

Saved from Development, a Battlefield Restored

Sixteen years ago, subdivision developers began tearing up the land near the site of Robert E. Lee's summer 1862 headquarters, a large tract next to Manassas National Battlefield whose woods and depressions once hid thousands of troops. The outcry was so loud that Congress seized the land. By that time, over 100 acres had been leveled.

Today, as a result of an ambitious restoration—and an unusual turn of events—the terrain looks very much as it did when Union and Confederate forces clashed 142 years ago. The land has been restored to within a foot of its original configuration, along with nearly all the vegetation. The remarkable turnabout hinged on two seemingly unrelated circumstances: the construction of the Smithsonian Institution's new annex to the National Air and Space Museum, and the court-martial of Union General Fitz-John Porter for cowardice.

The annex was built on wetlands a few miles from Dulles Airport. Under federal law, equivalent acreage had to be created, preferably in the same watershed. The Smithsonian looked to the nearby battlefield.

It was a fortunate coincidence. The National Park Service had been trying for years to undo the aborted development. For the Smithsonian, even though the developers had filled in the wetlands, restoration was cheaper than buying property in northern Virginia. The National Park Service already had a restoration plan, developed under contract by the University of Georgia School of Environmental Design.



Above left and center: Sculpting the restoration; pipes from aborted subdivision. Above right, opposite: Today.

Getting the land back to its 1862 condition was a Herculean feat of earth-moving and tree-planting, a six-month job that cost approximately \$1.5 million. "It was pretty amazing," says Battlefield Superintendent Robert Sutton. "In some areas, earth 20 feet deep was moved."

This is where the court-martial comes in. Accused of disobeying orders during the second battle of Manassas, General Porter was cashiered out of the army and spent the next 15 years trying to clear his name. Eventually he was exonerated, thanks in large part to a detailed map prepared for his case. Almost a century and a half later, engineers faced with reconstructing the landscape found the map at the National Archives, virtually a template of the terrain and vegetation in 1862. The battlefield was restored by combining the map with aerial photographs and other more recent topographical data.

Sutton says it was Porter's desire to keep his case alive that ultimately let the land be reclaimed. "The court-martial was very, very useful to recreate the vegetation and the contours," he says. "If they hadn't sent cartographers out here to do the mapping, the restoration would have been impossible."

For more information, contact Superintendent Robert Sutton, Manassas National Battlefield Park, 12521 Lee Highway, Manassas, VA 20109-2005, email robert_sutton@nps.gov, www.nps.gov/mana.

COMMON GROUND RE- VAMPS ONLINE PRESENCE

Common Ground has just re-vamped its online presence, carrying the magazine's message to the small screen in a big way. Now the entire range of news and features is available electronically, including an archive of back issues.

The site is easy to navigate, with access to any of the magazine's features or departments available from anywhere on the site. There's also a sophisticated search capability and slide shows of images from the magazine. A subscription link is provided for those who want to get on the mail list for the print version. Extensive links point to related sites around the Internet.

Common Ground online can also be downloaded in pdf format—in its entirety or by section.

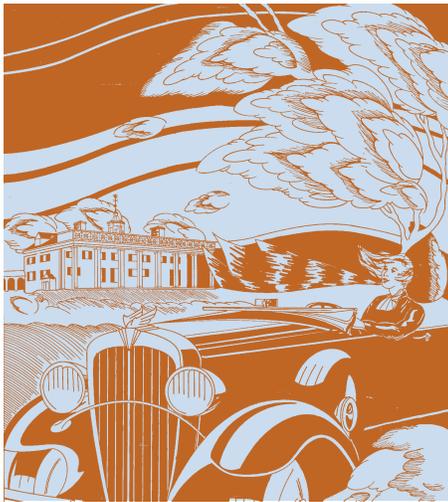
Go to www.cr.nps.gov/CommonGround.

