

APPENDIX D6

ARCHITECTURAL INTENSIVE INVESTIGATIONS

REPORT C



D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL



Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project

Report C



U.S. Department of Transportation
Federal Railroad Administration

**Architectural Intensive Investigations for the Washington, D.C.
to Richmond Southeast High Speed Rail (DC2RVA) Project**

(Report C)

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ABSTRACT

Dovetail Cultural Resource Group (Dovetail), as a member of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project Team and on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted an intensive-level architectural survey of the DC2RVA Project (the 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.

Dovetail and the DC2RVA Team completed 17 reports detailing the results of the reconnaissance-level survey and coordinated the results with the DHR between 2015 and 2018. Subsequent analysis included an investigation-level evaluation of architectural resources recommended potentially eligible for listing in the National Register of Historic Places (NRHP) during the reconnaissance-level survey that are located within the Preferred Alternative of the Project. The goals of this investigation were to: first, document the architectural and landscape features of the properties; second, gather archival data on the properties; and third, examine the physical and historical information collected within the appropriate context(s) to properly evaluate each property under established criteria for the NRHP. The fourth goal of this investigation was to propose NRHP boundaries for any property should it be recommended eligible for listing. Work on this project was conducted in 2017 and 2018, in accordance with relevant state and federal regulations as part of the compliance process established in Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800).

In total, the DC2RVA Project Team surveyed 52 historic architectural resources at the evaluation level, 18 of which are detailed in the current report (the remaining 34 resources are presented in two other intensive-level survey reports, Report A and Report B). Of those 18 resources, the DC2RVA Project Team is recommending that 11 are individually eligible for listing in the NRHP (042-0113, 043-0694, 111-0013/ 111-0132-0508, 111-0067/ 111-0132-0505, 111-0132-0147, 111-0132-0458, 166-5073-0010, 166-5073-0024, 127-0344-0102, 127-5818, and 127-6883) while seven (042-0420, 042-0557, 042-5048, 043-0693, 100-5341, 111-0038/111-0132-0509, and 166-5073) are recommended not individually eligible.

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1 INTRODUCTION

Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted an intensive-level architectural survey of resources along the Preferred Alternative of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (the 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 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, GA, 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 frequency, 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.

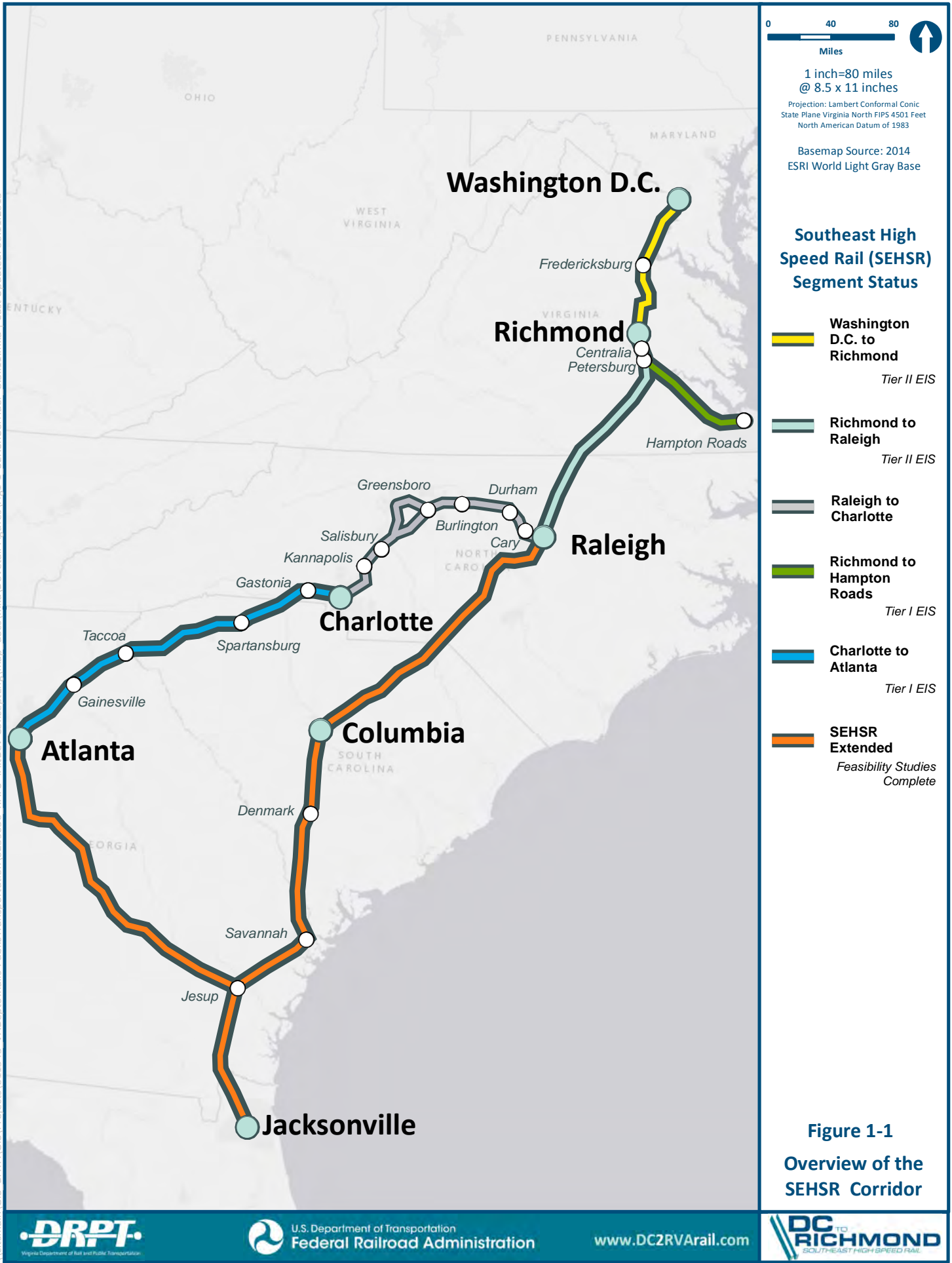
Given FRA's funding involvement and permitting through various other federal agencies, the DC2RVA project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and the Act's implementing regulations under 36CFR800. Additionally, all cultural resource work was designed by DRPT and Dovetail to comply with the Virginia

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Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the DHR as necessary.

Previous Project studies included a reconnaissance survey of all alternatives under consideration, completed between 2015 and 2017. In September 2017, a DRPT-recommended Preferred Alternative was presented in the Draft EIS. DRPT's recommended Preferred Alternative was approved by the Commonwealth Transportation Board for recommendation to FRA in December 2017. Additional reconnaissance architectural study was then completed on any resources within the Preferred Alternative that were not the subject of identification-level study during the initial survey work (Moss and Barile 2018). Following this, intensive-level architectural studies were completed for above-ground resources determined to be potentially eligible by the DHR within the area of potential effects (APE) of the Commonwealth's recommended Preferred Alternative. The current report focuses on the results of the intensive-level investigations completed by Dovetail on 18 of the 52 architectural resources that comply with these study parameters, organized in the body of this report in geographical order from north to south. The remainder of the resources are detailed in separate reports.

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1.1 PROJECT LOCATION

The Washington, D.C. to Richmond corridor spans approximately 123 miles along the 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). For the purposes of conceptual engineering and environmental planning, the DC2RVA corridor has been subdivided into six Areas that correspond with improvements and alternatives, and as such have been named and numbered from north to south (Figure 1-2). At the northern terminus in Arlington, VA, the Project limit for infrastructure improvements 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. is 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.

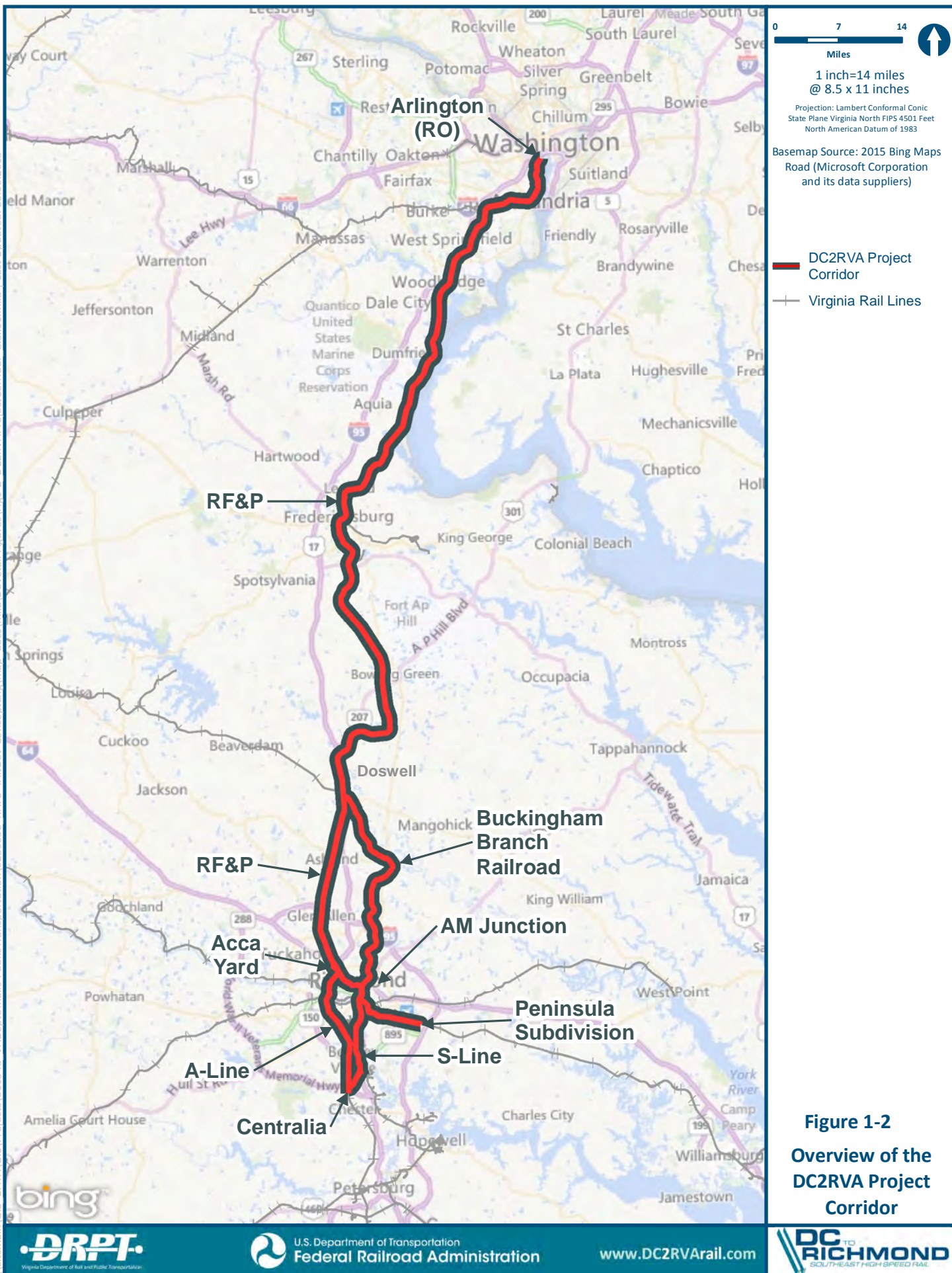
Proposed improvements are along CSXT-owned track and right-of-way, generally parallel to the I-95 corridor between northern Virginia and Richmond. From north to south, the project travels through the following counties and cities:

- 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.

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.

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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 Centreville, 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.

Studies in support of the Project 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 Centreville along the SEHSR corridor.

1.3 CURRENT STUDY

The DC2RVA Team has been conducting reconnaissance-level architectural studies for the entire 123-mile DC2RVA corridor since December 2014. The initial findings were detailed in 17 reports. Between January 29, 2016, and March 1, 2017, DHR concurred with the DC2RVA team's recommendations on these 17 reports. In addition, subsequent reconnaissance-level architectural studies were completed in areas where the limits of disturbance have been modified since the original work, and the results have been summarized and sent to the DHR (Moss and Barile 2018). Through all efforts, it was determined that 52 resources within the Commonwealth's Preferred Alternative should be the subject of intensive study to determine NRHP eligibility (Table 1-1). After communication with the DHR in April 2018, it was determined that two (111-0132-0507 and 166-0033) of the 52 resources should be recommended not eligible as part of the reconnaissance-level survey, and intensive-level survey should be conducted on the remaining 50 resources (Marc Holma, personal communication 2018). As such, the number of intensive-level studies was reduced. This report includes the results of the intensive-level investigations on 18 of the 52 resources (Report C) (see Figure 1-3 through Figure 1-9). The remaining 34 resources are presented in two associated reports (Report A and Report B).

Documentation and research for this project were conducted in accordance with relevant state and federal guidelines as part of the compliance process established in Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800). Fieldwork and archival research was completed between November 2017 and April 2018. During this period, DHR records were

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consulted and various municipal and private repositories, including land and tax records, as well as historical and genealogical societies, were visited. A background literature and records review of the architectural APE at the DHR was conducted as part of the reconnaissance survey completed during the previous architectural studies for the Project (e.g., Anderson and Staton 2016; Staton and Lesiuk 2015, etc.).

TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

| DC2RVA Corridor Area | DHR ID | Name/ Description | City/ County |
|----------------------|----------------------------|--|------------------------|
| 2 | 029-5741 | Hannah P. Clark House/ Enyedi House, 10605 Furnace Road | Fairfax County |
| 2 | 100-0277 | Phoenix Mill, 3642 Wheeler Avenue | City of Alexandria |
| 2 | 100-5341 | East Rosemont Historic District | City of Alexandria |
| 2 | 500-0001-0022 | Richmond, Fredericksburg, & Potomac (RF&P) Railroad Bridge over Occoquan River | Prince William County |
| 3 | 111-0009 | Fredericksburg Historic District Extension | City of Fredericksburg |
| 3 | 111-0009-0795 | Pulliam's Service Station, 411 Lafayette Boulevard | City of Fredericksburg |
| 3 | 111-0013/ 111-0132-0508 | Chancellor House, 300 Caroline Street | City of Fredericksburg |
| 3 | 111-0023 | Dixon House, 401–403 Sophia Street | City of Fredericksburg |
| 3 | 111-0038/ 111-0132-0509 | Jones-Monroe-Rennolds House, 301 Caroline Street | City of Fredericksburg |
| 3 | 111-0067/ 111-0132-0505 | Dr. Charles Mortimer House, House, 213 Caroline Street | City of Fredericksburg |
| 3 | 111-0132-0020 | Purina Tower Complex, 401–403 Charles Street | City of Fredericksburg |
| 3 | 111-0132-0025 | Rappahannock River Railroad Bridge | City of Fredericksburg |
| 3 | 111-0132-0147 | Shiloh Baptist Church (New Site), 521 Princess Anne Street | City of Fredericksburg |
| 3 | 111-0132-0458 | Robert Adams Residence, 528 Caroline Street | City of Fredericksburg |
| 3 | 111-0132-0522 | George Aler House/Duplex, 314–316 Frederick Street | City of Fredericksburg |
| 3 | 111-0132-0704 | Fredericksburg Train Station, 200 Lafayette Boulevard | City of Fredericksburg |
| 3 | 088-0254 | Slaughter Pen Farm, 11232 Tidewater Trail | Spotsylvania County |
| 4 | 016-0092 | Jackson Shrine, 12019 Stonewall Jackson Road | Caroline County |
| 4 | 016-5129 | Woodford Historic District | Caroline County |
| 4 | 016-0222 | Woodford Freight & Passenger Depot, Woodford Road | Caroline County |
| 4 | 016-0223 | First Woodford Post Office, Lake Farm Road | Caroline County |

TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

| | | | |
|---|--------------------|--|------------------|
| 4 | 016-0224 | Glenwood House, 11102 Woodford Road | Caroline County |
| 4 | 016-5136 | Milford Historic District | Caroline County |
| 4 | 016-0270 | Milford State Bank, 15461 Antioch Road | Caroline County |
| 4 | 016-0286 | Coghill-Jeter Store and House/ Coleman's Store, 22275 Penola Road | Caroline County |
| 4 | 016-5165 | Excelsior Industry of Caroline County Historic District | Caroline County |
| 4 | 042-0093/ 042-5466 | Doswell Depot and Tower, 10577 Doswell Road | Hanover County |
| 4 | 042-0468 | Doswell Inn, 10567 Doswell Road | Hanover County |
| 4 | 042-0469 | Tri-County Bank–Doswell Branch, 10561 Doswell Road | Hanover County |
| 4 | 042-0470 | Darnell Store, 10570 Doswell Road | Hanover County |
| 4 | 042-5448 | Doswell Historic District | Hanover County |
| 5 | 042-0113 | Charles Gwathmey House, 11247 Gwathmey Church Road | Hanover County |
| 5 | 042-0420 | Sinton House, 12081 Holly Oaks Lane | Hanover County |
| 5 | 042-0557 | Dry Bridge/ Farmstead, 10411 Old Bridge Road | Hanover County |
| 5 | 042-5048 | Elmont Historic District | Hanover County |
| 5 | 166-5073 | Berkleytown Historic District | Hanover County |
| 5 | 166-5073-0010 | Dabney Funeral Home, 600 B Street | Hanover County |
| 5 | 166-5073-0024 | Hanover County School Board, 200 Berkley Street | Hanover County |
| 5 | 043-0693 | Mill Road Historic District | Henrico County |
| 5 | 043-0694 | Hunton Treasures, 11701 Greenwood Road | Henrico County |
| 6 | 043-0292-0001 | Robert Stiles Building/ Main Building of the Laurel Industrial School, 2900 Hungary Road | Henrico County |
| 6 | 043-5636 | RF&P Paint Shop, 2260 Dabney Road | Henrico County |
| 6 | 127-0197 | Philip Morris Leaf Storage Warehouse, 1717-1721 East Cary Street | City of Richmond |
| 6 | 127-6883 | Gilpin Court Apartment Complex, Charity Street West/ St. Peter Street | City of Richmond |
| 6 | 127-0344-0102 | Loving's Produce Company, 1601–1605 East Grace Street | City of Richmond |
| 6 | 127-0344-0123 | Railroad Youth Men's Christian Association (YMCA), 1552 East Main Street | City of Richmond |
| 6 | 127-6129 | Winfree Cottage, East Franklin Street | City of Richmond |

