



# R-10 ARCHITECTURAL RECONNAISSANCE SURVEY, ELGN SEGMENT (SEGMENT 14)



D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL

August 2016



# Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project

Elmont to Greendale (ELGN) Segment,  
Hanover and Henrico Counties



U.S. Department of Transportation  
**Federal Railroad Administration**

**Architectural Reconnaissance Survey for the Washington, D.C.  
to Richmond, Virginia High Speed Rail Project  
Elmont to Greendale (ELGN) Segment,  
Hanover and Henrico Counties**

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## ABSTRACT

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Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a reconnaissance-level architectural survey of the Elmont to Greendale (ELGN) segment of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project. The proposed Project is being completed under the auspices of the Federal Railroad Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

The DC2RVA corridor is divided into 22 segments and this document focuses on the ELGN segment only. This report includes background data that will place each recorded resource within context and the results of fieldwork and National Register of Historic Places (NRHP) evaluations for all architectural resources identified within the ELGN segment. All other segments will be discussed in separate reports. For the purposes of the current report, the architectural area of potential effects (APE) is defined as extending 500 feet on either side of the center of the existing railroad alignment except in urban areas, where the APE is limited to one city block to either side of the existing rail centerline, plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of the Project. This report details the findings of buildings, objects, and districts over 48 years of age within the APE (the age limit was developed to correspond with the anticipated 2017 project completion date). All structures that meet the NRHP 48-year age criterion within the architectural APE of the DC2RVA corridor will be included in a subsequent report spanning the entire 123-mile corridor. The results of the archaeological survey are also discussed in separate reports.

In total, the DC2RVA Project Team surveyed 109 historic architectural resources within the ELGN segment, 12 of which were previously recorded and 97 were newly recorded historic resources. The Laurel Industrial School Historic District (043-0292) was previously listed in the NRHP and it is **recommended the resource remain NRHP listed**. The Yellow Tavern Battlefield (043-5108) was previously determined potentially eligible for the NRHP by DHR staff and it is **recommended that the Yellow Tavern Battlefield retain that status**. The Robert Stiles Building (043-0292-0001) was previously unevaluated for NRHP eligibility and is **recommended as potentially individually eligible for the NRHP under Criteria A and C and contributing to the Laurel Industrial School Historic District**. Three previously recorded resources that were unevaluated for NRHP eligibility (Lewis-McLeod House [043-0690]; Mill Road Historic District [043-0693]; and Hunton Treasures [043-0694]) are **recommended as potentially eligible under Criterion C**. Two newly recorded resources (House at 11501 Old Washington Highway [043-5646] and the Darling Smokestack [043-5657]), are **recommended as potentially eligible for listing in the NRHP under Criterion C**. The remaining 101 resources are **recommended not individually eligible for listing in the NRHP**.

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# 1 INTRODUCTION

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Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a reconnaissance-level architectural survey of the Elmont to Greendale (ELGN) segment of the Washington, D.C. to Richmond High Speed Rail (DC2RVA) Project. In addition to the reconnaissance-level survey, this project includes a background review and historic context for the ELGN segment. The project is being completed as Virginia Department of Historic Resources (DHR) File #2014-0666.

The Federal Railroad Administration (FRA) and DRPT propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the DC2RVA Project. The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor (Figure 1-1), which extends from Washington, D.C. through Richmond, VA, and from Richmond continues east to Hampton Roads (Norfolk), VA and south to Raleigh, NC, and Charlotte, NC, and then continues west to Atlanta and south to Florida. The Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

The purpose of the SEHSR program, as stated in the 2002 Tier I Final Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. The purpose of the current Washington, D.C. to Richmond SEHSR project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C. and Richmond and beyond.

Given FRA's funding involvement and permitting through various other federal agencies, the DC2RVA project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations under 36CFR800. Additionally, all cultural resource work was designed to comply with the Virginia Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the DHR as necessary.

\\c:\main\gis\_data\GIS\Projects\011545\_VA\DevofRails-PublicTransportation\0239056\_RAP5-4\1\Dev-ConceptEng\map\_docs\mxd\Fig1\_SEHSR\Corridor\_85x11.mxd | Last Updated: 03.11.2015



0 40 80  
Miles

1 inch=80 miles  
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983

Basemap Source: 2014  
ESRI World Light Gray Base

**Southeast High Speed Rail (SEHSR) Segment Status**

-  **Washington D.C. to Richmond**  
*Tier II EIS*
-  **Richmond to Raleigh**  
*Tier II EIS*
-  **Raleigh to Charlotte**
-  **Richmond to Hampton Roads**  
*Tier I EIS*
-  **Charlotte to Atlanta**  
*Tier I EIS*
-  **SEHSR Extended**  
*Feasibility Studies Complete*

**Figure 1-1**  
**SEHSR Corridor**

## 1.1 PROJECT LOCATION

The Washington, D.C. to Richmond corridor spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County) (Figure 1-2). For the purposes of engineering and environmental planning, the DC2RVA corridor has been subdivided into 22 segments that correspond with improvements and alternatives, and as such have been named and numbered from north to south (Figure 1-3). At the northern terminus in Arlington, VA, the Project limit ends at the southern approach to Long Bridge, a double-track rail bridge taking the rail corridor over the Potomac River; however, the northern terminus of Union Station in Washington, D.C. will be used for ridership and revenue forecasting, as well as service development planning within the Project corridor. The southern terminus in Centralia is the junction of two CSXT routes that begin in Richmond and rejoin approximately 11 miles south of the city.

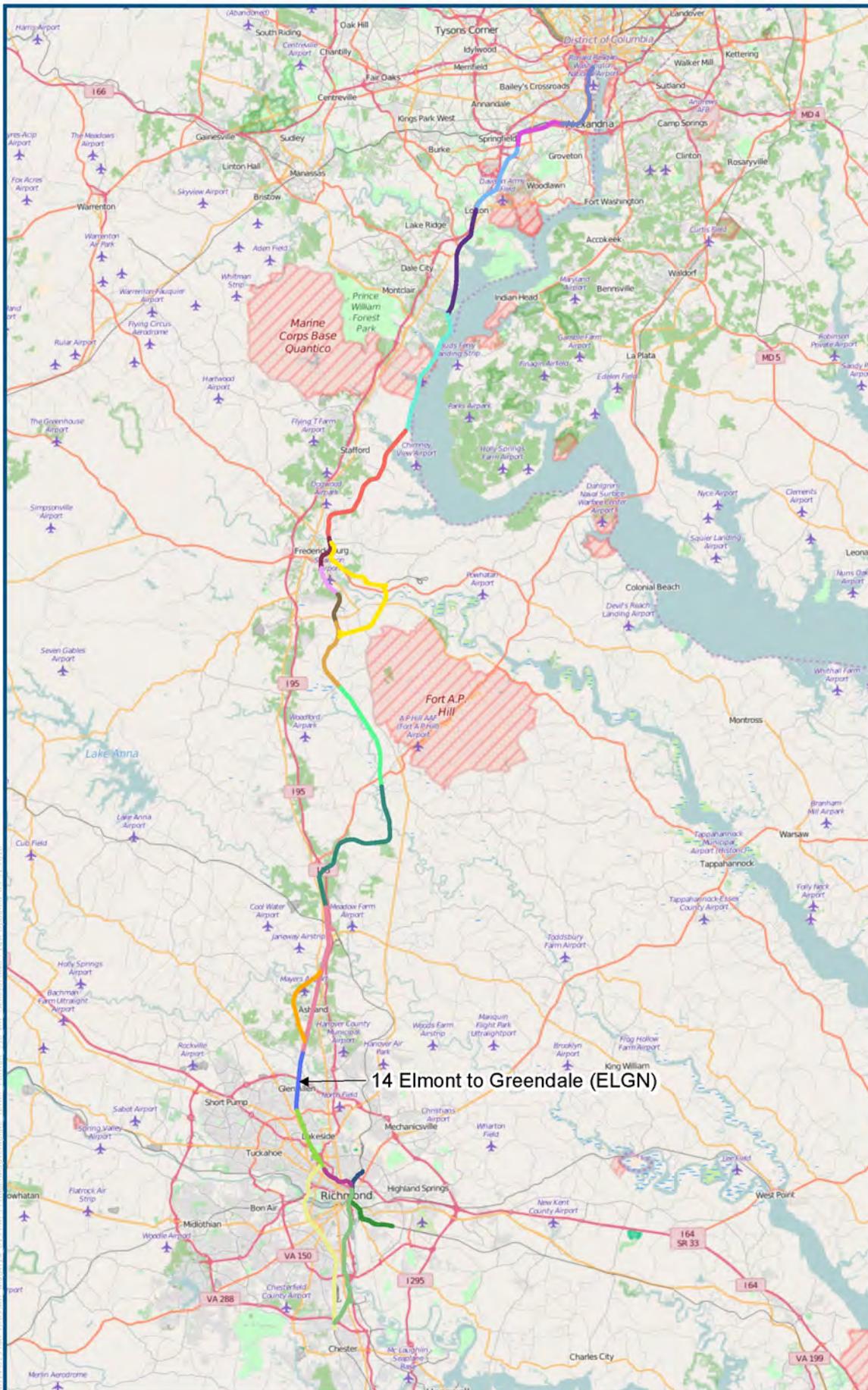
Additional segments of the Project include approximately 8.3 miles of the CSXT Peninsula Subdivision CA-Line from Beulah Road (MP CA-76.1) in Henrico County, VA to AM Junction in the City of Richmond, and the approximately 26-mile Buckingham Branch Railroad (BBR) from AM Junction to the Richmond, Fredericksburg & Potomac Railway (RF&P) Crossing (MP CA-111.8) in Doswell, VA.

Proposed improvements are along CSXT-owned track, generally parallel to the I-95 corridor between northern Virginia and Richmond. From north to south, the project travels through the following counties and cities:

- Arlington County
- City of Alexandria
- Fairfax County
- Prince William County
- Stafford County
- City of Fredericksburg
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- City of Richmond
- Chesterfield County

In Arlington, the Project connects to existing CSXT track extending across the Potomac River on the Long Bridge into Washington, D.C. and Union Station, the southern terminus of Amtrak's Northeast Corridor (NEC). At Centralia, the Project connects to both the Richmond to Raleigh segment of the SEHSR corridor and the Richmond to Hampton Roads segment of the SEHSR corridor.





0 5 10  
Miles

0 8 16  
Kilometers

Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983

Base Mapping: Esri 2016  
Open Street Map

- ### Legend
- DC2RVA Project Segments**
- 01 Rosslyn to Alexandria (ROAF)
  - 02 Alexandria to Franconia (AFFR)
  - 03 Franconia to Lorton (FRLO)
  - 04 Lorton to Powells Creek (LOPC)
  - 05 Powells Creek to Arkendale (PCAR)
  - 06 Arkendale to Dahlgren Junction (ARDJ)
  - 07 Dahlgren Junction to Fredericksburg (DJFB)
  - 08 Fredericksburg to Hamilton (FBHA)
  - 09 Hamilton to Crossroads (HAXR)
  - 10 Crossroads to Guinea (XRGU)
  - 11 Guinea to Milford (GUMD)
  - 12 Milford to North Doswell (MDND)
  - 13 North Doswell to Elmont (NDEL)
  - 14 Elmont to Greendale (ELGN)
  - 15 Greendale to SAY/WAY (GNSA)
  - 16 SAY/WAY to AM Jct (Hermitage Lead) (SAAM)
  - 17 AM Jct to Centralia - S Line (AMCE)
  - 18 WAY to Centralia - A Line (WACE)
  - 19' AM Jct to Fulton Yard (AMFY)
  - 20' Buckingham Branch/Hospital Wye (BBHW)
  - 21 Fredericksburg Bypass (FBBP)
  - 22 Ashland Bypass (ASBP)

**Figure 1-3  
DC2RVA Project  
Segments  
Noting the ELGN (14)  
Segment**

06/2016

The Washington, D.C. to Richmond segment is an integral part of the overall Washington, D.C. to Charlotte SEHSR corridor and provides a critical link between high speed intercity passenger service from Boston to Washington, D.C. and the southeastern United States.

### 1.2 PROJECT DESCRIPTION

The DC2RVA project will include specific rail infrastructure improvements and service upgrades intended to improve the travel time, service frequency, and on-time performance of passenger trains operating between Washington, D.C. and Richmond, VA. Specific improvements to the existing rail infrastructure between Arlington, VA, and Centralia, VA include:

- Corridor-wide upgrades to existing track and signal systems to achieve higher operating speeds, including curve realignments, higher-speed crossovers between tracks, passing sidings, and grade crossing improvements.
- Corridor-wide improvements to train operating capacity to achieve higher passenger train service frequency and reliability, including an additional main track along most of the corridor, and additional controlled sidings, crossovers, yard bypasses and leads, and other capacity and reliability improvements at certain locations.
- Station and platform improvements for Amtrak and Virginia Railway Express (VRE) stations.

The Tier II EIS being completed for the Project will assess the environmental impacts of these improvements and identify ways to avoid, minimize, or otherwise mitigate such impacts.

The Project may include locations for new or replacement intercity passenger stations on the Project corridor, and additional rail capacity and other improvements in the Richmond area, including on the CSXT Peninsula Subdivision from AM Junction in Richmond, VA (just north of Main Street Station) east to Beulah Road in Henrico County, and on the bypass areas around the Town of Ashland, VA and the City of Fredericksburg, VA.

Studies in support of the Project will address passenger and freight rail operations and service between Union Station in Washington, D.C. and Richmond and beyond, but the Project does not include physical improvements to the Long Bridge across the Potomac River or to rail infrastructure within Washington, D.C. Other projects will address improvements to the rail infrastructure north of Arlington and south of Centralia along the SEHSR corridor.

### 1.3 CURRENT STUDY

The current study included a reconnaissance architectural survey of the ELGN segment of the DC2RVA corridor (see Figure 1-3). The architectural survey was conducted to evaluate both previously recorded properties that have not been evaluated for the National Register of Historic Places (NRHP), as well as any unrecorded resource over 48 years in age (the age limit was developed to correspond to the anticipated 2017 project completion date). Any property in the area of potential effects (APE) that has been previously determined to be eligible, or is listed in, the NRHP was briefly reviewed to assure that the characteristics that rendered the property eligible are still intact. For the purposes of the current report, the architectural APE is defined as extending 500 feet on either side of the centerline of the existing railroad alignment, except in urban areas, where the APE is limited to one city block to either side of the existing rail centerline,

## INTRODUCTION

plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of the Project. All structures that meet the NRHP age criteria within the architectural APE of the DC2RVA corridor will be included in a subsequent report spanning the entire 123-mile corridor. In addition, the results of the archaeological survey are discussed in separate documents.

Each resource was evaluated with regard to NRHP Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values. As part of the current survey, these architectural resources were not evaluated under Criterion D for its potential to yield information important in history. Criteria considerations were taken into account only where necessary.

The area within the Project APE was first reviewed through an architectural and historical background literature and records search at DHR. The APE was then visually inspected through a vehicular and pedestrian reconnaissance to identify buildings, objects, and districts over 48 years in age where a NRHP determination had not been made. Once identified, each resource was evaluated for architectural significance and historic and physical integrity. The resources were documented through written notes and digital photographs. The information obtained during the survey was then used to update or generate a new DHR Virginia Cultural Resource Information System (V-CRIS) form and to make recommendations on each resource's NRHP potential.

## **2** **HISTORIC CONTEXT**

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As part of this undertaking, a historic context of each municipality within the APE was compiled. The ELGN segment spans two counties: Hanover and Henrico Counties. Because this report discusses the architectural component of this project, only the historic period for both counties is included below. The prehistoric context for this area will appear in subsequent archaeological reports.

### **2.1 HANOVER COUNTY**

Prior to its creation in 1720, the land that now constitutes Hanover County was inhabited by the Powhatan Confederacy. This nation of nearly 10,000 Native Americans populated the land upon English settler's first explorations (Hanover County Historical Society 2016). Early on the Powhatan Confederacy's tribes and the English became trade allies, even exchanging youths in order to learn each other's languages to facilitate trade (Degen 2016). However, relationships quickly became strained and eventually turned hostile.

Captain John Smith led at least three exploratory missions between 1607 and 1609 from Jamestown into the northern and western lands surrounding the settlement. He encountered Native Americans during these missions and was even held captive by the Youngtamund tribe of present-day Hanover County. Captain John Smith's legendary capture, which eventually led to an escape with the help of Chief Powhatan's daughter, Pocahontas, occurred in Hanover County on these explorations (Hanover County Economic Development [HCED] 2016a).

#### **2.3.1 Anglo Settlement and the Establishment of Hanover County**

Population in the Virginia Colony increased greatly after the founding of the Jamestown settlement in 1607. By 1634, the Virginia Colony contained roughly 5,000 colonists (Grymes 2014). Population increase created a need for more localized governing bodies than the existing House of Burgesses which, at the time, was ruling over the entire colony under British control. In 1634, the House of Burgesses approved the creation of eight shires to handle local disputes and responsibilities: Henrico, Charles City, James City, Elizabeth City, Accomack, Charles River, Warrosquyoake, and Warwick River (Grymes 2014). The area that is now Hanover County lay within the Charles River Shire until it was renamed York Shire in 1634 (Hanover County Historical Society 2016).

Much of the Virginia Colony was also divided into parishes whose boundary lines sometimes coincided with the shire, or county, lines. These parishes, maintained under the Anglican Church's Diocese of London, were an authority on social and civil matters. Parishes served the surrounding community, but "once the church site became too distant for families to attend services, a new parish with a church was formed" (Hanover County Historical Society 2016). St.

Peter's Parish encompassed the upper part of York County, later established as New Kent County, and in 1704 became St. Paul's Parish (Hanover County Historical Society 2016).

On November 26, 1720, Hanover County was formed along the same boundary lines as St. Paul's Parish (Hanover County Historical Society 2016). Hanover County received its name to honor King George I, the first British monarch from the House of Hanover, who ruled the colonies at the time of its creation.

The young county experienced some small developments in its early years. Tobacco production, particularly of the Sweet Oronoco strain, was the major economic mainstay throughout the eighteenth century (Keller 1990:6). The port towns of Newcastle and Hanovertown were established in 1730 and 1747, respectively, in order to provide a "central base from which tobacco could be shipped to Glasgow and London and traded for other goods" (Keller 1990:45). These towns flourished due to their accessible locations and Newcastle was even considered a contender for the relocation of the colonial capital after the capitol building in Williamsburg burned in 1747 (Keller 1990:45).

### 2.3.2 Early Industries and the Revolutionary War

Hanover County increased steadily in population following its 1720 founding as farmers moved westward from the tidewater region in search of more fertile land. It emerged as center for commerce and trade, particularly for the tobacco industry (HCED 2016a).

Hanover County's early years are largely associated with the Great Awakening movement, a series of religious revivals that led to the disestablishment of the Church of England in the colonies. Around 1740, a small group of evangelical Anglicans led by Samuel Morris began meeting privately in Hanover County to discuss the religious revivals occurring in the northern colonies led by Reverend George Whitefield (Kidd 2013). By 1745, Lieutenant Governor Sir William Gooch was calling for the suppression of these evangelical revival groups due to their threat to the stability of the colony. As a new Baptists movement spread from New England to the Virginia Colony in the 1770s, an era of religious persecution began. The *Virginia Gazette* of Williamsburg claimed that, because of the Baptists, "wives are drawn from their Husbands, Children from their Parents, and Slaves from the Obedience of their Masters. Thus the very Heartstrings of those little Societies which form the greater are torn in sunder, and all their Peace destroyed" (Kidd 2013). With the introduction of Methodist practices in the mid to late 1770s to the already strained religious landscape, tensions grew.

This religious friction helped to catalyze the movement for religious liberty within the colony. James Madison and Patrick Henry, who was from Hanover County and grew up attending the evangelical Presbyterian meetings, helped to draft the sixteenth article of the Virginia Declaration of Rights in 1776 which assured free exercise of religion (Kidd 2013). In the 1780s, Madison backed a bill drafted by Thomas Jefferson calling for religious freedom with no state support to religion, a direct opposition to Henry's idea: a tax to benefit the church of the tax-payer's choosing. Jefferson's Bill of Establishing Religious Freedom was passed in 1786 and became the foundation for the First Amendment of the United States Constitution during the early years of the Nation (Kidd 2013).

Tensions between the colonies and the British Crown can be seen early on in Hanover County. At the Hanover Courthouse in December 1763, Patrick Henry argued the case, now known as "The Parsons' Cause," in which he maintained that the King was behaving as a tyrant by

interfering with a law passed by the House of Burgesses (HCED 2016b). Inspired by their fellow patriots, such as Patrick Henry, Hanover County men joined the American Revolution to fight British rule. The 5th Virginia Regiment and the 14th Virginia Regiment both contained soldiers supplied from Hanover County (FamilySearch.org 2016). Hanover County was spared many of the battles and skirmishes of the American Revolution, though George Washington did pass through the county on his return from the Battle of Yorktown at the end of the War (HCED 2016b).

### **2.3.3 The Antebellum Years**

Following the American Revolution, Hanover County grew in popularity amongst farmers. Populations increased steadily throughout the early formation of the nation. Census information indicates a population of 14,754 in 1790, 15,082 in 1810, and 16,253 in 1840 (United States Census of Population and Housing 2004). The port town of Newcastle was again considered as a capital location, this time for the state capital; it only lost by a handful of votes to Richmond (Keller 1990:45).

Tobacco farming, which had peaked prior to the American Revolution, began to decline as more viable crops entered the agricultural landscape, such as wheat and corn (Keller 1990:6). Following the American Revolution, trade of tobacco to Glasgow and London, which had been so important to the economies Newcastle and Hanover town, dwindled. This loss of foreign trade, as well as the creation of new channels of commerce in other parts of the county, led to the abandonment of the towns. By the middle of the nineteenth century both towns had all but disappeared (Keller 1990:45).

These new channels of commerce came in the form of a fairly complex network of roads. The development of this network allowed for easier access of people and products both into and out of the county (Keller 1990:11).

By the middle of the nineteenth century, a well-constructed network of roads allowed for a booming economy. This economy was further aided with the introduction of railroad systems in Hanover County. The introduction of railway systems to Hanover County in the 1830s led to greater accessibility for both producers and buyers of products. The small villages of Doswell, Beaverdam, and Hanover Courthouse all became railroad junctions and experienced quick economic growth (Keller 1990:11). The railroad systems, in turn, created new locales as communities grew surrounding important railroad intersections and stops. The town of Ashland was established in the late 1840s as a mineral springs resort and grew rapidly (Town of Ashland 2016).

The economy relied heavily on slave-based agriculture, though other industries contributed to the growing county. Both grist mills and flour mills were constructed along the Pamunkey and Chickahominy Rivers (Keller 1990:37).

Education of youth in the county, which had traditionally rested on the parents' shoulders, experienced changes throughout the early- and middle-nineteenth century. A "free school" system was established in the county in an effort to better the education of young, white males. These schools were based on a general state fund, though they heavily relied on wealthy landowner contributions, and eventually failed (Keller 1990:29). Public education in Hanover County would not be established until after the Civil War.

### 2.3.4 The Civil War in Hanover County

Many Hanover men served in the Civil War. In fact, three companies were formed in the county: the Patrick Henry Rifles, the Hanover Grays, and the Ashland Grays (Keller 1990:26). Apart from its contribution to the Confederate army, Hanover was also important to the Civil War due to its close proximity to Richmond. Control of the extensive road and railway systems was heavily sought after by the Union Army. The two railroads, the Virginia Central Railroad and the RF&P Railroad, were vital in transporting supplies and troops (HCED 2016b).

The 1862 Seven Days Campaign saw major action in Hanover County. On June 26, 1862, General Robert E. Lee initiated this campaign by crossing the Chickahominy River and striking Union troops behind Beaver Dam Creek. Confederate troops suffered five times the casualties of the Union troops; however, it was the Federals who abandoned their positions during the night to retreat eastward (HCED 2016c). The following day, the largest battle of the Seven Days Campaign occurred as Lee's troops repeatedly assaulted the Union forces at Gaines' Mill. Here both troops lost a combined 15,000 men (HCED 2016a).

Hanover County continued to see destruction and skirmishes throughout the war, but it was not until 1864 that more major battles would occur. In late May 1864, nearly 130,000 Union and Confederate troops occupied land along the North Anna River. On May 27th, the troops began their march towards Cold Harbor. Union troops passed through the community of Old Church on their way to Cold Harbor in the spring of 1864. The tavern there served as a Union cavalry corps headquarters. On May 28th, forces "clashed around Enon Church in one of the fiercest cavalry battles of the Civil War" known as Haw's Shop Battle (HCED 2016a). The culmination of these battles and movements was that of the Battle of Cold Harbor on May 31, 1864. Thousands of troops fought futilely along a seven mile stretch until June 12th. At this point General Ulysses S. Grant moved his men secretly away from the battle towards Petersburg (HCED 2016a).

In addition to the battlefields and headquarters sites, a number of places in the county were converted for soldier dwellings and hospitals during the war. Hanover County's economy was greatly affected by the Civil War. Its agricultural economy relied heavily on slave populations prior to the war. Both the white and black populations struggled to adapt to the new economy. Once wealthy slaveholders were rendered bankrupt with Confederate currency suddenly worthless, and land values plummeted.