OPPOSITE, LEFT TO RIGHT: MANASSAS NATIONAL BATTLEFIELD. (2), DAVID ANDREWS/NPS, RIGHT: DAVID ANDREWS/NPS



NEWS CLOSEUP

Clockwise from right: Blue Ridge Parkway, North Carolina; entrance kiosk for a park; artist's rendition of a trip down Going-to-the-Sun Road at Montana's Glacier National Park; drawing inspired by the cover of a 1932 issue of *American Motorist*, depicting Mount Vernon Memorial Highway.



DOUGHTON PA



ALLIGATOR BACK

milepost 242.4



FENCES AT MILEPOST 244

This high mountain meadow park features broad open fields broken by forested groves and terminating in a 1000 foot cliff which gave the area its original name, the Bluffs. Most of the park is forested, but its wide open meadows are the most memorable feature to parkway motorists. Crews of Works Progress Administration (WPA) laborers constructed the park's picnic grounds, parking areas, campgrounds, fences, and the most extensive trail system along the parkway while CCC workers concentrated on landscape work. Concession facilities were built after WWII.

Motoring to Paradise The Story of the National Park Roads and Parkways

"Building roadways through remote and rugged terrain inspired some of the most spectacular feats in the history of American engineering," says NPS historian Tim Davis in the just-published *America's National Park Roads and Parkways*, whose pages testify to a marriage of art and ingenuity that may never be seen again. The volume, from Johns Hopkins University Press, is a behind-the-windshield look at the evolution of the parks and parkways. Over 300 sites are captured in meticulous drawings, which convey the mood and intent of each

period of construction.

Park Roads and Parkways calls to mind an oversize graphic novel, replete with subplots, sidebar asides, and information graphics: road building blow-by-blow, with construction peel-aways; vista design; how to hide a highway; a history of transport; designing for scenic inspiration. Plus a visual vocabulary of landscape design, park style, with panoramas, overlooks, tunnels, check-in kiosks, auto camps, rim drives, guardrails, waysides, pullouts, and more.

From the culverts of Yellowstone to the

bridges of Rock Creek Park, the manmade blends seamlessly with the land. The natural world gets its day too, in a host of delightful maps and botanical sketches. So do the drivers, with motorist views rendered in skilled perspective.

It's all here—a *Whole Earth Catalog* of the parks and parkways—the complete how and why of their construction.

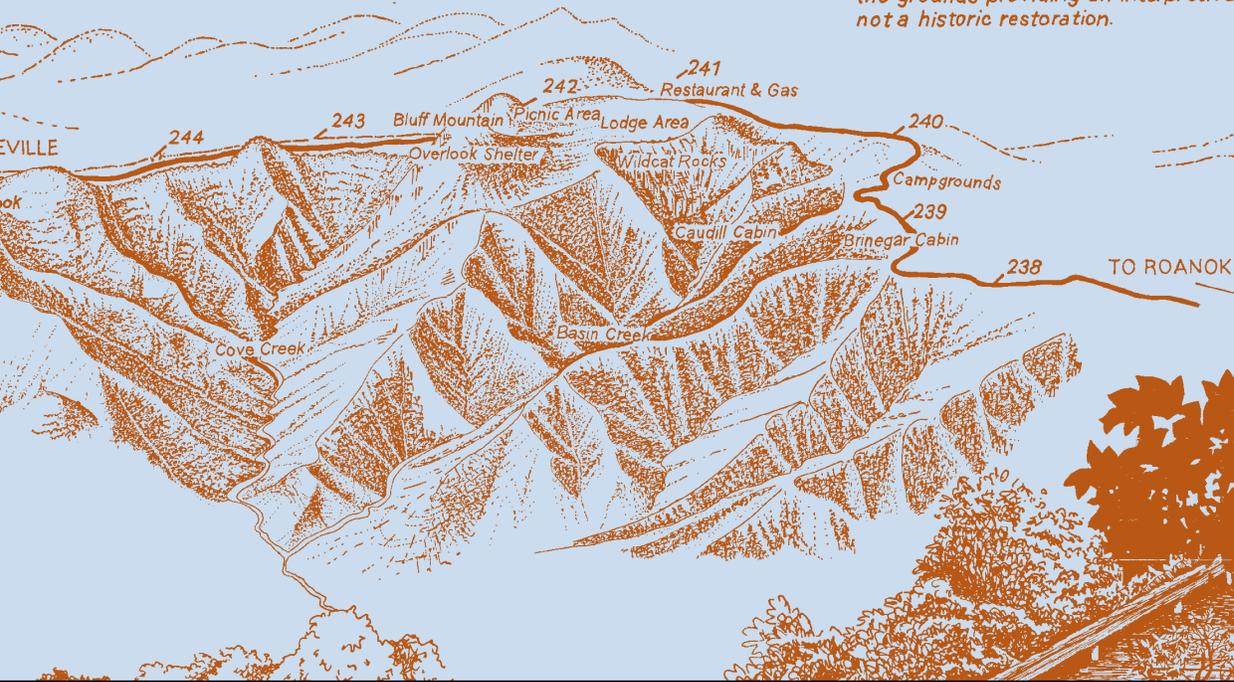
The book is the product of a decade's worth of field work by the NPS Historic American Engineering Record, whose survey teams documented the parks from A to