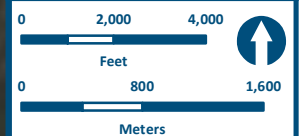
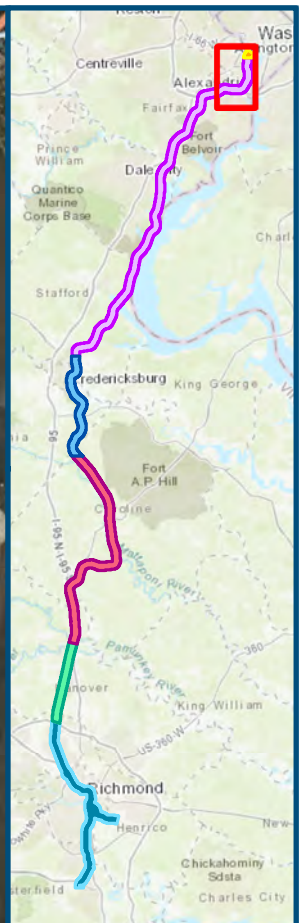
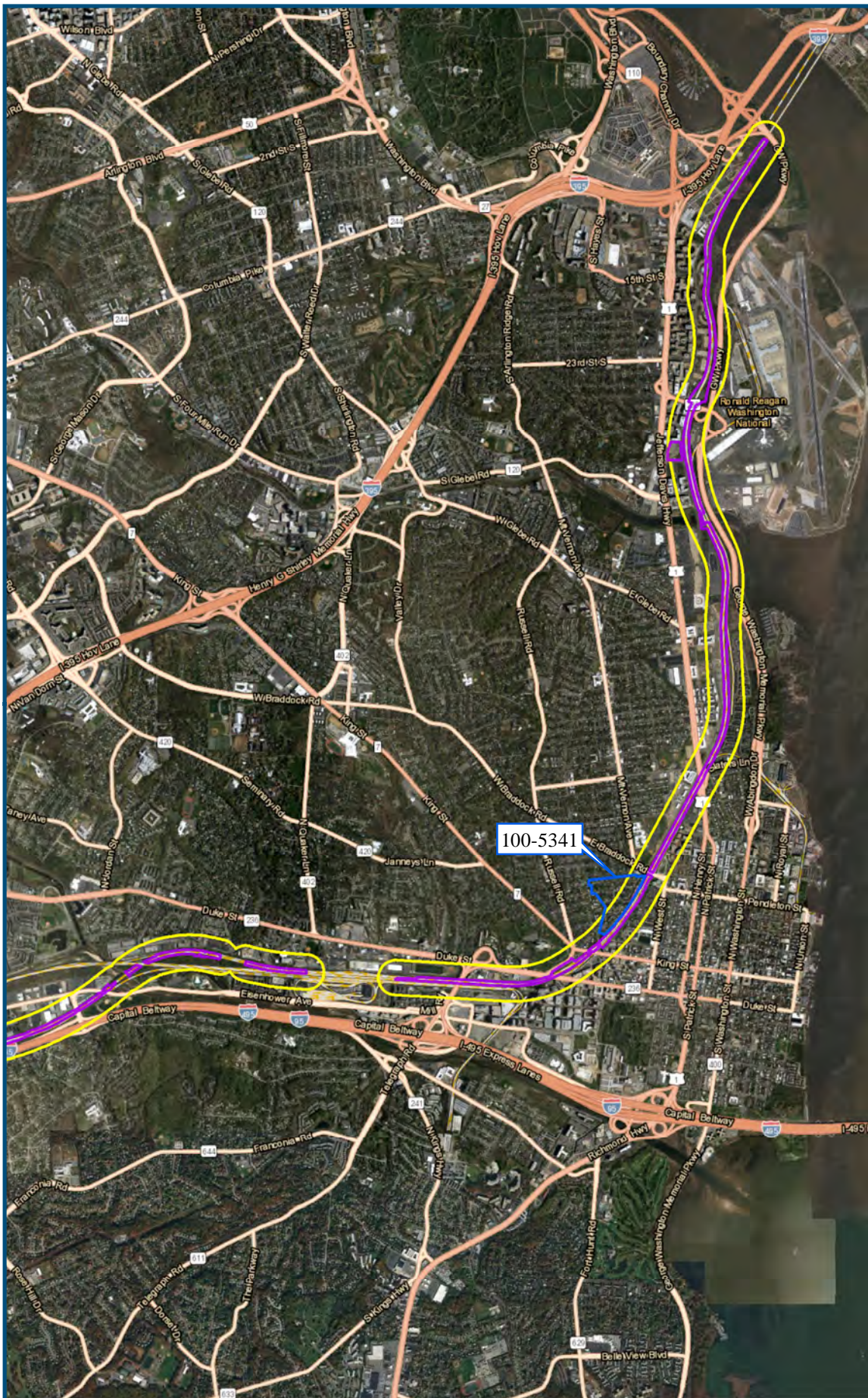
INTRODUCTION

TABLE 1-1: TABLE OF ARCHITECTURAL RESOURCES ALONG THE PREFERRED ALTERNATIVE THAT ARE SUBJECT TO INTENSIVE-LEVEL INVESTIGATIONS AS A PART OF THE DC2RVA PROJECT

| | | | |
|-----|----------|---|------------------|
| 6 | 127-6792 | Southern Railway Segment | City of Richmond |
| 6 | 127-6793 | Chesapeake & Ohio Railroad Segment | City of Richmond |
| 6 | 127-6840 | The City of Richmond Department of Public Works Maintenance Yard, 2728 Hermitage Road | City of Richmond |
| 6 | 127-5818 | Philip Morris Operations Complex, 3601 Commerce Road | City of Richmond |
| all | 500-0001 | Richmond, Fredericksburg, & Potomac (RF&P) Railroad Historic District | Multiple |

Source: Dovetail 2018.

Note: Resources are presented from north to south. Resources highlighted in blue are included in this report. All non-highlighted resources will be detailed in separate reports.



Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

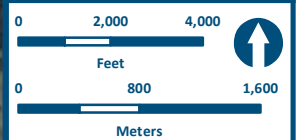
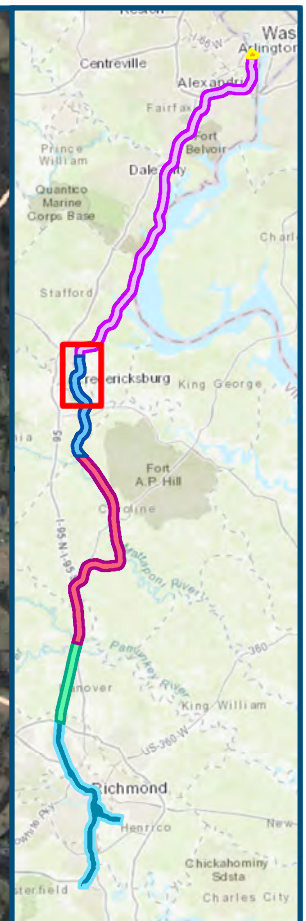
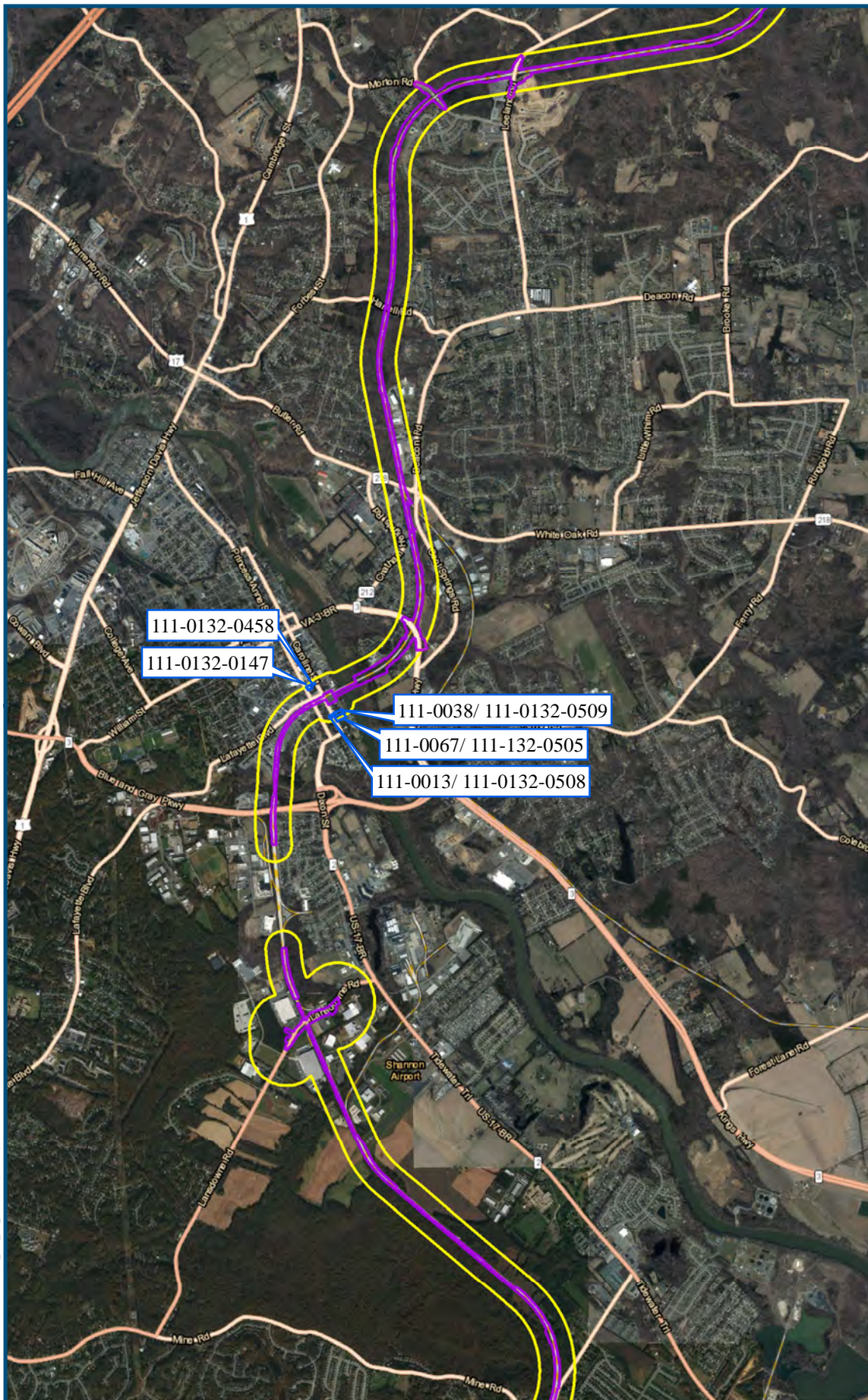
Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 1-3
DC2RVA Project Corridor
Showing Phase II
Properties Within Current
Report from North to
South
(Map 1 of 5)

04/2018





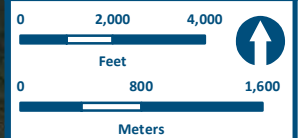
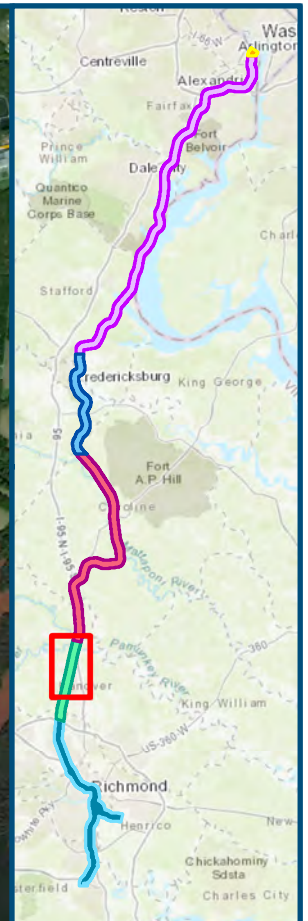
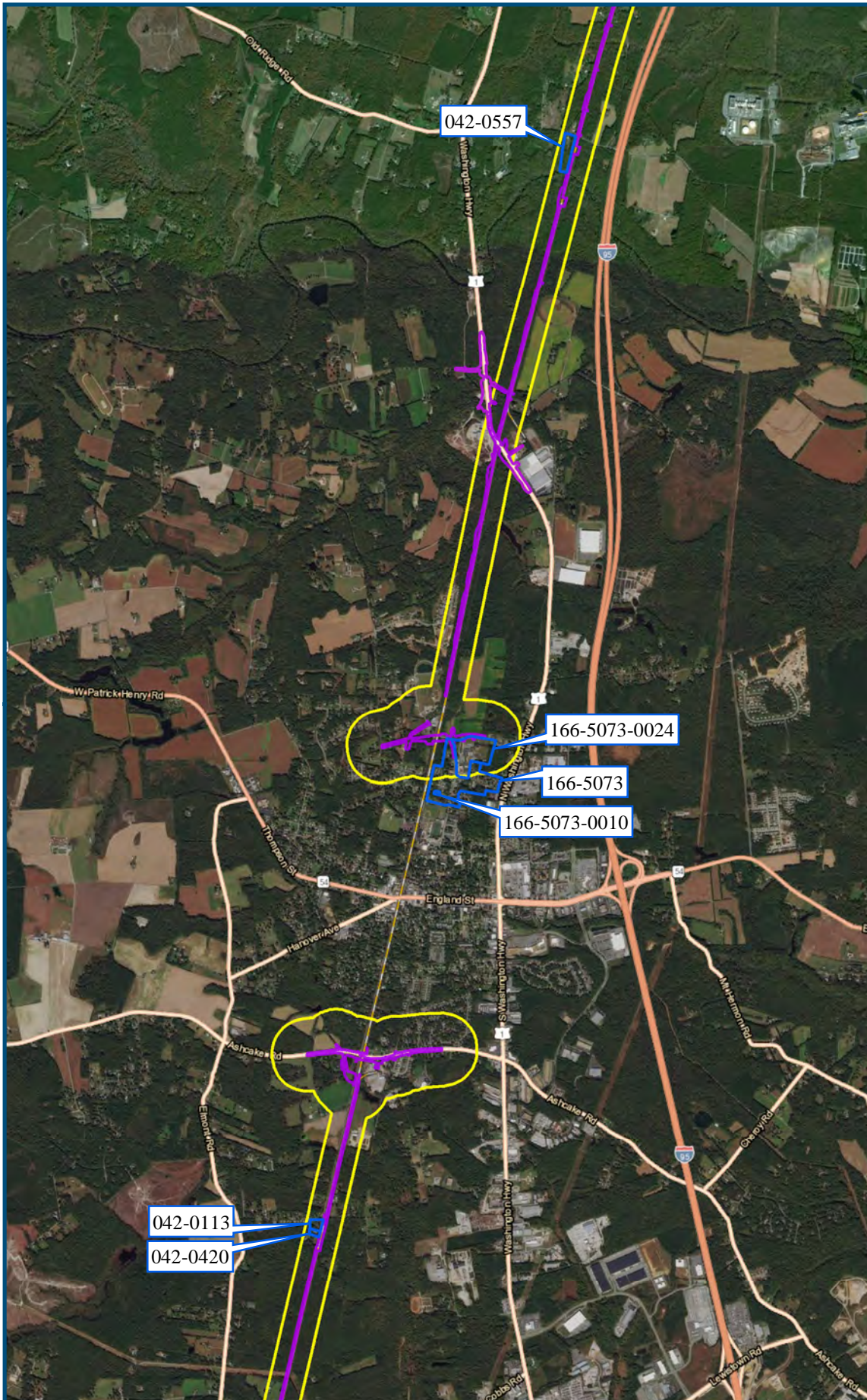
Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 1-4
DC2RVA Project Corridor
Showing Phase II
Properties Within Current
Report from North to
South
(Map 2 of 5)

04/2018



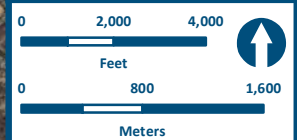
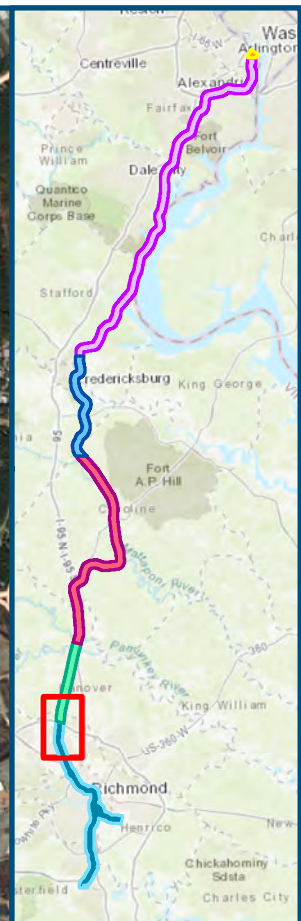
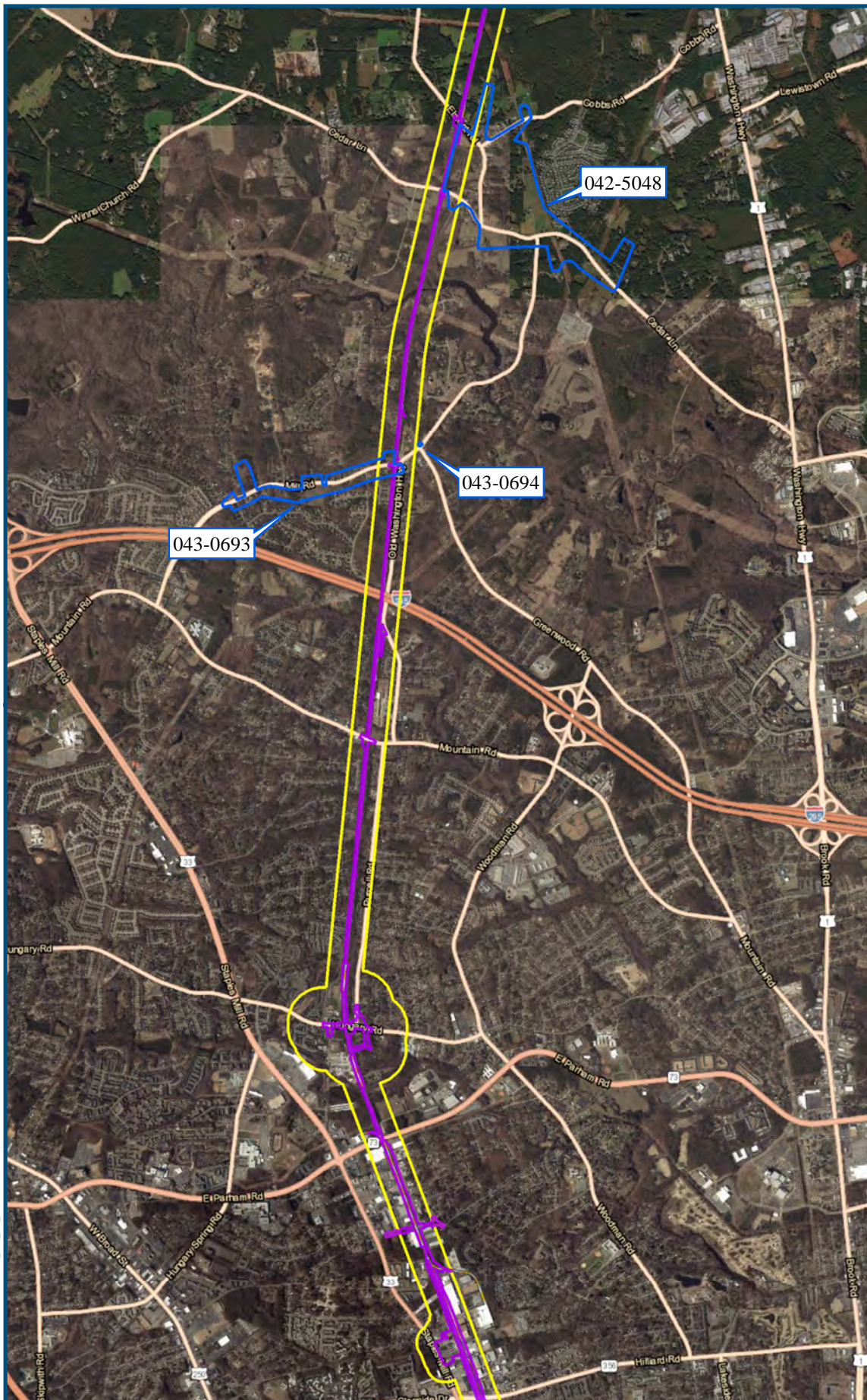
Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 1-5
DC2RVA Project Corridor
Showing Phase II
Properties Within Current
Report from North to
South
(Map 3 of 5)