### 2.3.5 Into the Twentieth Century

Slowly, the economy began to rebuild leading up to and through the turn of the century. Tobacco production had been almost completely replaced by wheat and corn production; in fact, the Bureau of the Census reports from 1880 show that Hanover County was harvesting "only 1,489 acres of tobacco as compared to 13,146 acres of wheat" (Keller 1990:6). Grain mills throughout the county remain in the present day as evidence of the crops growing in popularity amongst farmers. Larger mills were constructed along the surrounding Pamunkey and Chickahominy Rivers to support the growing wheat and corn industries. The rivers also served an ever-increasing number of sawmills. Three excelsior mills were also established in Hanover County in the first decades of the twentieth century (Keller 1990:28). Farming of both melons and tomatoes as new agricultural crops began in the twentieth century as well (Keller 1990:8).

Public education for children was established in Hanover County in 1869 allowing for widespread education of youth throughout the county (Keller 1990:30). Higher education, though still

greatly limited amongst the United States, was developing. The relocation of Randolph-Macon College from Boydton to the town of Ashland in 1868 facilitated better educational opportunities as well as economic and population growth throughout Hanover County (Town of Ashland 2016). As the economy was rebuilt and strengthened, Hanover County's population increased substantially. Though it had dipped to 16,455 in 1870, the county population increased to 18,588 by 1880 (United States Census of Population and Housing 2004).

### **2.3.6 World War I to World War II (1917–1945)**

The development of the Route 1 Highway through Hanover County in the first half of the twentieth century led to huge growth. Route 1 brought tourists, businessmen, and passersby through the county and served as an easy access route between Richmond to the south and Washington, D.C. to the north. It also facilitated the development and repair of surrounding roads in order to transport both goods and people from the rural areas of the county towards Route 1.

### **2.3.7 The New Dominion to Present**

Just as Route 1 facilitated growth throughout the county, so did the development of Interstate Highway 95 (I-95). Post-World War II, Hanover County grew in population due to booming businesses and increased transportation. The population grew from 18,500 in 1940 to nearly 22,000 in 1950 and then to 27,550 by 1960 (United States Census of Population and Housing 2004).

While agriculture still plays a large role in the county's economy, the expansion of tourist ventures has brought a substantial number of new businesses and residents. The creation of Kings Dominion amusement park near Doswell in 1975 played a key role in the county's recent development. It currently employs over 1,000 employees, making it one of the lead employers in Hanover County (HCED 2016b).

## **2.2 HENRICO COUNTY**

### **2.2.1 Contact Period (1607–1630)**

In 1607, Christopher Newport and John Smith led an exploration party from Jamestown up the James River, reaching as far west as the river's falls. The following year, Newport returned to further explore the south side of the river upstream from the falls. In 1609, Captain Francis West of Jamestown established the first settlement and fort on the falls; however, this settlement was short lived (Dabney 1990). In John Smith's *A Map of Virginia*, published in 1612, a "Kings House" was indicated on the north bank of the James River at Powhatan, just downstream from modern day Richmond. Another "Kings House" as well as several ordinary houses associated with the Appomattoc were located on the north side of the Appomattox River near its convergence with the James River. According to Smith, these two groups had a close relationship. The Monacans occupied the area of the James River basin above the falls (Magoon 2003).

In 1619, the Virginia Company instituted reforms in the colony that led to the establishment of a representative form of government. The colony was divided into settlements or "plantations," one being the City of Henrico. Each plantation sent representatives to Jamestown to the General Assembly of 1619, the first representative legislature in a British colony. That same year, plans were made for the settlement of Henrico plantation which included a parcel of 10,000 acres for

what was intended to become the University of Henricus, the first English university in America. However, a Native American uprising in 1622 caused these plans to be abandoned (Henrico County Historical Society 2006).

### 2.2.2 Settlement to Society Period (1630–1750)

During this period, settlement became more dispersed as farmers moved inland away from major estuaries and tidal creeks looking for new fertile lands. In 1634, the land on both sides of the James River from Charles City County west to the mountains was established as Henrico, which was one of the eight original Virginia shires; this shire would later be divided into nine whole counties, part of a tenth, and the city of Richmond. By 1643, there were 419 settlers living on both sides of the James River within the boundaries of Henrico County. As a result of the Second Powhatan War in 1645, another short-lived fort, Fort Charles, was established this time on the north side of the James River; soon after its construction, the fort was dismantled and rebuilt on the south side of the river. In the spring of 1656, several hundred Native Americans, known as the Rockahecrean, came from the mountains to settle on the north side of the James River at the falls. An unsuccessful attempt was made by colonial militia and allied Native Americans to remove the Rockahecrean from their new location. The Rockahecreans remained at the falls for a short period before voluntarily returning to the interior; while they were there, they made no attempt to advance on the European settlements in the region (Manarin and Dowdey 1984).

By 1661, a successful merchant planter, Thomas Stegg, Jr., had acquired 1,800 acres on the south side of the river and built Falls Plantation. Stegg, along with his nephew, William Byrd, and Byrd's sons, established a profitable trade venture with Native Americans in the interior of Carolina and Georgia through use of a warehouse built at the falls. The Great Trading Path into the interior crossed the James Rivers just west of the falls and ran north-south from this point. Between 1675 and 1676, hostilities erupted between the Susquehannock and the colonists of Maryland and Virginia. Henrico resident, Nathaniel Bacon, Jr., became one of the main leaders in a campaign to retaliate against the Native Americans and against Governor Berkeley's authority. The hostility escalated into one devastating episode, Bacon's Rebellion, when Bacon's forces attacked the Susquehannock and also the friendly Occaneechi on the Roanoke River. In 1676, Bacon died of a fever, and following his death the revolt against the Native Americans and Governor Berkeley lost momentum and soon ended (Manarin and Dowdey 1984).

By the end of the seventeenth century, settlement was still relatively sparse with tobacco dominating the agricultural economy. Some rural industries such as brick making and grist milling were beginning to appear in the area (Outlaw and Tyrer 1995). Throughout the 1720s and 1730s, an influx of English planters, along with their slaves, settled in the area and began to clear the uplands and drain the wetlands for tobacco cultivation. Unfortunately for the farmers, tobacco farming practices severely eroded and depleted the piedmont soils within the first five years of cultivation (Fisher 1983). As a result tobacco production was gradually replaced by cereal crops (Outlaw and Tyrer 1995).

Small courthouse villages and port towns acted as places of communication, culture, and commerce for the dispersed settlements (Outlaw and Tyrer 1995). The main focus of economic and governmental activity was in Varina located in the southeast corner of the county; by 1741, the governmental and religious center of the county moved from Varina to Richmond, the same year St. John's Church was completed. In 1727, the establishment of Goochland County, located

west of the Little Tuckahoe Creek, separated Henrico County from the western frontier. In 1747, the modern-day bounds of Henrico County were established when the area south of the James River became Chesterfield County (Manarin and Dowdey 1994).

### **2.2.3 Colony to Nation Period (1750–1789)**

By the mid-1700s several distinct communities had developed in the area and in 1752 the shifting of power from Varina to Richmond became complete when the courthouse was moved to Richmond (Manarin and Dowdey 1984). Virginia itself experienced a shift in power when the government seat was moved from Williamsburg to Richmond in 1779. Even though Richmond was a smaller community than Williamsburg, it was believed to be a safer location. Regrettably, on January 5, 1781, Richmond was raided and burned under the direction of Benedict Arnold. As a result of the raid warehouses, mills, the foundry, homes, large stores of tobacco, and many government records were destroyed (Dabney 1990). When Arnold's men, now part of British forces led by General William Phillips, approached Richmond for a second time, the British were stopped by the sight of local militiamen and American Continental troops led by a young Frenchman, the Marquis de Lafayette. Outnumbered, Lafayette abandoned Richmond when General Charles Cornwallis occupied the town in June 1781 (Henrico County Historical Society 2006).

### **2.2.4 Early National Period (1789–1830)**

Following the Revolutionary War, Henrico County experienced a period of steady growth with the construction of numerous canals and roadways. The early-nineteenth century saw farming, milling, and coal mining as important economic activities in Henrico County with slaves providing most of the labor for these industries (Manarin and Dowdey 1984). Rising tensions between slaves and their owners, as well as a successful slave uprising in Saint Domingue, inspired Henrico County slave, Gabriel, to plan his own revolt (Genovese 1979). Gabriel was a slave on the Brookfield Plantation owned by Thomas Henry Prosser (Sidbury 1997). Gabriel was trained as a blacksmith, had the ability to read and write, and was permitted to hire himself out for his services throughout the Richmond area. As a result he was able to meet many other slaves from neighboring plantations and also freed blacks and sympathetic whites.

After a number of insults and injustices, Gabriel decided it was time to act. He planned to seize Capitol Square in Richmond and take Governor James Monroe as a hostage. Gabriel recruited an army that had 'soldiers' from all over Virginia including the cities of Petersburg and Norfolk and Albemarle, Caroline, Henrico, and Louisa counties. By August 1800, they were ready to go. The insurrection was planned for Saturday August 30, but because of large storm in was postponed until the following day. During that time, two slaves cracked under the pressure and told their masters of the planned revolt who then alerted Governor Monroe (Sidbury 1997). The state militia began roaming the countryside looking for any rebels and the leaders of the revolt, including Gabriel, quickly vanished. Gabriel proved elusive for two weeks before he was finally captured. He was tried and quickly sentenced to death. He was executed on October 10, 1800 along with other slaves involved in the revolt. As a result of Gabriel's Insurrection, also known as Gabriel's Conspiracy and Gabriel's Rebellion, harsher laws concerning slaves were passed and slave owners across the country lived in fear of another possible uprising (Africans in America 1998).

### **2.2.5 Antebellum Period (1830-1860)**

During this period the rural settlement pattern of dispersed domestic farmsteads continued throughout the county; however, many areas across Virginia were beginning to experience increased industrialization and urbanization in commercial centers like Richmond. In order to support these growing urban areas infrastructure using new technologies was needed. These new transportation methods shifted previous patterns of commercial transportation and communication away from the region's major estuaries, making market centers more accessible and further concentrating settlement within the industrialized cities (Foster 1996). In 1834, the RF&P Railroad was formed followed by the Virginia Central Railroad in 1851 and the Richmond and York River Railroad in 1853. Between 1830 and 1850, Henrico County experienced a 30 percent increase in population, the development on an agricultural society, and the formation of many free schools for the county's white children (Manarin and Dowdey 1984).

### **2.2.5 Civil War (1861–1865)**

Early in the Civil War, the capital of the Confederacy was moved from Montgomery, Alabama to Richmond. One of the reasons for the move involved the presence of cheap coal from the Richmond Basin and the strategic location of the Tredegar Iron Works in Richmond (Manarin and Dowdey 1984). As a result of Richmond being the capital of the Confederacy, Henrico County experienced numerous engagements and activities. Unfortunately, of the many movements and skirmishes that likely occurred in the area, only three have been researched and recorded in the Civil War literature available (Foster 1996).

### **2.2.6 Battle of Seven Pines or Fair Oaks (May 31–June 1, 1862)**

The first major battle to occur in Henrico County was part of General George B. McClellan's Peninsula Campaign. Starting at Fort Monroe on the Chesapeake Bay, McClellan began moving his troops west toward Richmond (Sears 1992). General McClellan continued up the peninsula and had three-fifths of his troops across the Chickahominy River when a violent storm flooded the river, thus separating the army. Confederate General Joseph E. Johnston decided to attack the weaker two-fifths of the Army of the Potomac isolated on the south side of the river on May 31. Johnston's battle plan, while excellent, was poorly executed. Due to misunderstood orders, brigades led by James Longstreet were unable to arrive at the firing line and other troops became lost or held up by roadblocks. As a result, the Confederates lost the advantage of having greater numbers than the isolated Union troops. Meanwhile McClellan ordered General Edwin Sumner to cross the river and give aid to those on the south; Sumner pushed his troops and was able to cross the flooding Chickahominy on a bridge that was floating away (Catton 1963). Most of the fighting occurred near Williamsburg Road along a line of Union entrenchments located approximately three-quarters of a mile west of Seven Pines, a small crossroads town. Other intense fighting occurred at the Union fortification Casey's Redoubt, located near two landmark buildings known as the 'twin house.' The fort was ultimately overrun and occupied by the Confederates (Sears 1992). The fighting ended that day with the Confederates gaining some ground from the Union and continued the next day, June 1, with the Federal Army taking back what they had lost the day before. By the end of June 1, the Confederates accepted a drawn battle that saw things almost the same as they had been before the battle; the battle was a victory for no one (Catton 1963).

While not a victory for either side, the battle of Seven Pines or Fair Oaks had some lasting effects. The casualty list for both sides was higher than the battles of Bull Run and Williamsburg combined with 5,000 for the Federals and 6,000 for the Confederates. One of those severely injured was Confederate General Johnston, and as a result Robert E. Lee was promoted to commander of the Army of Virginia which he renamed Army of Northern Virginia (Catton 1963). Today little remains of the battlefield although some evidence of earthworks can be found on the property of Richmond International Airport (Magoon 2003).

### **2.2.7 Seven Days Battle Campaign**

Following the draw at Seven Pines, McClellan slowed his siege of the peninsula and began fortifying his lines so as not to let another Seven Pines occur. This provided newly appointed General Lee time to reorganize and strengthen his troops. He brought General Thomas Jonathan 'Stonewall' Jackson in from the Shenandoah Valley to combine forces in order to slow and defeat the besieging Union Army; Lee knew that Richmond would not be able to withstand a siege if McClellan was able to reach it. The result was seven days of fighting and six battles, four of which were in Henrico County. By the end of the week, McClellan had been forced from the peninsula ending his peninsula campaign and attempt to take Richmond. When McClellan's army ceased to threaten Richmond, Lee sent Jackson to operate against Major General John Pope's army along the Rapidan River, thus initiating the Northern Virginia Campaign. The result of the Seven Days Campaign was Union casualties of almost 16,000 and the Confederates with over 20,500 (American Civil War 1997a).

#### **2.2.7.1 Battle of Oak Grove (June 25, 1862)**

This was the first of the Seven Days Battle. Lee decided to take the offensive and planned to attack McClellan on June 26, 1862. McClellan, sensing an impending attack, moved first on June 25, with the objective of bringing his guns within range of Richmond. Because of his own misjudgments and the planned Confederate offensive, though, he only gained 600 yards. The battle is sometimes referred to as the Battle of French's Field or King's School because of two local landmarks located nearby. The majority of the fighting occurred along the Williamsburg Road (Sears 1992).

#### **2.2.7.2 Savage's Station (June 29, 1862)**

This was the fourth of the Seven Days Battle after the battles at Beaver Dam Creek and Gaines' Mill had been fought in Hanover County. On June 29, the main body of the Union army began a withdrawal toward the James River. Major General John Bankhead Magruder pursued along the railroad and the Williamsburg Road, and struck the Union rearguard with three brigades near Savage's Station. Jackson's divisions were stalled north of the Chickahominy. Union forces continued to withdraw across White Oak Swamp, abandoning supplies and more than 2,500 wounded soldiers in a field hospital (American Civil War 1997b).

#### **2.2.7.3 Glendale or Frayser's Farm (June 30, 1862)**

This was the fifth battle of the Seven Days Battle. On June 30, Union troops protected the vital crossroads near the old Frayser farm, Glendale, while McClellan's retreating army snaked south toward Malvern Hill. Confederates Longstreet and General Ambrose Powell Hill led attacks that penetrated the Union defense near Willis Church, routing General George A. McCall's division.

Union counterattacks by General Joseph Hooker's and Major General Philip Kearny's divisions sealed the break and saved their line of retreat along the Willis Church Road. A Confederate advance was also stopped on the Charles City Road. Two miles away, Jackson's divisions were delayed by Brigade General William B. Franklin VI at White Oak Swamp. Confederate Major General T.H. Holmes made a feeble attempt to turn the Union left flank at Turkey Bridge but was driven back by Federal Navy gunboats in the James River (American Civil War 1997c).

### **2.2.7.4 Malvern Hill (July 1, 1862)**

This was the last of the Seven Days Battle. On July 1, Lee launched a series of disjointed assaults on the nearly impregnable Union position on Malvern Hill. The Confederates suffered more than 5,300 casualties without gaining an inch of ground. Despite his victory, McClellan withdrew to Harrison's Landing on James River, where his army was protected by gunboats. This ended the Peninsula Campaign (American Civil War 1997d).

### **2.2.7.5 Battle of Darbytown and Williamsburg Roads (October 7 and October 27, 1864)**

Following the Seven Days Battle Campaign, Henrico County remained relatively quiet until the fall of 1864 during the Richmond-Petersburg Campaign. On October 7, Lee was on the offensive again and wanted to recapture Fort Harrison located near Darbytown and New Market roads; the battle started out well for the Confederates, but in the end Lee had underestimated the strength of the Federal troops present at the fort who quickly overpowered him. This battle was General Lee's last offensive action north of the James River (Salmon 2001).

Numerous smaller skirmishes continued in the area between Union and Confederate forces until October 27 when Federal troops under Major General Godfrey Weitzel skirmished with Confederate entrenchments flanking Williamsburg Road. Ultimately, the Union efforts at Darbytown Road and Williamsburg Road were ineffective and resulted in the withdrawal Union troops, and a substantial number of casualties (Foster 1996).

### **2.2.8 Reconstruction and Growth (1865–1917)**

Following the end of the Civil War, Henrico County was quickly occupied by Federal troops whose job was to restore order and end the lawlessness that resulted from the Confederates leaving their former capital. Much of downtown Richmond had been destroyed by fires. Some businesses in the area were able to recover quickly during reconstruction; the Tredegar Iron Works was back in production by August 1865. The five major railroads that linked Richmond to the rest of the state and country were also repaired soon after the end of the war (Dabney 1990).

The people of Henrico County had many challenges to face. Many of the area's young men were dead or maimed as a result of the war and the entire freed slave population struggled to find homes and work. The economy of the area was also greatly affected as slave labor was no longer an option. By the beginning of the twentieth century, Henrico County was still dominated by agriculture with the main crops being corn, oats, wheat, and tobacco and also nurseries, vineyards, and fruit orchards. The largest growth in agriculture was in dairy farming which accounted for more than half of the county's agricultural sales. However, coal mining and industry were becoming economically viable in the area. The coal mining boom ended shortly after a major gas explosion at the Carbon Hill mine, formerly known as Gaytown Mine, in 1912.

After the explosion, only small pit mines were utilized for local consumption (Manarin and Dowdey 1984).

### **2.2.9 World War I to World War II (1917–1945)**

During World War I, a powder-bag plant was constructed in the Seven Pines area of Henrico County which included the plant building, ancillary structures, 50 miles of rail line, rows of warehouses, infrastructure, and a worker's housing neighborhood. Furthermore, several industries in Richmond and some of the small rail systems were devoted to the war effort. After the war, these industries were able to successfully convert to peacetime production (Manarin and Dowdey 1984).

In 1927, Charles Lindbergh visited Richmond in the Spirit of St. Louis after completing his historic trip. He was there for the dedication of the new municipal airport, the Richard Evelyn Byrd Field, which became Richmond International Airport and served as a military base during World War II (Dabney 1990). During the 1920s, Richmond was also a popular place for some of the country's most famous aerobatic or 'barnstorming' performances (Foster 1996).

During World War II, farm production for the war effort was organized by the Henrico County Board of Agriculture who encouraged farmers to increase production and for non-farmers to plant victory gardens. The peacetime transition was not as smooth as World War I, with many veterans returning to job shortages in the local economy (Manarin and Dowdey 1984).

### **2.2.10 The New Dominion (1945–Present)**

Between 1945 and 1950, the population of Henrico County nearly doubled to 60,000 people. As a result of this growth, much of the County's farmlands were turned into subdivisions and apartment complexes. The County also saw an increase and improvements in support facilities and road construction (Manarin and Dowdey 1984).

Today, Richmond is a bustling city and a major business and cultural center. As Richmond grows so does Henrico County, as people come to the area to take advantage of Richmond's resources. Though Richmond has experienced many positive changes, it has also been faced with problems such as homelessness and urban decay (Dabney 1990). More recently, a focus has been put on the unique cultural and historic resources that are found throughout Richmond and the renewal of stressed neighborhoods. Richmond's City Code encourages and provides for the creation of old and historic districts in order to "recognize and protect the historic, architectural, cultural, and artistic heritage of the City" (City of Richmond 2016).

# 3

## METHODOLOGY

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The architectural survey was conducted to evaluate any historic buildings, objects, or districts over 48 years in age for NRHP eligibility. Each resource was evaluated in regards to Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; and Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values. As part of the current survey, these architectural resources were not evaluated under Criterion D for its potential to yield information important in history. Criteria considerations were taken into account only where necessary.

A background literature and records review of the APE at the DHR was conducted prior to any fieldwork. This included an inspection of previous cultural resource surveys within the architectural APE and the notation of previously recorded architectural properties both within the APE and within a 0.5-mile radius of the APE to establish an area resource context.

Once the background review was complete, field recordation commenced. For previously recorded resources that were previously determined eligible for or listed in the NRHP within the architectural APE, the DC2RVA team briefly examined these properties to assure that they retain the characteristics that rendered them eligible for the NRHP, but in-depth studies were not completed on these resources.

During the architectural survey of both newly recorded and previously identified resources, the project's architectural APE was surveyed through a combination of a vehicular and pedestrian reconnaissance. Above-ground properties meeting the age criteria of the NRHP were documented through photographs, written notes, and mapping. This includes buildings, objects, and districts that are within the project boundaries and in the viewshed of the project area. Digital photos will be taken of each property documenting the primary elevation, oblique angles, and general setting.

After the architectural field project was completed, the project team prepared separate V-CRIS forms and accompanying documentation for each recorded property in accordance with DHR policies and practices. Each V-CRIS packet includes a V-CRIS form, site plan, set of hard-copy black & white photographs, and a CD of digital photos for each property. The hard copy and electronic versions of the photographs were labeled and prepared according to DHR standards.

# 4 BACKGROUND REVIEW

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Prior to conducting fieldwork, Dovetail conducted a background review of the DC2RVA Project area to identify previously recorded above-ground resources within a 0.5-mile radius around the APE. This task included an evaluation of DHR files, maps, and reports and Civil War Sites Advisory Committee (CWSAC) maps to obtain the required information. The goal was to provide data on previously recorded resources to aid in the evaluation of properties identified during the current survey.

## 4.1 PREVIOUS SURVEYS

A comprehensive reconnaissance level survey of Henrico County's historic resources was conducted by the Virginia Historic Landmark Commission and the County of Henrico in 1975 (O'Dell 1976). The survey was meant to provide a "record of the County's earliest and historically important buildings" (O'Dell 1976). Through this survey, the County hoped to create a data base for historic sites and buildings which would inform future long-term planning and preservation goals. During this effort, roughly 110 standing architectural resources and 180 archaeological sites were identified, 50 percent of which were previously unrecorded with the state.

In 1988, DHR awarded a matching grant to the Hanover County Board of Supervisors for a reconnaissance-level survey of Hanover County's historic resources conducted by Land and Community Associates (Neville et al. 1990). This grant was specifically for the documentation and evaluation of 450 historic architectural resources located in Hanover County. A second phase of survey commenced in June 1991 to document an additional 400 architectural resources (Neville et al. 1992). A combined report details the results of the Phase I survey for 950 properties, specifying exemplary and representative examples of several types of historic resources that exist in the county. Eligibility recommendations were made for all of the properties surveyed during this effort and of the 950 total, approximately 155 resources were recommended as potentially eligible for listing in the NRHP.

An update to the cost-share survey of Henrico County's historic resources was completed in 1995 by the Preservation Associates of Virginia (Smead and Wagner 1995). After the original survey was completed in 1975, Henrico County experienced a surge of economic development and population growth which created concern about the impact this development could have on the County's cultural resources. Preservation Associates conducted a field check on the resources surveyed during 1975 as well as surveyed an additional 110 newly recorded resources. Changes were noted in regards to the previously surveyed resources. As a result of this effort, 32 single resources and five historic areas were recommended potentially eligible for listing in the NRHP.

The Hanover County Planning Department commissioned a report that focused on the architectural history of Mechanicsville regarding the buildings constructed during post-World

War II and late-twentieth-century development (Neville 2005). The survey, conducted by Ashley Neville in 2005, was funded by a certified grant from the local government and it focused on areas slated for future development. Approximately 68 architectural resources were surveyed during this effort. Neville discovered that Mechanicsville as a whole has lost all evidence of its early Civil War history but retained a representation of post-World War II architecture. Nevertheless, Neville recommended that Mechanicsville did not retain enough integrity to warrant listing in the NRHP.

In 2013, Dutton and Associates, LLC (Dutton) conducted a Phase I cultural resource survey of the Mountain Run property in Hanover County for J3G Partners, LLC (Dutton et al. 2013). During the course of the survey, only one shovel test pit (STP) was positive for cultural material; however, the low density of artifacts did not indicate an archaeological site was present. No further archaeological work was recommended. The architectural reconnaissance survey that was conducted on the Mountain Run Farm house found that the house experienced a loss of integrity due to changes to character-defining features to the property. The house was recommended as not eligible for listing in the NRHP and no further work was recommended.