BRINEGAR CABIN 1.5 miles

The old Martin Brinegar cabin was reinterpreted for interpretive purposes starting in 1942, the grounds providing an interpretive not a historic restoration.



ALL IMAGES NPS/HAER

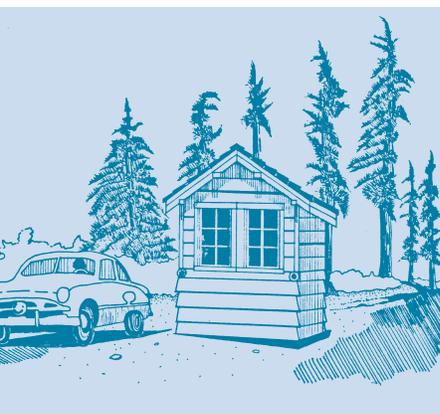
KEYS TO CURATION

Two books are out on pressing curation issues among public agencies, museums, universities, and their partners. Addressing insufficient storage, poor record keeping, and other problems, *Curating Archaeological Collections*, by Lynne P. Sullivan and S. Terry Childs, fills a conspicuous gap in training for students, archeologists, and agencies that manage collections. The primer emphasizes holistic planning even before artifacts come out of the ground, to promote future study and access by a broad audience. Informed by decades of experience (Sullivan is curator of archeology at the University of Tennessee's Frank H. McClung Museum, Childs is an archeologist and collections specialist for the National Park Service), the guide offers sections on writing and archiving field notes and finding a repository, among many other topics.

Our Collective Responsibility: The Ethics and Practice of Archaeological Collections Stewardship, edited by Childs for the Society for American Archaeology, takes a broad look at the state of curation today, with top archeologists and museum professionals offering their first-hand experience in tackling the most urgent issues. Contributors examine why collections languish, the shortcomings in university and professional training, budgeting for curation, and the unrealized research potential of collections.

A wealth of related material from the National Park Service Archeology and Ethnography Program, notably the web feature "Managing Archeological Collections," is at www.cr.nps.gov/aad/collections.

To order *Curating Archaeological Collections*, contact Altamira Press, (800) 462-6420. For a copy of *Our Collective Responsibility*, call the Society for American Archaeology at (202) 789-8200. For more information, contact Terry Childs at terry_childs@nps.gov.



Z, Acadia to Zion. Co-edited by Davis with NPS architects Todd Croteau and Christopher Marston, the volume conveys the creativity and deft hand brought to balancing protection with access.