04/2018

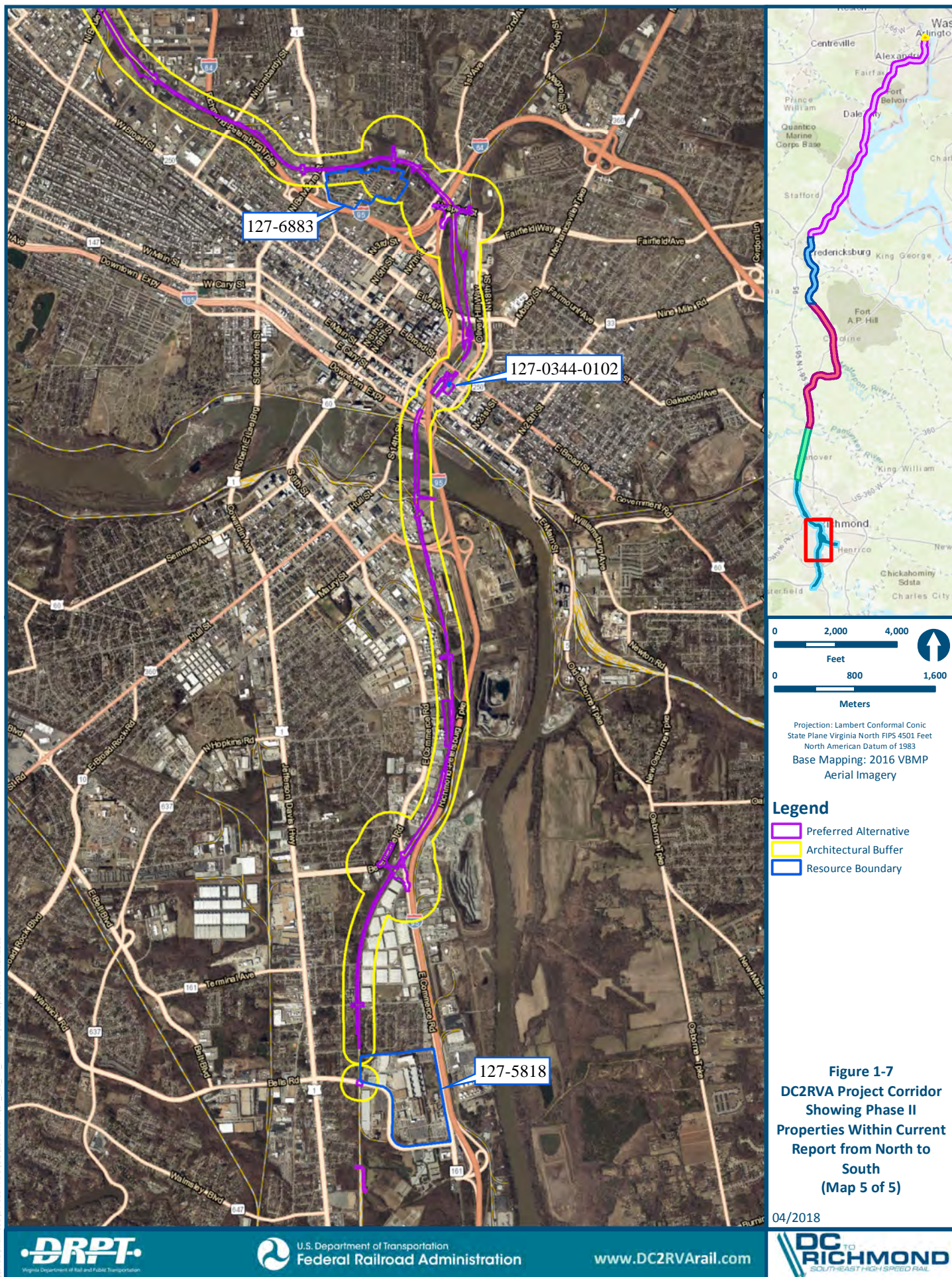


Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

- Legend**
- Preferred Alternative
 - Architectural Buffer
 - Resource Boundary

Figure 1-6
 DC2RVA Project Corridor
 Showing Phase II
 Properties Within Current
 Report from North to
 South
 (Map 4 of 5)

04/2018



2 METHODOLOGY

The architectural investigation for the Project was conducted to examine any historic buildings, objects, or districts over 48 years in age for NRHP eligibility concurred by the DHR to be potentially eligible for listing in the NRHP (the resource age cut-off date was established based on the schedule for the larger environmental document). Each potentially eligible 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 their potential to yield information important in history. Additionally, each resource's integrity was addressed through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association. Criteria considerations were taken into account only where necessary. This report meets the standards set forth by the DHR's architectural survey manual (DHR 2017).

Field recordation included an in-depth physical examination of each resource, including the interiors when accessible; digital photographs documenting the primary elevation, oblique angles, occasionally interiors, and general setting; detailed site plans of the property and floor plans were prepared when applicable. Archival research on each resource was conducted at land record repositories for various municipalities, historical and genealogical societies, online repositories of historic records, local libraries, and the Library of Virginia.

After the architectural fieldwork, research, and evaluation was completed, the Project Team prepared separate Virginia Cultural Resource Information System (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 color photographs, and a CD of digital photos for each property to meet with the current DHR standards (DHR 2017).

3

SURVEY RESULTS

Dovetail completed intensive-level architectural investigations on 52 resources potentially eligible for the NRHP, 18 of which are detailed in this chapter. The remainder of the resources are examined in separate reports.

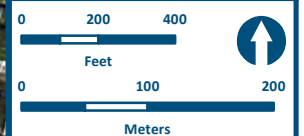
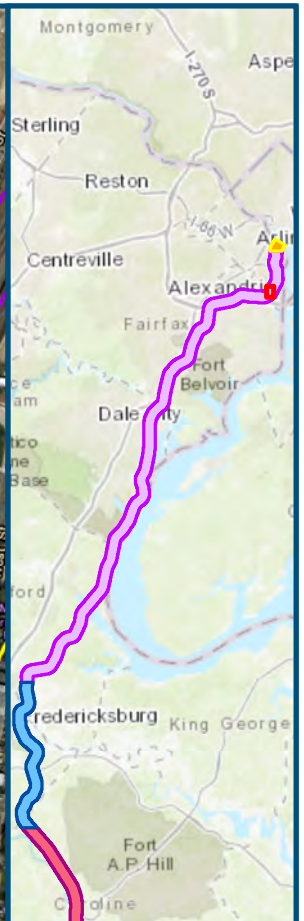
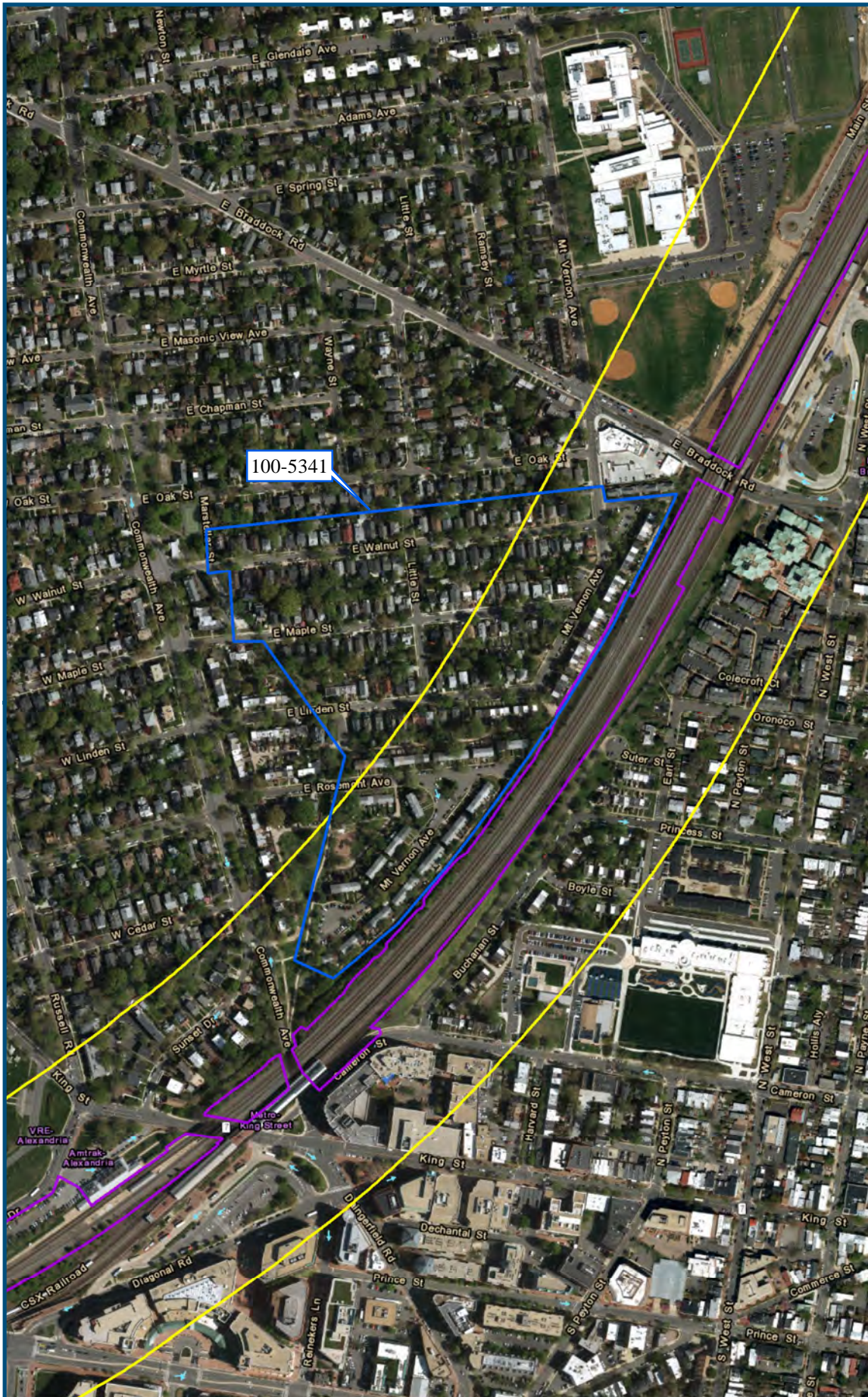
3.1 EAST ROSEMONT HISTORIC DISTRICT (100-5341)

The East Rosemont Historic District (100-5431) is an early-twentieth-century neighborhood intended as the fourth expansion of the turn-of-the-century, planned-suburban neighborhood known as Rosemont (100-0137) in Alexandria, Virginia. The grid-pattern neighborhood is bounded by the CSXT rail line (formerly the Richmond, Fredericksburg & Potomac rail line) to the south and southeast, Hooff's Run and Rosemont Historic District to the west, the north side of Walnut Street and a subdivision known as Rosemont Park to the north, and Braddock Road to the northeast (Figure 3-1).

3.1.1 Historic Context

The area in which East Rosemont Historic District lies was historically within the boundaries of the District of Columbia; however, by 1846, this side of Washington, D.C. was retroceded back to Virginia, becoming part of Alexandria County and then Arlington County by 1920. The area of study was annexed into the City of Alexandria in 1915, prior to its development (City of Alexandria Office of Historic Preservation 2017). The East Rosemont neighborhood stems from the NRHP-listed Rosemont Historic District (100-0137) which is located immediately to the west and encompasses 84 acres of planned, well-landscaped, residential lots (Maxwell and Massey 1992). Development of Rosemont began in the 1890s after the subdivision was platted by the Spring Park Improvement Company in hopes of producing a City Beautiful-inspired suburb (City of Alexandria Office of Historic Preservation 2017). However, construction did not begin until 1908 when the Rosemont Development Corporation was formed.

As in most areas in the United States at the time, suburban development was directly related to transportation routes, especially railroad lines, trolley lines, and overland routes. The growth and development of the Rosemont and East Rosemont districts was partially tied to the success of the Washington, Alexandria, and Mount Vernon Electric Railway, which ran north to south along what is now Commonwealth Avenue providing local transportation from Mount Vernon, through Alexandria, and into Washington, D.C. beginning in 1892 (Figure 3-2) (City of Alexandria Office of Historic Preservation 2017). Multiple stops were located along Commonwealth Avenue in the area between the tracks, what is now the median, and trains ran frequently from the early morning to late evening (Ness 2008). Also related to this suburban development was the opening of the Alexandria Union Station in 1905 and the Potomac Yard in 1906, bringing workers in need of local and affordable housing (City of Alexandria Office of Historic Preservation 2017).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 3-1
 Location of the East
 Rosemont Historic
 District (100-5341)

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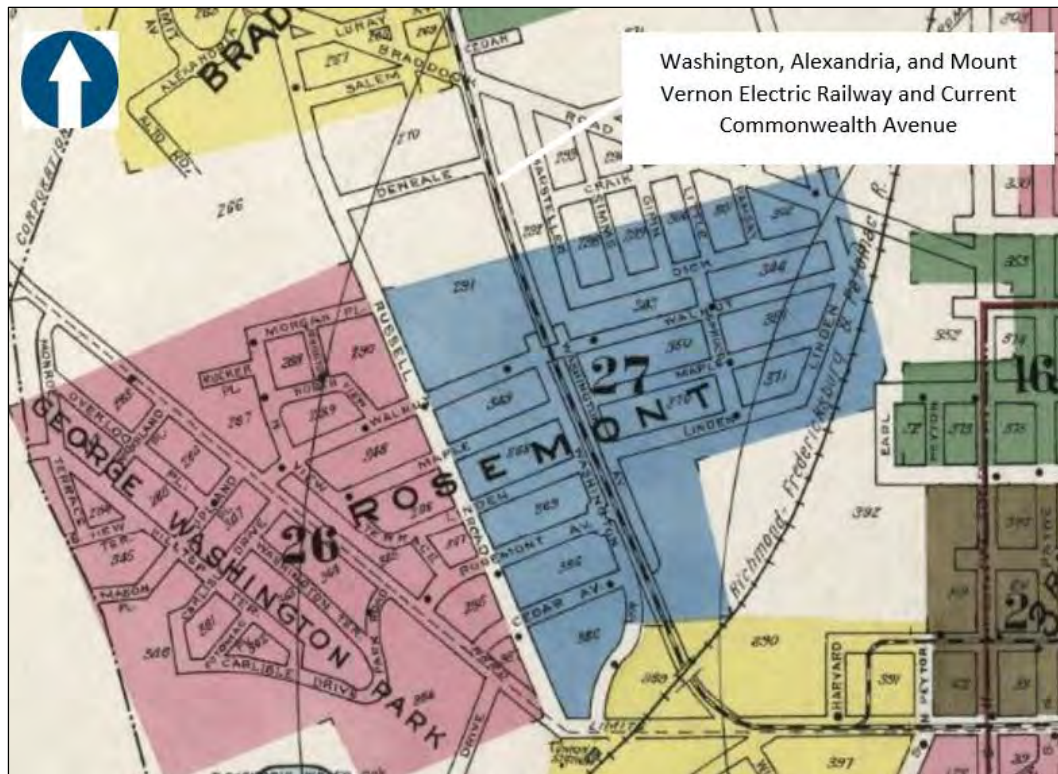


FIGURE 3-2: 1921 OVERVIEW SANBORN MAP OF THE ROSEMONT AREA (SANBORN MAP COMPANY 1921) (NOT TO SCALE)

Another influence in suburbanization at this time was the City Beautiful Movement. In the 1890s and early years of the twentieth century, Americans struggled with social unrest, economic depression, and overcrowded urban centers (Rose 1996). Architect and planner Daniel Burnham, a leading proponent of the movement, suggested that a “reform of the landscape... to complement the burgeoning reforms in other areas of society” would in turn spark civic loyalty and general health and wellness within the cities (Hines 1974:155). In conjunction with the expansion of public transportation, “advances in city planning associated with the City Beautiful movement began to influence both the location and design of residential subdivisions” (Ames and McClelland 2002:34). Although East Rosemont appears to follow trends of the earlier planned rectilinear Rosemont suburb with a modified grid-iron plan that was centered around a form of transportation, it also embodies several of the earlier City Beautiful movement principles such as “a general plan of development, specifications and standards, and the use of deed restrictions [which] became essential elements used by developers and designers to control house design, ensure quality and harmony of construction, and create spatial organization suitable for fine homes in a park setting” (Ames and McClelland 2002:37–41).

Construction in East Rosemont began around 1918 shortly after it was platted by the Rosemont Development Company, Incorporated (Inc.) on smaller lots than those in Rosemont; however, room was still left for front and rear yards (City of Alexandria Deed Book [CADB] 67:152–153; Maxwell and Massey 1992; United States Department of Agriculture [USDA] 1915). Three restrictions were applied to the lots, which all were utility- or infrastructure-related. Lots in the initial platting were located in blocks between Dick (now Oak) Street to the north, Washington Avenue to the west, and south side of Linden Street to the south, with the RF&P Railroad to the

west, and they were the first to be subdivided and developed. They measured between 4,000 and 4,600 square feet compared to the average 8,435 square feet of the first section of Rosemont to the west.

A different architectural approach to houses in East Rosemont was taken as well, as they were aimed more at the working class such as the local railroad and industrial workers who worked north, east, and south of Rosemont (Levine et al. 1983). They were generally smaller structures of frame construction, less expensive than anything west of the streetcar line and Commonwealth Avenue (Levine et al. 1983). Stylistically, the dwellings were initially constructed as “middle-of-the-range examples of early-twentieth century-styles” with a “conservative, solidly middle-class approach to each style represented,” similar to the first three sections of Rosemont but at a lesser scale (Maxwell and Massey 1992). Research did not reveal any particularly important architects or builders for this section of East Rosemont. It is likely that various development companies and homeowners utilized influential plan or pattern books, popular magazines, mail-order catalogs, or pre-cut house catalogs of the period and adapted them to reduce cost (Alexandria Library: Special Collections Records n.d.; Ames and McClelland 2002:52–56).