On behalf of EEE Consulting, Inc., Dovetail completed a Phase I cultural resource survey of the proposed Lakeside Bridge project area in Henrico County in 2014 (Klein and Dollins 2014). The archaeological survey consisted of a visual reconnaissance and subsurface testing within the archaeological APE. A total of 39 STPs were excavated on three transects leading to the discovery of two isolated finds and one archaeological site. Site 44HE1176 comprises a late-nineteenth and twentieth-century refuse scatter on Belmont Golf Course and was recommended not eligible for the NRHP. The architectural reconnaissance fieldwork included the survey of 15 above-ground resources, two of which were previously surveyed: the Jefferson Lakeside Country Club (Site) (043-0133) and the Yellow Tavern Battlefield (043-5347). Of those, Dovetail recommended that the Yellow Tavern Battlefield (043-5347) and the Richmond-Ashland Trolley Line (043-5347) are potentially eligible for the NRHP under Criterion A. The remaining 13 resources were recommended not eligible for the NRHP.

#### **4.2 PREVIOUSLY RECORDED CULTURAL RESOURCES**

A total of 95 architectural properties has been previously recorded within 0.5 miles of the DC2RVA corridor in the ELGN segment (See table in Appendix A). Three of these resources (3.2 percent) have been listed in the Virginia Landmark Register (VLR) and the NRHP. Built in 1825, the Walkerton Tavern (043-0019) is the largest nineteenth-century building still standing in Henrico County. Listed in the VLR and the NRHP in 1984, the Walkerton Tavern's location along Mountain Road was a rest stop for people traveling from the City of Richmond to the state's Piedmont region (O'Dell 1984). The Meadow Farm (043-0031) is a late-eighteenth century, frame dwelling for a small Virginia plantation, owned by the Sheppard family, was listed in the VLR and the NRHP in 1974 (Virginia Historic Landmarks Commission [VHL] 1974). The dwelling was updated during the mid-nineteenth century to reflect the Greek Revival style that was popular at the time. The Laurel Industrial School Historic District (043-0292) is a group of buildings comprising a reform and industrial school established by the Prison Association of Virginia as another option from the harsh penal practices potentially inappropriate for minors (Leach 1984). The district, listed in 1987, features five contributing resources and one non-contributing resource, including the Main Building (043-0292-0001) that exemplifies that Romanesque Revival style, an infirmary, superintendent's house, administrative offices, and a private residence.

## BACKGROUND REVIEW

One resource (1.1 percent) has been determined potentially eligible for listing in the NRHP by DHR staff. The Yellow Tavern Battlefield (043-5108) is the location of a Civil War battle that took place in May 1864 (Dollins 2014). Although the landscape has been notably altered by mid-twentieth century housing, the resource is associated with the Yellow Tavern Battle, an important part of the larger Overland Campaign of 1864 which resulted in 800 casualties and contributed to the 86,339 total casualties within the Overland Campaign (Rhea 2014). Therefore, DHR staff determined that the resource is potentially eligible for listing in the NRHP.

Ten of the 95 architectural resources (10.5 percent) found within 0.5 miles of the Project corridor in the ELGN segment were previously determined to be not eligible for the NRHP by DHR staff. These 10 resources comprise seven dwellings, two commercial buildings, and one historic district. The dwellings were primarily constructed between the early- to mid-twentieth century and include the Colonial Revival architectural style and the Cape Cod form, none of which are unique examples of such types of buildings. One of the commercial buildings is a country store, the Cobb Store (042-0341), which is a two-story, frame building constructed around 1900. The other commercial building is the Forest Lodge Hotel (043-0111), a railroad hotel constructed around 1880 in the Italianate style. Both buildings are not associated with a significant person or event from history, nor are they exemplary examples of a particular architectural style or form. The Laurel Crossroads/Laurel Historic District Expansion (043-0289), known as Hungary Station in the later-nineteenth century, was a “watering station” for the RF&P Railroad. The district boundaries include the Laurel Industrial School Historic District (042-0292), two stores, and several dwellings constructed between the late-nineteenth to mid-twentieth centuries. However, DHR staff determined that the boundaries of the historic district should not be expanded to include the dwellings and commercial buildings that were not directly associated or concurrently built with the reform school.

The remaining resources (n=81, 85.3 percent) were not given a formal NRHP eligibility determination. Among these resources are the Elmont Historic District (042-5048), the Mill Road Historic District (043-0693), 71 dwellings, two commercial buildings, two schools, two agricultural properties, one religious-affiliated building, and one community building.

# 5 RESULTS

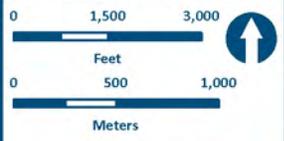
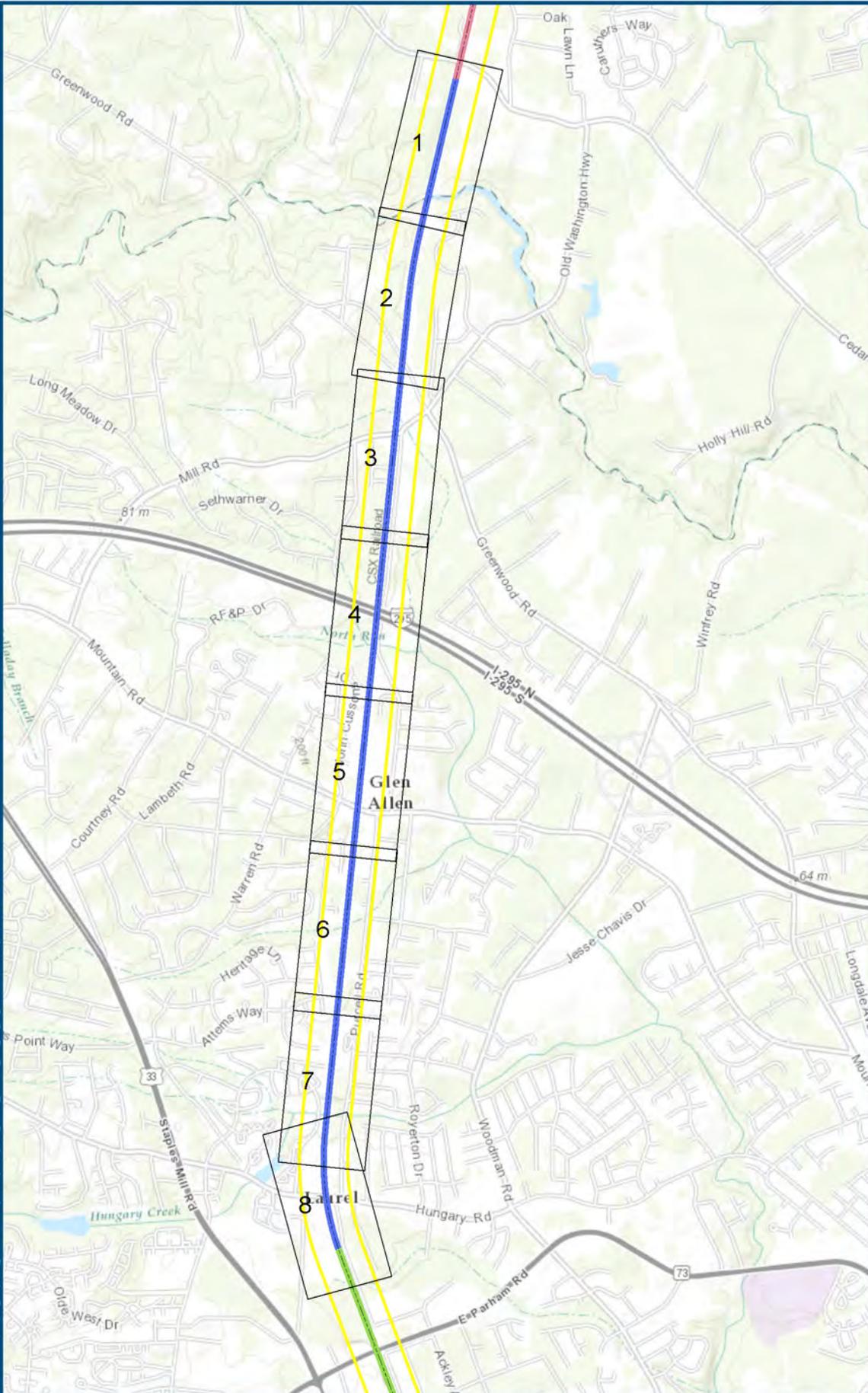
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The architectural investigation of the ELGN segment of the DC2RVA Project involved a field survey of all above-ground resources over 48 years in age within the Project's architectural APE. Both previously recorded properties and newly recorded resources were included as part of the current evaluation to achieve cultural resource compliance. The current survey identified 12 previously recorded resources and 97 newly recorded resources, for a total of 109 surveyed resources.

## 5.1 PREVIOUSLY RECORDED RESOURCES

This survey identified 12 previously recorded buildings, objects, and districts within the architectural APE (Table 5-1, Figures 5-1 through 5-11). (Any previously recorded structures within the APE will be included in a subsequent report.) Of the 12 previously recorded resources, two have been previously listed in or determined potentially eligible/eligible for the NRHP. Two resources were determined not eligible for listing in the NRHP by the DHR; however, because the eligibility evaluation occurred over five years ago, these resources were re-evaluated during the current survey. The remaining eight previously recorded resources had not been formally evaluated for the NRHP by DHR. Table 5-1 lists all 12 previously recorded resources, along with the Project Team's eligibility recommendation.

The Laurel Industrial School Historic District (043-0292) is located at the intersection of Hungary and Old Staples Mill roads outside of the City of Richmond. The Laurel Industrial School Historic District consists of a complex of buildings that were constructed between 1892 and 1905 (Figure 5-12). The school was founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys (Leach 1984). The district comprises six buildings, some of which were constructed by the students who attended the school. They are built in a variety of turn-of-the-century architectural styles including Romanesque Revival/Richardsonian, Colonial Revival, and Queen Anne. The district was listed in the VLR in 1985 and the NRHP in 1987 under Criterion A for politics/government and social/humanitarian and Criterion C for architecture. It is **recommended that the resource should retain its status as listed in the NRHP.**



Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983  
 2016 World Topo

**Legend**

- Architectural APE
- DC2RVA Project Segments**
- 13 North Doswell to Elmont (NDEL)
- 14 Elmont to Greendale (ELGN)
- 15 Greendale to SAY/WAY (GNSA)

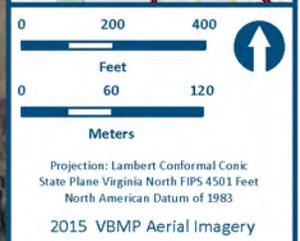
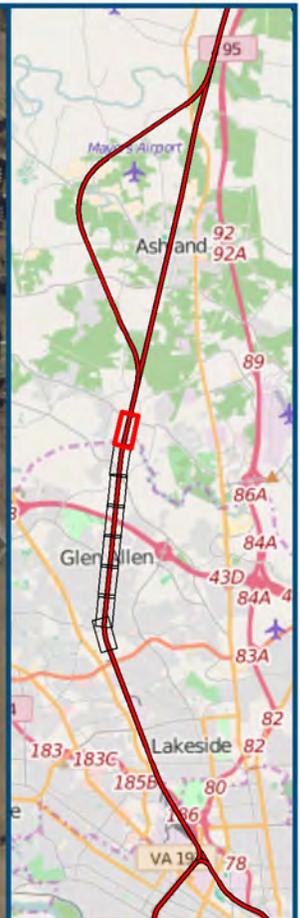
**Figure 5-1**  
 Detail of Project Segment  
 ELGN

04/2016



[www.DC2RVArail.com](http://www.DC2RVArail.com)

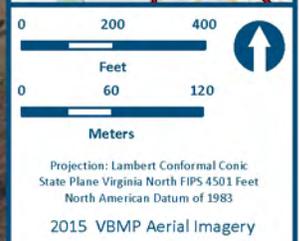
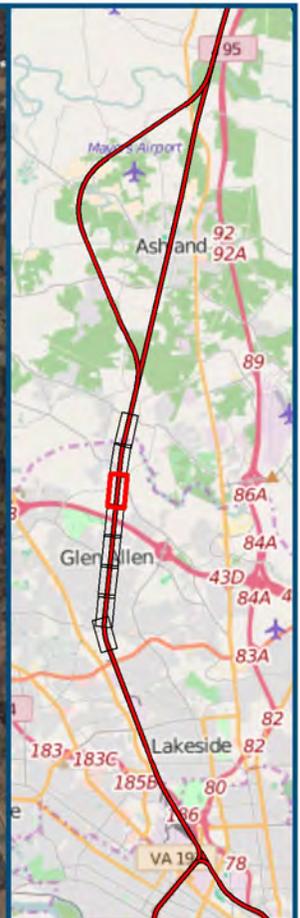
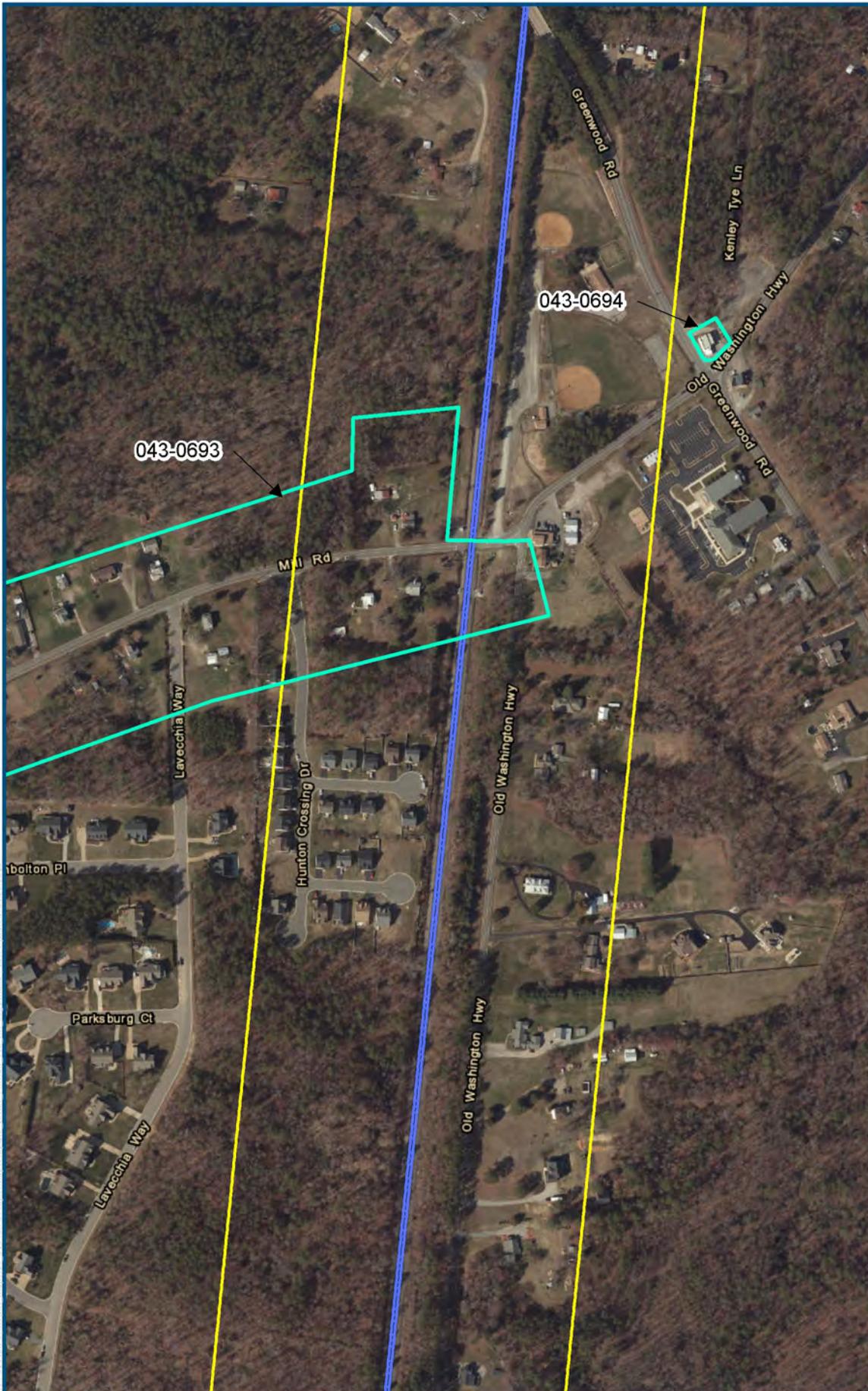




- Legend**
- Architectural APE
  - Architectural Resources**
  - Not Eligible
  - DC2RVA Project Segments**
  - 14 Elmont to Greendale (ELGN)

**Figure 5-2**  
Previously Recorded  
Resources

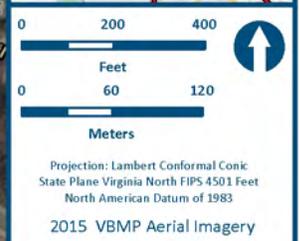
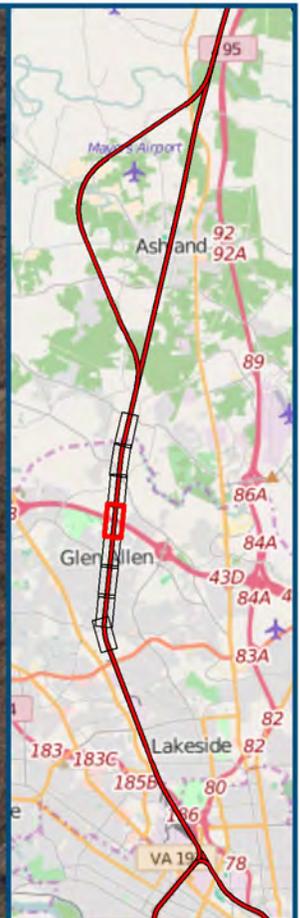
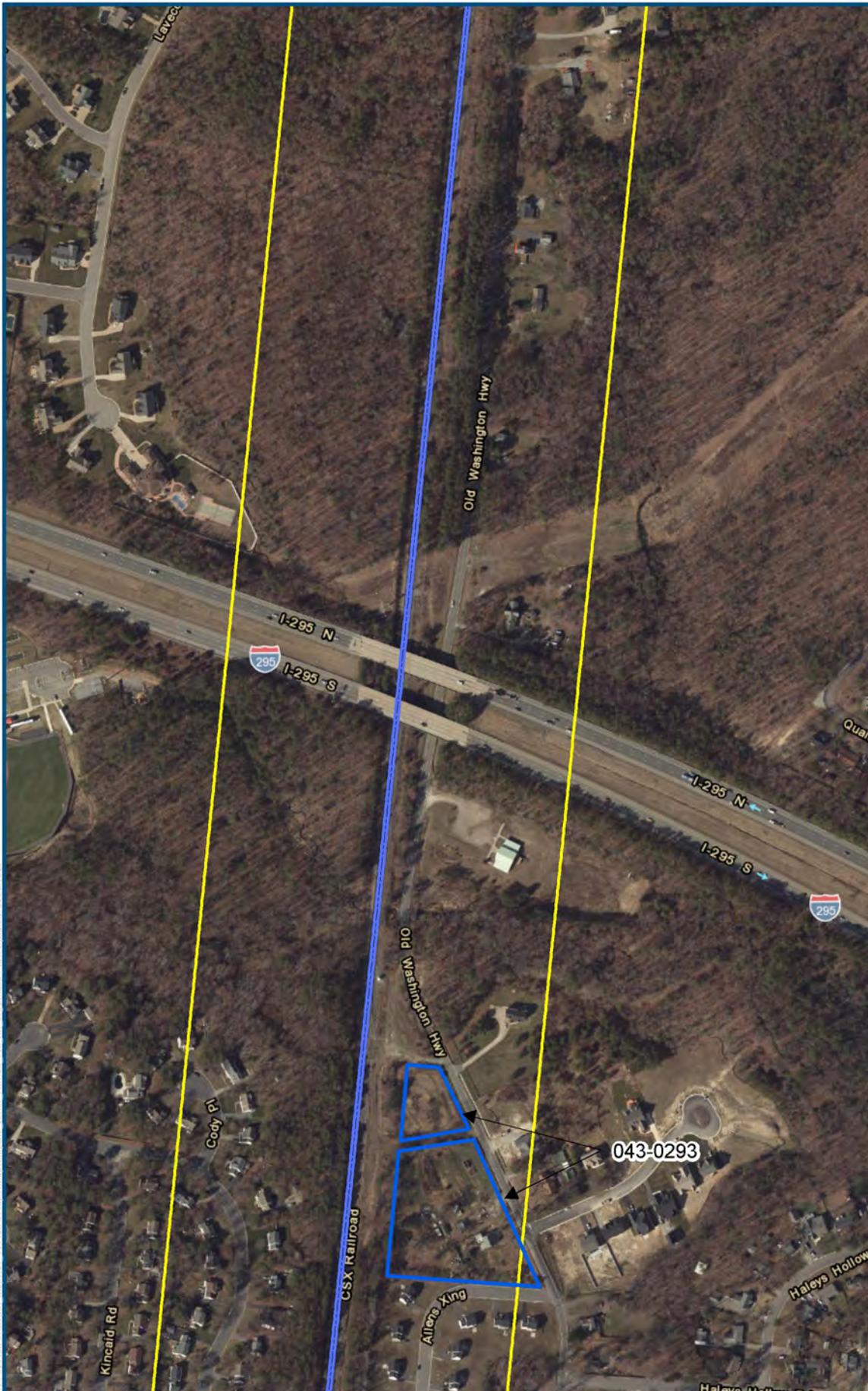
04/2016



- Legend**
- Architectural APE
  - Architectural Resources
  - Potentially Eligible
  - DC2RVA Project Segments
  - 14 Elmont to Greendale (ELGN)

**Figure 5-3**  
Previously Recorded Resources

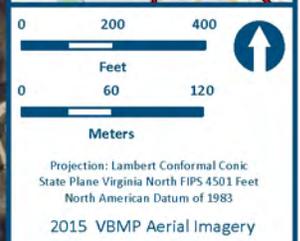
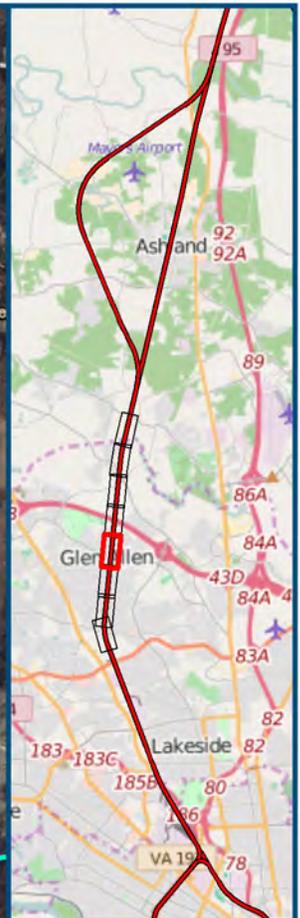
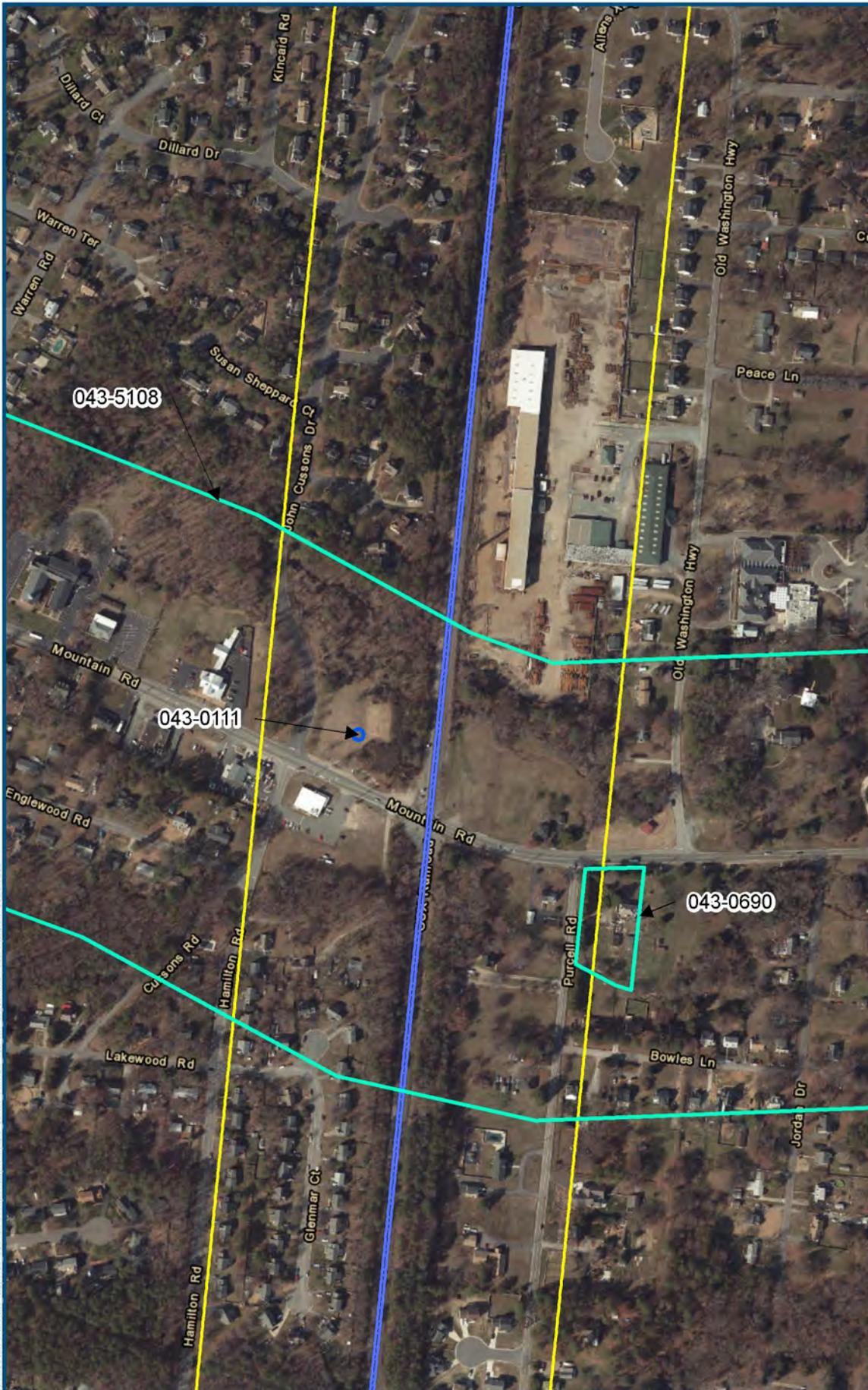
04/2016



