds to assist in establishing, expanding, and promoting domestic farmers' markets, roadside stands, community-supported agriculture programs, and other direct producer-to-consumer market opportunities.

Approximately \$5 million is allocated for 2009 and 2010, and \$10 million for 2011 and 2012. The maximum amount awarded for any one proposal cannot exceed \$75,000.

For more information: www.ams.usda.gov/fmpp/

COMMUNITY GARDENS

Project Orange Thumb

A program by Fiskars Brands, Inc., Project Orange Thumb offers a grant dedicated for community gardens, and each year twenty groups around the country are awarded up to \$1,500 in Fiskars gardening supplies, and \$800 to be used for other gardening materials, such as plants and seeds. Applications for the current grant cycle are due February 17, 2009.

For more information: www.projectorangethumb.com.

Community Food Projects Competitive Grants Program

Awarded by the U.S. Department of Agriculture, these dollar-for-dollar matching grants range from \$10,000 to \$300,000, and are given to proposals aimed at increasing the accessibility of low-income people to fresh, healthy food. A letter of intent is typically due in early January, with the full application due by July. The Community Food Security Coalition (www.foodsecurity.org) offers free consultation for groups applying for the Community Food Project grant.

For more information: www.csrees.usda.gov/fo/communityfoodprojects.cfm.

Lowe's Charitable and Educational Foundation

This national home improvement chain offers grants each year ranging from \$5,000 to \$25,000 for projects, such as community gardens and neighborhood clean up events. In addition to the website below, inquiries can be made at the local Lowe's store in New Carrollton, Maryland.

For more information: www.lowes.com/lowes/lkn?action=pg&p=AboutLoves/Community

American the Beautiful Fund

This organization offers free seeds to community garden groups.

For more information: www.america-the-beautiful.org

Seeds of Change

This is another organization that offers free seeds to community garden groups.

For more information: www.seedsofchange.com

GREEN INDUSTRIAL DISTRICTS AND ECO-INDUSTRIAL PARKS

The Smart Growth Network

The Smart Growth Network is useful source in locating funding opportunities related to the development of green industrial areas. The organization's Guide to Financial Resources for Eco-Industrial Parks lists multiple funding sources, eligible projects, and who many apply.

For more information: www.smartgrowth.org/library/eipfinguide.html

U.S. Department of Commerce Economic Development Public Works Impact Program (PWIP)

Commerce's Economic Development Administration offers projects grants that diversify local economies, generate employment, and encourage business growth. Examples of projects that have been funded with project grants include improvements to water and sewer facilities, improving access roads serving industrial parks or sites, and improving business incubator facilities.

For more information: www.eda.gov/AboutEDA/Programs.xml

U.S. Department of Energy NICE3 Project Fund

The Office of Energy Efficiency and Renewable Energy administers the National Industrial Competitiveness Through Energy, Environment, and Economics (NICE3) project fund. Matching grants, in amounts up to \$425,000, can be used to develop systems and equipment to reduce emissions and conserve energy.

For more information: <http://e-center.doe.gov> (search for NICE3)

Maryland Energy Administration Bioheat Tax Credit Program

This program provides a \$0.03 per gallon credit (up to \$500) for individuals and corporations that purchase bioheating fuel for space and water heating. Although the amount may not seem large, it could provide an impetus for industries in the Port Towns to begin thinking of alternative fuel sources.

For more information: www.energy.maryland.gov/facts/renewable/BioheatTaxCredit.asp

Area Farmers Markets

PRINCE GEORGE'S COUNTY

Amish Farmers Market

Malboro Village Shopping Center

Intersection of MD 725, John Rogers Blvd and Brown Station Road

Upper Marlboro

Thursdays: 10:00 a.m. to 6:00 p.m.

Friday: 9:00 a.m. to 6:00 p.m.

Saturday: 9:00 a.m. to 3:00 p.m.

American Market at National Harbor

Waterfront Street & Fleet Street (Across from Gaylord National Resort & Convention Center)

Saturday: 9:00 a.m. to 2:00 p.m. May 31 - October 18

Contact: National Harbor Management Office 301-203-4170

Bowie Farmers' Market

15200 Annapolis Road (Adjacent to Bowie Center for the Performing Arts)

Sunday: 8 a.m. to Noon. May 18 - October 26

Contact: Matt Corley 301-809-3078

Cheverly Community Market

6401 Forest Rd. (at the Community Center)

Saturday: 9 a.m. to 12:30 p.m. May 24 - October 25

Contact: Crystal Lal 301-773-0635

College Park Farmers' Market

5211 Paint Branch Parkway

(On parking lot of Herbert Wells Ice Rink/Ellen Linson Swimming Pool)