A 1921 Sanborn Fire and Insurance Map indicates that all dwellings in East Rosemont were frame and one- to two-stories in height (Sanborn Map Company 1921). In the center of the north side of Block 343, bounded by Dick Street (now Oak Street), Spruce Street, Walnut Street, and Washington Avenue (now Commonwealth Avenue), is the only two-story, brick-veneered dwelling with a large, frame, accessory building. The remainder are frame dwellings, signaling the more working-class atmosphere for the neighborhood, and they stand in contrast to the original Rosemont section which mainly used masonry construction by this time (Figure 3-3). Other commercial or civic buildings constructed by 1921 included auto-related buildings and a post office (Sanborn Map Company 1921).

Initially, Hooff’s Run, a small waterway which runs northwest to south on the east side of Commonwealth Avenue, was left undeveloped. By the 1940s, the waterway had been partially infilled, most likely due to problems such as trash disposal, insect breeding, and disease (Cressey 1995; Levine et al. 1983). The electric railway terminated service in 1932 after continuous decline in ridership due to cheaper public vehicular transportation (Ness 2008). In 1946, Washington Avenue was renamed Commonwealth Avenue and approximately 75 percent of the lots in the section were built upon. By 1959, townhouses were constructed in all the open lots along the south side of E. Linden Avenue and in “Block 629,” the southern triangular tip south of E. Linden Street (Figure 3-4) (Levine et al. 1983). Mt. Vernon and Rosemont avenues were extended east into “Block 629” to provide access to the townhouses constructed there.

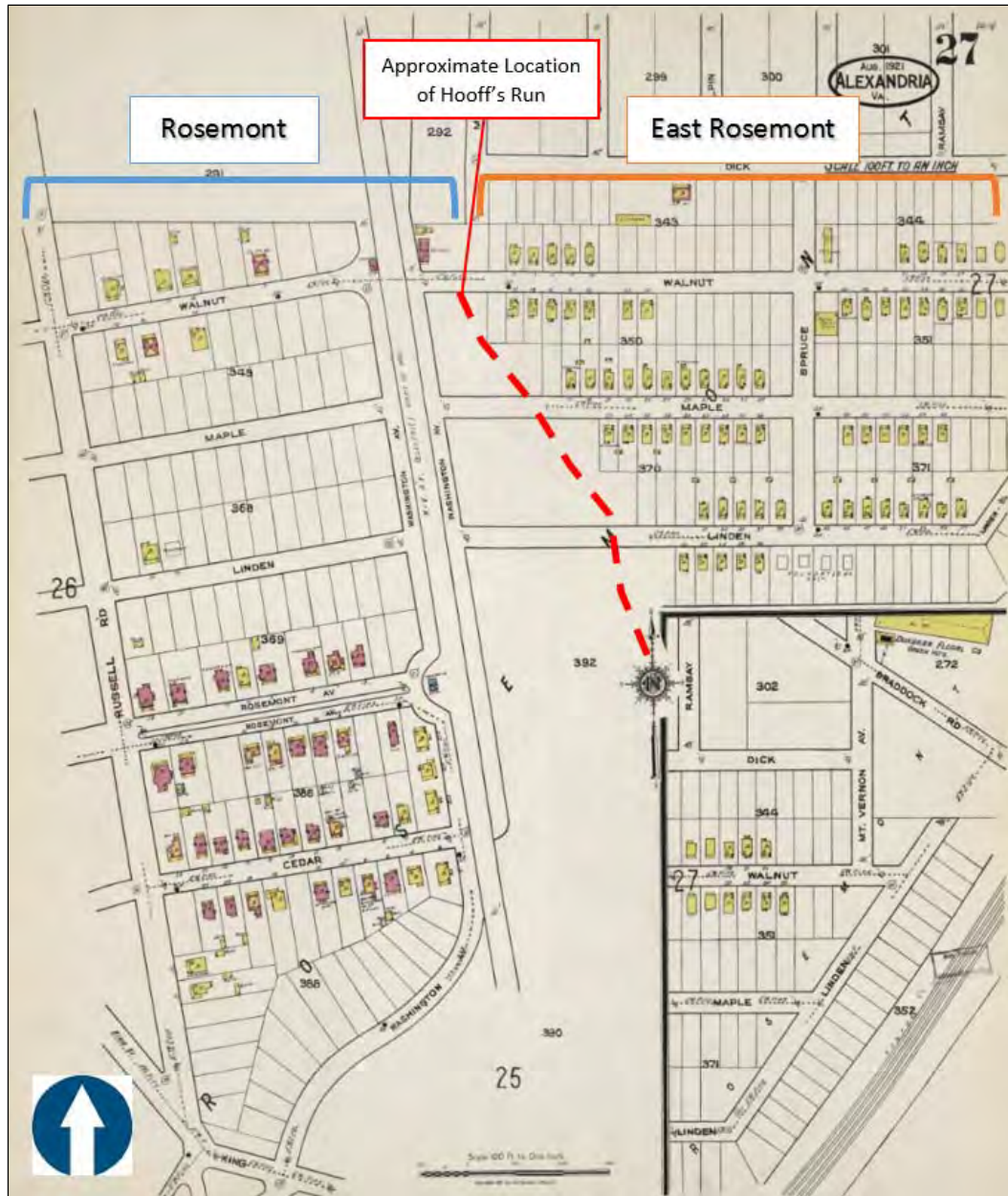


FIGURE 3-3: 1921 SANBORN DETAIL OF ROSEMONT AREA (SANBORN MAP COMPANY 1921). NOTE THE RELATIVELY SMALLER LOTS AND CONCENTRATION OF FRAME HOUSING IN THE EAST ROSEMONT SECTION (RIGHT) COMPARED TO LARGER LOTS AND VARYING MASONRY CONSTRUCTION IN THE ORIGINAL ROSEMONT SECTION (LEFT).

D.C. to Richmond Southeast High Speed Rail



Architectural Intensive Survey (Report C)

3.1.2 Architectural Description

East Rosemont Historic District is a planned, suburban neighborhood comprising approximately 30 acres platted in Alexandria, Virginia in 1918. The oldest portion of the subdivision is primarily laid out in a grid-iron plan with E. Walnut, E. Maple, and E. Linden streets extending east from Commonwealth Avenue towards Mt. Vernon Avenue that run parallel with the railroad tracks. Little Street, formerly called Spruce Street, runs north-south connecting Linden through Walnut streets and further north to the Rosemont Park subdivision. All blocks are lined with a poured-concrete, public sidewalk with a raised concrete curb. Grassy median strips are situated between most sidewalks and curbs and are dotted by matured deciduous trees with some small plantings also observed in these areas. The circa-1950s portions of E. Linden Street and Mt. Vernon Avenue, as well as E. Rosemont Avenue containing townhouses, have on-street parking, and feature alleyways that run behind the multi-family buildings. A late-twentieth-century park and children's playground, known as Blue Park Playground, is located on the west side of the townhouses on Mt. Vernon Avenue.

A majority of the single-family dwellings are similarly set back on flat landscaped lots measuring an average of 4,300 square feet and covered primarily in manicured lawns (Figure 3-5). However, most single-family dwelling on the south side of E. Linden Street are set high on a hill and feature rusticated stone, wood, or concrete-block retaining walls along the north side (i.e., 33 E. Linden Street through 103 E. Linden Street). Occasionally in other areas of the subdivision, lots are fronted by a knee-high, retaining wall. Many single-family lots along E. Linden, E. Maple, and E. Walnut streets have a single-vehicle driveway on either side of the dwelling that is accessed from the street; it is rare for a driveway to lead to a corresponding garage (i.e., 101 E. Walnut Street and 100 E. Walnut Street).

Most single-family dwellings are of frame construction, one to two stories in height, range from two to three bays wide, and were built between 1918 and 1941 (Figure 3-6). Architectural styles used are fairly muted and vernacular to the area and class for which they were constructed with elements of the Craftsman, Queen Anne, Colonial and Classical Revival, and Minimal Traditional styles. These subdued characteristics can be observed through porch columns, roof type or eave/cornice detail, or fenestration. Building forms observed during the survey included central or side passage, Cape Cod, and bungalow. Original exterior materials included wood, asbestos, or aluminum siding; brick veneer; or stucco. However, replacement materials are fairly common. Roof types include gabled or hipped examples, mainly sheathed in asphalt shingles. The gambrel roof type was noted infrequently (i.e., 107 E. Walnut Street). One-and-one-half-story examples feature primarily front-gable or hipped dormers. Chimneys vary in placement and are primarily composed of brick, although some sided and metal flues were observed.



**FIGURE 3-5: E. MAPLE STREET, LOOKING NORTHWEST FROM MT. VERNON AVENUE (TOP);
INTERSECTION OF E. WALNUT AND LITTLE STREETS FROM LITTLE STREET (MIDDLE);
E. WALNUT STREET FROM LITTLE STREET (BOTTOM)**

Entrances are typically filled with a single-leaf door of wood or metal with little ornamentation. Windows are primarily single rather than paired and filled with double-hung sashes, a majority of which are replacements. At times, windows are flanked by fixed, wood or aluminum, louvered or paneled shutters. Many single-family dwellings within the subdivision feature a full-width, one-story porch along the façade or, at times, recessed underneath the roof; some have been

screened or enclosed as a later modification. Entry porches covered by awnings or pent roofs and uncovered stoops were also observed. It was not uncommon to observe rear additions, some of which were larger in scale than the core of the building (Figure 3-7). The additions are typically one to two stories in height, are partial or full width, and clad in similar exterior materials observed throughout the neighborhood.

Other building types within the subdivision include duplexes and townhouses. Unadorned duplexes constructed between 1935 and 1950 at the intersection of E. Maple Street and Mt. Vernon Avenue, and several on Walnut Street, are two stories in height and clad in a common-bond brick veneer. They are covered with low-pitched hipped or flat roofs with parapet walls. Each half of the building features its own separate entrance in the façade, which are similar fenestration to other dwellings in the subdivision. Townhouses in East Rosemont were constructed between 1945 and 1950 in groupings of five to seven units (City of Alexandria 2018). Similar to the duplexes, they are clad in a common-bond brick veneer and each unit features its own entrance in the façade. The older townhouse buildings along the northern end of Mt. Vernon Avenue and E. Linden Street feature decorative brick detailing typical of the Colonial Revival style. Townhouses along Rosemont and the southern end of Mt. Vernon Avenue are covered with a continuous side-gabled roof sheathed in asphalt singles, while those along E. Linden Street and the northern end of Mt. Vernon Avenue are covered by flat roofs (Figure 3-8). Fenestration includes single and paired, double-hung-sash windows varying in one-over-one, vinyl, replacements and six-over-six, wood-frames. Infrequently, metal-frame casement windows were observed in the older townhouses. At times, windows are flanked by fixed, louvered or paneled shutters composed of wood or aluminum. The older townhomes' primary entrances typically feature a Colonial-Revival or Classical-Revival-styled door surround and are accessed by partial-width concrete or brick stoops or full-width porches.

Most of the development in East Rosemont dates between 1918 and 1950, but some infill was noted during the current survey. One example is located at 308 Mt. Vernon Avenue where a circa-2017, two-story, duplex was constructed.



FIGURE 3-6: HOUSE AT 30 E. LINDEN STREET, SOUTHEAST ELEVATION (LEFT); HOUSE AT 105 E. LINDEN STREET, NORTH ELEVATION (MIDDLE); DUPLEX AT 124 E. WALNUT STREET (100-5347), SOUTHEAST OBLIQUE (RIGHT)



FIGURE 3-7: HOUSE AT 127 E. WALNUT STREET (100-5351), LOOKING NORTHWEST (LEFT); HOUSE AT 105 E. MAPLE STREET (100-5375), NORTHEAST OBLIQUE (MIDDLE); HOUSE AT 17 E. MAPLE ST, NORTHEAST ELEVATION (RIGHT)



FIGURE 3-8: TOWNHOUSES AT 22–32 MT. VERNON AVENUE (100-5397), LOOKING NORTH (TOP); 32–44 E. ROSEMONT AVENUE, LOOKING EAST (BOTTOM)

3.1.3 NRHP Evaluation

The East Rosemont Historic District is an early-twentieth-century planned suburban development in Alexandria boasting a mixture of vernacular, middle-class, single- and multi-family housing. It was platted as the fourth section of the neighboring NRHP-listed Rosemont (100-0137) subdivision. Originally, the subdivision was platted for single-family, detached houses. Although no high-style examples are included in the district, vernacular dwellings with elements of the Craftsman, Colonial Revival, and Classical Revival styles were observed, hinting to the social and economic conditions of the residents during that period. The southern portion of the subdivision was developed for multi-family townhomes in the mid-twentieth century, detracting from the original character of the neighborhood and negatively impacting the resource's integrity of design. While only one example of modern infill was observed during the

current survey, many dwellings within the district feature over-sized additions and recent modifications that diminish the district's historic integrity of materials, workmanship, feeling, and association. However, the district retains has a high level of integrity in location and setting.

The NPS outlines that a suburban residential neighborhood can be eligible for the NRHP under Criterion A "for their association with important events or patterns in community history or patterns in community history or with groups of residents who collectively made important contributions to the area's prosperity or identity as a place of industry, government, education, or social reform" (Ames and McClelland 2002:95). An excellent example of such a community is the Town of Potomac Historic District (100-0136) in Alexandria, Virginia. Platted in 1894 and developed in 1908, the Town of Potomac Historic District is composed of the multiple subdivisions of Del Ray, St. Elmo, and Abingdon among others, and is listed in the NRHP for its excellent representation of a late-nineteenth- and early-twentieth-century commuter and streetcar suburb (Escherich 1991). Another example of a planned community is the original Rosemont neighborhood. This community was the first planned development in this area and embodies the tenants of turn of the century neighborhood planning, which is still reflected in the streetscapes and neighborhood flow today. Although East Rosemont is also an early-twentieth-century suburban neighborhood developed along the same streetcar railway, it is not a particularly unique or outstanding example of such a subdivision and possesses a relatively low historic integrity. There are no outstanding connections between this district and a notable event. Consequently, the DC2RVA team recommends the East Rosemount Historic District not eligible for the NRHP under Criterion A.

For a suburban development to be eligible for the NRHP under Criterion B, it needs to be "directly associated with one or more individuals who made important contributions to history" (Ames and McClelland 2002:95). The resource is not known to be associated with one significant person from history; therefore, it is recommended not eligible under Criterion B.

According to the NPS Bulletin for the evaluation of historic residential suburbs, "historic residential suburbs often reflect popular national trends in subdivision design... they may also reflect popular architectural styles, housing types, and principles of landscape architecture" (Ames and McClelland 202:95). The Rosemont Historic District (100-0137) is listed in the NRHP under Criteria A and C as a suburban neighborhood developed as a result of "the ever-deepening penetration of the trolley line" in the surrounding areas of Washington, D.C. that "exhibits remarkable cohesiveness and has remained essentially intact" (Maxwell and Massey 1992). The East Rosemont Historic District reflects popular trends in keeping with local subdivision design but is not a good example of its property type. Moreover, many of the buildings within the district exhibit modifications to their original scale and massing, resulting in a different visual aesthetic and building design than originally created. These changes have resulted in a loss of cohesiveness amongst the building's designs that is seen in other, contemporary planned neighborhoods. Research did not identify a well-renowned architect, builder, or developer is associated with the district. Therefore, the East Rosemont Historic District is recommended not eligible for the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

In sum, the East Rosemont Historic District is **recommended not eligible for the NRHP under Criterion A-C.**

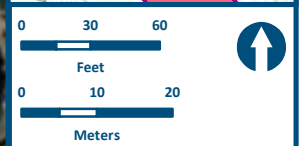
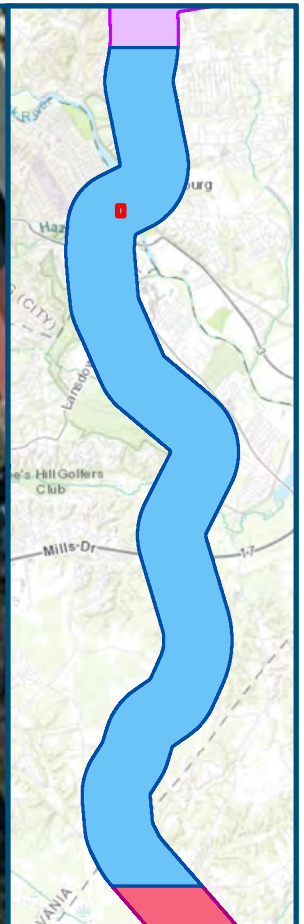
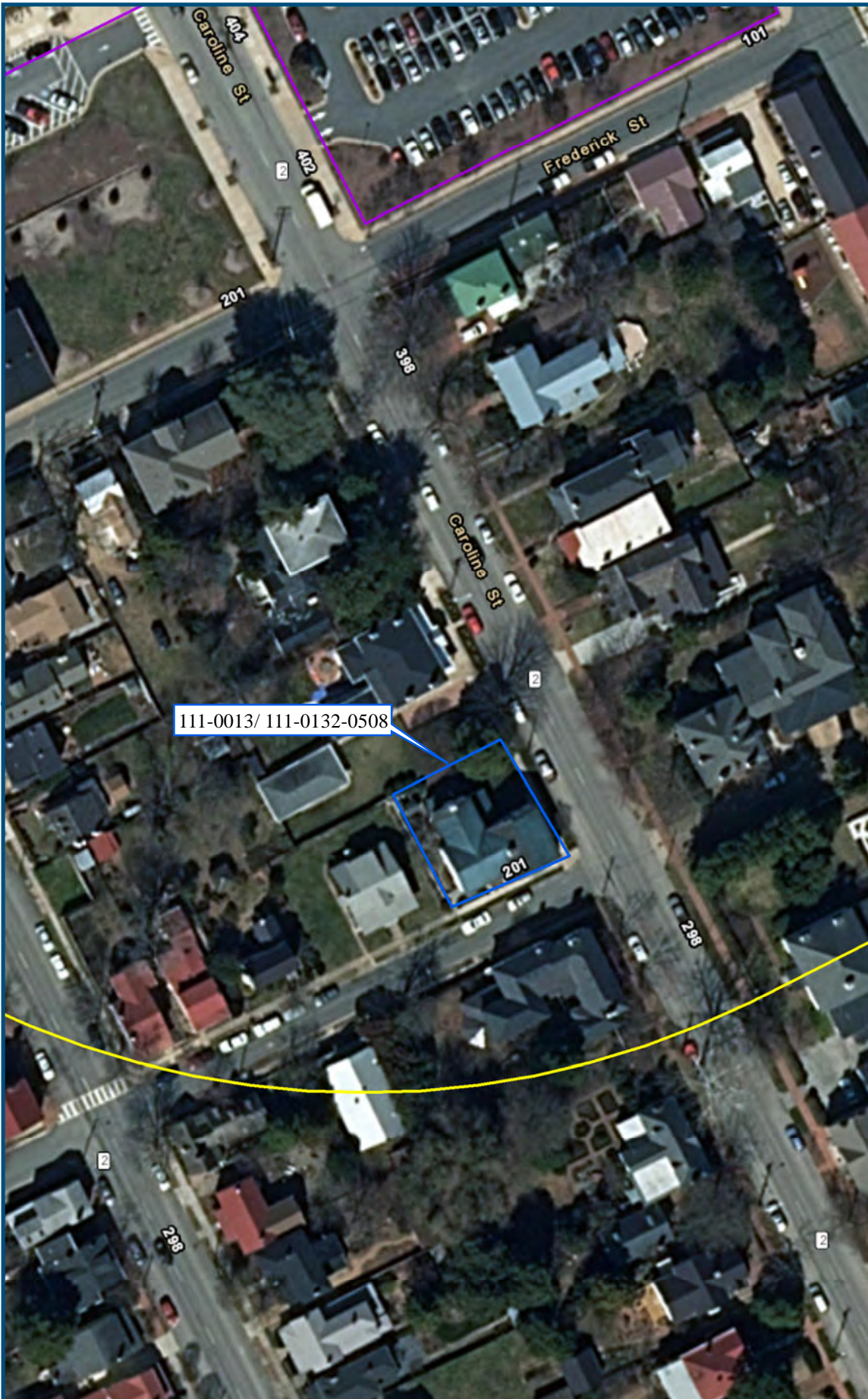
3.2 CHANCELLOR HOUSE (111-0013/ 111-0132-0508)

The Chancellor House (111-0013/ 111-0132-0508) at 300 Caroline Street is located at the west corner of the intersection of Caroline and Princess Elizabeth streets in Fredericksburg Virginia. The resource, which faces northeast onto Caroline Street, is located on a small 0.11-acre lot that is covered primarily by the dwelling as well as a manicured lawn (Figure 3-9). A picket fence encloses the southwest and northwest portions of the lot. A public sidewalk parallels Caroline and Princess Elizabeth Streets, providing pedestrian access to the resource. A circa-1990 prefabricated shed is located in the western corner of the lot.