- Legend**
- Architectural APE
  - Architectural Resources**
  - Not Eligible
  - DC2RVA Project Segments**
  - 14 Elmont to Greendale (ELGN)

**Figure 5-4**  
Previously Recorded Resources

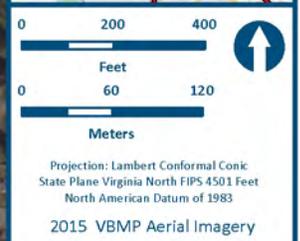
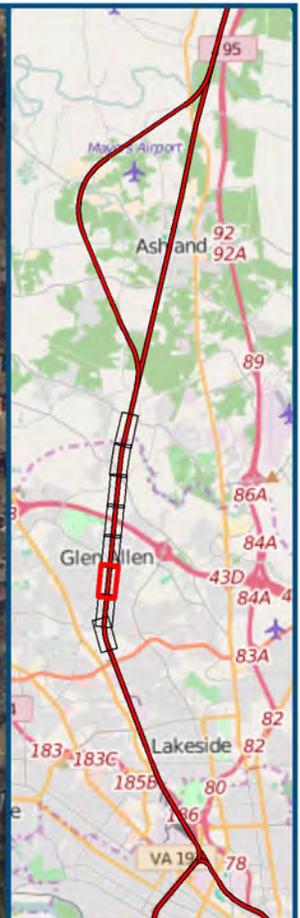
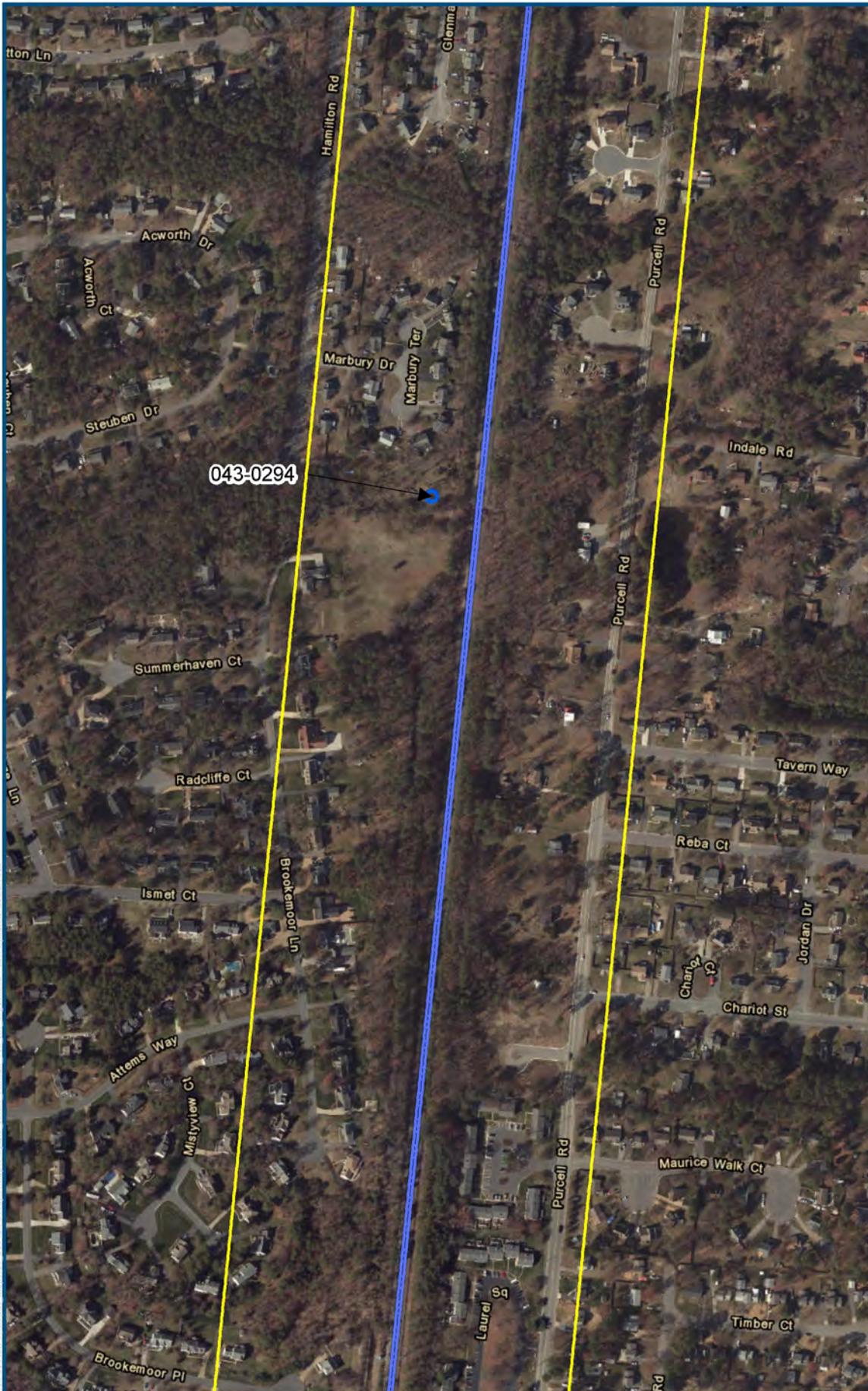
04/2016



- Legend**
- Architectural APE
  - Architectural Resources
  - Potentially Eligible
  - Not Eligible
  - DC2RVA Project Segments
  - 14 Elmont to Greendale (ELGN)

**Figure 5-5**  
Previously Recorded  
Resources

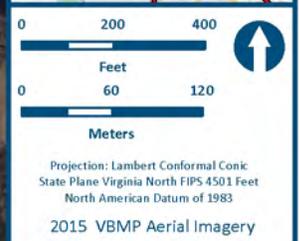
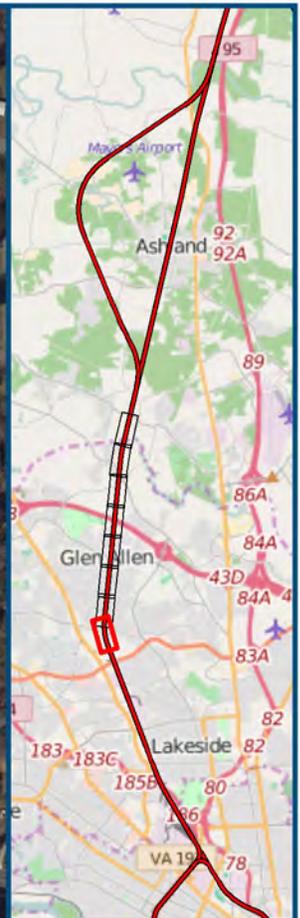
04/2016



- Legend**
- Architectural APE
  - Architectural Resources
  - Not Eligible
  - DC2RVA Project Segments
  - 14 Elmont to Greendale (ELGN)

**Figure 5-6**  
Previously Recorded  
Resources

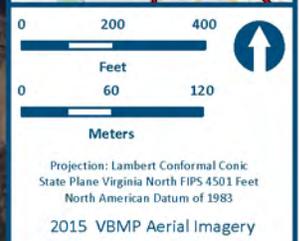
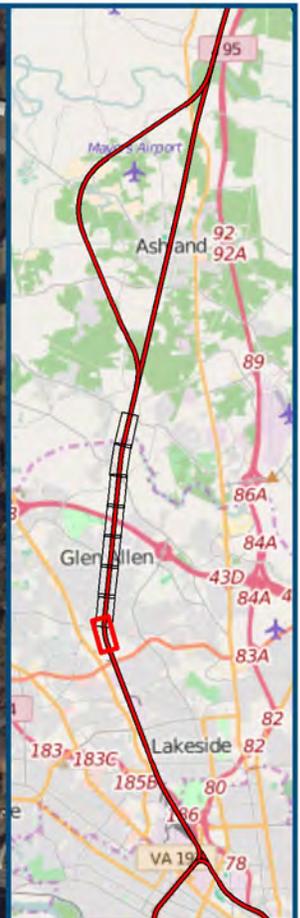
04/2016



- Legend**
- Architectural APE
  - Architectural Resources**
  - NRHP Listed/Eligible
  - Potentially Eligible
  - Not Eligible
  - DC2RVA Project Segments**
  - 14 Elmton to Greendale (ELGN)
  - 15 Greendale to SAY/WAY (GNSA)

**Figure 5-7**  
Previously Recorded  
Resources

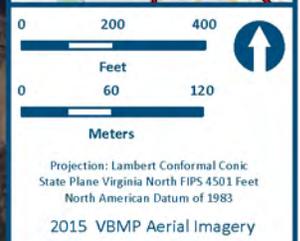
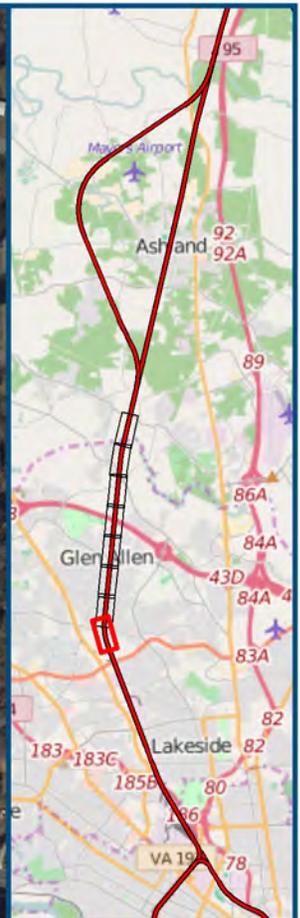
04/2016



- Legend**
- Architectural APE
  - Architectural Resources**
  - NRHP Listed/Eligible
  - DC2RVA Project Segments**
  - 14 Elmont to Greendale (ELGN)
  - 15 Greendale to SAY/WAY (GNSA)

**Figure 5-8**  
**Previously Recorded Resources**  
**Laurel Industrial School Historic District (043-0292)**

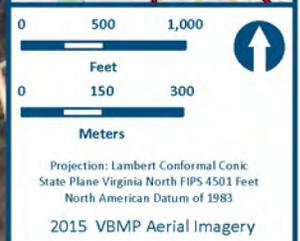
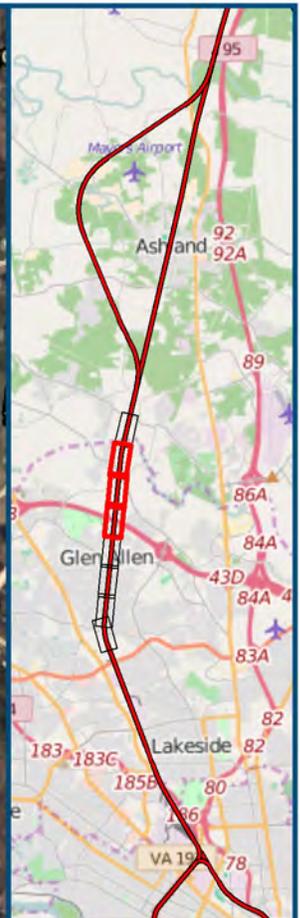
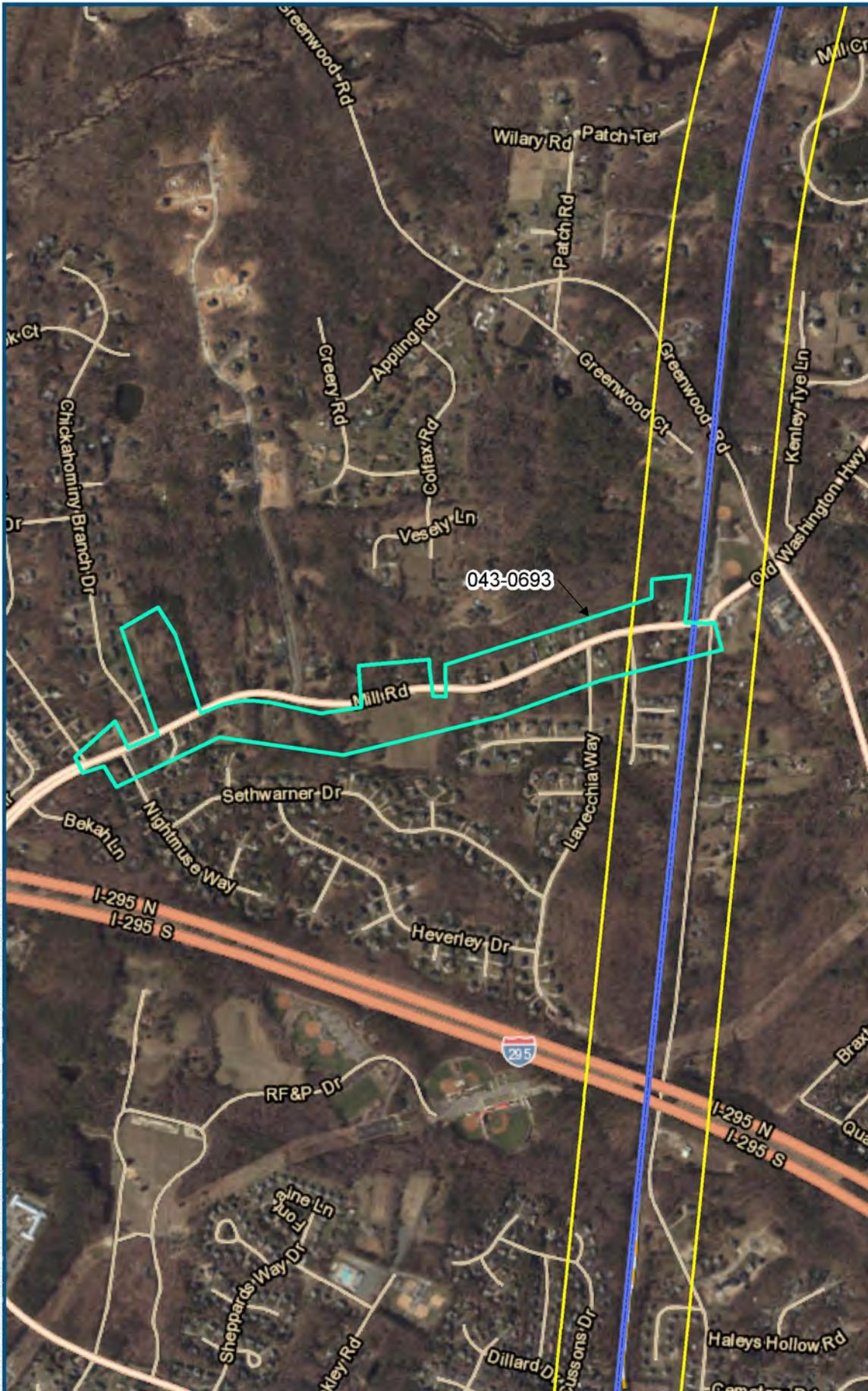
04/2016



- Legend**
- Architectural APE
  - Architectural Resources**
  - Not Eligible
  - DC2RVA Project Segments**
  - 14 Elmont to Greendale (ELGN)
  - 15 Greendale to SAY/WAY (GNSA)

**Figure 5-9**  
**Previously Recorded Resources**  
**Laurel Industrial School Historic District Expansion/Laurel Crossroads Historic District (043-0289)**

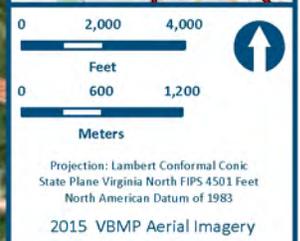
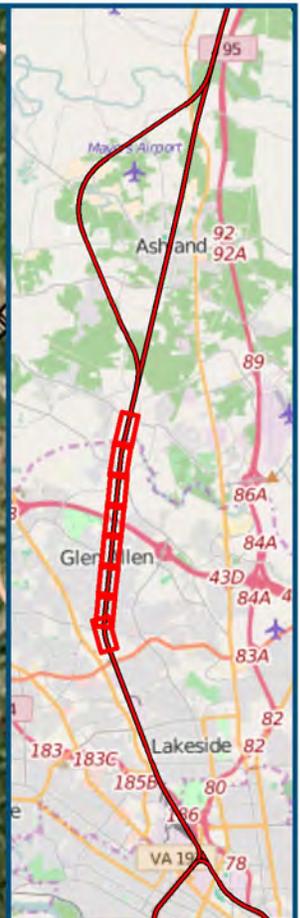
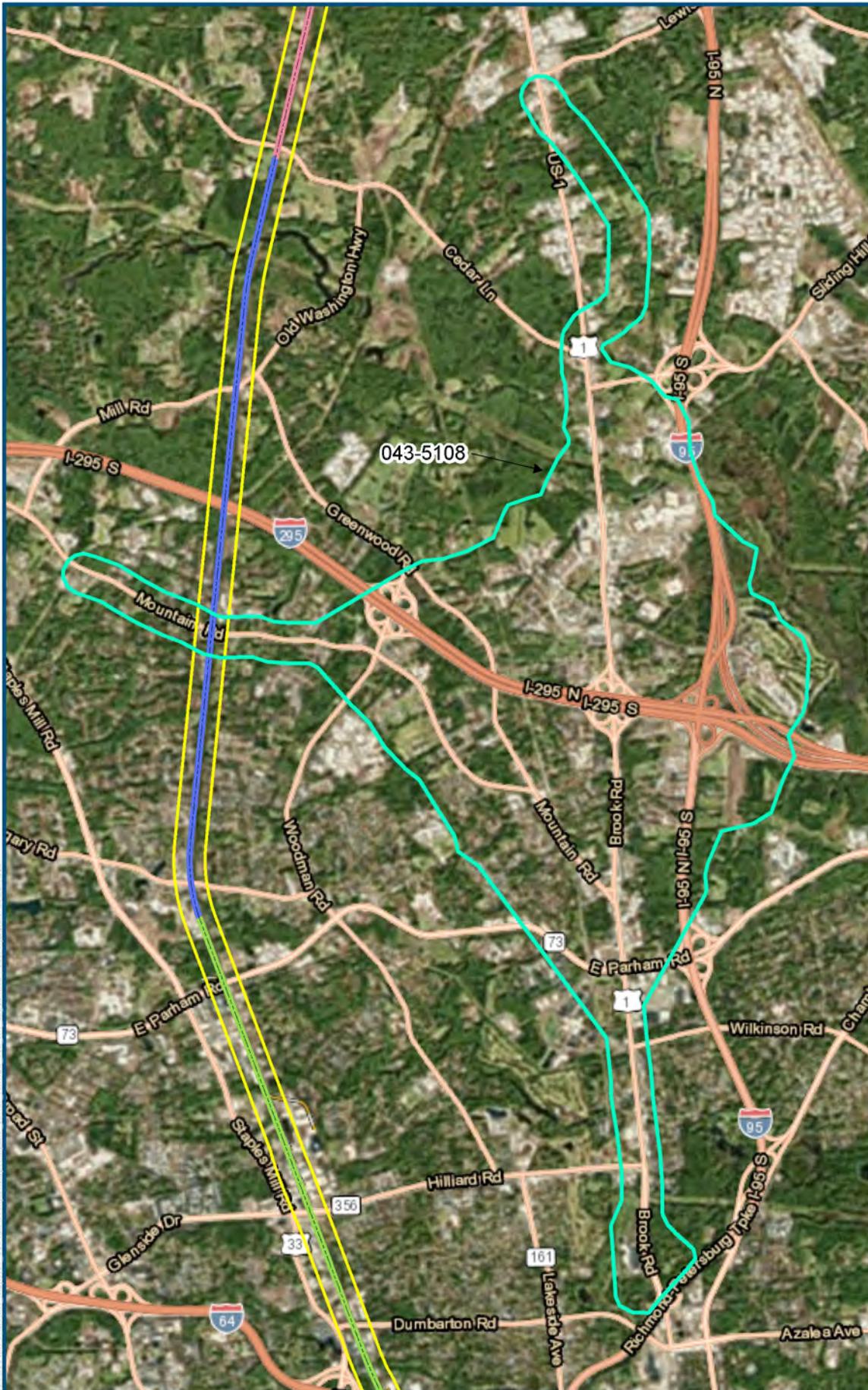
04/2016



- Legend**
- Architectural APE
  - Architectural Resources**
  - Not Eligible
  - DC2RVA Project Segments**
  - 14 Elmont to Greendale (ELGN)

**Figure 5-10**  
**Previously Recorded**  
**Resources**  
**Mill Road Historic District**  
**(043-0693)**

04/2016



- Legend**
- █ Architectural APE
  - █ Architectural Resources
  - █ Potentially Eligible
  - DC2RVA Project Segments**
  - █ 13 North Doswell to Elmont (NDEL)
  - █ 14 Elmont to Greendale (ELGN)
  - █ 15 Greendale to SAY/WAY (GNSA)

**Figure 5-11**  
**Previously Recorded Resources**  
**Yellow Tavern Battlefield (043-5108)**

04/2016

The Yellow Tavern Battlefield (043-5108) is “the location of a Civil War battle that took place in May of 1864” (Dollins 2014). During this battle, Major General J.E.B. Stuart was wounded and died and the battle ended in a Union victory (Figure 5-13) (Dollins 2014). Following DHR guidance, when possible, Potential National Register boundaries (PotNR) for battlefields established by the American Battlefield Protection Program (ABPP) are used for resource evaluations; however, there are no ABPP-defined PotNR boundaries on file for the Yellow Tavern Battlefield. As such, the DHR-based resource boundaries were used for this resource. In spite of much of the battlefield being physically altered over time, DHR staff determined this resource was potentially eligible for listing in the NRHP in 2014 under Criterion A for its military significance as a battle in the American Civil War. **Dovetail recommends that the resource remain potentially eligible for the NRHP under Criterion A.**



**FIGURE 5-12: LAUREL INDUSTRIAL SCHOOL HISTORIC DISTRICT (043-0292), LOOKING SOUTHWEST FROM ROBERT STILES BUILDING (043-0292-0001) ON HUNGARY ROAD**



**FIGURE 5-13: YELLOW TAVERN BATTLEFIELD (043-5108), LOOKING NORTHWEST ON MOUNTAIN ROAD**

## RESULTS

Two resources, the Forest Lodge Hotel (043-0111) and the Laurel Crossroads/Laurel Historic District Expansion (043-0289), were both given an eligibility determination by DHR staff of not eligible for the NRHP. The Forest Lodge Hotel (043-0111) was a circa-1880, six-story, railroad hotel constructed with a mixture of turn-of-the-century architectural styles that was meant for a luxury stop for the wealthy on trips from the northeast to the south (Henrico County Historical Society 2016). The resource was demolished in 1989 due to development plans; however, a portion of a tower was saved and moved to a different location. The Laurel Crossroads/Laurel Historic District Expansion (043-0289) is a proposed expansion area for the Laurel Industrial School Historic District (043-0292) that included 13 dwellings and commercial buildings along Hungary Road that date from 1875 to around 1940. DHR staff determined the expansion of the historic district to be not eligible because a majority of the buildings were not constructed during the Laurel Industrial School Historic District's (043-0292) period of significance, nor does the expansion include buildings or landscapes associated with the industrial school. Both resources are **recommended to retain their status as not eligible for listing in the NRHP.**