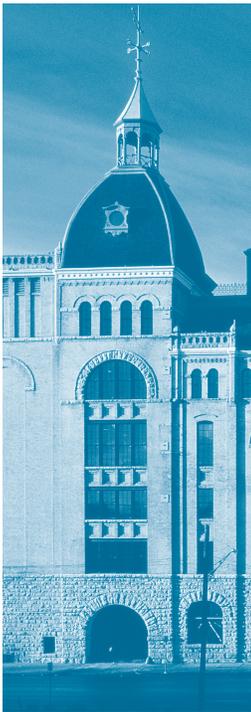
"The National Park Service created a world-class road system through America's most treasured scenery," says Davis. "It stands as a social, artistic, and technological achievement in its own right." So does this book.

A second volume on park roads and parkways will also be published by Johns Hopkins University Press.

To order, go to the Press online at www.press.jhu.edu or call (800) 537-5487. For more information, contact Tim Davis, National Park Service, Park Historic Structures and Cultural Landscapes Program, 1849 C Street NW (2260), Washington, DC 20240, (202) 354-2091, email tim_davis@nps.gov.

Tapped for Preservation

Once Run-Down Brewery Revitalizes Minneapolis Waterfront



Above: Exterior of the rehabilitated brewery. Right: Restored ironwork in the reception area.

FOR 25 YEARS, the old Grain Belt Brewery sat vacant, a hulking reminder of better days along the waterfront. At one time, the area around Marshall Street was a bustling working class enclave. But by 1975, when the brewery closed its doors, much of the area’s business had moved and many residents had traded the close-in and close-knit for new homes in the suburbs.

Today, the brewery stands as a shining example of the economic windfall that sometimes accompanies preservation. Taking advantage of the federal-state program offering tax incentives to rehabilitate historic properties, developer Ryan Companies and RSP Architects brought the brewery back to life.

The \$20 million, two-year renovation converted the 1891 building into RSP’s headquarters, helping to reinvigorate the neighborhood. In 2002, the project won the Adaptive Reuse Preservation Award from the AIA Minneapolis chapter and the city’s Heritage Preservation Commission.

The tax incentives can total 20 percent of the rehabilitation costs. The structure must be historic as certified by the National Park Service, must be income producing (apartments, retail, etc.), and must conform to the rehabilitation standards set by the Department of the Interior. The program is administered by the National Park Service, the IRS, and individual state historic preservation offices.

This part of Minneapolis grew fast in the late 19th century with an influx of European immigrants, lured by jobs and the chance to be entrepreneurs.

the design team.” Nelson says that this is unusual for a state preservation office. The Minneapolis Community Development Corporation, a state agency that held the brewery in trust, was also integral to the team.

RSP President David Norback lauds the “tremendous circulation and free-flowing space.” The high ceilings, the cast iron stairways, the tall arched windows provide a stimulating place to work.

The redevelopment is part of a plan to revitalize the city’s river corridor.

“THERE WAS VERY CLOSE COMMUNICATION. WE NEVER FELT LEFT OUT . . . WE WERE LIKE PART OF THE DESIGN TEAM.”

CHARLES NELSON, MINNESOTA STATE HISTORIC PRESERVATION OFFICE

Railroads, lumbering, brewing, and other industries thrived in close proximity to the Mississippi River. A strong working class community took root.

The brewery is part of a building complex—the Minneapolis Brewing Company Historic District—significant to the city’s industrial development. The complex includes a wagon shed, a wheelwright shop, and a bottling house. Featuring a mix of styles dominated by the Romanesque, the brewery was the creation of Frederick Wolff and William Lehle, German-born brewery designers based in Chicago. The magazine *Architecture Minnesota*, reviewing the project, says the mix recalls the area’s past as a melting pot.

According to Charles Nelson of the Minnesota State Historic Preservation Office, the job was a team effort from start to finish. Says Nelson, “There was very close communication. We never felt left out. We actually were called in on discussions on windows, shingles, interior design features. We were like part of

Lights shining in the brewery’s once-dark windows signal a bright future.

For more information on tax incentives, go to www2.cr.nps.gov/tps/tax/index.htm or contact Michael Auer at (202) 354-2031, email michael_auer@nps.gov. For more on the Grain Belt Brewery, visit www.mnpreservation.org/awards2002/brewery.