3.2.1 Historic Context

The turn of the eighteenth century was a period of significant growth for Fredericksburg. The town, as well as Virginia as a whole, was seeing a shift from an exclusively agricultural society to one with well-developed towns and cities (Fredericksburgva.gov n.d.). Much of the development at that time in Fredericksburg was a result of the port, which due to the fall line, was the last navigable port on the Rappahannock River.

In 1802, John Mortimer purchased the property that would become the Chancellor House from John Minor, who had purchased the land from the estate of Captain William Lewis just one year prior (City of Fredericksburg Deed Book [CFDB] D:346, D:452). Mortimer held several other lots in Fredericksburg, and the parcel at 300 Caroline Street remained vacant during his ownership (Wilson 2002: 319). In 1811 he sold the lot, noted as lot #244 on the 1806 plat of Fredericksburg by Bartholomew Fuller, for \$250 to John W. Green (Figure 3-10) (CFDB D:438). John W. Green likely built the house shortly after purchasing the land; the dwelling, as well as a frame kitchen and stable, were insured for \$5,100 in 1815 (University of Mary Washington Department of Historic Preservation 2013). This construction date is supported by the Federal styling of the dwelling as well as the use of masonry, as it was built about five years after the Fredericksburg Fire of 1807 (Historic Fredericksburg Foundation, Inc. [HFFI] n.d.a).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 3-9
Location of the
Chancellor House
(111-0013/
111-0132-0508)

04/2018

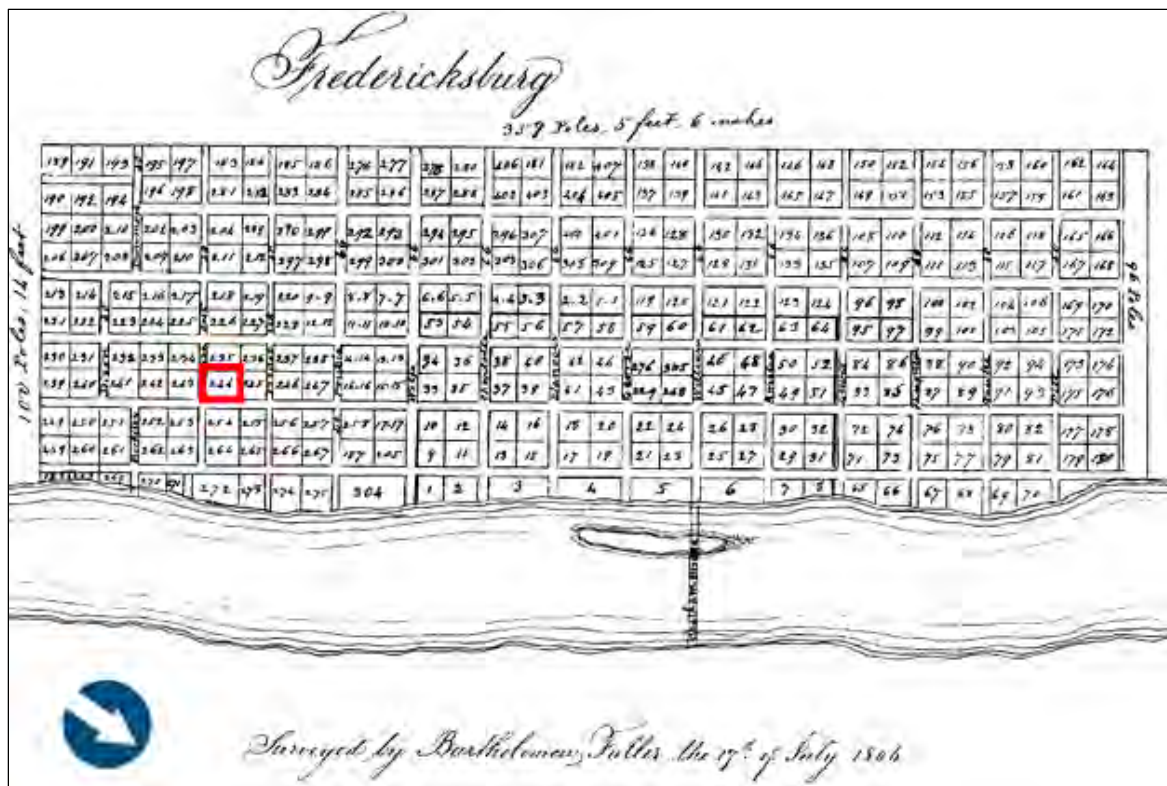


FIGURE 3-10: 1806 SURVEY OF FREDERICKSBURG BY BARTHOLOMEW FULLER (FULLER 1806). NOTE LOT 244 OUTLINED IN RED. (MAP NOT TO SCALE)

John Green did not live in the house long as he enlisted in the army during the War of 1812 and, shortly after his return, he was appointed as a judge for the Virginia Court of Appeals in Culpeper (HFFI n.d.a). He moved to Culpeper and used the house at 300 Caroline Street as a rental, with his son acting as the building manager (HFFI n.d.a). Around 1827, the slave trading firm of Smith and Finnall rented the house, likely due to its close proximity to the docks. At the beginning of the nineteenth century, the mid-Atlantic agricultural economy changed from labor-intensive crops such as tobacco to less labor-intensive goods such as wheat. This change in agricultural practice resulted in an overabundance of enslaved labor in the mid-Atlantic region. This is in stark contrast to areas further south, where tobacco, rice, indigo, and other labor-heavy crops were king (Laird 2010:6). This resulted in what has been called the “interstate slave trade” in America, where enslaved people from the upper south and mid-Atlantic were bought by traders and sold further south (Gudmestad 1993).

Mary Berkeley Minor Blackford, who lived down the street from the Chancellor House, wrote in her journal titled “Noted Illustrative of the Wrongs of Slavery” about what she witnessed while Smith and Finnall occupied the house (Hennessy 2011):

There is within a few yards of our house...a tolerably large brick house owned by Judge Green...By deceiving [Judge Green’s] son as to their object, the Negro traders, Smith and Finnall, bought the property to turn into a jail to put the slaves they purchased for the Southern Market in.

She went on to describe how bars were put on the windows and a “slave pen” was constructed in the rear and side yard writing:

They have now nearly completed a brick wall 16 feet high so as to form a small yard behind the house in which these innocent prisoners can come out to take the air... Every time I passed the wall and saw the poor Negroes working on it (not knowing but that they themselves might be the first to be confined there), my heart seemed bursting with indignation at the great wrong to be committed. Yet what was to be done? (Hennessey 2011).

Though Mary Blackford herself owned slaves, she had a very complicated relationship with the institution and did not wish to see this transpire near her home. In 1833, Mary Blackford and her husband, William M. Blackford, as well as neighbors, Carter and Jane L. Stevenson, interceded and purchased the property so as to rid Caroline Street of the slave traders (CFDB J:308; HFFI n.d.a). At this point, research indicates that the house was no longer used for slave trading purposes. They sold the house to William K. Smith in 1835, a “rich, kind-hearted Yankee” in the words of Mary Blackford (Hennessey 2011).

William Smith, who also owned other property in Fredericksburg, purchased the house to be his primary dwelling and started to modify it by first pulling down the bars in the windows and taking down the wall in the yard that formed the “slave pen” (HFFI n.d.a). He insured the property in 1837 for \$3,500, though the policy did not include the previous kitchen or stable (University of Mary Washington Department of Historic Preservation 2013). In 1845, William Smith entered a deed of trust with Brodie S. and Charles Herndon in preparation for purchasing an adjacent property as well as covering his debts in excess of \$7,000 (CFDB O:232; HFFI n.d.a). Unable to keep up with payments, the house “together with a large amount of other property” sold at public auction in 1854 to George Aler, a prominent bricklayer and slave trader in Fredericksburg (CFDB T:157). Prior to and during part of his ownership of this dwelling, Aler operated a “slave jail” at the duplex at 314-316 Frederick Street, just a few blocks away (known as the George Aler House (111-0132-0522)). Research did not indicate that he utilized the Chancellor House in connection to his slave trading business, and the property appears to have been used as a dwelling (Hennessey 2010). Wealthy at the time he bought the house, Aler quickly accrued debt, which was only compounded following the Civil War, and the property was auctioned in 1870 with an announcement in *The Fredericksburg News* reading “the house and lot at the corner of Caroline and Princess Elizabeth streets, now occupied by the said George Aler as a dwelling house and garden” (CFDB V:292; HFFI n.d.a).

The property changed hands several more times into the twentieth century, during which time the house underwent substantial changes as can be seen in the Sanborn Fire Insurance Maps (Figure 3-11) (HFFI n.d.a). Many of these changes were done by the Chancellor family, for whom the house is named, who owned the property at the turn-of-the-century and into the 1930s. Between 1886 and 1902, the rear ell was expanded and a carriage house and outbuilding were constructed on the property. By 1912, two porches had been added, one on the main block of the house and the other on the rear ell, and the carriage house demolished. In 1920, the southwestern portion of the lot was subdivided and the outbuilding, as well as most of the original rear ell, was demolished to account for that which is visible in the 1941 Sanborn map (CFDB 55:94). In 1947, the Dickinson family purchased the property and they still own it currently. They constructed the two rear additions that extend from the house today (HFFI n.d.a).

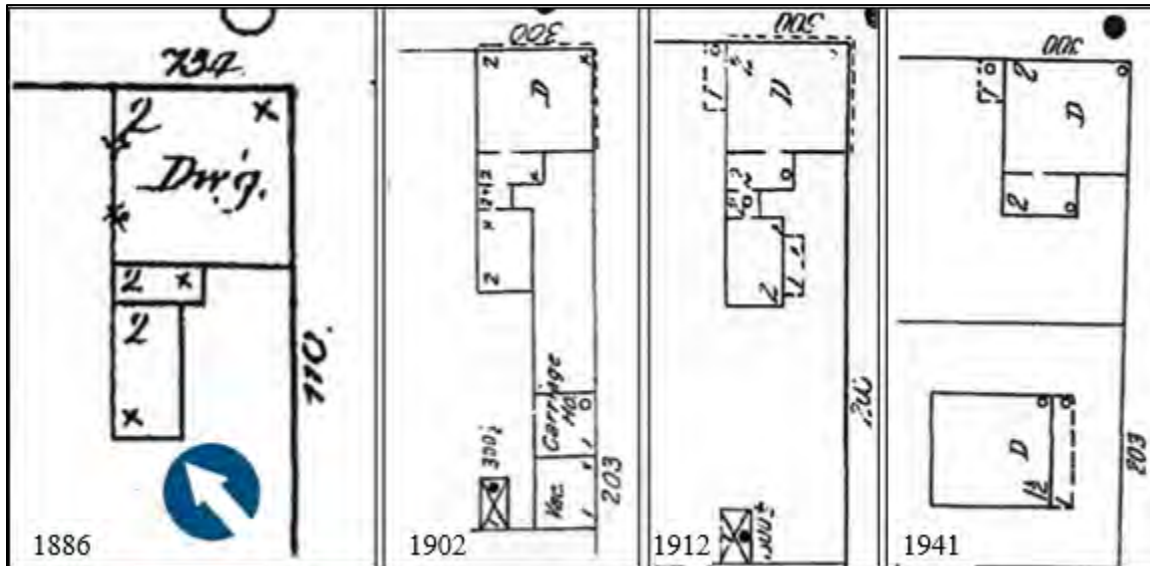


FIGURE 3-11: SANBORN FIRE INSURANCE MAPS OF THE CHANCELLOR HOUSE DATING FROM 1886–1941 SHOWING THE EVOLUTION OF THE DWELLING (HFFI N.D.A)

3.2.2 Architectural Description

3.2.2.1 Primary Resource Exterior

The Chancellor House is a two-story, four-bay, single-family dwelling constructed around 1812 in the Federal style (Figure 3-12). The masonry foundation and structural system are laid in Flemish bond and covered by a side-gabled roof sheathed in standing-seam metal (Figure 3-13). An interior-central brick chimney is located on the southwestern slope of the roof. The primary entrance is located in the easternmost bay of the northeast elevation. It is filled with an eight-paneled wood door with a centered, metal, mail slot. A multi-light, leaded-glass transom tops the door. The door is located within a surround that features fluted pilasters and is sheltered by a small, hipped, pent roof sheathed in standing-seam metal (Figure 3-14). Two stone steps and metal railing lead to the entrance. Other fenestration includes six-over-six, double-hung-sash, wood-framed windows covered by plexi-glass storm windows. The windows are all located on stone sills, topped by jack arches, and flanked by operable, louvered, wood shutters with wrought-metal shutter dogs.



FIGURE 3-12: SITE PLAN OF THE CHANCELLOR HOUSE (GOOGLE 2018) (NOT TO SCALE)



FIGURE 3-13: NORTHEAST ELEVATION



FIGURE 3-14: PRIMARY ENTRY DETAIL

Two large, circa-1990 additions extend from the resource. The first is a two-story, three-bay addition that stretches southwest from the rear of the primary resource (Figure 3-15). The foundation and structural system is clad in a Flemish-bonded brick veneer and covered by a gabled-roof sheathed in standing-seam metal. This addition features one-over-one, double-hung-sash, vinyl windows with false muntins to mimic nine-over-six and six-over-six configurations. The windows are located on concrete sills and topped by jack arches. A secondary entrance is located in the southernmost bay of the southeast elevation. It is filled with a six-paneled wood door topped by a four-light transom. The door is located under a one-story, one-bay, entry porch supported by square-wood posts and topped by a shed roof sheathed in standing-seam metal. A looped, poured-concrete walkway extends from the public sidewalk to this entrance.

A second circa-1990, two-story, three-bay addition extends northwest from the previous addition (Figure 3-16). It also features a foundation and structural system clad in a Flemish-bond veneer and covered by a gabled roof sheathed in standing-seam metal. An exterior-end brick chimney is located on the northwest elevation. A secondary entrance is located in the easternmost bay of the northeast elevation and is filled with a double-leaf, fully glazed door topped by a four-light transom and covered by a one-story, shed-roof, full-length porch supported by square-wood posts. This addition features windows in keeping with its predecessor and an oriel window on the southwest elevation.



FIGURE 3-15: CIRCA-1990 ADDITION, SOUTH OBLIQUE



FIGURE 3-16: CIRCA-1990 ADDITION, NORTHEAST ELEVATION

3.2.2.2 Primary Resource Interior

Interior access was not granted during the current survey. Due to massing, fenestration, and age, it is likely the house was constructed in a side-passage plan.

3.2.2.3 Secondary Resources

A circa-2000, one-story, prefabricated shed is located west of the primary resource (Figure 3-17). It is clad in a cement fiberboard siding and covered by a gabled roof sheathed in asphalt shingles.



FIGURE 3-17: SHED, SOUTH ELEVATION

3.2.3 NRHP Evaluation

The Chancellor House is a circa-1812, Federal-style dwelling that was later used by local slave traders, Smith and Finnall, from 1827 until 1833 as a holding pen for enslaved people before they would be sold throughout the Southeast. It was later owned by Fredericksburg's most prolific slave trader, George Aler, though research indicates that he likely continued to operate his slave trading business elsewhere in town, including at the duplex at 314–316 Frederick Street where he operated a slave jail (111-0132-0522). The building has undergone a number of changes over time, including several additions and the loss of all historic outbuildings, however it retains a moderate level of historic integrity of design, location, materials, association, workmanship, setting, and feeling. It is recommended eligible for individual listing in the NRHP under Criterion A for its associations with Fredericksburg's African-American population and regional slave trade during the mid-1800s. The practice of buying and selling enslaved individuals is prominently known in larger urban centers such as Alexandria to the north and Richmond to the south, but Fredericksburg's siting on the RF&P and at the mid-point between DC and Richmond rendered a fairly robust market—a market that is mostly unknown and rarely discussed. This property is one of few above-ground reminders of the slave trade in Fredericksburg and connects the city to other trading centers like Shockoe Bottom area in Richmond and beyond, where most all evidence of this practice was demolished in the late-nineteenth and early-twentieth centuries.