Eight of the 12 previously recorded resources were never given an eligibility determination from the DHR. The Robert Stiles Building (043-0292-0001) is located within the boundaries of the listed Laurel Industrial School Historic District (043-0292) (Figure 5-14). The Robert Stiles Building (043-0292-0001) is a two-story, seven-bay, main school building constructed around 1894 in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure (Leach 1984). The building is associated with the reform of Virginia's penal system by the support of the Prison Association of Virginia. Consequently, it is recommended potentially eligible for listing under Criterion A. The resource retains historic integrity and architectural significance and therefore, it is recommended that the resource is potentially eligible for listing in the NRHP under Criterion C. The resource is not known to be associated with a significant person from history and as such, is not recommended eligible under Criterion B. As an architectural resource, this property was not evaluated under Criterion D. In sum, the Robert Stiles Building **is recommended as potentially eligible under Criteria A and C.** The building also is **recommended as contributing to the eligibility of the Laurel Industrial School Historic District (043-0292).**

The Lewis-McLeod House (043-0690) located at the corner of Mountain Road and Purcell Road is a two-story, three-bay, Colonial Revival-style single-family dwelling built in 1921. It was not previously formally evaluated for the NRHP by DHR staff (Figure 5-15). The resource, constructed in 1921, is clad in brick laid in an English bond and features two flanking wings. The hipped roof covered in slate shingles has a wooden, denticulated cornice. The primary entrance is bordered by a wooden, arched door surround with Doric-style pilasters and a detailed frieze, a Colonial Revival-style feature. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design. Therefore, the resource is recommended as potentially eligible for the NRHP under Criterion C for Architecture. It has no known association with a significant event or person and is not associated with any broad patterns in history. Therefore, it is recommended not eligible for the NRHP under Criteria A and B. As an architectural resource, this property was not evaluated under Criterion D. In sum, the Lewis-McLeod House is **recommended as potentially eligible under Criterion C for Architecture.**



**FIGURE 5-14: THE ROBERT STILES BUILDING (043-0292-0001), SOUTHWEST OBLIQUE**



**FIGURE 5-15: THE LEWIS-MCLEOD HOUSE (043-0690), NORTHEAST OBLIQUE**

Another previously recorded resource with no formal eligibility determination is the Mill Road Historic District (043-0693). This historic district spans a portion of Mill Road, between Old Washington Highway in the east and Meadow Drive to the west, in Henrico County (Figure 5-16). This area of Mill Road is lined with 28 vernacular buildings constructed during the late-

## RESULTS

nineteenth to the early-twentieth century. The natural environment of the historic district has not been notably altered, unlike a majority of Henrico County. Its contributing resources retain historic integrity and architectural significance. For these reasons, the Mill Road Historic District is recommended as potentially eligible under Criterion C for Architecture. It has no known association with a significant event or person and is not associated with any broad patterns in history. Therefore, it is recommended not eligible for the NRHP under Criteria A and B. Comprised of architectural resources, this property was not evaluated under Criterion D. In sum, the Mill Road Historic District is **recommended as potentially eligible under Criterion C for Architecture.**



**FIGURE 5-16: THE MILL ROAD HISTORIC DISTRICT (043-0693), LOOKING WEST TOWARDS THE NORTH SIDE OF MILL ROAD**

The Hunton Grocery/Hunton Treasures at 11701 Greenwood Road (043-0694) is a two-story, three-bay commercial building constructed in 1930 with attributes from the Spanish Revival/Eclectic style (Figure 5-17). It has not formally been evaluated for the NRHP by DHR staff. This resource is an outstanding example of a service station and commercial building constructed in the early-twentieth century with Spanish Revival style influences and it retains integrity of materials, workmanship, and design. For these reasons, the resource is recommended to be potentially eligible for the NRHP under Criterion C. It has no known association with a significant event or person in history; consequently, it is recommended not eligible for the NRHP under Criteria A or B. As an architectural resource, this property was not evaluated under Criterion D. In sum, the Hunton Grocery is **recommended as potentially eligible for the NRHP under Criterion C for Architecture.**



**FIGURE 5-17: THE HUNTON GROCERY (043-0694), SOUTHEAST ELEVATION**

Another resource located within the boundaries of the Laurel Industrial School Historic District (043-0292) is the House at 2607 Hungary Road (043-0292-0006). The resource is a two-story, seven-bay, single-family dwelling constructed around 1900 in the Colonial Revival style and it is said to have been built by the incarcerated who attended the industrial school. The resource is not an exemplary representative of the architectural style, has been modified with additions, and is not the work of a master. For these reasons, the resource is recommended not eligible under Criterion C. Although the resource is associated with the reform of Virginia's penal system and the Laurel Industrial School, the building has undergone many alteration which has diminished its integrity. Therefore, it is recommended not eligible for the NRHP under Criteria A and B. As an architectural resource, this property was not evaluated under Criterion D. In conclusion, the House at 2607 Hungary Road is **recommended not eligible under Criteria A-C**. however, the resource is **recommended as contributing to the eligibility of the Laurel Industrial School Historic District (043-0292)**.

One of the previously recorded but unevaluated resources, the Willis House/Willis Place (043-0294) located at 10220 Brookemoor Lane, was found to be no longer extant and therefore, is recommended as not eligible for the NRHP. The remaining two resources that were not previously evaluated for the NRHP are two single-family dwellings, House at 11397 Cedar Lane (042-5188) and Board and Batten House, 11010 Old Washington Highway (043-0293). One resource was constructed in the mid-twentieth century in the Cape Cod form (042-5188) and the other was constructed in 1912 in a vernacular form (043-0293). Neither resource represents a particular architectural style nor are they the work of a master; consequently, these properties are recommended as not eligible for the NRHP under Criterion C. They have no known association with a significant event or person in history; consequently, they are recommended not eligible for the NRHP under Criteria A or B. As architectural resources, these properties were not evaluated under Criterion D. In sum, these three resources are **recommended as not eligible under Criterion A-C**.

**TABLE 5-1: PREVIOUSLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY**

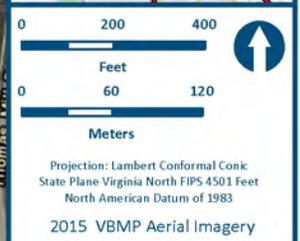
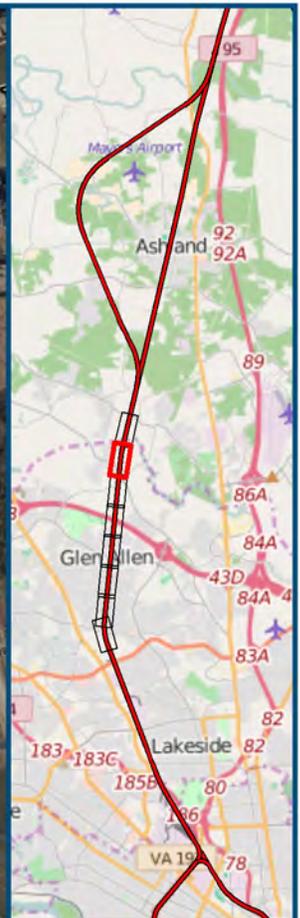
DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-5188	House, 11397 Cedar Lane	Hanover County	ca. 1940	Not Eligible
043-0111	Forest Lodge Hotel/Glen Allen Hotel, Mountain Road	Henrico County	Early-Nineteenth–Late-Twentieth Centuries	Not Eligible, No Longer Extant/Portion Re-located
043-0289	Laurel Industrial School Historic District Expansion/Laurel Crossroads Historic District, Hungary Road	Henrico County	1875-1940	Remains Not Eligible
043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	Remains Listed
043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	ca. 1894	Potentially Individually Eligible Under Criteria A and C, Contributing to the Laurel Industrial School Historic District
043-0292-0006	House, 2907 Hungary Road	Henrico County	1895	Not Individually Eligible, Contributing to the Laurel Industrial School Historic District
043-0293	House/Board and Batten House, 11010 Old Washington Highway	Henrico County	1912	Not Eligible
043-0294	Willis House/Willis Place, Hamilton Road	Henrico County	1893	Not Eligible, No Longer Extant
043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	1921	Potentially Eligible Under Criterion C
043-0693	Mill Road Historic District, Mill Road	Henrico County	ca. 1880	Potentially Eligible Under Criterion C
043-0694	Hunton Grocery (Hunton Treasures), 11701 Greenwood Road	Henrico County	1930	Potentially Eligible Under Criterion C
043-5108	Yellow Tavern Battlefield	Henrico County	May 1864	Remains Potentially Eligible

Source: Dovetail, 2016.

Table Notes: 1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

## 5.2 NEWLY RECORDED RESOURCES

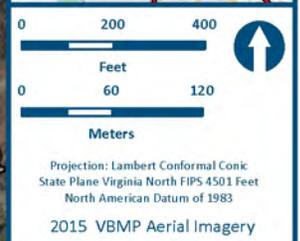
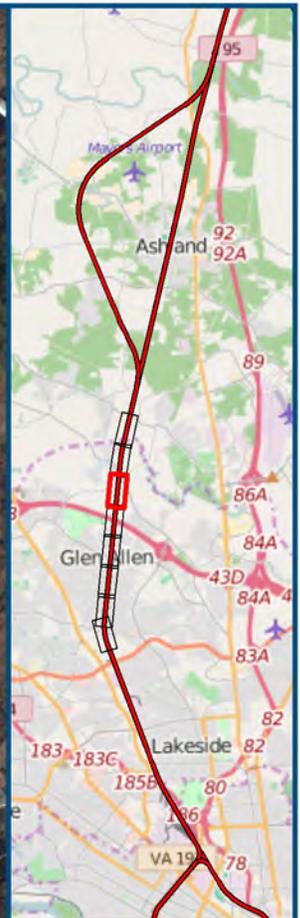
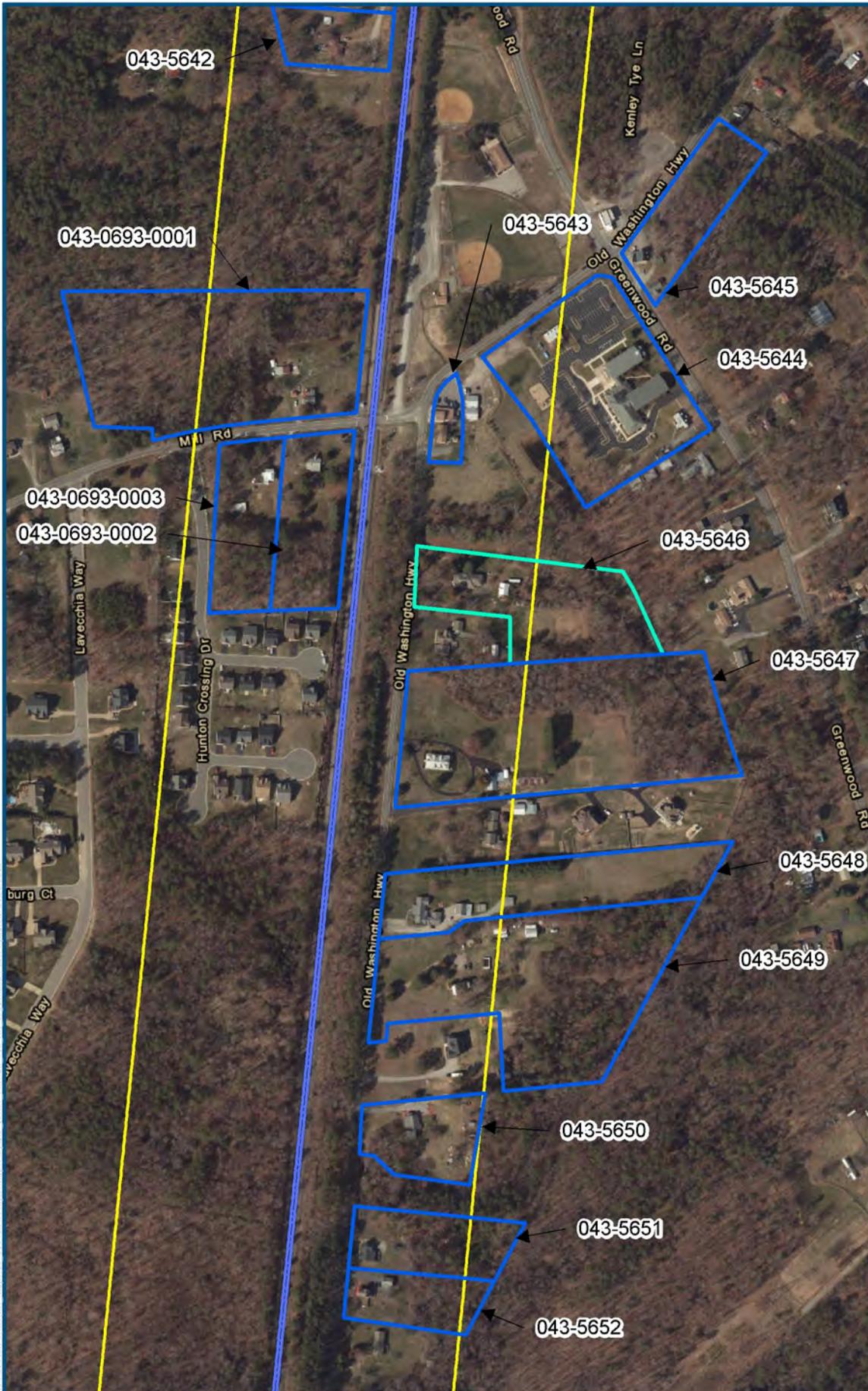
Of the 109 above-ground resources recorded in the architectural APE of the ELGN segment during the current project, the DC2RVA Project Team documented 97 newly recorded resources (Table 5-2; Figures 5-18 through 5-26). One resource, House at 11501 Old Washington Highway (043-5646), is a one-and-one-half-story, Craftsman-style, single-family dwelling constructed between 1916 and 1919 (Figure 5-27). According to the current owner, the secretary to the



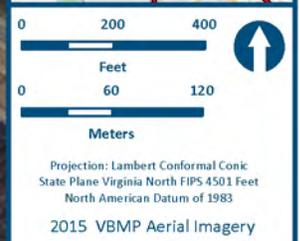
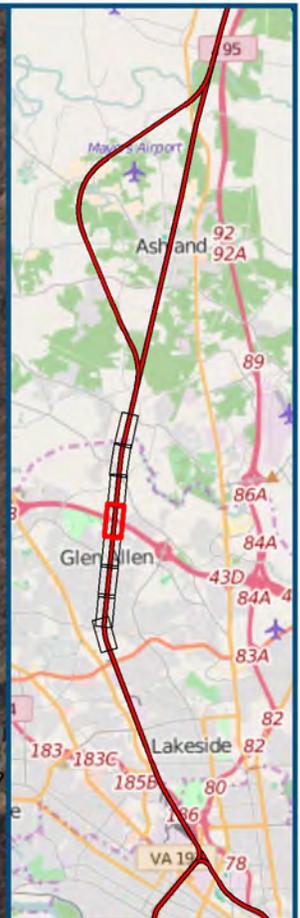
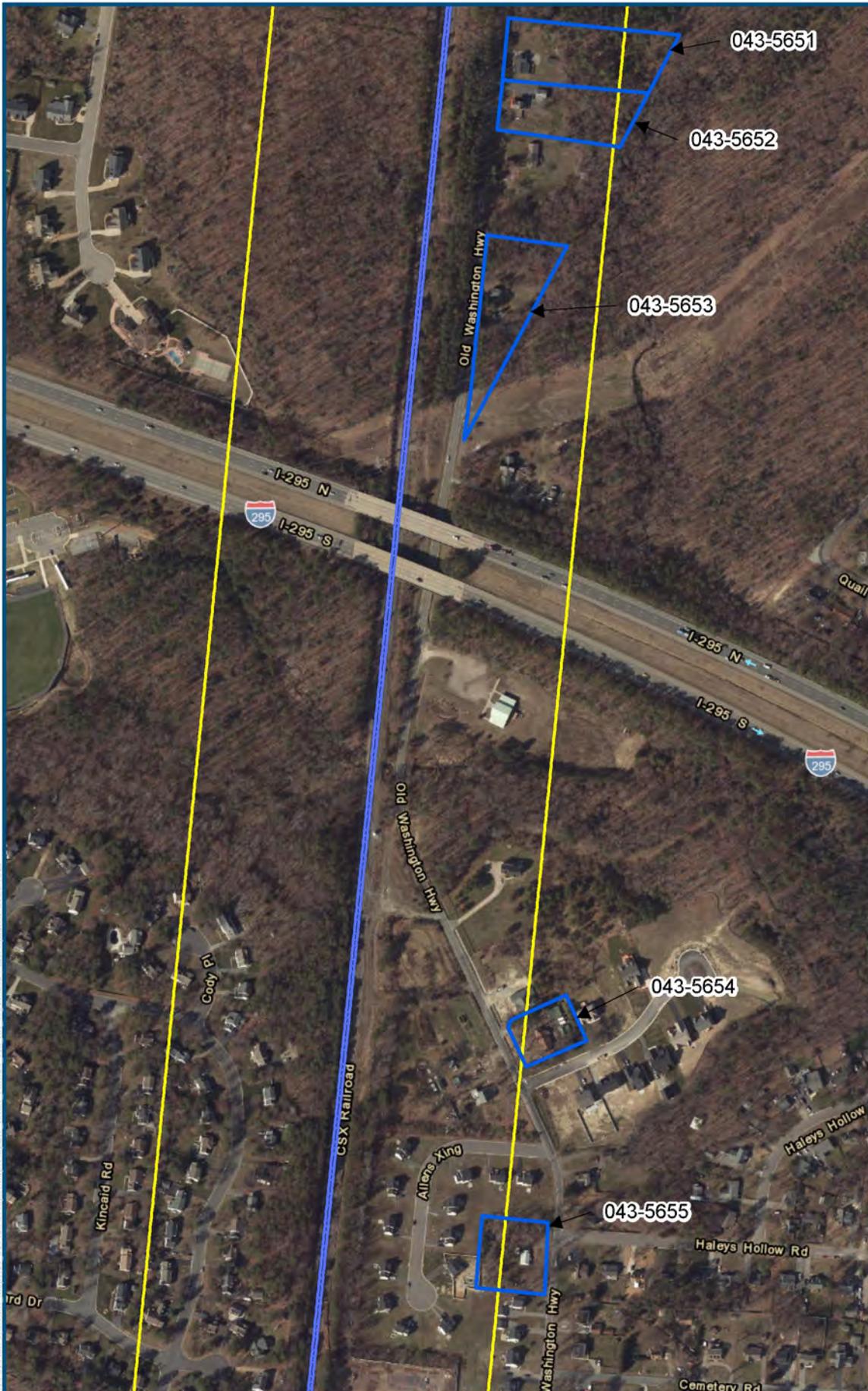
- Legend**
- Architectural APE
  - Architectural Resources
  - Not Eligible
  - DC2RVA Project Segments
  - 14 Elmont to Greendale (ELGN)

**Figure 5-18**  
**Newly Recorded**  
**Resources**

04/2016



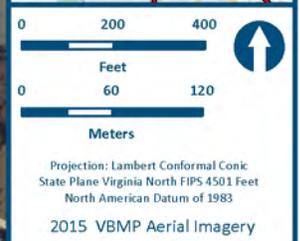
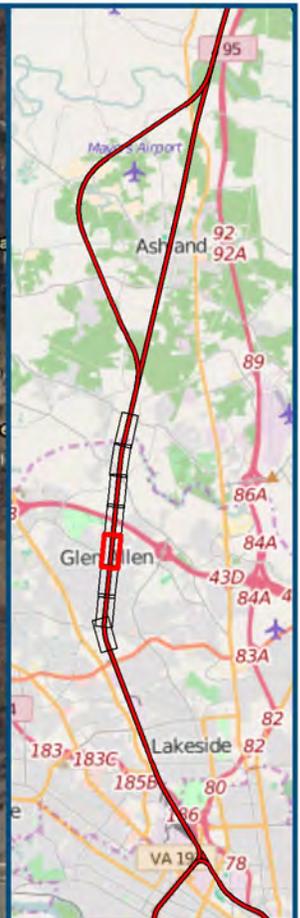
**Figure 5-19**  
Newly Recorded Resources



- Legend**
- Architectural APE
  - Architectural Resources**
  - Not Eligible
  - DC2RVA Project Segments**
  - 14 Elmont to Greendale (ELGN)

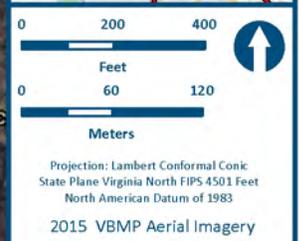
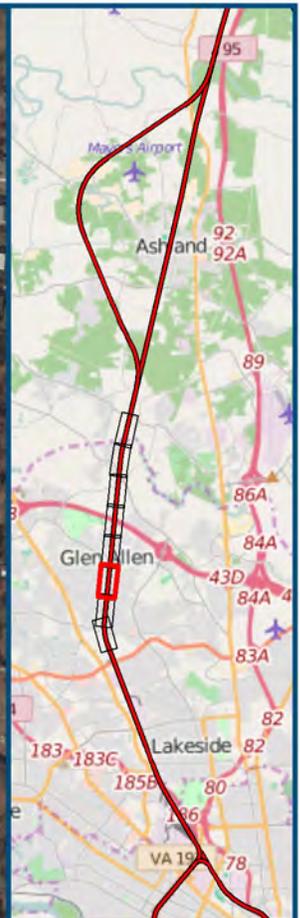
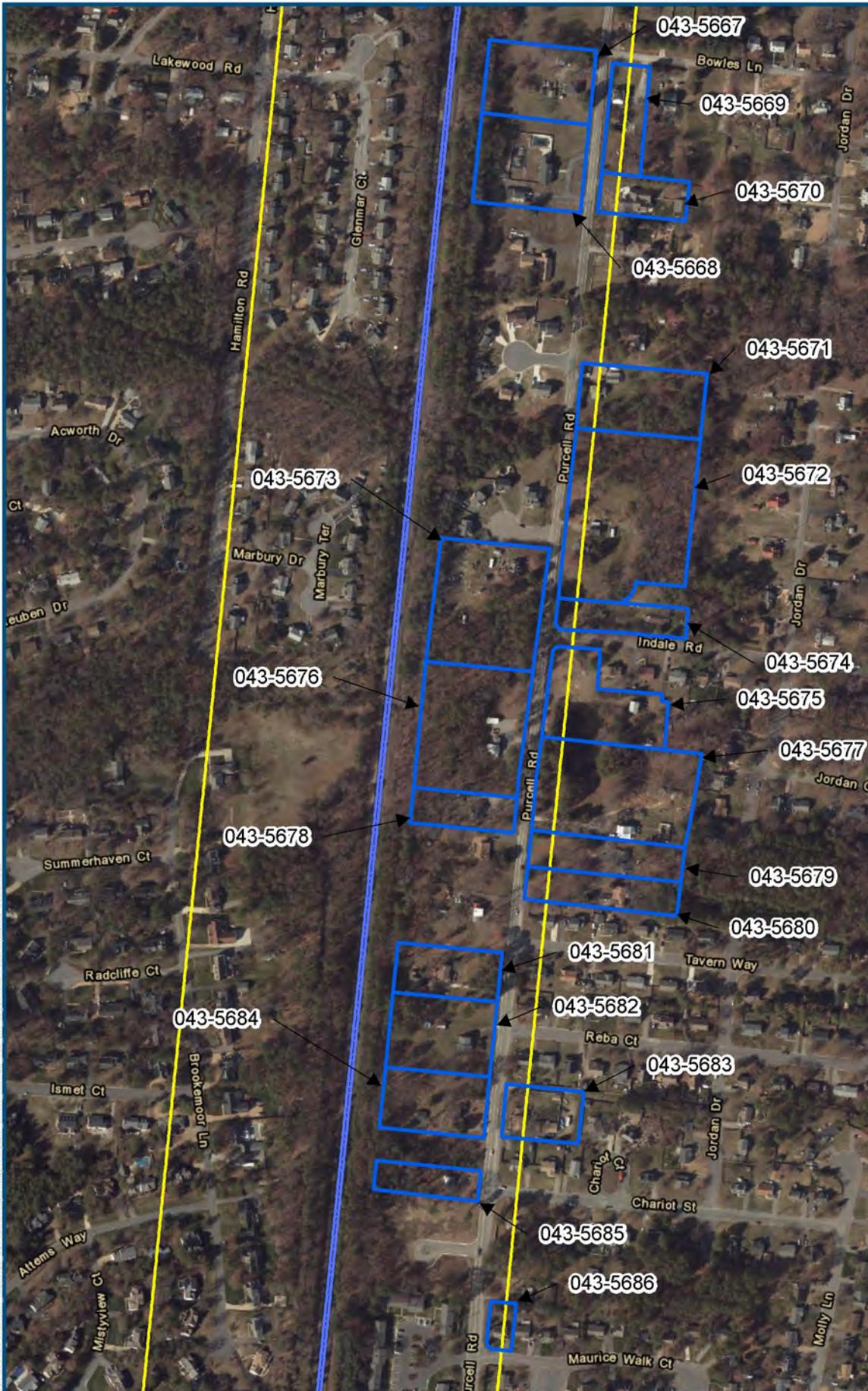
**Figure 5-20  
 Newly Recorded  
 Resources**