Saturday: 7:00 a.m. to Noon May 3 - November 22

Contact: Phil Miller 301-399-5485

Greenbelt Farmers' Market

Parking lot of Roosevelt Center, Crescent Road at Southway

Sunday: 10:00 a.m. to 2:00 p.m. June 8 - November 2

Contact: Kim Kash 202-281-4789

Hyattsville Farmers' Market at Queens Chapel Town Center

Corner of Queens Chapel Road and Hamilton St. (behind shopping center)

Tuesday: 2:00 p.m. to 6:00 p.m. June 17 - October 28

Contact: Peggy Campanella 301-627-0977

Laurel Farmers' Market

300 Block of Main Street

Thursday: 10:00 a.m. to 2:00 p.m. June 5- October 30

Contact: Francis Gosman 301- 854-2917

Riverdale Park Farmers' Market

MARC Rail Station Parking lot off Queensbury Rd.

Thursday: 3:00 p.m. to 7:00 p.m. May 1 - October 30

Contact: Jim Coleman 301-332-6258

USDA (Beltsville) Farmers' Market

5601 Sunnyside Ave., Parking Lot B

Thursday: 10:00 a.m. to 2:00 p.m. June 19 - October 2

Contact: Carletha McGriff 301-504-1776

WIC and Senior FMNP Checks Accepted

MONTGOMERY COUNTY

Bethesda Farmers' Market
 Veterans Park: Norfolk Ave. and Woodmont Ave.
 Tuesday: 10:00 a.m. to 2:30 p.m. May 6 - October 28
 Saturday: 10:00 a.m. to 2:30 p.m. May 3 - October 25
 Contact: Jeremy Criss 301-590-2823 or Jeff Burton 301-215-6660

Crossroads Farmers' Market
 1325 Holton Lane, Takoma Park
 Wednesday: 3:00 p.m. to 7:00 p.m. June 4 - October 29
 Contact: John Hyde 301-445-4368

Gaithersburg Farmers' Market
 Corner of Fulks Corner Ave. and MD Rt. 355
 Thursday: 2:00 p.m. to 6:00 p.m. June 5 - October 30
 Contact: Jeremy Criss 301-590-2823

Gaithersburg Main Street Pavilion Farmers' Market
 Kentlands: 301 Main Street
 Saturday: 10:00 a.m. to 2:00 p.m. May 3 - November 22
 Contact: Nansie Heimer Wilde 301-258-6350

Kensington Farmers' Market
 Train Station Lot, Howard Avenue
 Saturday: 8:00 am - Noon April - November
 Contact: Shirley Watson 301- 949-2424

Montgomery Farm Women's Co-op Market
 Bethesda: 7155 Wisconsin Avenue
 Wednesday: 7:00 a.m. to 4:00 p.m. Open all year*
 Saturday: 7:00 a.m. to 4:00 p.m. Open all year*
 Friday: 7:00 a.m. to 4:00 p.m. Open all year*
 Contact: Barbara Johnson 301- 652-2291

Olney Farmers' Market
 Olney Town Center Parking Lot - Route 108 & Spartan Road
 Sunday: 9:00 a.m. to 1:00 p.m. May 4 - November 9
 Contact: Janet Terry 202-257-5326

Potomac Farmers' Market
 10301 River Road (Parking Lot of Potomac Presbyterian Church)
 Thursday: 1:00 p.m. to 4:30 p.m. June - October
 Contact: Jeremy Criss 301- 590-2823

Rockville Farmers' Market
 Corner of Route 28 and Monroe Street in the Parking Lot
 Saturday: 9:00 a.m. to 1:00 p.m. May 17- October 25
 Wednesday Location: E. Montgomery At Maryland Ave. (in front of Regal Theatre)
 Wednesday: 11:00 a.m. to 2:00 p.m. June 4 - October 29
 Contact: Colleen McQuitty 240-314-8606

Silver Spring FRESHFARM Market
 Ellsworth Drive between Fenton & Cedar
 Saturday: 9:00 a.m. to 1:00 p.m. April 19 - November 15
 Contact: Janna Howley 202-362-8889

Takoma Park Farmers' Market
 Old Town Takoma Park on Laurel Ave.
 (between Carroll Ave. & Eastern Ave.)
 Sunday: 10:00 a.m. to 2:00 p.m. Open all year*
 Contact: 301-768-4588
 Web: www.takomaparkmarket.com

Wheaton Farmers' Market
 Reddie Drive between Veirs Mill Rd. and Georgia Ave.
 (Behind Dunkin' Donuts)
 Sunday: 8:00 a.m. to 1:00 p.m. June 1 - October 26
 Contact: Margie Satterlee 410-215-7173