SURVEY RESULTS

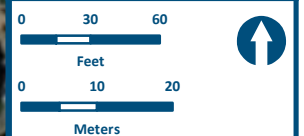
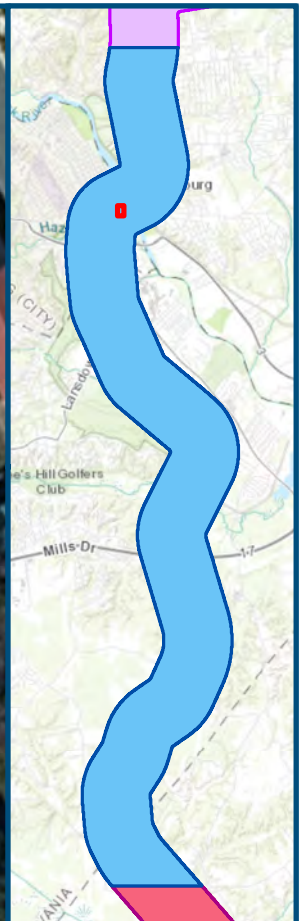
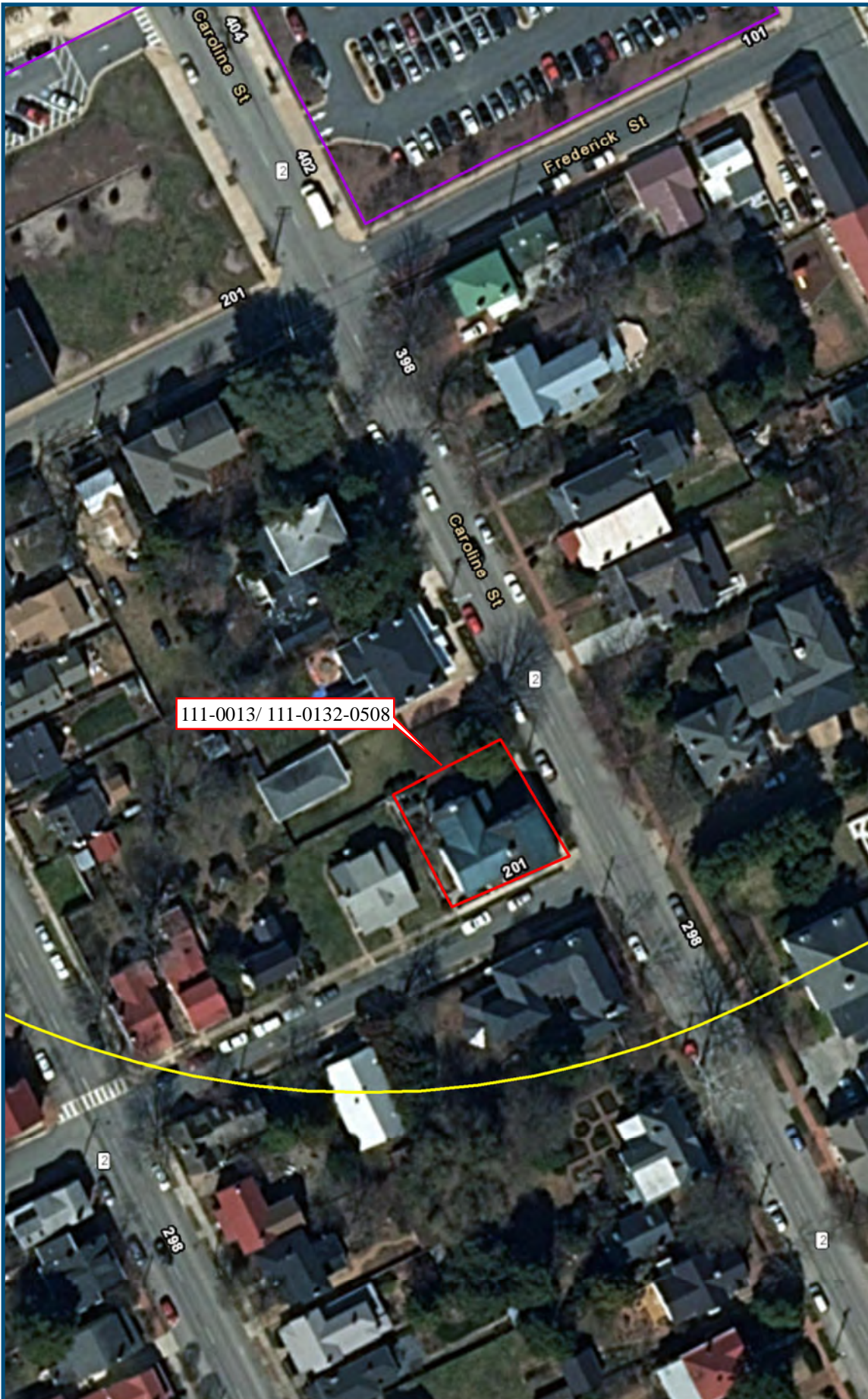
The previous owners of the property, including renters Smith and Finnall, are not known to have made lasting and significant contributions to history as important individuals. Therefore, this resource is recommended not eligible for NRHP under Criterion B.

The Chancellor House design and Federal style are not unique within Fredericksburg. Although the house retains many of its original materials such as windows and siding, several large additions have been constructed that have somewhat diminished its original design. It is not the work of a master nor does it possess high artistic values, nor is it an outstanding example of its style or type. For these reasons, the resource is recommended not eligible for the NPHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

This resource is situated within the boundaries of the Fredericksburg Historic District (111-0132). Its date of construction (circa 1812) falls within the District's period of significance (1721–1921). As such, the property continues to be a contributing element to the Fredericksburg Historic District.

In sum, the Chancellor House is recommended **eligible for listing in the NRHP under Criterion A at the local level for its association with the slave trade in Fredericksburg and as a contributing element to the Fredericksburg Historic District.**

The proposed period of significance for this resource starts in 1812, when the dwelling was constructed and ends in 1833 when the lot ceased to function in association with the slave trade. The proposed NRHP boundaries for the Chancellor House, as determined during the current investigations, conform to the existing tax parcel (Parcel ID 7789-22-6921), including landscape features.



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Proposed NRHP Boundary

Figure 3-18
Proposed NRHP
Boundaries for the
Chancellor House
(111-0013/
111-0132-0508)

04/2018

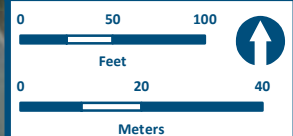
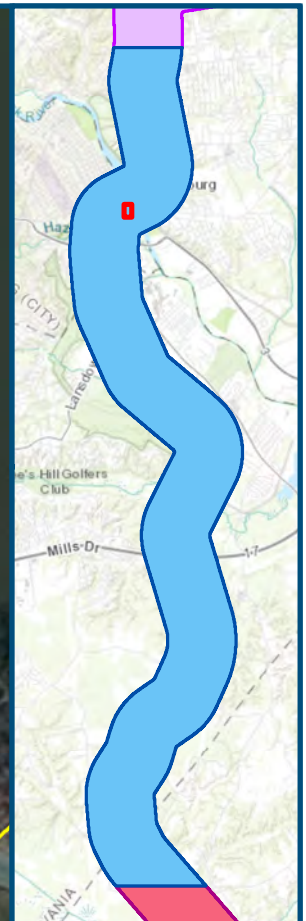
3.3 JONES-MONROE-RENNOLDS HOUSE (111-0038/ 111-0132-0509)

The Jones-Monroe-Rennolds House (historically known as the Hackley-Monroe House, the Jones House, the Rennolds House, and the Monroe House) is located on 0.5-acre lot on the northeast side of Caroline Street, south of the railroad tracks in downtown Fredericksburg, Virginia (Figure 3-19). Situated on a corner lot, the parcel is bounded by Sophia Street to the northeast, Princess Elizabeth Street to the southeast, and Caroline Street to the southwest, surrounded by similar sized residential buildings. The dwelling is on the western portion of the property with a driveway extending from Princess Elizabeth Street. The lot has a manicured lawn with abounding ornamental vegetation.

3.3.1 Historic Context

Fredericksburg was established in 1728 as a port in Spotsylvania County set on land originally patented in 1671 (V-CRIS 2018). In 1732, the Spotsylvania County Court moved to Fredericksburg and the city was the county seat. When Fredericksburg incorporated in 1781, it ceased to be the county seat. It received charter as the independent city of Fredericksburg in 1897.

Joseph Jones bought the land on which 301 Caroline Street was built in 1772 and constructed the house at 301 Caroline Street sometime between 1784 and 1786 (Labar 1980). Jones (1727-1805) was born in King George County, Virginia and served on several colonial governing bodies. He was a member of the House of Burgesses, represented Virginia at the constitutional convention of 1776, and served in the Virginian House of Delegates in 1776-1887, 1780-1781, and 1783-1785. He held several other representative positions until he was appointed judge of the Virginia General Court from 1778 to 1779, and again in 1789. He was also a member of the state convention which ratified the Federal Constitution in 1789 (United States Congress [USC] n.d.). Jones helped his young nephew, James Monroe (later the fifth president of the United States), move to Fredericksburg to establish his law practice at 908 Charles Street. Correspondence between Monroe and Jones reveals a cordial familial kinship as well as a fruitful business relationship (The James Monroe Museum [JMM] n.d.a).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 3-19
 Location of the James-Monroe-Rennolds House
 (111-0038/
 111-0132-509)

04/2018

James Monroe and his wife lived at the house at 301 Caroline from 1786 to 1789 (Burnham et al. 2005:91). An insurance record on the property from 1796 describes the house as it would have appeared during Monroe's occupation: a brick house two stories tall covered by a wood roof. A drawing on the insurance document shows two porches, one on the front of the house and one the back (Labar 1980). In a letter to Thomas Jefferson from May 11, 1786, James Monroe describes the house as having been "prepared for him by Mr. Jones" (Labar 1980). In a letter to Thomas Jefferson dated July 27, 1787, Monroe wrote of his transient time in Fredericksburg and of his host:

I consider my residence here as temporary, merely to serve the purpose of the time, and as looking forward to an establishment somewhere on this side the mountains, and as convenient as possible to Monticello. Mr. Jones is in ill health & begins to be satisfied his existence depends in a great degree upon a similar position (JMM n.d.a).

After the Monroes moved away, Jones resided in the house from 1790 to 1795 (HFFI 2001). The house was next occupied by prominent local attorney Thomas Reade Rootes, who rented the property from 1796 to 1799. The office on the grounds was used by Rootes as the base of his law practice during his tenancy. Rootes bought the property from Jones in 1800 and then purchased "Federal Hill" at 504 Hanover Street the next year, possibly turning 301 Caroline into a rental property once again (HFFI 2001). Thomas R. Rootes Jr. conveyed 301 Caroline in 1806, holding it for 10 years before selling to John T. Ford in 1816 for \$3,500 (HFFI 2001).

From 1816 to 1833, the house passed through several families before it was bought by John Stanard in July 1833. John Stanard owned the house at 301 Caroline Street during the Civil War, when it sustained damage from Union bombardment of Fredericksburg (HFFI 2001). An 1862 bird's eye view illustration of the city prior to the war damage shows the medium density of dwellings on lower Caroline Street (Figure 3-20). Though the fenestration is not accurate in the illustration, it gives a sense of the neighborhood in 1862 prior to the bombardment of Fredericksburg during the war.

Robert B. Rennolds purchased the property in 1867 and it remained in the family for 74 years (Davis and Robertson 2012). Elizabeth "Lizzie" Rennolds, daughter of Robert, was a noted socialite, her actions written about in the society sections of Richmond newspapers (i.e., Richmond Times Dispatch 1913). In 1880, the family is recorded as having four African-American domestic servants living in the house in addition to the family (U.S. Census 1880). The Rennoldses made alterations to the property, adding a small front porch and expanding the rear addition between 1886 and 1902 (Figure 3-21) (Sanborn Map Company 1886a, 1902). At some point after 1937, the front entry porch was removed (Figure 3-22).

In 1941, William T. Elmer bought the house from R. G. Rennolds and sold it to L. Dexter Hubbard and Ellen Hubbard in 1957. It passed from Ellen Hubbard to her son, L. Dexter Hubbard, Jr., in 1980 and as of 1999, has been owned by Cheryl and Richard Hazel since 1999.

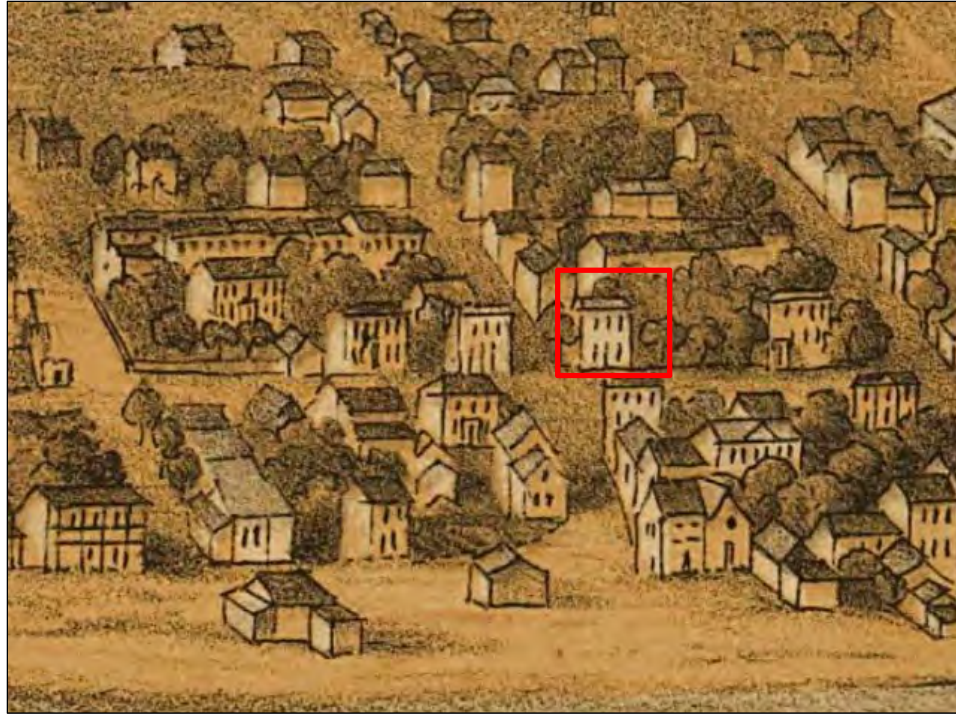


FIGURE 3-20: 1862 "BIRD'S EYE" VIEW OF FREDERICKSBURG. NOTE THE WINDOW OPENINGS ON REAR ELEVATION OF 301 CAROLINE ARE INCORRECT. (E. SACHSE & CO. 1862)

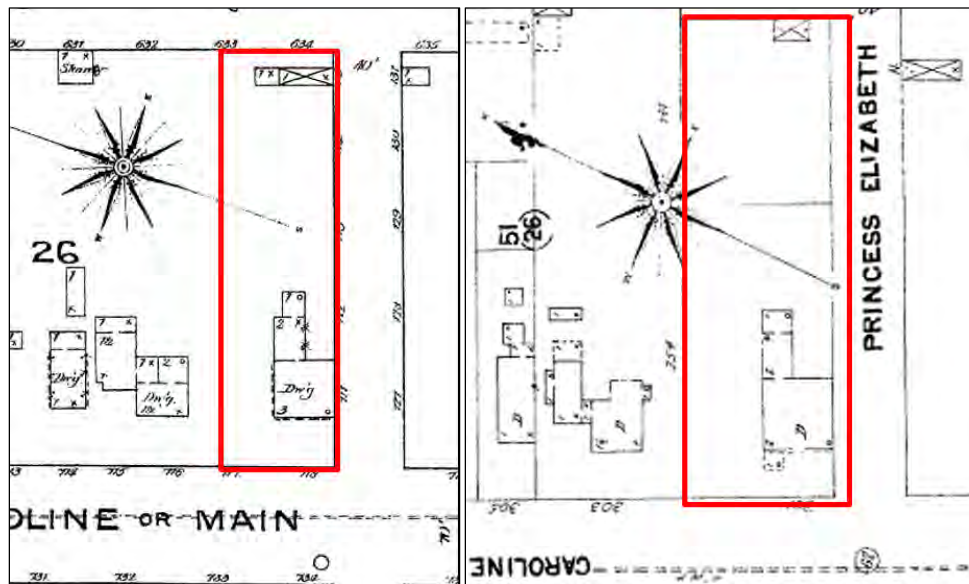


FIGURE 3-21: LOCATION OF JONES-MONROE-RENNOLDS HOUSE ON 1886 SANBORN MAP (LEFT) AND 1902 (RIGHT) (SANBORN MAP COMPANY 1886A, 1902) (MAP NOT TO SCALE)



**FIGURE 3-22: JONES-MONROE-RENNOLDS HOUSE LOOKING NORTHEAST
(DEADERICK 1937)**

3.3.2 Architectural Description

3.3.2.1 Primary Resource Exterior

The Jones-Monroe-Rennolds House was constructed circa 1786. This Georgian-style, two-and-a-half story, three-bay, stuccoed-brick, single-family dwelling rests on a continuous masonry foundation (Figure 3-23). The hipped roof is covered with asphalt shingles, lined by a boxed denticulated cornice, and pierced by two interior-end brick chimneys with corbelled caps on the southeast and northwest elevations (Figure 3-24). Two gabled dormers are located on the north and south roof slopes. The primary entrance, located on the southwest elevation, is filled by a double-leaf, wood, paneled door with a brass mail slot. The door is topped by a decorative tracery and a molded wood entablature. A concrete and stone stoop provides access to the primary entry door. The façade features six-over-six, double-hung, wood-framed windows. Other fenestration includes nine-over-nine, double-hung, wood-framed windows. Two gable-end dormers with nine-over-six, double-hung, wood-framed windows with molded surrounds are located on the southwest roof slope.



FIGURE 3-23: SITE PLAN OF THE JONES-MONROE-RENNOLDS HOUSE (GOOGLE 2018) (NOT TO SCALE)

A two-story elevator, added in the early to mid-2000s, clad in brick is located on the northeast elevation of the primary dwelling. The elevator door is concealed by a single-leaf, flush metal door. The northwest elevation is comprised of painted brick.

A late-twentieth-century, two-story, brick addition with a complex roof is attached to the east corner of the house and stretches eastward. It is clad in horizontal siding of unknown material and brick veneer. Fenestration includes double-hung-sash, vinyl windows with false muntins, and composite French doors with multi-light transoms. The southeast elevation contains two garage doors, shielded by a shed roof with slightly overhanging eave (Figure 3-25 and Figure 3-26). To the west of the garage doors is a recessed entry bay. A single-leaf, paneled, wood door provides access to the interior of the addition and is reached by a set of brick stairs with an iron rail. It is covered by a shed roof clad in standing-seam metal with a thick entablature and supported by a Tuscan column. This elevation is connected to the primary dwelling by an older, two-story, two-bay addition with nine-over-nine, wood-framed, double-hung-sash windows, and two fixed, multi-light windows at the basement level. This section has a brick interior-end chimney at the north side and was added prior to 1886 according to Sanborn insurance maps (Sanborn Map Company 1886a).



FIGURE 3-24: NORTHWEST OBLIQUE (LEFT) AND SOUTHEAST ELEVATION DETAIL (RIGHT)



FIGURE 3-25: SOUTH OBLIQUE OF HOUSE AND GARAGE



FIGURE 3-26: NORTHEAST ELEVATION OF ADDITION

3.3.2.2 Primary Resource Interior

Interior access was not granted by the current property owner during this effort.

3.3.3 NRHP Evaluation

The Jones-Monroe-Rennolds House is a circa-1786, brick, single-family dwelling. It retains a high level of integrity of location, materials, workmanship, and is in good condition. Additions to the original massing diminish the resource's integrity of design and setting, but use of compatible materials were placed to be less visible from the street and minimize their visual impact. In order to be eligible under Criterion A, a property must reflect "A pattern of events or a historic trend that made a significant contribution to the development of a community" (Shrimpton et al. 1990). The property at 301 Caroline Street is not known to be associated with any important events and is, therefore, recommended not eligible for the NRHP under Criterion A.