04/2016



**Figure 5-21**  
Newly Recorded  
Resources

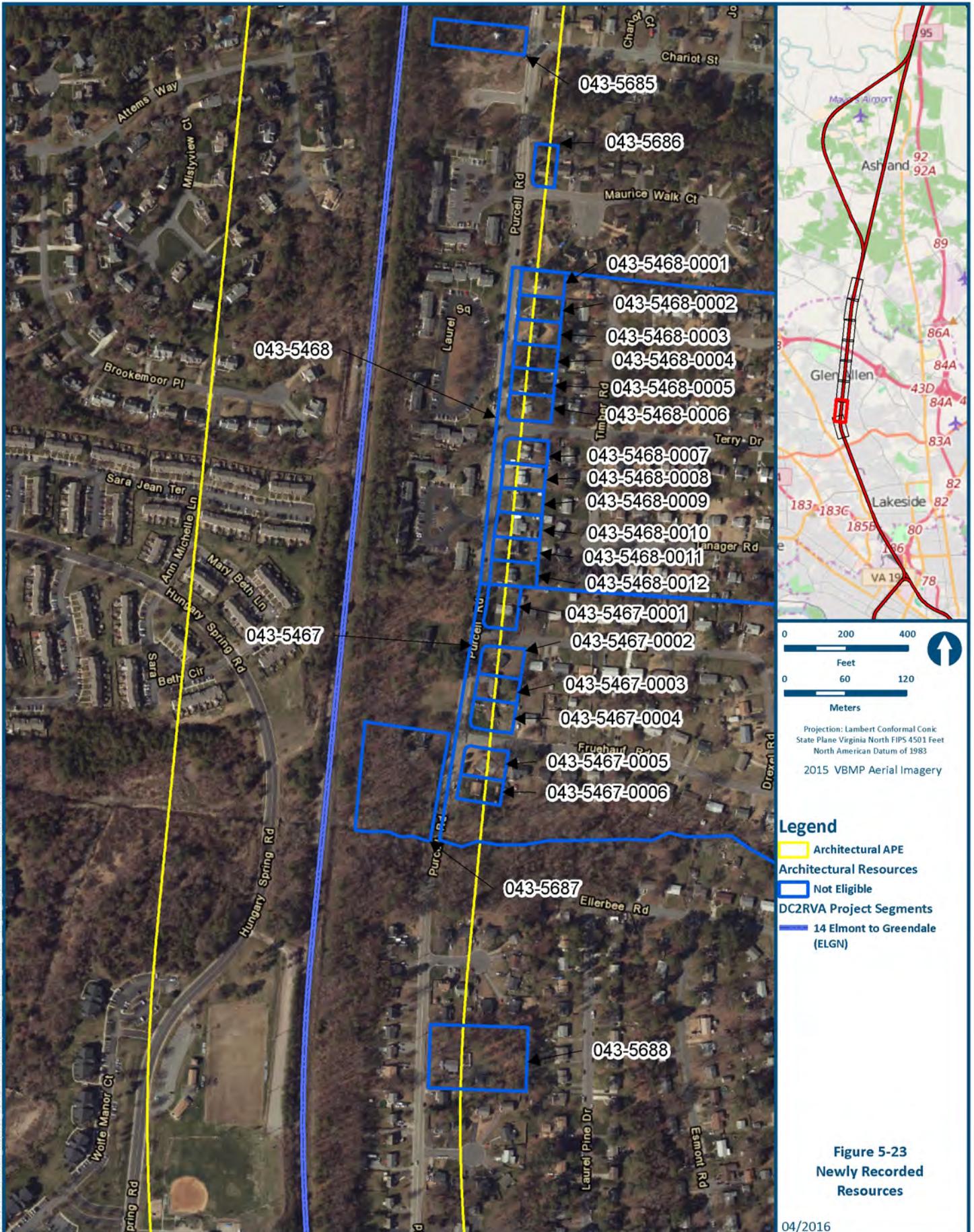
04/2016

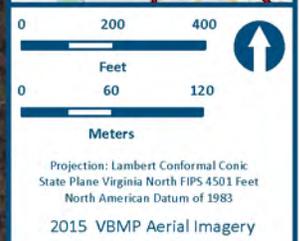
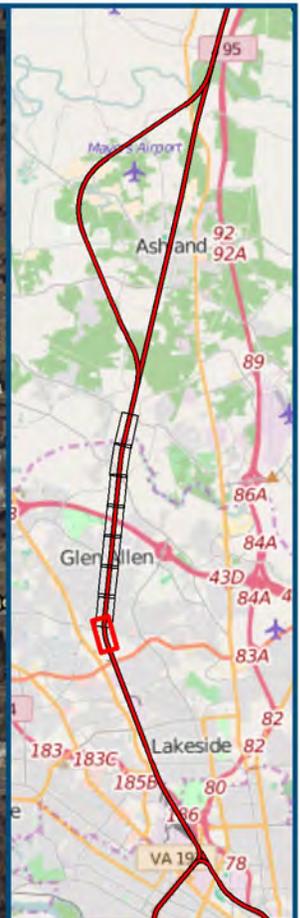
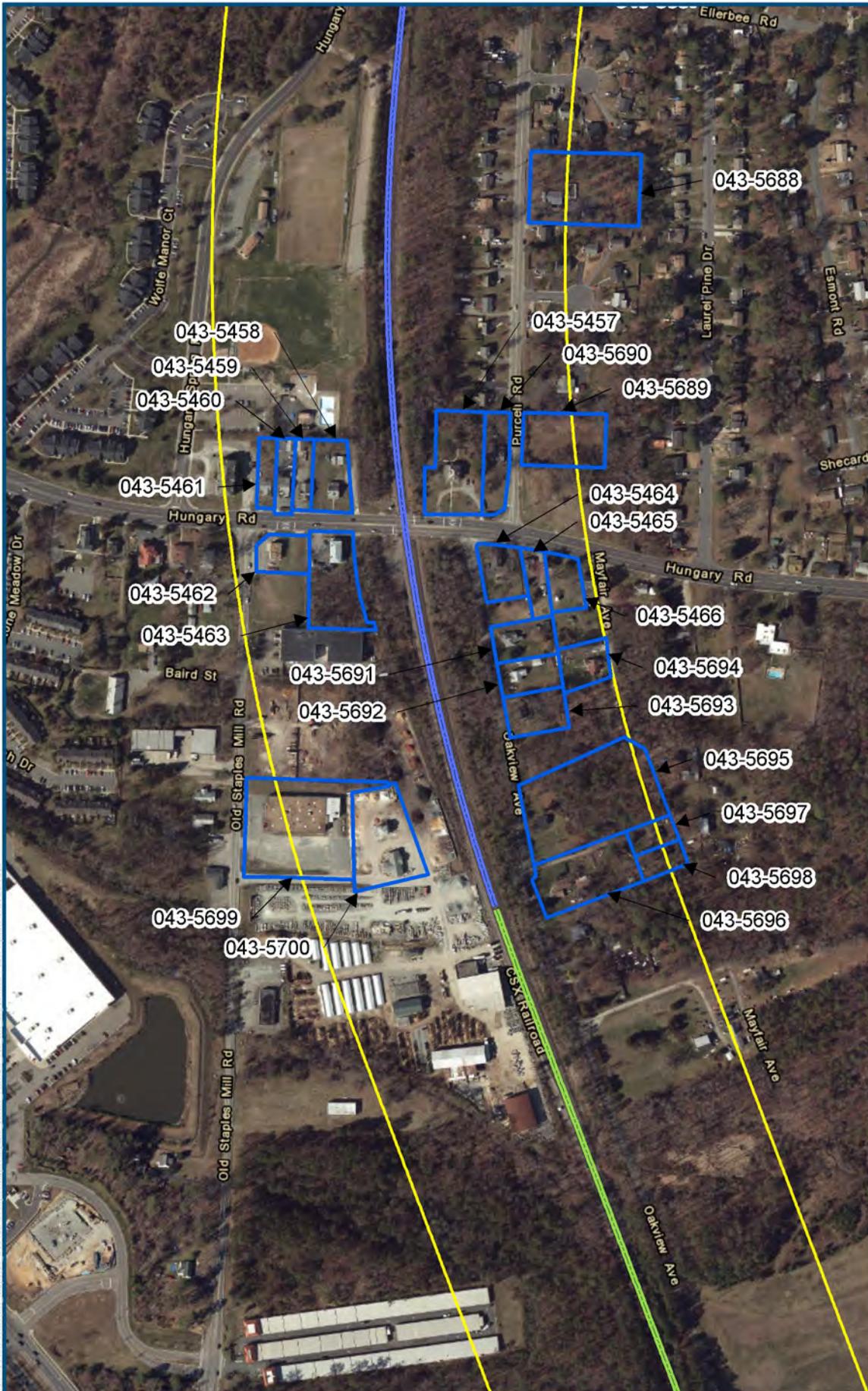


- Legend**
- Architectural APE
  - Architectural Resources
  - Not Eligible
  - DC2RVA Project Segments
  - 14 Elmont to Greendale (ELGN)

**Figure 5-22**  
Newly Recorded  
Resources

04/2016

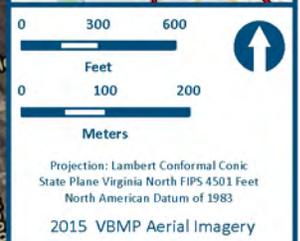
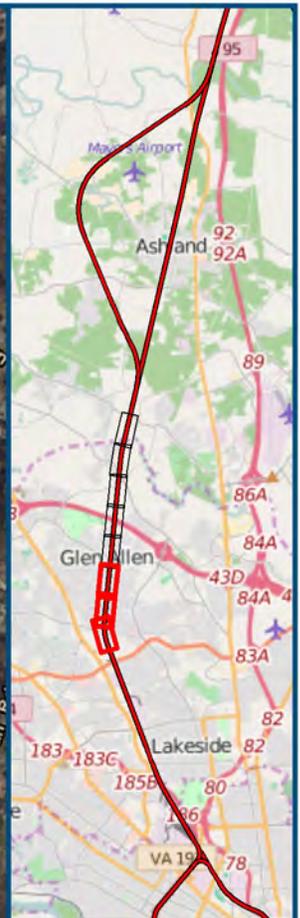




- Legend**
- Architectural APE
  - Architectural Resources
    - Not Eligible
  - DC2RVA Project Segments
    - 14 Elmont to Greendale (ELGN)
    - 15 Greendale to SAY/WAY (GNSA)

**Figure 5-24**  
Newly Recorded  
Resources

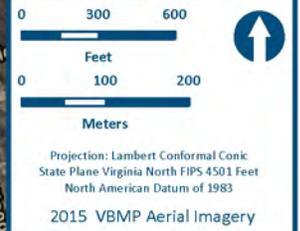
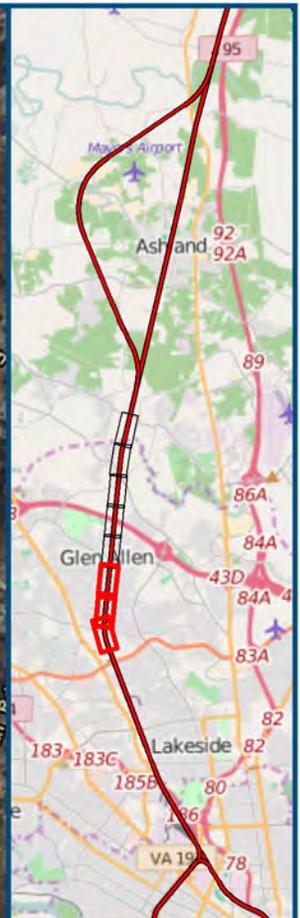
04/2016



- Legend**
- Architectural APE
  - Architectural Resources
  - Not Eligible
  - DC2RVA Project Segments
  - 14 Elmont to Greendale (ELGN)
  - 15 Greendale to SAY/WAY (GNSA)

**Figure 5-25**  
**Newly Recorded Resources**  
**Terry Heights Historic District (043-5468)**

04/2016



- Legend**
- Architectural APE
  - Architectural Resources
  - Not Eligible
  - DC2RVA Project Segments
  - 14 Elmont to Greendale (ELGN)
  - 15 Greendale to SAY/WAY (GNSA)

**Figure 5-26**  
**Newly Recorded Resources**  
**Laurel Park Historic District (043-5467)**

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General Station Master for Hunton Station commissioned the construction of the house (Mark A. Breen, personal communication 2016). The building is clad in weatherboard siding and covered by a gable-on-hip roof with carved rafter tails. A gabled-roof projection features multiple wooden brackets. The building features a recessed, wrap-around porch featuring tapered, wooden posts on parged piers, a corner tower, and a sawtooth detailing beneath the eaves. A garage is associated with this resource. Only one (043-0035) Craftsman-style dwelling, a part of an agricultural property in Henrico County, has been listed in the NRHP under Criterion A for Agriculture and Criterion C for Architecture. The building at 11501 Old Washington Highway is an excellent example of the Craftsman style, retains original materials, and is uncommon in this area of Henrico County.

It is recommended that the House at 11501 Old Washington Highway (043-5646) is potentially eligible for the NRHP under Criterion C. It is recommended not eligible for the NRHP under Criteria A and B. As an architectural resource, these properties were not evaluated under Criterion D. In sum, the House at 11501 Old Washington Highway is **recommended potentially eligible for the NRHP under Criterion C.**



**FIGURE 5-27: THE HOUSE AT 11501 OLD WASHINGTON HIGHWAY (043-5646), WEST ELEVATION**

The Darling Smokestack (043-5657) is located off of Old Washington Highway, north of Mountain Road, and immediately east of the railroad tracks in Glen Allen (Figure 5-28). The smokestack, constructed around the turn-of-the-twentieth-century, is formed of brick, features a corbeled cap, and 'Darling' is marked in painted white bricks, most likely referring to a business name. The smokestack, associated railroad spurs, and buildings of what appears to be an industrial complex are visible on a 1936 topographic map but the buildings have been replaced by warehouses constructed in 1958 (Henrico County GIS 2016, United States Geological Survey [USGS] 1936). Although the associated buildings are no longer extant, the smokestack itself is in good condition. Only two smokestacks have been individually recorded as primary resources in Virginia: the 1890 Morris-Fischer Smokestack (066-5058) in Northumberland County and the 1937 Natural Bridge Boiler House and Smokestack (081-7147-0009) in Rockbridge County, both of which have not been formally evaluated for NRHP eligibility. Due to the resource type's unique quality locally and its integrity of workmanship, materials, and design, it is recommended that the smokestack is

## RESULTS

potentially eligible for the NRHP under Criterion C. Currently, the resource is not known to be associated with a significant event or person from history; however, further research may yield new information regarding this. The resource is recommended as not eligible under Criteria A and B. As an architectural resource, this property was not evaluated under Criterion D. In sum, the Darling Smokestack is **recommended potentially eligible for the NRHP under Criterion C.**



**FIGURE 5-28: THE DARLING SMOKESTACK (043-5657), LOOKING SOUTH**

Of the remaining 95 newly recorded resources identified during this effort, 31 are located within a historic district's boundaries. Thirteen of these 31 resources are within two previously recorded historic districts: the Laurel Crossroads/Laurel Historic District Expansion (043-0289) and the Mill Road Historic District (043-0693). Ten of those 13 resources are located within the previously recorded Laurel Crossroads/Laurel Historic District Expansion (043-0289) and consist of six commercial buildings and four dwellings. The six commercial buildings (043-5458-043-5463) were constructed between 1937 and 1950 in vernacular form of the Minimal Traditional, Classical Revival, and Moderne architectural styles, four of which were previous single-family dwellings. The four dwellings (043-5457, 043-5464-043-5466) of the 10 resources within the Laurel Historic District Expansion were constructed between 1920 and 1941 with influences from the Minimal Traditional and Craftsman styles. The Laurel Historic District Expansion had been determined not eligible for the NRHP by DHR and therefore these 10 resources are recommended as non-contributing. None of the 10 resources represent a particular architectural style, nor are they the work of a master and therefore, the 10 resources are recommended as not individually eligible for the NRHP. The 10 resources are not known to be associated with a significant event or person from history, consequently they are recommended as not eligible under Criteria A and B. As architectural resources, these properties were not evaluated under Criterion D. These ten newly recorded resources **are recommended not individually eligible for the NRHP under Criteria A-C.**

## RESULTS

Located within the previously recorded Mill Road Historic District (043-0693), recommended as potentially eligible during this effort, are the remaining three of the 13 newly recorded resources identified within a previously recorded historic district. These three resources (043-0693-0001-043-0693-0003) are single-family dwellings, two of which were constructed in 1900 and one in 1941, and represent a vernacular form common to the area and era in which they were built. Two of the three resources (043-0693-0001 and 043-0693-0003) were constructed during the district's period of significance of the late-nineteenth to early-twentieth centuries, while the resource constructed in 1941 (043-0693-0002) was constructed outside of that time period. Therefore, two of the three resources (043-0693-0001 and 043-0693-0003) are recommended as contributing to the Mill Road Historic District. These three resources have no outstanding architectural merit and are not known to be the work of a master. For these reasons, they are recommended not eligible for individual listing in the NRHP under Criterion C. They have no known association with a significant event or person and are not associated with any broad patterns in history. Therefore, they are recommended not eligible for the NRHP under Criteria A and B. As architectural resources, these properties were not evaluated under Criterion D. These three newly recorded resources **are recommended not individually eligible for the NRHP under Criteria A-C.**

Eighteen of the 31 resources located within a historic district are located within two of the newly-recorded, post-World War II neighborhoods. The Laurel Park Historic District (043-5467), primarily accessed by Hungary Road with a secondary access from Purcell Road, consists of multiple linear streets laid out in a grid-like form. These streets are lined with quarter-acre, manicured lots filled with single-family dwellings constructed in 1959 in the Ranch style. Six of the newly recorded resources (043-5467-0001-043-5467-0006) identified within the Project APE are located within this historic district. The Terry Heights Historic District (043-5468), located on the east side of Purcell Road and north of the Laurel Park Historic District, consists of several curvilinear streets lined with quarter-acre, manicured lots filled with a single-family dwellings constructed in 1959 in the bi-level, Split Level form of the Ranch style. Twelve of the newly recorded resources (043-5468-0001-043-5468-0012) identified within the Project APE are located within this historic district. The historic districts and the 18 individual resources recorded within them do not exhibit any exceptional characteristics of a particular architectural style and are not known to be the work of a master. For these reasons, they are recommended not eligible for individual listing in the NRHP under Criterion C. They have no known association with a significant event or person and are not associated with any broad patterns in history. Therefore, they are recommended not eligible for the NRHP under Criteria A and B. As architectural resources, these properties were not evaluated under Criterion D. These two historic districts and the 18 individual newly recorded resources **are recommended not eligible for the NRHP under Criteria A-C.**

The remaining 62 newly recorded resources surveyed comprise 53 dwellings, five commercial buildings, two industrial properties, one religious-affiliated building, and one historic marker. The 53 houses consist of single-family dwellings constructed between 1905 and 1961 in vernacular forms of the Minimal Traditional, Ranch, and Craftsman architectural styles. The five commercial buildings and two industrial buildings were constructed in the mid-twentieth century in vernacular form common of the era and area in which they were built. There is one newly recorded church, the Hunton Baptist Church at 11660 Greenwood Road (043-5644) surveyed during this effort and the main church building, fellowship hall, and classrooms building were constructed in 1954, with additions added through the late-twentieth century. One roadside marker and historic attraction, the Forest Lodge Cupola (043-5661), is located at the corner of

RESULTS

Mountain Road and Old Washington Highway. The landmark was the top story of the now demolished Forest Lodge Hotel (043-0111) that was moved here around 1990. The property features several markers denoting the history of the area and the lodge. These 62 newly recorded resources have no outstanding architectural merit and are not known to be the work of a master. For these reasons, they are recommended not eligible for individual listing in the NRHP under Criterion C. They have no known association with a significant event or person and are not associated with any broad patterns in history. Therefore, they are recommended not eligible for the NRHP under Criteria A and B. As architectural resources, these properties were not evaluated under Criterion D. In sum, these 62 newly recorded resources are recommended not eligible for the NRHP under Criteria A-C.

**TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY**

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-0693-0001	House, 11934 Mill Road	Henrico County	1900	Not Eligible, Contributing to the Mill Road Historic District
043-0693-0002	House, 11939 Mill Road	Henrico County	1941	Not Eligible, Non-Contributing to the Mill Road Historic District
043-0693-0003	House, 11931 Mill Road	Henrico County	1900	Not Eligible, Contributing to the Mill Road Historic District
043-5457	House, 2738 Hungary Road	Henrico County	1930	Not Eligible
043-5458	Commercial Building, 2814 Hungary Road	Henrico County	1938	Not Eligible
043-5459	AC Doctors, 2816 Hungary Road	Henrico County	1938	Not Eligible
043-5460	Imagining Concepts, Inc., 2818 Hungary Road	Henrico County	1938	Not Eligible
043-5461	Commercial Building, 2820 Hungary Road	Henrico County	1937	Not Eligible
043-5462	Bill's Quality Auto Repair, 9411 Old Staples Mill Road	Henrico County	1950	Not Eligible
043-5463	Laurel Gallery, 2805 Hungary Road	Henrico County	1937	Not Eligible
043-5464	House, 2733 Hungary Road	Henrico County	1920	Not Eligible
043-5465	House, 2731 Hungary Road	Henrico County	1925	Not Eligible
043-5466	House, 2727 Hungary Road	Henrico County	1941	Not Eligible
043-5467	Laurel Park Historic District, Purcell Road, Fruehauf Road, Omega Road	Henrico County	1959	Not Eligible
043-5467-0001	House, 2720 Omega Road	Henrico County	1959	Not Eligible
043-5467-0002	House, 9905 Purcell Road	Henrico County	1959	Not Eligible

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**TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY**

<b>DHR Number</b>	<b>Name</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
043-5467-0003	House, 9903 Purcell Road	Henrico County	1959	Not Eligible
043-5467-0004	House, 9901 Purcell Road	Henrico County	1959	Not Eligible
043-5467-0005	House, 2721 Fruehauf Road	Henrico County	1959	Not Eligible
043-5467-0006	House, 9809 Purcell Road	Henrico County	1959	Not Eligible
043-5468	Terry Heights Historic District, Purcell Road, Terry Drive	Henrico County	1967	Not Eligible
043-5468-0001	House, 10111 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0002	House, 10109 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0003	House, 10107 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0004	House, 10105 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0005	House, 10103 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0006	House, 10101 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0007	House, 10013 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0008	House, 10011 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0009	House, 10009 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0010	House, 10007 Purcell Road	Henrico County	1965	Not Eligible
043-5468-0011	House, 10005 Purcell Road	Henrico County	1965	Not Eligible
043-5468-0012	House, 10003 Purcell Road	Henrico County	1967	Not Eligible
043-5637	House, 11710 Old Washington Highway	Henrico County	1937	Not Eligible
043-5638	House, 3326 Greenwood Court	Henrico County	1930	Not Eligible
043-5639	House, 3223 Greenwood Court	Henrico County	1890	Not Eligible
043-5640	House, 3215 Greenwood Court	Henrico County	1954	Not Eligible

RESULTS

**TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY**

<b>DHR Number</b>	<b>Name</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
043-5641	House, 3201 Greenwood Court	Henrico County	1905	Not Eligible
043-5642	House, 3175 Greenwood Court	Henrico County	1961	Not Eligible
043-5643	Hunton Station Offices, 11607 Old Washington Highway	Henrico County	1937	Not Eligible
043-5644	Hunton Baptist Church, 11660 Greenwood Road	Henrico County	1954	Not Eligible
043-5645	Leolantz Construction Offices, 11671 Greenwood Road	Henrico County	1937	Not Eligible
043-5646	House, 11501 Old Washington Highway	Henrico County	ca. 1916	Potentially Eligible under Criterion C
043-5647	House, 11455 Old Washington Highway	Henrico County	1937	Not Eligible
043-5648	House, 11395 Old Washington Highway	Henrico County	1948	Not Eligible
043-5649	House, 11375 Old Washington Highway	Henrico County	1925	Not Eligible
043-5650	House, 11333 Old Washington Highway	Henrico County	1939	Not Eligible
043-5651	House, 11301 Old Washington Highway	Henrico County	1937	Not Eligible
043-5652	House, 11291 Old Washington Highway	Henrico County	1939	Not Eligible
043-5653	House, 11241 Old Washington Highway	Henrico County	1937	Not Eligible
043-5654	House, 11035 Old Washington Highway	Henrico County	1957	Not Eligible
043-5655	House, 10850 Old Washington Highway	Henrico County	1951	Not Eligible
043-5656	Stromberg Metal Works, 10780 Old Washington Highway	Henrico County	1951	Not Eligible
043-5657	Darling Smokestack, Old Washington Highway	Henrico County	ca. 1910	Potentially Eligible under Criterion C
043-5658	House, 10756 Old Washington Highway	Henrico County	1935	Not Eligible
043-5659	House, 2986 Mountain Road	Henrico County	1937	Not Eligible
043-5660	House, 10730 Old Washington Highway	Henrico County	1942	Not Eligible
043-5661	Forest Lodge Cupola (Museum), 2940 Mountain Road	Henrico County	1880	Not Eligible

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**TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY**

<b>DHR Number</b>	<b>Name</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
043-5662	Glen Allen Super Market, 3007 Mountain Road	Henrico County	1960	Not Eligible
043-5663	Glen Allen Service Center, 3011 Mountain Road	Henrico County	1950	Not Eligible
043-5664	House, 3000 Englewood Road	Henrico County	1962	Not Eligible
043-5665	House, 3003 Mountain Road	Henrico County	1959	Not Eligible
043-5666	House, 2965 Mountain Road	Henrico County	1937	Not Eligible
043-5667	House, 10700 Purcell Road	Henrico County	1937	Not Eligible
043-5668	House, 10620 Purcell Road	Henrico County	1937	Not Eligible
043-5669	House, 2716 Bowles Lane	Henrico County	1937	Not Eligible
043-5670	House, 10601 Purcell Road	Henrico County	1940	Not Eligible
043-5671	House, 10471 Purcell Road	Henrico County	1937	Not Eligible
043-5672	House, 10425 Purcell Road	Henrico County	1937	Not Eligible
043-5673	House, 10414 Purcell Road	Henrico County	1939	Not Eligible
043-5674	House, 2708 Indale Road	Henrico County	1948	Not Eligible
043-5675	House, 10345 Purcell Road	Henrico County	1939	Not Eligible
043-5676	House, 10336 Purcell Road	Henrico County	1929	Not Eligible
043-5677	House, 10321 Purcell Road	Henrico County	1937	Not Eligible
043-5678	House, 10308 Purcell Road	Henrico County	1955	Not Eligible
043-5679	House, 10311 Purcell Road	Henrico County	1948	Not Eligible
043-5680	House, 10305 Purcell Road	Henrico County	1954	Not Eligible
043-5681	House, 10300 Purcell Road	Henrico County	1934	Not Eligible
043-5682	House, 10226 Purcell Road	Henrico County	1937	Not Eligible
043-5683	House, 10211 Purcell Road	Henrico County	1937	Not Eligible
043-5684	House, 10212 Purcell Road	Henrico County	1936	Not Eligible
043-5685	House, 10204 Purcell Road	Henrico County	1956	Not Eligible
043-5686	House, 10201 Purcell Road	Henrico County	1950	Not Eligible
043-5687	House, 9900 Purcell Road	Henrico County	1952	Not Eligible
043-5688	House, 9751 Purcell Road	Henrico County	1950	Not Eligible
043-5689	House, 9701 Purcell Road	Henrico County	1939	Not Eligible
043-5690	House, 2734 Hungary Road	Henrico County	1937	Not Eligible
043-5691	House, 9403 Oakview Avenue	Henrico County	1920	Not Eligible

RESULTS

**TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY**

<b>DHR Number</b>	<b>Name</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
043-5692	House, 9401 Oakview Avenue	Henrico County	1937	Not Eligible
043-5693	House, 9311 Oakview Avenue	Henrico County	1948	Not Eligible
043-5694	House, 9100 Mayfair Avenue	Henrico County	1937	Not Eligible
043-5695	House, 9113 Oakview Avenue	Henrico County	1936	Not Eligible
043-5696	House, 9111 Oakview Avenue	Henrico County	1930	Not Eligible
043-5697	House, 9109 Oakview Avenue	Henrico County	1946	Not Eligible
043-5698	House, 9107 Oakview Avenue	Henrico County	1937	Not Eligible
043-5699	CCS/Industrial Building, 9301 Old Staples Mill Road	Henrico County	1965	Not Eligible
043-5700	Commercial/Industrial Building, 9207 Old Staples Mill Road	Henrico County	1937	Not Eligible

Source: Dovetail, 2016.