Criterion B addresses historic properties associated with important people in history. Although it was home to several notable figures, especially James Monroe, he did not experience the most influential years of his life while residing in this dwelling, nor is it the only property associated with his life and legacy. Two other houses are associated with James Monroe in Virginia, Highland in Albemarle County (022-0099) and Oak Hill in Loudoun County, the latter of which he had built in 1822 and resided in for 22 years (053-0090). The Monroes occupied the house at 301 Caroline Street for a period of four years, early in James' law career. A museum and presidential library in Monroe's honor is located on Charles Street in Fredericksburg on the site of his former law office (111-0132-0232). Opened in 1927, the museum at 908 Charles Street has continuously functioned as a shrine to the former president since opening day, and it is home to the largest collection of James Monroe artifacts in the world, including furniture, letters, ephemera, and library (JMM n.d.b). Judge Jones resided in the home for a short period of time after his time in the Continental Congress and serving the country in an official capacity, but this

property is not associated with his years of government prominence. Therefore, this resource is also recommended not eligible under Criterion B.

The Jones-Monroe-Rennolds House has undergone several alterations and additions over the years. The original building retained enough of its historic fabric and character to have been recommended eligible for the NRHP under Criterion C in 2007 (V-CRIS 2018). However, during the current survey, it was found to be representative of a form and style that is common on Caroline Street and within the Fredericksburg Historic District (111-0132), and is not the work of a master. A very large addition, while utilizing sympathetic materials, dominates the massing. Other examples of late-eighteenth century upper-class residential buildings line lower Caroline Street and are better representations of the historical building fabric of this area. Therefore, the DC2RVA team recommends this resource not eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

Although it is not individually significant, the house has been previously identified as a contributing element of the Fredericksburg Historic District (111-0132). As it continues to reflect the history of this area and retains a sufficient level of historic integrity, it is recommended to remain a contributing resource within this district.

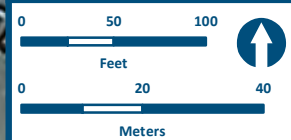
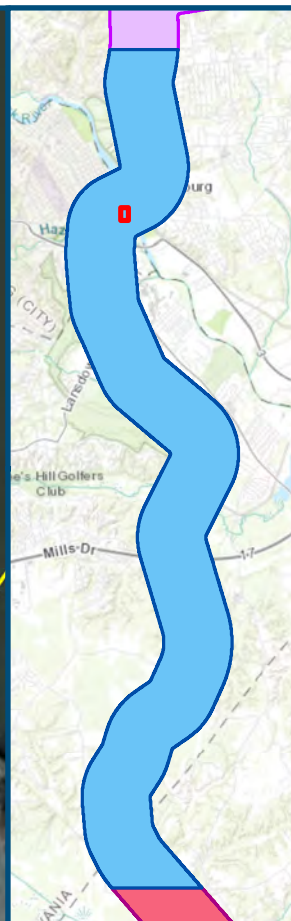
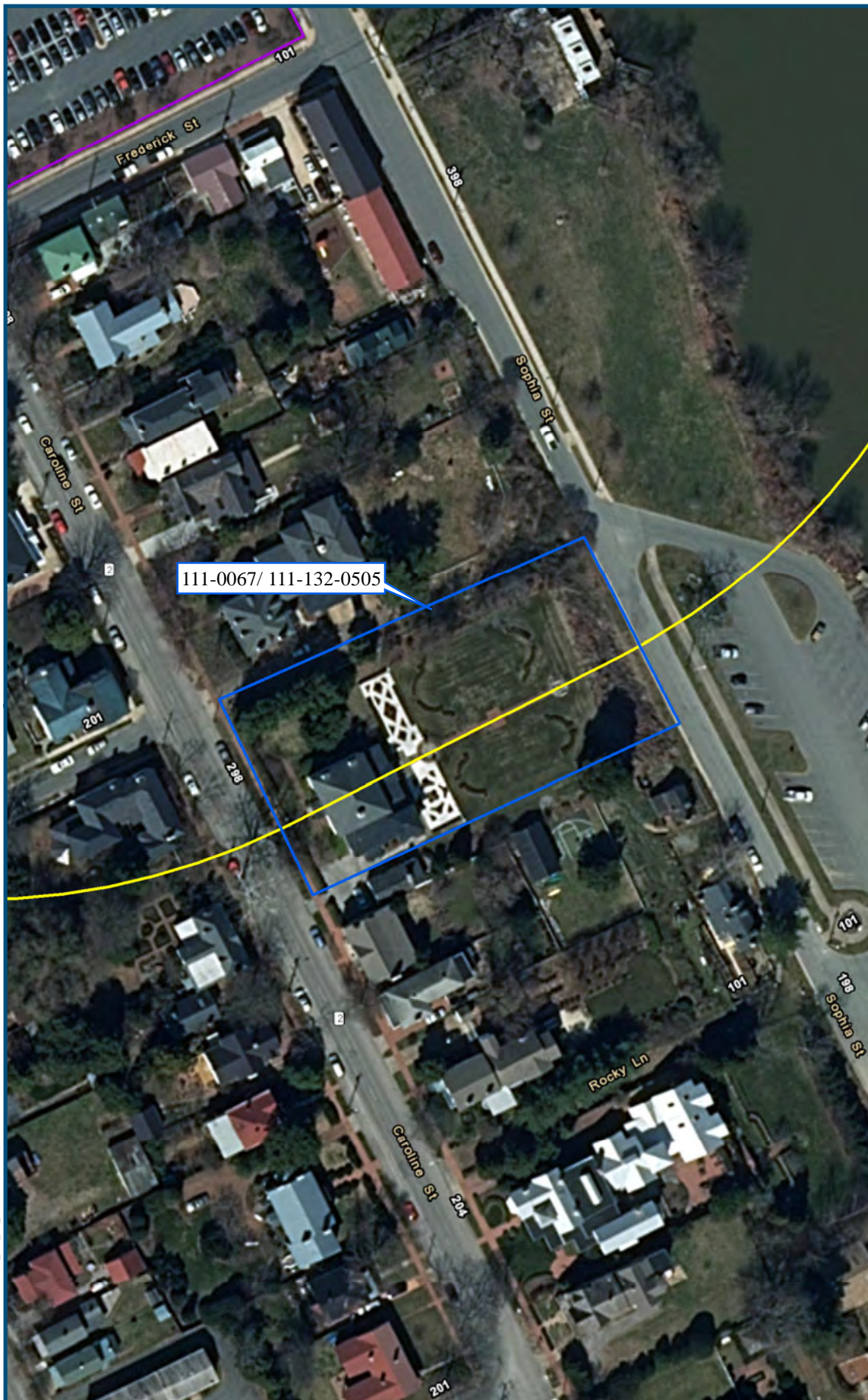
In sum, the Jones-Monroe-Rennolds House is **recommended not eligible under Criteria A-C, but is recommended as a contributing resource to the Fredericksburg Historic District.**

3.4 DR. CHARLES MORTIMER HOUSE (111-0067/ 111-0132-0505)

The Dr. Charles Mortimer House at 213 Caroline Street is a single-family dwelling located on lower Caroline Street in Fredericksburg, Virginia (Figure 3-27). It is situated on the southeast corner of Caroline and Princess Elizabeth streets, on an approximately 1.2-acre, irregularly shaped lot and is set back from the street, accented with mature trees and ornamental foliage. Aerial photographs show decorative hedge plantings in a formal rear garden. A brick wall, a portion of which recently collapsed, and a metal fence encloses the property. The primary entrance on the southwest elevation is accessed by a brick walkway. Secondary resources on the property include a kitchen building, garage, basketball court, carriage step, and hitching post. A brick driveway extends from the street at the southwest corner of the lot.

3.4.1 Historic Context

The land on which the house at 213 Caroline Street is located was a section of the original 2,000-acre tract granted to Thomas Royston and John Buckner from Governor William Berkley in 1671. James Williams of Culpeper bought 400 acres of this land on May 13, 1726. Upon his death in 1735, his son, William Williams, inherited a portion of his property not sold to pay for his father's debts (Helsel 1981). This portion, 330 acres, was bought by Roger Dixon in January 1752. Hoping to develop this area, Roger Dixon built a family home in 1758 and divided the surrounding land into lots. When he was unable to sell these lots, Dixon encouraged his brothers Thomas and John Dixon to buy some lots and tried to offload the rest through land lotteries. In 1764, Roger and Lucy Dixon built a home on "lot 253 on Main or Caroline Street whereon a brick house is now building containing .5 acres" (Helsel 1981). Roger Dixon died in 1772, and his brother, John, became his estate executor (Spotsylvania County Deed Book [SCDB] F:453).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 3-27
Location of the Dr. Chales
Mortimer House
(111-0067/
111-0132-505)

04/2018

\\NOTS2\Main\Job\14-015\BAP\GIS\2018\Work\14_015_AH_Philmed | Last Updated: 04.24.2018

In 1773, Dr. Charles Mortimer bought this house on Caroline Street from John Dixon (Figure 3-28) (SCDB H:375). Mortimer came to America from Mt. Sligo, Ireland, after studying medicine at the University of Edinburgh, Scotland. He was accomplished in more than medicine; he was a signer of the Westmoreland Declaration which protested British suppression of colonial civil rights and was a member of the Committee of Conference. He was involved in many aspects of life in early Fredericksburg; he founded and operated a hospital (Alum Springs Hospital) during the Revolutionary War and served as Mary Washington's doctor. He was the first Mayor of Fredericksburg, serving from 1782-1783 and again from 1786-1789. Additionally, he was a merchant and owned his own shipping vessels (Helsel 1981).

Upon Mortimer's death in 1801, the house passed to his son, John, and the property changed hands several times until Alexander K. Phillips purchased it in 1867 (CFDB U:36, X:99; City of Fredericksburg Will Book [CFWB] A-3:153; SCDB D:217, F:319). Together with his family, he worked to repair damage to the building caused by the bombardment of Fredericksburg during the Civil War. Phillips' daughter, Nannie, and her husband, General Daniel Davis Wheeler (1841-1916), occupied the dwelling around 1903 and began making improvements to thoroughly modernize it, as noted in a 1904 article from the *Richmond Times-Dispatch* (Richmond Times-Dispatch 1904). Mrs. Wheeler, daughter of the prominent Phillips family who founded the National Bank of Fredericksburg, was a glamorous hostess during their time in Fredericksburg, topping the society news column when she hosted luncheons and dinner parties (i.e., Richmond Times-Dispatch 1905, 1906). General Wheeler served in the Union Army and was awarded a medal of honor for his service in the Battle of Salem Church (1863) (Helsel 1981). During the Wheeler's ownership, they added a Greek-Revival style, one-story, one-bay, entry porch between 1907 and 1919 (Sanborn Map Company 1907, 1919).

After multiple transactions, the house was sold to Alice Heflin in 1924 (CFDB 57:184). According to the 1930 federal census, 86-year-old Alice Heflin lived at 213 Caroline Street, then called Main Street, with her 52-year-old son, Edgar G. Heflin, and 49-year-old daughter, Bessie (U.S. Census 1930). The property stayed in the Heflin family until Frances Biscoe bought it in 1964 (CFWB P:127; Helsel 1981). In 2001, the current owners, Dr. Michael McDermott and Cindy Taylor, purchased the property and undertook extensive renovation working in conjunction with the Director of the Center for Historic Preservation at Mary Washington University, Gary Stanton, to preserve the circa-1764 dining room paneling and other significant interior features, making architecturally compatible additions, and establishing an ornate formal garden in the back yard (Figure 3-29 and Figure 3-30) (Fredericksburg Free Lance-Star 2007).

SURVEY RESULTS

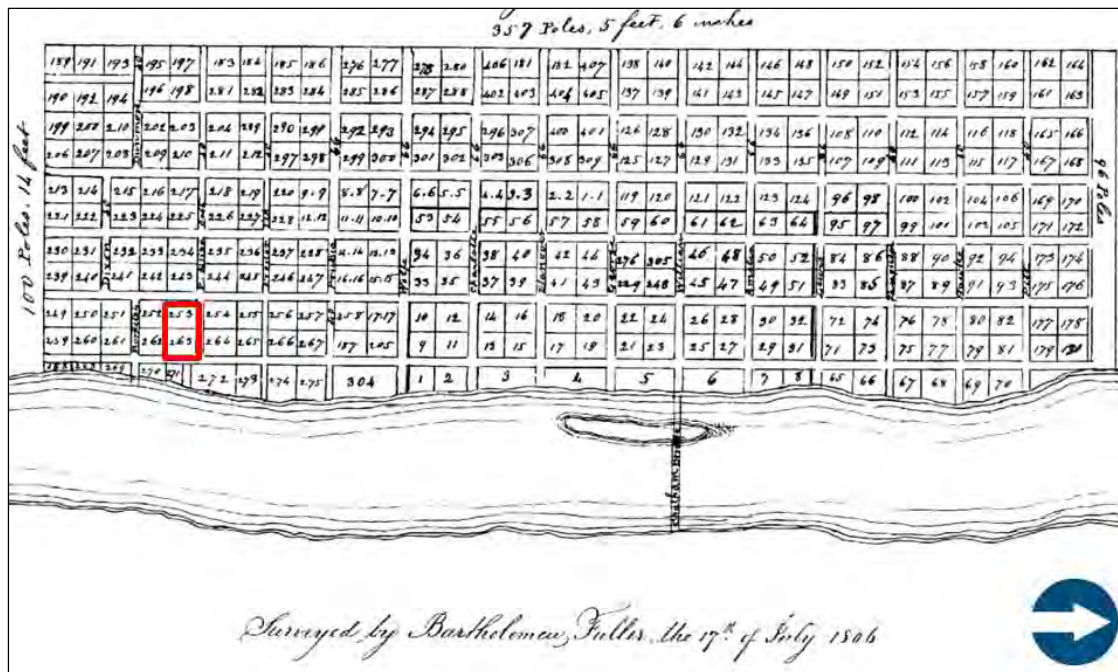


FIGURE 3-28: 1806 SURVEY OF FREDERICKSBURG BY BARTHOLOMEW FULLER (FULLER 1806). NOTE LOTS 253 AND 263 OUTLINED IN RED. (MAP NOT TO SCALE)



FIGURE 3-29: 1927 PHOTO OF THE PRIMARY ENTERENCE TO 213 CAROLINE (LEFT) AND INTERIOR FIREPLACE (RIGHT) (JOHNSTON 1927). NOTE THE GREEK REVIVAL STYLE PORCH LATER REPLACED WITH A COLONIAL REVIVAL PORCH.



FIGURE 3-30: 2006 AERIAL SHOWING 213 CAROLINE STREET PRIOR TO THE SOUTHEAST ADDITIONS (GOOGLE 2006) (NOT TO SCALE)

3.4.2 Architectural Description

3.4.2.1 Primary Resource Interior

This Georgian-style, two-story, five-bay, single-family dwelling is constructed of brick primarily laid in a Flemish bond with a stretcher-bonded foundation (Figure 3-31). A water table separates the English basement from the first story, while a belt course separates the first and second stories. The building is topped by a hipped roof covered with architectural asphalt shingles and pierced by three, brick, interior-end chimneys with corbelled caps (Figure 3-32). A cornice with dentils decorates the eaves. The primary entrance consists of a single-leaf, paneled, wood door, accented with diamond sidelights and tracery. Fenestration on the primary elevation includes nine-over-nine, wood-framed, double-hung-sash windows flanked by louvered wood shutters. At the first floor, each window is topped by a Classical cornice at the first floor, including console, frieze, and dentils. There are no windows on the northwest and southeast elevations of the main massing. The primary entry is sheltered by a one-story, one-bay, hipped-roof porch with full entablature supported by wood Ionic columns. This porch protects a marble threshold and a black and white tile entry deck, accessed by a set of sandstone steps. A metal electric lantern is suspended from the entry porch above the primary door.



FIGURE 3-31: SITE PLAN OF DR. CHARLES MORTIMER HOUSE AT 213 CAROLINE STREET (GOOGLE 2018) (NOT TO SCALE)

A two-story, one-bay, frame addition extends from the southern end of the house. Its west wall is clad in brick while the remainder is clad in weatherboard (Figure 3-33). Attached to the south wall of this addition is a one-story, one-bay porch supported by Tuscan columns. On the east end of this addition is another two-story, frame addition topped by a hipped roof with asphalt shingles. These additions were built in stages, with the eastern section added between 2002 and 2006 (Google 2002, 2006). During this same time period, a full-length, one-story, shed-roof porch was added to the northeast elevation (Figure 3-34) (Google 2002, 2006). It is largely covered by a metal-clad shed roof, but features a central gabled pediment, and is supported by a continuous brick foundation.



FIGURE 3-32: SOUTHWEST ELEVATION WITH KITCHEN



FIGURE 3-33: WEST OBLIQUE WITH BRICK WALL



FIGURE 3-34: SOUTH OBLIQUE VIEW OF ADDITIONS (LEFT) AND NORTH OBLIQUE VIEW OF THE MID-2000S TOWER AND PORCH ADDITION (RIGHT)

3.4.3.2 Primary Resource Interior

Interior access was not granted by the current property owner during this effort.

3.4.3.3 Secondary Resources

A one-story, three-bay, brick, former kitchen constructed around the same time as the dwelling is located at the southwest corner of the parcel (Figure 3-35). It is covered by a steeply pitched, side-gabled roof and an interior-end, brick chimney is centered on the east elevation. Windows throughout the building are six-over-six and nine-over-nine, wood-frame, double-hung sashes capped by brick segmental arches. The primary entrance is on the northwest elevation and is filled by a single-leaf, paneled, wood door with a four-light transom. The kitchen renovation was completed through the use of the historic tax credit program (V-CRIS 2018). A one-and-one-half-story, three-bay garage with front-gabled roof is located to the southeast of the primary dwelling (Figure 3-36). It was built before 2002 according to aerial photographs and is clad in a running-bond brick veneer (Google 2002). It has a central garage door flanked by single-leaf, half-glazed pedestrian doors. A diamond light is located in the gable end. A carriage step and hitching post are located on the southwest side of the property between Caroline Street and the primary dwelling (Figure 3-36). They are made of stone and are one of several such features located on lower Caroline Street.



FIGURE 3-35: NORTHWEST OBLIQUE VIEW OF KITCHEN



FIGURE 3-36: GARAGE AND BASKETBALL COURT (LEFT) CARRIAGE TIE AND STEP (RIGHT)

3.4.3 NRHP Evaluation

The Dr. Charles Mortimer House was built circa 1764 in the Georgian style as part of a developer-driven boom in housing on lower Caroline Street in the early development of Fredericksburg. It was built as a single-family dwelling and continues in that capacity today. The resource retains a moderate to high level of historic integrity of location, design, setting, materials, workmanship, feeling, and association, despite additions on the northeast and southeast elevations. This resource is not “associated with events that have made a significant contribution to the broad patterns of our history,” and, therefore, the DC2RVA team recommends it not recommended eligible for listing in the NRHP under Criterion A (Shrimpton et al. 1990).