Table Notes: Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

# 6 SUMMARY AND RECOMMENDATIONS

The DC2RVA Project Team conducted a reconnaissance-level architectural survey of the ELGN segment of the DC2RVA corridor. The DC2RVA project is being completed under the auspices of the FRA in conjunction with the DRPT. Because of FRA’s involvement, the undertaking is required to comply with the NEPA and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as DHR File Review #2014-0666.

In total, the DC2RVA Project Team surveyed 109 historic architectural resources within the architectural APE within the ELGN segment, 12 of which were previously recorded and 97 were newly recorded historic resources. Of the 12 previously recorded resources, one resource, the Laurel Industrial School Historic District (043-0292), was previously listed in the NRHP and it is **recommended the resource remain NRHP listed**. The Yellow Tavern Battlefield (043-5108) was previously determined potentially eligible for the NRHP by DHR staff and it is **recommended that the Yellow Tavern Battlefield retain that status of potentially eligible under Criterion A**.

The Robert Stiles Building (043-0292-0001) was previously unevaluated for NRHP eligibility and is **recommended as potentially individually eligible for the NRHP under Criteria A for Social and Politics and C for Architecture and is contributing to the Laurel Industrial School Historic District**. Three previously recorded resources that were unevaluated for NRHP eligibility (Lewis-McLeod House, 043-0690; Mill Road Historic District, 043-0693; Hunton Treasures, 043-0694) are **recommended as potentially eligible for the NRHP under Criterion C for Architecture**. The remaining six previously recorded resources, two of which were found to be no longer extant, are **recommended as not eligible for listing in the NRHP**.

Of the 97 newly recorded resources, two resources (House at 11501 Old Washington Highway [043-5646] and the Darling Smokestack [043-5657]), are **recommended as potentially eligible for listing in the NRHP under Criterion C**. Three newly recorded dwellings (043-0693-0001-043-0693-0003) are **recommended as not individually eligible but contributing to the eligibility of the Mill Road Historic District (043-0693)**. The remaining 92 newly recorded resources are **recommended not individually eligible for listing in the NRHP**.

**TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-5188	House, 11397 Cedar Lane	Hanover County	ca. 1940	Not Eligible
043-0111	Forest Lodge Hotel/Glen Allen Hotel, Mountain Road	Henrico County	ca. 1880	Not Eligible, No Longer Extant

SUMMARY AND RECOMMENDATIONS

**TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-0289	Laurel Industrial School Historic District Expansion (Laurel Crossroads)/Laurel Crossroads Historic District, Hungary Road	Henrico County	1875-1940	Remains Not Eligible
043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	Remains Listed
043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	ca. 1894	Potentially Individually Eligible Under Criteria A and C, Contributing to the Laurel Industrial School Historic District
043-0292-0006	House, 2907 Hungary Road	Henrico County	1895	Not Individually Eligible, Contributing to the Laurel Industrial School Historic District
043-0293	House/Board and Batten House, 11010 Old Washington Highway	Henrico County	1912	Not Eligible
043-0294	Willis House/Willis Place, Hamilton Road	Henrico County	1893	Not Eligible, No Longer Extant
043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	1921	Potentially Eligible under Criterion C
043-0693	Mill Road Historic District	Henrico County	Early-Nineteenth–Late-Twentieth Centuries	Potentially Eligible under Criterion C
043-0693-0001	House, 11934 Mill Road	Henrico County	1900	Not Individually Eligible, Contributing to the Mill Road Historic District
043-0693-0002	House, 11939 Mill Road	Henrico County	1941	Not Individually Eligible, Non-Contributing to the Mill Road Historic District
043-0693-0003	House, 11931 Mill Road	Henrico County	1900	Not Individually Eligible, Contributing to the Mill Road Historic District
043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	Potentially Eligible under Criterion C
043-5108	Yellow Tavern Battlefield	Henrico County	May 1864	Remains Potentially Eligible
043-5457	House, 2738 Hungary Road	Henrico County	1930	Not Eligible
043-5458	Commercial Building, 2814 Hungary Road	Henrico County	1938	Not Eligible

SUMMARY AND RECOMMENDATIONS

**TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

<b>DHR Number</b>	<b>Name</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
043-5459	AC Doctors, 2816 Hungary Road	Henrico County	1938	Not Eligible
043-5460	Imagining Concepts, Inc., 2818 Hungary Road	Henrico County	1938	Not Eligible
043-5461	Commercial Building, 2820 Hungary Road	Henrico County	1937	Not Eligible
043-5462	Bill's Quality Auto Repair, 9411 Old Staples Mill Road	Henrico County	1950	Not Eligible
043-5463	Laurel Gallery, 2805 Hungary Road	Henrico County	1937	Not Eligible
043-5464	House, 2733 Hungary Road	Henrico County	1920	Not Eligible
043-5465	House, 2731 Hungary Road	Henrico County	1925	Not Eligible
043-5466	House, 2727 Hungary Road	Henrico County	1941	Not Eligible
043-5467	Laurel Park Historic District, Purcell Road, Fruehauf Road, Omega Road	Henrico County	1959	Not Eligible
043-5467-0001	House, 2720 Omega Road	Henrico County	1959	Not Eligible
043-5467-0002	House, 9905 Purcell Road	Henrico County	1959	Not Eligible
043-5467-0003	House, 9903 Purcell Road	Henrico County	1959	Not Eligible
043-5467-0004	House, 9901 Purcell Road	Henrico County	1959	Not Eligible
043-5467-0005	House, 2721 Fruehauf Road	Henrico County	1959	Not Eligible
043-5467-0006	House, 9809 Purcell Road	Henrico County	1959	Not Eligible
043-5468	Terry Heights Historic District, Purcell Road, Terry Drive	Henrico County	1967	Not Eligible
043-5468-0001	House, 10111 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0002	House, 10109 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0003	House, 10107 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0004	House, 10105 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0005	House, 10103 Purcell Road	Henrico County	1967	Not Eligible

SUMMARY AND RECOMMENDATIONS

**TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

<b>DHR Number</b>	<b>Name</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
043-5468-0006	House, 10101 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0007	House, 10013 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0008	House, 10011 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0009	House, 10009 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0010	House, 10007 Purcell Road	Henrico County	1965	Not Eligible
043-5468-0011	House, 10005 Purcell Road	Henrico County	1965	Not Eligible
043-5468-0012	House, 10003 Purcell Road	Henrico County	1967	Not Eligible
043-5637	House, 11710 Old Washington Highway	Henrico County	1937	Not Eligible
043-5638	House, 3326 Greenwood Court	Henrico County	1930	Not Eligible
043-5639	House, 3223 Greenwood Court	Henrico County	1890	Not Eligible
043-5640	House, 3215 Greenwood Court	Henrico County	1954	Not Eligible
043-5641	House, 3201 Greenwood Court	Henrico County	1905	Not Eligible
043-5642	House, 3175 Greenwood Court	Henrico County	1961	Not Eligible
043-5643	Hunton Station Offices, 11607 Old Washington Highway	Henrico County	1937	Not Eligible
043-5644	Hunton Baptist Church, 11660 Greenwood Road	Henrico County	1954	Not Eligible
043-5645	Leolantz Construction Offices, 11671 Greenwood Road	Henrico County	1937	Not Eligible
043-5646	House, 11501 Old Washington Highway	Henrico County	ca. 1916	Potentially Eligible under Criterion C
043-5647	House, 11455 Old Washington Highway	Henrico County	1937	Not Eligible
043-5648	House, 11395 Old Washington Highway	Henrico County	1948	Not Eligible
043-5649	House, 11375 Old Washington Highway	Henrico County	1925	Not Eligible
043-5650	House, 11333 Old Washington Highway	Henrico County	1939	Not Eligible
043-5651	House, 11301 Old Washington Highway	Henrico County	1937	Not Eligible
043-5652	House, 11291 Old Washington Highway	Henrico County	1939	Not Eligible
043-5653	House, 11241 Old Washington Highway	Henrico County	1937	Not Eligible

SUMMARY AND RECOMMENDATIONS

**TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

<b>DHR Number</b>	<b>Name</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
043-5654	House, 11035 Old Washington Highway	Henrico County	1957	Not Eligible
043-5655	House, 10850 Old Washington Highway	Henrico County	1951	Not Eligible
043-5656	Stromberg Metal Works, 10780 Old Washington Highway	Henrico County	1951	Not Eligible
043-5657	Darling Smokestack, Old Washington Highway	Henrico County	ca. 1910	Potentially Eligible under Criterion C
043-5658	House, 10756 Old Washington Highway	Henrico County	1935	Not Eligible
043-5659	House, 2986 Mountain Road	Henrico County	1937	Not Eligible
043-5660	House, 10730 Old Washington Highway	Henrico County	1942	Not Eligible
043-5661	Forest Lodge Cupola (Museum), 2940 Mountain Road	Henrico County	1880	Not Eligible
043-5662	Glen Allen Super Market, 3007 Mountain Road	Henrico County	1960	Not Eligible
043-5663	Glen Allen Service Center, 3011 Mountain Road	Henrico County	1950	Not Eligible
043-5664	House, 3000 Englewood Road	Henrico County	1962	Not Eligible
043-5665	House, 3003 Mountain Road	Henrico County	1959	Not Eligible
043-5666	House, 2965 Mountain Road	Henrico County	1937	Not Eligible
043-5667	House, 10700 Purcell Road	Henrico County	1937	Not Eligible
043-5668	House, 10620 Purcell Road	Henrico County	1937	Not Eligible
043-5669	House, 2716 Bowles Lane	Henrico County	1937	Not Eligible
043-5670	House, 10601 Purcell Road	Henrico County	1940	Not Eligible
043-5671	House, 10471 Purcell Road	Henrico County	1937	Not Eligible
043-5672	House, 10425 Purcell Road	Henrico County	1937	Not Eligible
043-5673	House, 10414 Purcell Road	Henrico County	1939	Not Eligible
043-5674	House, 2708 Indale Road	Henrico County	1948	Not Eligible
043-5675	House, 10345 Purcell Road	Henrico County	1939	Not Eligible
043-5676	House, 10336 Purcell Road	Henrico County	1929	Not Eligible
043-5677	House, 10321 Purcell Road	Henrico County	1937	Not Eligible
043-5678	House, 10308 Purcell Road	Henrico County	1955	Not Eligible
043-5679	House, 10311 Purcell Road	Henrico County	1948	Not Eligible
043-5680	House, 10305 Purcell Road	Henrico County	1954	Not Eligible

SUMMARY AND RECOMMENDATIONS

**TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

<b>DHR Number</b>	<b>Name</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
043-5681	House, 10300 Purcell Road	Henrico County	1934	Not Eligible
043-5682	House, 10226 Purcell Road	Henrico County	1937	Not Eligible
043-5683	House, 10211 Purcell Road	Henrico County	1937	Not Eligible
043-5684	House, 10212 Purcell Road	Henrico County	1936	Not Eligible
043-5685	House, 10204 Purcell Road	Henrico County	1956	Not Eligible
043-5686	House, 10201 Purcell Road	Henrico County	1950	Not Eligible
043-5687	House, 9900 Purcell Road	Henrico County	1952	Not Eligible
043-5688	House, 9751 Purcell Road	Henrico County	1950	Not Eligible
043-5689	House, 9701 Purcell Road	Henrico County	1939	Not Eligible
043-5690	House, 2734 Hungary Road	Henrico County	1937	Not Eligible
043-5691	House, 9403 Oakview Avenue	Henrico County	1920	Not Eligible
043-5692	House, 9401 Oakview Avenue	Henrico County	1937	Not Eligible
043-5693	House, 9311 Oakview Avenue	Henrico County	1948	Not Eligible
043-5694	House, 9100 Mayfair Avenue	Henrico County	1937	Not Eligible
043-5695	House, 9113 Oakview Avenue	Henrico County	1936	Not Eligible
043-5696	House, 9111 Oakview Avenue	Henrico County	1930	Not Eligible
043-5697	House, 9109 Oakview Avenue	Henrico County	1946	Not Eligible
043-5698	House, 9107 Oakview Avenue	Henrico County	1937	Not Eligible
043-5699	CCS/Industrial, 9301 Old Staples Mill Road	Henrico County	1965	Not Eligible
043-5700	Commercial/Industrial, 9207 Old Staples Mill Road	Henrico County	1937	Not Eligible

Source: Dovetail, 2016.

Table Notes: 1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

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## APPENDIX A: BACKGROUND REVIEW TABLE

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE**

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
042-0327	Breedlove Store, Route 623	ca. 1920	Not Evaluated	
042-0328	Houses, Route 623, Sawdust Lane	1930	Not Evaluated	
042-0329/ 042-5048- 0001	Legrand House, Neville House, Schmitt House, 11311 Cedar Lane	1903	Not Evaluated	
042-0330	Price Farm, Price House, 11417 Cedar Lane	ca. 1900	Not Evaluated	
042-0331	Kenwood Farm, Route 623	ca. 1900	Not Evaluated	
042-0332	Kenwood Community Center, Route 626	ca. 1900	Not Evaluated	
042-0333	Elmont Elementary School (White), Route 626	ca. 1900	Not Evaluated	
042-0334	Crawford Place, Kenwood/Crawford Place, Route 626	1880	Not Evaluated	
042-0335	Cobb, James E., House (Oropillo House), Route 626	1910	Not Evaluated	
042-0336	Henry Priddy House, Route 626	1900	Not Evaluated	
042-0337	Kenwood Methodist Church, Route 626	1890	Not Evaluated	
042-0339	Kirk House, Route 626	1890	Not Evaluated	
042-0341	Cobb Store, Route 626 at Railroad	1900	Not Eligible	9/8/1994
042-0568	Francis House, House, 11063 Holly Berry Rd	1825	Not Evaluated	
042-0705/ 042-5048- 0002	Banker-Cobb House, Moore House, 11367 Cedar Lane	1900	Not Evaluated	
042-5048	Elmont Historic District	1890	Not Evaluated	
042-5185	Helen Cobb House, 11346 Cedar Lane	ca. 1930	Not Evaluated	
042-5186	Emmett Cobb House, 11377 Cedar Lane	1938	Not Evaluated	
042-5187	House, 11387 Cedar Lane	1946	Not Evaluated	
042-5188	House, 11397 Cedar Lane	ca. 1940	Not Evaluated	
042-5189	Maplewood, 11408 Cedar Lane	ca. 1930	Not Evaluated	

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE**

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
042-5190	House, 11147 Elmont Road	ca. 1940	Not Evaluated	
042-5191	House, 11151 Elmont Road	ca. 1940	Not Evaluated	
042-5192	Roger Buchanan House, 11154 Elmont Road	ca. 1920	Not Evaluated	
042-5193	House, 11159 Elmont Road	ca. 1915	Not Evaluated	
042-5194	House, 11162 Elmont Road	ca. 1920	Not Evaluated	
042-5195	House, 11168 Elmont Road	ca. 1900	Not Evaluated	
042-5196	House, 11257 Kenwood Church Road	ca. 1945	Not Evaluated	
042-5197	Dishman House, 11243 Kenwood Church Road	ca. 1945	Not Evaluated	
042-5198	Sally Vistrum House, 11233 Kenwood Church Road	ca. 1945	Not Evaluated	
042-5199	Maxey House, 11211 Elmont Road	ca. 1925	Not Evaluated	
042-5200	House, 11257 Elmont Road	ca. 1920	Not Evaluated	
042-5201	House, 11247 Elmont Road	ca. 1925	Not Evaluated	
042-5202	Railroad House, 11248 Elmont Crossing Lane	ca. 1930	Not Evaluated	
042-5203	Viola House, 11222 Oak Lawn Lane	ca. 1900	Not Evaluated	
042-5204	Gilman House, 11204 Oak Lawn Lane	ca. 1900	Not Evaluated	
042-5234	House, 10477 Old Washington Highway	early-twentieth century	Not Evaluated	
042-5517	House, 11114 Holly Berry Road	1935	Not Evaluated	
042-5523	House, 10491 Old Washington Highway	1940	Not Evaluated	
042-5524	House, 11015 Old Washington Highway	1961	Not Evaluated	
042-5526	House, 11041 Old Washington Highway	1940	Not Evaluated	
042-5528	House, 11071 Holly Berry Rd	ca. 1950	Not Evaluated	
042-5529	House, 11097 Holly Berry Rd	1930	Not Evaluated	
042-5530	House, 11102 Holly Berry Rd	1955	Not Evaluated	
042-5531	House, 11078 Holly Berry Rd	1941	Not Evaluated	
042-5543	House, 11329 Cedar Lane	1964	Not Evaluated	
042-5544	Hazel Creech House, 11067 Holly Berry Road	ca. 1930	Not Evaluated	
043-0019	Walkerton Tavern, Mountain Road	1825	Listed	NRHP 12/16/1984; VLR 10/16/1984

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE**

DHR Number	Property Name and Address	Date of Construction	Evaluation Status	Date of Evaluation
043-0031	Meadow Farm, Mountain Road	ca. 1770	Listed	NRHP 8/13/1974; VLR 5/21/1974
043-0065	Bowles Lane Farmhouse, 11 Bowles Lane	ca. 1850	Not Evaluated	
043-0111	Forest Lodge Hotel, Glen Allen Hotel, Mountain Road	ca. 1880	Not Eligible	10/11/1988
043-0289	Laurel Crossroads Historic District, Laurel Historic District Expansion, Hungary Road	ca. 1875	Not Eligible	7/21/1990
043-0292	Laurel Industrial School Historic District, Hungary Road	ca. 1892	Listed	NRHP 6/12/1987; VLR 10/15/1985
043-0293	Board and Batten House, Old Washington Highway	ca. 1900	Not Evaluated	
043-0294	Willis Place, Hamilton Road	1893	Not Evaluated	
043-0690	Lewis-McLeod House, Mountain Road	1921	Not Evaluated	
043-0693	Mill Road Historic District, Mill Road	N/A	Not Evaluated	
043-0694	Hunton Grocery (Hunton Treasures), Old Washington Highway	ca. 1920	Not Evaluated	
043-0695	Glen Allen School, Old Washington Highway	ca. 1899	Not Evaluated	
043-5108	Yellow Tavern Battlefield	1864	Potentially Eligible	11/4/2014
043-5174	Robertson House, 8812 Staples Mill Road	1939	Not Eligible	6/28/2006
043-5175	Robertson House, 8808 Staples Mill Road	1954	Not Eligible	6/28/2006
043-5176	House, J. Thompson Cravens & Associates Office Building, 8803 Staples Mill Road	1937	Not Eligible	6/28/2006
043-5308	House, 5406 Lucas Road	ca. 1950	Not Eligible	11/28/2011
043-5309	House, 5404 Lucas Road	ca. 1950	Not Eligible	11/28/2011
043-5310	House, 5400 Lucas Road	ca. 1950	Not Eligible	11/28/2011
043-5311	House, 5312 Lucas Road	ca. 1935	Not Eligible	11/28/2011
043-5354	House, 11828 Thomas Mill Drive	ca. 1920	Not Evaluated	
043-5355	Gabrett House, House, 11821 Thomas Mill Drive	1958	Not Evaluated	
043-5356	House, 3310 Greenwood Court	1948	Not Evaluated	
043-5357	House, 3320 Greenwood Court	1948	Not Evaluated	
043-5358	House, 3330 Greenwood Court	1948	Not Evaluated	
043-5359	House, 3340 Greenwood Court	1930	Not Evaluated	

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
043-5360	House, 3350 Greenwood Court	1940	Not Evaluated	
043-5361	House, 11951 Greenwood Avenue	1904	Not Evaluated	
043-5362	House, 11600 Patch Road	1951	Not Evaluated	
043-5363	House, 11605 Patch Road	1948	Not Evaluated	
043-5364	House, 11621 Patch Road	1963	Not Evaluated	
043-5365	House, 11661 Patch Road	1959	Not Evaluated	
043-5367	House, 11691 Patch Road	1904	Not Evaluated	
043-5368	House, 11721 Patch Road	1947	Not Evaluated	
043-5373	House, 10470 Gregory Avenue	1963	Not Evaluated	
043-5374	House, 3001 Kellipec Road	1962	Not Evaluated	
043-5375	House, 3009 Kellipec Road	1964	Not Evaluated	
043-5376	House, 3016 Kellipec Road	1959	Not Evaluated	
043-5377	House, 3038 Kellipec Road	1961	Not Evaluated	
043-5378	House, 3075 Kellipec Road	1958	Not Evaluated	
043-5379	House, 3085 Kellipec Road	1963	Not Evaluated	
043-5380	House, 11901 Old Washington Highway	1957	Not Evaluated	
043-5382	House, 11971 Old Washington Highway	1951	Not Evaluated	
043-5383	House, 11949 Old Washington Highway	1957	Not Evaluated	
043-5384	House, 11921 Old Washington Highway	1954	Not Evaluated	
043-5385	House, 11950 Old Washington Highway	1951	Not Evaluated	
043-5386	House, 11875 Old Washington Highway	1968	Not Evaluated	
043-5387	House, 11855 Old Washington Highway	1962	Not Evaluated	

Source: Dovetail, 2016.



801 E. Main Street, Suite 1000  
Richmond, VA 23219

August 5, 2016

Mr. Marc Holma  
Division of Review and Compliance  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 22802

RE: Resource Eligibility/ Segment 14 (Elmont to Greendale)  
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment  
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 14/ Elmont to Greendale (ELGN) of the larger Project initiative. Segment 14/ELGN includes the span between Cedar Lane in Hanover County on the north to just south of Hungary Road in Henrico County on the south. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Elmont to Greendale (ELGN) Segment, Hanover and Henrico Counties*. The report was authored by Adriana T. Lesiuk and M. Chris Manning with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the Secretary of Interior's

Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

The current survey identified 12 previously recorded resources and 97 newly recorded resources, for a total of 109 surveyed resources. (A table is attached showing the resource numbers, names and addresses of these resources.) Of the 12 previously recorded resources, the Laurel Industrial School Historic District (043-0292) was previously listed in the National Register of Historic Places (NRHP) under Criteria A and C, and the Yellow Tavern Battlefield (043-5108) was previously determined to be potentially eligible for the NRHP under Criterion A. It is recommended that these two resources retain their NRHP status. The Forest Lodge Hotel (043-0111) and the Laurel Crossroads/Laurel Historic District Expansion (043-0289) were both previously determined to be not eligible for the NRHP but the determination was made more than five years ago. Based on the current study, it is recommended that both resources remain not eligible for the NRHP.

The remaining eight previously recorded resources had not been evaluated for NRHP potential. The Robert Stiles Building (043-0292-0001) is recommended potentially eligible under Criteria A and C and is also recommended to be a contributing element to the Laurel Industrial School Historic District (043-0292). Three additional resources are recommended to be potentially eligible for the NRHP as individual resources as part of the current survey: Lewis-McLeod House (043-0690, Criterion C); the Mill Road Historic District (043-0693, Criterion C); and Hunton Grocery/Hunton Treasures at 11701 Greenwood Road (043-0694, Criterion C).

The House at 2607 Hungary Road (043-0292-0006) is recommended not eligible as an individual resource but it is suggested to be a contributing element to the Laurel Industrial School Historic District (043-0292). The final three previously recorded resources— Willis House/Willis Place (043-0294), House at 11397 Cedar Lane (042-5188), and Board and Batten House, 11010 Old Washington Highway (043-0293)—are recommended not eligible for the NRHP.

The 97 newly recorded resources primarily include residential properties located in suburbs north of Richmond. Two of these 97 resources are recommended to be potentially eligible for the NRHP under Criterion C: the House at 11501 Old Washington Highway (043-5646) and the Darling Smokestack (043-5657). The remaining 95 resources are recommended not eligible for the NRHP as individual resources. However, 31 are located within the boundaries of one of two (or both) historic districts—the Laurel Crossroads/Laurel Historic District Expansion (043-0289) and the Mill Road Historic District (043-0693). Details on contributing status can be found in the attached table and report.



801 E. Main Street, Suite 1000  
Richmond, VA 23219

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at [kbarile@dovetailcrg.com](mailto:kbarile@dovetailcrg.com)/[hstaton@dovetailcrg.com](mailto:hstaton@dovetailcrg.com).

Sincerely,

A handwritten signature in blue ink, appearing to read "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

CC: Emily Stock, DRPT  
John Winkle, FRA  
John Morton, HDR  
Carey Burch, HDR  
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resource continues to be listed on the NRHP, as recorded during the DC2RVA/Segment 1 study (DHR #2014-0666):

043-0292 Laurel Industrial School Historic District (Criteria A & C)

They further concur that the following resources are potentially eligible for the NRHP:

043-0690 Lewis-McLeod House, 2945 Mountain Road (Criterion C)  
043-0693 Mill Road Historic District (Criterion C)  
043-0694 Hunton Treasures, 11701 Greenwood Road (Criterion C)  
043-5108 Yellow Tavern Battlefield (Criterion A)  
043-5646 House, 11501 Old Washington Highway (Criterion C)  
043-5657 Darling Smokestack, Old Washington Highway (Criterion C)

They also concur that the following resource is individually eligible and is also a contributing element to the NRHP-eligible Laurel Industrial School Historic District (043-0292):

043-0292-0001 Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road (Criteria A & C)

They concur that the following resource is eligible for the NRHP as contributing elements to the Laurel Industrial School Historic District (043-0292), but it is not individually eligible for listing under Criteria A–C as architectural resources:

043-0292-0006 House, 2907 Hungary Road

They concur that the following resources are eligible for the NRHP as contributing elements to the Mill Road Historic District (043-0693), but they are not individually eligible for listing under Criteria A–C as architectural resources:

043-0693-0001 House, 11934 Mill Road  
043-0693-0002 House, 11939 Mill Road  
043-0693-0003 House, 11931 Mill Road

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A–C and they do not contribute to the eligibility of a historic district:

042-5188 House, 11397 Cedar Lane  
043-0111 Forest Lodge Hotel/Glen Allen Hotel, Mountain Road  
043-0289 Laurel Industrial School Historic District Expansion (Laurel Crossroads)/Laurel Crossroads Historic District, Hungary Road  
043-0293 House/Board and Batten House, 11010 Old Washington Highway

043-0294 Willis House/Willis Place, Hamilton Road  
 043-5457 House, 2738 Hungary Road  
 043-5458 Commercial Building, 2814 Hungary Road  
 043-5459 AC Doctors, 2816 Hungary Road  
 043-5460 Imagining Concepts, Inc., 2818 Hungary Road  
 043-5461 Commercial Building, 2820 Hungary Road  
 043-5462 Bill's Quality Auto Repair, 9411 Old Staples Mill Road  
 043-5463 Laurel Gallery, 2805 Hungary Road  
 043-5464 House, 2733 Hungary Road  
 043-5465 House, 2731 Hungary Road  
 043-5466 House, 2727 Hungary Road  
 043-5467 Laurel Park Historic District, Purcell Road, Fruehauf Road, Omega Road  
 043-5467-0001 House, 2720 Omega Road  
 043-5467-0002 House, 9905 Purcell Road  
 043-5467-0003 House, 9903 Purcell Road  
 043-5467-0004 House, 9901 Purcell Road  
 043-5467-0005 House, 2721 Fruehauf Road  
 043-5467-0006 House, 9809 Purcell Road  
 043-5468 Terry Heights Historic District, Purcell Road, Terry Drive  
 043-5468-0001 House, 10111 Purcell Road  
 043-5468-0002 House, 10109 Purcell Road  
 043-5468-0003 House, 10107 Purcell Road  
 043-5468-0004 House, 10105 Purcell Road  
 043-5468-0005 House, 10103 Purcell Road  
 043-5468-0006 House, 10101 Purcell Road  
 043-5468-0007 House, 10013 Purcell Road  
 043-5468-0008 House, 10011 Purcell Road  
 043-5468-0009 House, 10009 Purcell Road  
 043-5468-0010 House, 10007 Purcell Road  
 043-5468-0011 House, 10005 Purcell Road  
 043-5468-0012 House, 10003 Purcell Road  
 043-5637 House, 11710 Old Washington Highway  
 043-5638 House, 3326 Greenwood Court  
 043-5639 House, 3223 Greenwood Court  
 043-5640 House, 3215 Greenwood Court  
 043-5641 House, 3201 Greenwood Court  
 043-5642 House, 3175 Greenwood Court  
 043-5643 Hunton Station Offices, 11607 Old Washington Highway  
 043-5644 Hunton Baptist Church, 11660 Greenwood Road  
 043-5645 Leolantz Construction Offices, 11671 Greenwood Road  
 043-5647 House, 11455 Old Washington Highway  
 043-5648 House, 11395 Old Washington Highway

043-5649 House, 11375 Old Washington Highway  
043-5650 House, 11333 Old Washington Highway  
043-5651 House, 11301 Old Washington Highway  
043-5652 House, 11291 Old Washington Highway  
043-5653 House, 11241 Old Washington Highway  
043-5654 House, 11035 Old Washington Highway  
043-5655 House, 10850 Old Washington Highway  
043-5656 Stromberg Metal Works, 10780 Old Washington Highway  
043-5658 House, 10756 Old Washington Highway  
043-5659 House, 2986 Mountain Road  
043-5660 House, 10730 Old Washington Highway  
043-5661 Forest Lodge Cupola (Museum), 2940 Mountain Road  
043-5662 Glen Allen Super Market, 3007 Mountain Road  
043-5663 Glen Allen Service Center, 3011 Mountain Road  
043-5664 House, 3000 Englewood Road  
043-5665 House, 3003 Mountain Road  
043-5666 House, 2965 Mountain Road  
043-5667 House, 10700 Purcell Road  
043-5668 House, 10620 Purcell Road  
043-5669 House, 2716 Bowles Lane  
043-5670 House, 10601 Purcell Road  
043-5671 House, 10471 Purcell Road  
043-5672 House, 10425 Purcell Road  
043-5673 House, 10414 Purcell Road  
043-5674 House, 2708 Indale Road  
043-5675 House, 10345 Purcell Road  
043-5676 House, 10336 Purcell Road  
043-5677 House, 10321 Purcell Road  
043-5678 House, 10308 Purcell Road  
043-5679 House, 10311 Purcell Road  
043-5680 House, 10305 Purcell Road  
043-5681 House, 10300 Purcell Road  
043-5682 House, 10226 Purcell Road  
043-5683 House, 10211 Purcell Road  
043-5684 House, 10212 Purcell Road  
043-5685 House, 10204 Purcell Road  
043-5686 House, 10201 Purcell Road  
043-5687 House, 9900 Purcell Road  
043-5688 House, 9751 Purcell Road  
043-5689 House, 9701 Purcell Road  
043-5690 House, 2734 Hungary Road  
043-5691 House, 9403 Oakview Avenue



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043-5692	House, 9401 Oakview Avenue
043-5693	House, 9311 Oakview Avenue
043-5694	House, 9100 Mayfair Avenue
043-5695	House, 9113 Oakview Avenue
043-5696	House, 9111 Oakview Avenue
043-5697	House, 9109 Oakview Avenue
043-5698	House, 9107 Oakview Avenue
043-5699	CCS/Industrial, 9301 Old Staples Mill Road
043-5700	Commercial/Industrial, 9207 Old Staples Mill Road

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Julie Langan, Director  
Virginia Department of Historic Resources  
Virginia State Historic Preservation Officer

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Date

### SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS

1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
042-5188	House, 11397 Cedar Lane	Hanover County	ca. 1940	Not Eligible
043-0111	Forest Lodge Hotel/Glen Allen Hotel, Mountain Road	Henrico County	ca. 1880	Not Eligible, No Longer Extant
043-0289	Laurel Industrial School Historic District Expansion (Laurel Crossroads)/Laurel Crossroads Historic District, Hungary Road	Henrico County	1875-1940	Remains Not Eligible
043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	Remains Listed
043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	Potentially Individually Eligible Under Criteria A and C, Contributing to the Laurel Industrial School Historic District
043-0292-0006	House, 2907 Hungary Road	Henrico County	1895	Not Individually Eligible, Contributing to the Laurel Industrial School Historic District
043-0293	House/Board and Batten House, 11010 Old Washington Highway	Henrico County	1912	Not Eligible
043-0294	Willis House/Willis Place, Hamilton Road	Henrico County	1893	Not Eligible, No Longer Extant
043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	1921	Potentially Eligible under Criterion C
043-0693	Mill Road Historic District	Henrico County	Early-Nineteenth–Late-Twentieth Centuries	Potentially Eligible under Criterion C
043-0693-0001	House, 11934 Mill Road	Henrico County	1900	Not Individually Eligible, Contributing to the Mill Road Historic District

**SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-0693-0002	House, 11939 Mill Road	Henrico County	1941	Not Individually Eligible, Non-Contributing to the Mill Road Historic District
043-0693-0003	House, 11931 Mill Road	Henrico County	1900	Not Individually Eligible, Contributing to the Mill Road Historic District
043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	Potentially Eligible under Criterion C
043-5108	Yellow Tavern Battlefield	Henrico County	May 1864	Remains Potentially Eligible
043-5457	House, 2738 Hungary Road	Henrico County	1930	Not Eligible
043-5458	Commercial Building, 2814 Hungary Road	Henrico County	1938	Not Eligible
043-5459	AC Doctors, 2816 Hungary Road	Henrico County	1938	Not Eligible
043-5460	Imagining Concepts, Inc., 2818 Hungary Road	Henrico County	1938	Not Eligible
043-5461	Commercial Building, 2820 Hungary Road	Henrico County	1937	Not Eligible
043-5462	Bill's Quality Auto Repair, 9411 Old Staples Mill Road	Henrico County	1950	Not Eligible
043-5463	Laurel Gallery, 2805 Hungary Road	Henrico County	1937	Not Eligible
043-5464	House, 2733 Hungary Road	Henrico County	1920	Not Eligible
043-5465	House, 2731 Hungary Road	Henrico County	1925	Not Eligible
043-5466	House, 2727 Hungary Road	Henrico County	1941	Not Eligible
043-5467	Laurel Park Historic District, Purcell Road, Fruehauf Road, Omega Road	Henrico County	1959	Not Eligible
043-5467-0001	House, 2720 Omega Road	Henrico County	1959	Not Eligible
043-5467-0002	House, 9905 Purcell Road	Henrico County	1959	Not Eligible

**SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-5467-0003	House, 9903 Purcell Road	Henrico County	1959	Not Eligible
043-5467-0004	House, 9901 Purcell Road	Henrico County	1959	Not Eligible
043-5467-0005	House, 2721 Fruehauf Road	Henrico County	1959	Not Eligible
043-5467-0006	House, 9809 Purcell Road	Henrico County	1959	Not Eligible
043-5468	Terry Heights Historic District, Purcell Road, Terry Drive	Henrico County	1967	Not Eligible
043-5468-0001	House, 10111 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0002	House, 10109 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0003	House, 10107 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0004	House, 10105 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0005	House, 10103 Purcell Road	Henrico County	1967	Not Eligible
043-5468-0006	House, 10101 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0007	House, 10013 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0008	House, 10011 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0009	House, 10009 Purcell Road	Henrico County	1966	Not Eligible
043-5468-0010	House, 10007 Purcell Road	Henrico County	1965	Not Eligible
043-5468-0011	House, 10005 Purcell Road	Henrico County	1965	Not Eligible

**SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-5468-0012	House, 10003 Purcell Road	Henrico County	1967	Not Eligible
043-5637	House, 11710 Old Washington Highway	Henrico County	1937	Not Eligible
043-5638	House, 3326 Greenwood Court	Henrico County	1930	Not Eligible
043-5639	House, 3223 Greenwood Court	Henrico County	1890	Not Eligible
043-5640	House, 3215 Greenwood Court	Henrico County	1954	Not Eligible
043-5641	House, 3201 Greenwood Court	Henrico County	1905	Not Eligible
043-5642	House, 3175 Greenwood Court	Henrico County	1961	Not Eligible
043-5643	Hunton Station Offices, 11607 Old Washington Highway	Henrico County	1937	Not Eligible
043-5644	Hunton Baptist Church, 11660 Greenwood Road	Henrico County	1959	Not Eligible
043-5645	Leolantz Construction Offices, 11671 Greenwood Road	Henrico County	1937	Not Eligible
043-5646	House, 11501 Old Washington Highway	Henrico County	1937	Potentially Eligible under Criterion C
043-5647	House, 11455 Old Washington Highway	Henrico County	1937	Not Eligible
043-5648	House, 11395 Old Washington Highway	Henrico County	1948	Not Eligible
043-5649	House, 11375 Old Washington Highway	Henrico County	1925	Not Eligible
043-5650	House, 11333 Old Washington Highway	Henrico County	1939	Not Eligible
043-5651	House, 11301 Old Washington Highway	Henrico County	1937	Not Eligible
043-5652	House, 11291 Old Washington Highway	Henrico County	1939	Not Eligible
043-5653	House, 11241 Old Washington Highway	Henrico County	1937	Not Eligible
043-5654	House, 11035 Old Washington Highway	Henrico County	1957	Not Eligible
043-5655	House, 10850 Old Washington Highway	Henrico County	1951	Not Eligible
043-5656	Stromberg Metal Works, 10780 Old Washington Highway	Henrico County	1958	Not Eligible

**SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

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DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
043-5657	Darling Smokestack, Old Washington Highway	Henrico County	ca. 1910	Potentially Eligible under Criterion C
043-5658	House, 10756 Old Washington Highway	Henrico County	1935	Not Eligible
043-5659	House, 2986 Mountain Road	Henrico County	1937	Not Eligible
043-5660	House, 10730 Old Washington Highway	Henrico County	1942	Not Eligible
043-5661	Forest Lodge Cupola (Museum), 2940 Mountain Road	Henrico County	1880	Not Eligible
043-5662	Glen Allen Super Market, 3007 Mountain Road	Henrico County	1960	Not Eligible
043-5663	Glen Allen Service Center, 3011 Mountain Road	Henrico County	1950	Not Eligible
043-5664	House, 3000 Englewood Road	Henrico County	1962	Not Eligible
043-5665	House, 3003 Mountain Road	Henrico County	1959	Not Eligible
043-5666	House, 2965 Mountain Road	Henrico County	1937	Not Eligible
043-5667	House, 10700 Purcell Road	Henrico County	1937	Not Eligible
043-5668	House, 10620 Purcell Road	Henrico County	1937	Not Eligible
043-5669	House, 2716 Bowles Lane	Henrico County	1937	Not Eligible
043-5670	House, 10601 Purcell Road	Henrico County	1940	Not Eligible
043-5671	House, 10471 Purcell Road	Henrico County	1937	Not Eligible
043-5672	House, 10425 Purcell Road	Henrico County	1937	Not Eligible
043-5673	House, 10414 Purcell Road	Henrico County	1939	Not Eligible
043-5674	House, 2708 Indale Road	Henrico County	1948	Not Eligible
043-5675	House, 10345 Purcell Road	Henrico County	1939	Not Eligible
043-5676	House, 10336 Purcell Road	Henrico County	1929	Not Eligible
043-5677	House, 10321 Purcell Road	Henrico County	1937	Not Eligible
043-5678	House, 10308 Purcell Road	Henrico County	1955	Not Eligible
043-5679	House, 10311 Purcell Road	Henrico County	1948	Not Eligible

**SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

1. Cells highlighted in red denote resources that should retain their previous eligibility determination (potentially eligible or eligible for, or listed in, the NRHP). 2. Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

<b>DHR Number</b>	<b>Name</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
043-5680	House, 10305 Purcell Road	Henrico County	1954	Not Eligible
043-5681	House, 10300 Purcell Road	Henrico County	1934	Not Eligible
043-5682	House, 10226 Purcell Road	Henrico County	1937	Not Eligible
043-5683	House, 10211 Purcell Road	Henrico County	1937	Not Eligible
043-5684	House, 10212 Purcell Road	Henrico County	1936	Not Eligible
043-5685	House, 10204 Purcell Road	Henrico County	1956	Not Eligible
043-5686	House, 10201 Purcell Road	Henrico County	1950	Not Eligible
043-5687	House, 9900 Purcell Road	Henrico County	1952	Not Eligible
043-5688	House, 9751 Purcell Road	Henrico County	1950	Not Eligible
043-5689	House, 9701 Purcell Road	Henrico County	1939	Not Eligible
043-5690	House, 2734 Hungary Road	Henrico County	1937	Not Eligible
043-5691	House, 9403 Oakview Avenue	Henrico County	1920	Not Eligible
043-5692	House, 9401 Oakview Avenue	Henrico County	1937	Not Eligible
043-5693	House, 9311 Oakview Avenue	Henrico County	1948	Not Eligible
043-5694	House, 9100 Mayfair Avenue	Henrico County	1937	Not Eligible
043-5695	House, 9113 Oakview Avenue	Henrico County	1936	Not Eligible
043-5696	House, 9111 Oakview Avenue	Henrico County	1931	Not Eligible
043-5697	House, 9109 Oakview Avenue	Henrico County	1946	Not Eligible
043-5698	House, 9107 Oakview Avenue	Henrico County	1937	Not Eligible
043-5699	CCS/Industrial, 9301 Old Staples Mill Road	Henrico County	1965	Not Eligible
043-5700	Commercial/Industrial, 9207 Old Staples Mill Road	Henrico County	1937	Not Eligible

The Virginia SHPO concurs that the following resource continues to be listed on the NRHP, as recorded during the DC2RVA/Segment 1 study (DHR #2014-0666):

043-0292 Laurel Industrial School Historic District (Criteria A & C)

They further concur that the following resources are potentially eligible for the NRHP:

043-0690 Lewis-McLeod House, 2945 Mountain Road (Criterion C)

043-0693 Mill Road Historic District (Criterion C)

043-0694 Hunton Treasures, 11701 Greenwood Road (Criterion C)

043-5108 Yellow Tavern Battlefield (Criterion A)

~~043-5646 House, 11501 Old Washington Highway (Criterion C) DISAGREE DHR BELIEVES NOT~~

~~043-5657 Darling Smokestack, Old Washington Highway (Criterion C) DISAGREE DHR BELIEVES NOT CUG.~~

They also concur that the following resource is individually eligible and is also a contributing element to the NRHP-eligible Laurel Industrial School Historic District (043-0292):

043-0292-0001 Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road (Criteria A & C)

They concur that the following resource is eligible for the NRHP as contributing elements to the Laurel Industrial School Historic District (043-0292), but it is not individually eligible for listing under Criteria A-C as architectural resources:

043-0292-0006 House, 2907 Hungary Road

They concur that the following resources are eligible for the NRHP as contributing elements to the Mill Road Historic District (043-0693), but they are not individually eligible for listing under Criteria A-C as architectural resources:

043-0693-0001 House, 11934 Mill Road

043-0693-0002 House, 11939 Mill Road

043-0693-0003 House, 11931 Mill Road

Lastly, they concur that the following resources are not eligible for the NRHP as individual resources under Criteria A-C and they do not contribute to the eligibility of a historic district:

\* 043-5646

042-5188 House, 11397 Cedar Lane

043-0111 Forest Lodge Hotel/Glen Allen Hotel, Mountain Road

043-0289 Laurel Industrial School Historic District Expansion (Laurel Crossroads)/Laurel Crossroads Historic District, Hungary Road

043-0293 House/Board and Batten House, 11010 Old Washington Highway

\*043-5657

- 043-0294 Willis House/Willis Place, Hamilton Road
- 043-5457 House, 2738 Hungary Road
- 043-5458 Commercial Building, 2814 Hungary Road
- 043-5459 AC Doctors, 2816 Hungary Road
- 043-5460 Imagining Concepts, Inc., 2818 Hungary Road
- 043-5461 Commercial Building, 2820 Hungary Road
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- 043-5468-0004 House, 10105 Purcell Road
- 043-5468-0005 House, 10103 Purcell Road
- 043-5468-0006 House, 10101 Purcell Road
- 043-5468-0007 House, 10013 Purcell Road
- 043-5468-0008 House, 10011 Purcell Road
- 043-5468-0009 House, 10009 Purcell Road
- 043-5468-0010 House, 10007 Purcell Road
- 043-5468-0011 House, 10005 Purcell Road
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043-5652 House, 11291 Old Washington Highway  
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043-5662 Glen Allen Super Market, 3007 Mountain Road  
043-5663 Glen Allen Service Center, 3011 Mountain Road  
043-5664 House, 3000 Englewood Road  
043-5665 House, 3003 Mountain Road  
043-5666 House, 2965 Mountain Road  
043-5667 House, 10700 Purcell Road  
043-5668 House, 10620 Purcell Road  
043-5669 House, 2716 Bowles Lane  
043-5670 House, 10601 Purcell Road  
043-5671 House, 10471 Purcell Road  
043-5672 House, 10425 Purcell Road  
043-5673 House, 10414 Purcell Road  
043-5674 House, 2708 Indale Road  
043-5675 House, 10345 Purcell Road  
043-5676 House, 10336 Purcell Road  
043-5677 House, 10321 Purcell Road  
043-5678 House, 10308 Purcell Road  
043-5679 House, 10311 Purcell Road  
043-5680 House, 10305 Purcell Road  
043-5681 House, 10300 Purcell Road  
043-5682 House, 10226 Purcell Road  
043-5683 House, 10211 Purcell Road  
043-5684 House, 10212 Purcell Road  
043-5685 House, 10204 Purcell Road  
043-5686 House, 10201 Purcell Road  
043-5687 House, 9900 Purcell Road  
043-5688 House, 9751 Purcell Road  
043-5689 House, 9701 Purcell Road  
043-5690 House, 2734 Hungary Road  
043-5691 House, 9403 Oakview Avenue

043-5692	House, 9401 Oakview Avenue
043-5693	House, 9311 Oakview Avenue
043-5694	House, 9100 Mayfair Avenue
043-5695	House, 9113 Oakview Avenue
043-5696	House, 9111 Oakview Avenue
043-5697	House, 9109 Oakview Avenue
043-5698	House, 9107 Oakview Avenue
043-5699	CCS/Industrial, 9301 Old Staples Mill Road
043-5700	Commercial/Industrial, 9207 Old Staples Mill Road



22 August 16

Julie Langan, Director

Date

Virginia Department of Historic Resources  
Virginia State Historic Preservation Officer

\* Not that DHR disagreed with the NRHP eligibility determinations for 043-5646 and 043-5657. We believe both of these are not eligible. 043-5646 is not a particularly good or representative example of the Stick style and 043-5657 has lost its context with the demolition of its associated buildings.