Dr. Charles Mortimer played an important role in the early development of Fredericksburg as a successful physician, politician, patriot, and landlord. He lived at 213 Caroline street from 1773 until his death in 1801, a span of 28 years, during which time he served as mayor and treated Mary Ball Washington (1708–1789). He owned several parcels of land in Fredericksburg, including neighboring 214 and 216 Caroline Street built as twin rental houses, but 213 Caroline Street was his primary residence during his occupation in Fredericksburg. This is the location

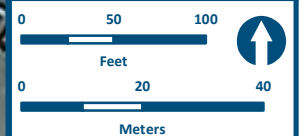
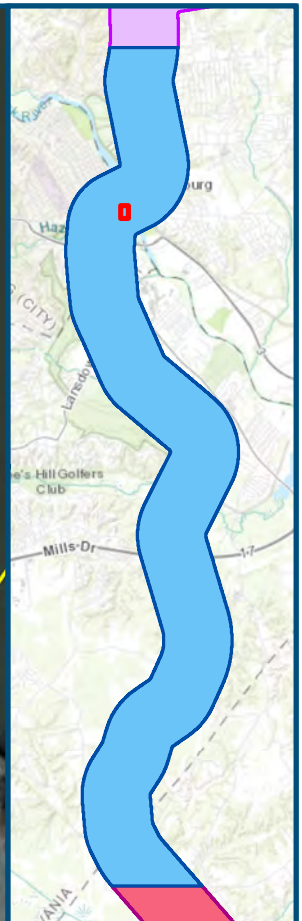
where he fostered his political ideas and ensuing documents and sometimes treated patients—those who were not visited during “house calls.” Therefore, this resource is recommended eligible under Criterion B at the local level for its association with Dr. Charles Mortimer, an important figure in Fredericksburg’s history.

The Dr. Charles Mortimer House has undergone several renovations and alterations over the years that do not appear to detract from the original character of the dwelling. The house at 213 Caroline Street retains the character-defining features of a high-style Georgian dwelling in Fredericksburg: the wide, squat massing, symmetrical fenestration, centered entry door, English basement, water table, and belt course, interior end chimneys, and Flemish-bonded brick walls (McAlester 2013). The Dr. Charles Mortimer house is one of a handful of high-style Georgian buildings in Fredericksburg. These buildings include Kenmore (111-0047), a two-story, brick dwelling built circa 1775 and the home of George Washington’s sister, Betty, which is a National Historic Landmark. Kenmore’s scale, massing, fenestration, and Georgian detailing are comparable to the design features of 213 Caroline Street. The Chimneys (111-0015) is a two-story, five-bay, Georgian-styled house on Caroline Street that is listed in the NRHP under Criterion C at the state level. It features similar massing, spatial organization, and fenestration pattern to the Dr. Charles Mortimer House. The street-facing elevation of 213 Caroline Street displays a level of integrity comparable to that of already listed examples of Georgian architecture in Fredericksburg and, moreover, this resource retains its exterior kitchen. The outbuildings at Kenmore are reconstructions and the outbuildings at The Chimneys are later additions. As such, is recommended that this resource is individually eligible under Criterion C at the local level. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Dr. Charles Mortimer House at 213 Caroline Street is **recommended eligible under Criteria B at the local level for its association with Dr. Charles Mortimer, an important figure in Fredericksburg history, and C at the local level for its representation of the Georgian style.**

In addition, the Dr. Charles Mortimer House is located within the boundaries of the Fredericksburg Historic District (111-0132). The resource was built within the district’s period of significance and exemplifies architectural trends throughout the community. As such, the Dr. Charles Mortimer House is **recommended as a contributing element to the Fredericksburg Historic District.**

The period of significance for the Dr. Charles Mortimer House begins with its approximately construction date of 1764 and ends when Dr. Charles Mortimer’s son obtained the property in 1801. The proposed NRHP boundary for the Dr. Charles Mortimer House at 213 Caroline Street comprises and follows the legal lot description for parcel 7789-22-8895. It is bounded on the north by Princess Elizabeth Street, on the west by Caroline Street, on the south by a series of parcels (Parcel Numbers 7789-22-9725, 7789-22-9721, 7789-22-9687, 7789-32-0792, and, 7789-32-0861), and on the east by Sophia Street (Figure 3-37). The proposed boundaries include the primary dwelling, kitchen outbuilding, garage, basketball court, and carriage step and post.



Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Proposed NRHP Boundary

Figure 3-37
Proposed NRHP
Boundaries for the Dr.
Chales Mortimer House
(111-0067/
111-0132-505)

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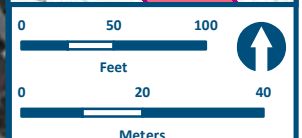
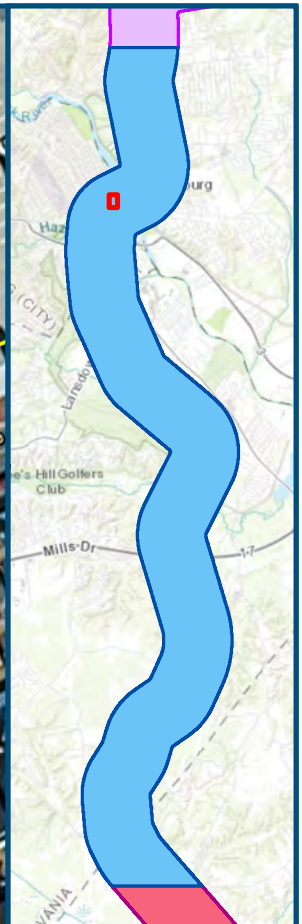
3.5 SHILOH BAPTIST CHURCH (NEW SITE) (111-0132-0147)

The Shiloh Baptist Church (New Site) at 521 Princess Anne Street is located at the west corner of the intersection of Princess Anne and Wolfe streets in Fredericksburg, Virginia (Figure 3-38). The resource, which faces southwest, is located on a 0.56-acre lot that is covered by a manicured lawn. A poured-concrete sidewalk leads northeast from the public sidewalk along Princess Anne Street to both the main entrance as well as two entrances on the rear-ell addition. Two secondary resources are associated with the Shiloh Baptist Church (New Site), a circa-1920 dwelling and a circa-1945 commercial building, both located northeast of the primary resource with frontage along Wolfe Street.

3.5.1 Historic Context

The first Baptist church in Fredericksburg was established around 1804 and served white congregants as well as enslaved people and freed African Americans (Dollins and Olsen 2015). Although both races were welcome at the services, they maintained separate entrances and seating areas for the first 90 years of the congregation's existence (HFFI n.d.b). By 1815, some members, both white and black, broke off from the original congregation and began a new Baptist church at the northeast corner of Hanover and Sophia streets along the Rappahannock River at the current location of the Shiloh Baptist Church (Old Site) (111-0096), which was once a part of the overall Shiloh Baptist Church in the City of Fredericksburg. Initially, they worshiped in a small wooden building that burned a few years later, and plans to build a new, more substantial church at the same location were made (Dollins and Olsen 2015). In 1820, Horace and Elizabeth Marshall sold the property, known as "Lot 4" on the 1806 Bartholomew Fuller survey of Fredericksburg, to the congregation for \$900 to construct a "new Baptist meeting house to be called Shiloh Baptist Meeting House" (CFDB G:2) (Figure 3-39).

Between 1830 and 1840, a brick church was built to support the growing congregation of over 800 members (Figure 3-40). By 1849, many of the white congregants began to plan the construction of a larger church to exclusively be used by whites built at the corner of Princess Anne and Amelia streets (now known as the Fredericksburg Baptist Church (111-0033) (Dollins and Olsen 2015). To finance the new church, it was recommended that the existing building be granted to the black church members once the new sanctuary was complete so long as existing white members, most notably those who enslaved African-Americans, pledged \$1,100 or more towards the cost of the new building (Dollins and Olsen 2015).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

- Legend**
- Preferred Alternative
 - Architectural Buffer
 - Resource Boundary

Figure 3-38
 Location of the Shiloh Baptist Church (New Site)
 (111-0132-0147)

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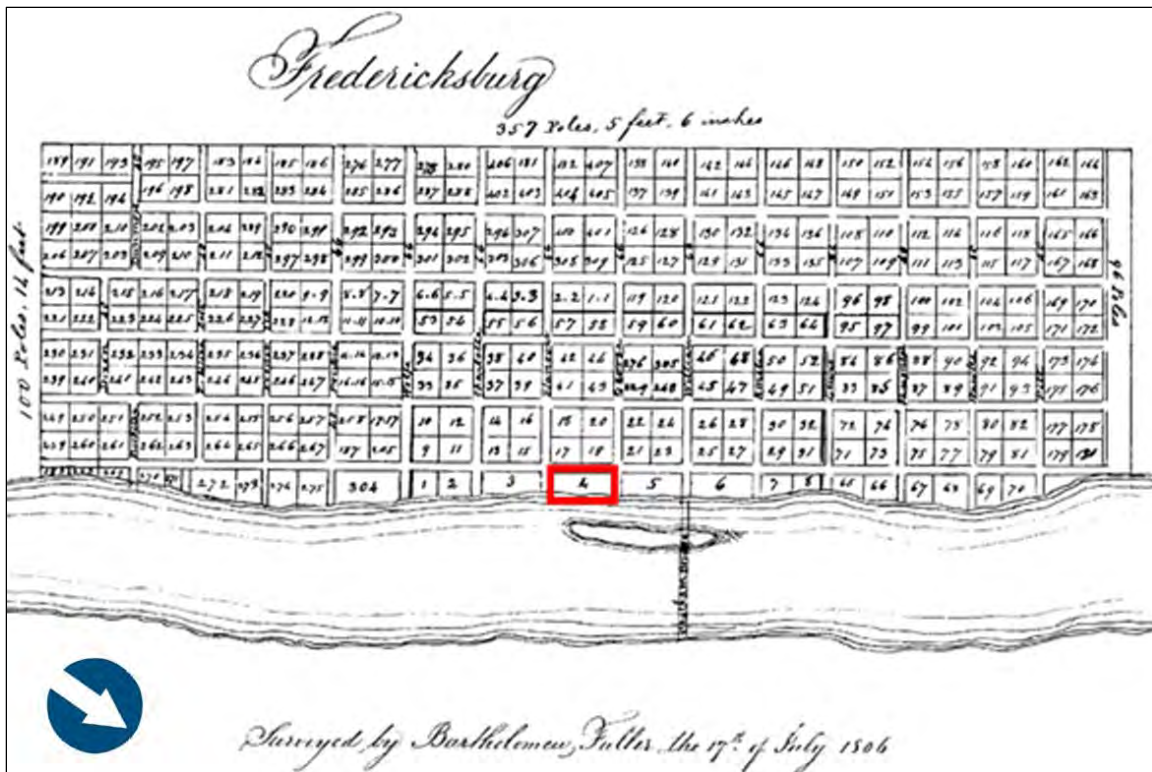


FIGURE 3-39: 1806 SURVEY OF FREDERICKSBURG BY BARTHOLOMEW FULLER (FULLER 1806) SHOWING THE LOCATION OF THE ORIGINAL SHILOH BAPTIST CHURCH (OLD SITE). NOTE LOT 4 OUTLINED IN RED. (MAP NOT TO SCALE)



FIGURE 3-40: SECTION OF 1863 PHOTOGRAPH SHOWING THE ORIGINAL FRAME CHURCH BUILDING (O'SULLIVAN 1863)

SURVEY RESULTS

During the Civil War, like throughout much of Fredericksburg, service at Shiloh Baptist Church was very infrequent and mostly nonexistent (Shiloh Baptist Church (New Site) n.d.). "Much of the membership had fled to Washington. Others had been taken out of the area by their enslavers. Given the large-scale destruction throughout the city and the frequent changes in the military situation, church life become anything but stable" (Dollins and Olsen 2015). The church was also used by the Union Army, with the sanctuary serving as a hospital and the ground floor for a stable. The building suffered damage under their occupation, windows and pews were removed or destroyed, the plaster ceiling and many support pillars were knocked apart, and the stairs to the gallery were removed, creating structural damage (Dollins and Olsen 2015; Shiloh Baptist Church (New Site) n.d.). The rear wall of the Shiloh Baptist Church collapsed in 1886, rendering the building unusable. The church chose to find a new site and purchased the Revere Shop lot, located on the corners of Princess Anne and Wolfe streets, and they immediately began having services in the shop (CFDB BB:361; Shiloh Baptist Church (New Site) n.d.). After settling in at the new location, it was determined that there were legal questions concerning the title of the Revere Shop lot and since the grounds of the old site on Sophia Street were free and clear, some members wanted to return and build on that property. Taking the disagreement to court, the congregation split, legally naming the congregations Shiloh Baptist Church (New Site) and Shiloh Baptist Church (Old Site), with the congregation of New Site being granted the Revere Shop lot in 1889 (CFDB CC:138).

Shiloh Baptist Church (New Site) laid the cornerstone for the new building on June 9, 1890 (HFFI n.d.b). The church was funded by members of the congregation and designed in the Eclectic style, with elements of both the Colonial Revival and Italianate styles (Shiloh Baptist Church (New Site) n.d.b) (Figure 3-41).



FIGURE 3-41: 1908 PHOTO FROM *THE HISTORY OF THE CITY OF FREDERICKSBURG* (QUINN 1908:272)

The congregation thrived in the new location and soon began to serve the community. Their main focus was on education for the black population in Fredericksburg. In 1905, along with members of the surrounding community, Shiloh Baptist Church (New Site) began the Fredericksburg Normal and Industrial Institute in the church basement (Weaver 2008). This was the first secondary school to serve black students in the area. They began with about 20 students, but quickly outgrew their space, as students from the surrounding counties began traveling to Fredericksburg to attend the school. By 1906, the school board, which consisted of leaders of the Shiloh Baptist Churches (both New Site and Old Site) as well as other prominent black community members were able to purchase a parcel of land outside of the downtown core named “Moorefield” from the Virginia Trust Company. They renamed it “Mayfield,” and the school continued to thrive at its new location (Weaver 2008). It was not until 1938 that the school was finally given public funding and was absorbed into the segregated Fredericksburg Public Schools system. Up to that point, the school was funded almost entirely by the African-American Baptist churches in Fredericksburg (Weaver 2008).

In an ever-segregating southern community, the church was also an important hub for the development of an African-American enclave along Princess Anne Street. While the hub of anglo occupation was located along Caroline Street and further north on Princess Anne, the area around Shiloh Baptist Church (New Site) – relatively undeveloped when the church was built – was the perfect location for the proliferation of African-American used and owned businesses. Stemming from the church at Princess Anne and Wolfe streets, dozens of commercial buildings and residences were constructed in this area, all directly related to the black community. This area was such an important enclave of African-American support that it was listed in *The Negro Motorist Green Book* for decades, highlighting hotels, restaurants, and entertainment venues in this immediate area that were open to black tourists. The entire development began through the church.

Shiloh Baptist Church (New Site) was also very active in the struggle for Civil Rights. As the largest black church in Fredericksburg, they became a site for meetings and visiting speakers. They also worked together with other black churches in Fredericksburg in supporting the sit-ins and demonstrations, as well as the 1963 Civil Rights march through Fredericksburg (Shiloh Baptist Church (New Site) n.d.).

Shiloh Baptist Church (New Site) is one of three historically black churches in the City of Fredericksburg. The other two include Shiloh Baptist Church (Old Site) (111-0096) constructed in 1890, and Mount Zion Baptist Church (111-0132-0678), constructed in 1928. Moreover, of the large African-American enclave that was once centered at Princess Anne and Wolfe streets, only the church remains. Most of the other buildings were demolished in the 1970s to make way for the United States Post Office facility as well as the City Fire Department.

3.5.2 Architectural Description

3.5.2.1 Primary Resource Exterior

The resource is a two-story, three-bay church built with a linear plan in 1890 in the Eclectic style with Italianate and Colonial Revival influences (Figure 3-42 through Figure 3-44). Built on a continuous brick foundation, the masonry church is constructed in a five-to-one, common-bonded brick with a parged water table. A front-gabled roof with partial, wood, eave returns tops the building and is sheathed in standing-seam metal. A steeple pierces the southwest ridge of the

SURVEY RESULTS

roof and is composed of a louvered belfry capped by a pyramidal roof sheathed in copper shingles topped by a slim copper cross. An exterior-end brick chimney with a corbeled cap is located on the southeastern ridge of the roof.



FIGURE 3-42: SITE PLAN FOR SHILOH BAPTIST CHURCH (NEW SITE) (111-0132-0147) (NOT TO SCALE)



FIGURE 3-43: SHILOH BAPTIST CHURCH (NEW SITE), SOUTHWEST ELEVATION



FIGURE 3-44: SHILOH BAPTIST CHURCH (NEW SITE), WEST OBLIQUE

The primary entrance is centered on the southwest elevation and is filled with a double-leaf, paneled, wood door set within a pedimented enframement that features a large, stained-glass fanlight with text that reads “Shiloh Baptist Church New Site” as well as brackets with acanthus leaf motifs and topped by decorative cresting at the pediment peak (Figure 3-45). Two boarded windows topped by pedimented hoods with brackets featuring acanthus leaf motifs and topped by decorative cresting at the pediment peak flank the primary entrance. Two sandstone steps lead to the door. Additional fenestration on the first floor includes, six-over-six, double-hung-sash, wood windows and the second floor features tall, fixed, arched, stained-glass windows topped by pedimented hoods with brackets featuring acanthus leaf motifs and topped by decorative cresting at the pediment peaks. A stained-glass oculus window is located in the gable end of the façade. A secondary entrance is located on the southeast elevation and is filled with a single-leaf, paneled wood door. The door is covered by a two-bay, shed, pent roof covered by standing-seam metal and supported by wood brackets. The pent roof has a peaked-front gable over the door.



FIGURE 3-45: PRIMARY ENTRY DETAIL

A circa-1980, two-story, three-bay addition extends off the southeast side of the building (Figure 3-46). It is built and clad in the same materials as the main building and features additional stained-glass windows. A secondary entrance is located on the southwest elevation and is filled with a single-leaf, paneled wood door. It is covered by a front-gabled pent roof sheathed in standing-seam metal and supported by wood brackets. A circa-1960 two-story, one-bay addition sits on the northeast elevation (Figure 3-47). The brick addition, laid in a five-to-one common bond, is topped by a flat roof with a parapet wall topped by metal coping and features six-over-six, double-hung-sash, wood windows and a four-light, fixed, wood window. An interior-end brick chimney is located on the northwest elevation. A single-leaf, paneled-wood door is located on the southwest elevation. Two stone steps lead to the door.



FIGURE 3-46: CIRCA-1980 ADDITION, SOUTHWEST ELEVATION



FIGURE 3-47: CIRCA-1960 ADDITION, NORTHWEST ELEVATION

3.5.2.2 Primary Resources Interior

The primary entrance to the church is through the double-leaf door located on the façade. Directly inside the doors of the church is the narthex, which is an L-shaped hallway that extends both northeast and southeast (Figure 3-48). The narthex is carpeted and has plaster walls. A staircase that leads to the attic is located to the southeast of the entry door and a staircase that leads down to the basement is located to the northwest. Both feature carpeted stairs and a wood railing and banister (Figure 3-49). A single-leaf, wood, paneled door leading to a rear addition that was not accessible during this survey is located to the northeast of the entry door. The stained-glass windows that are located on the original core of the building line the narthex.

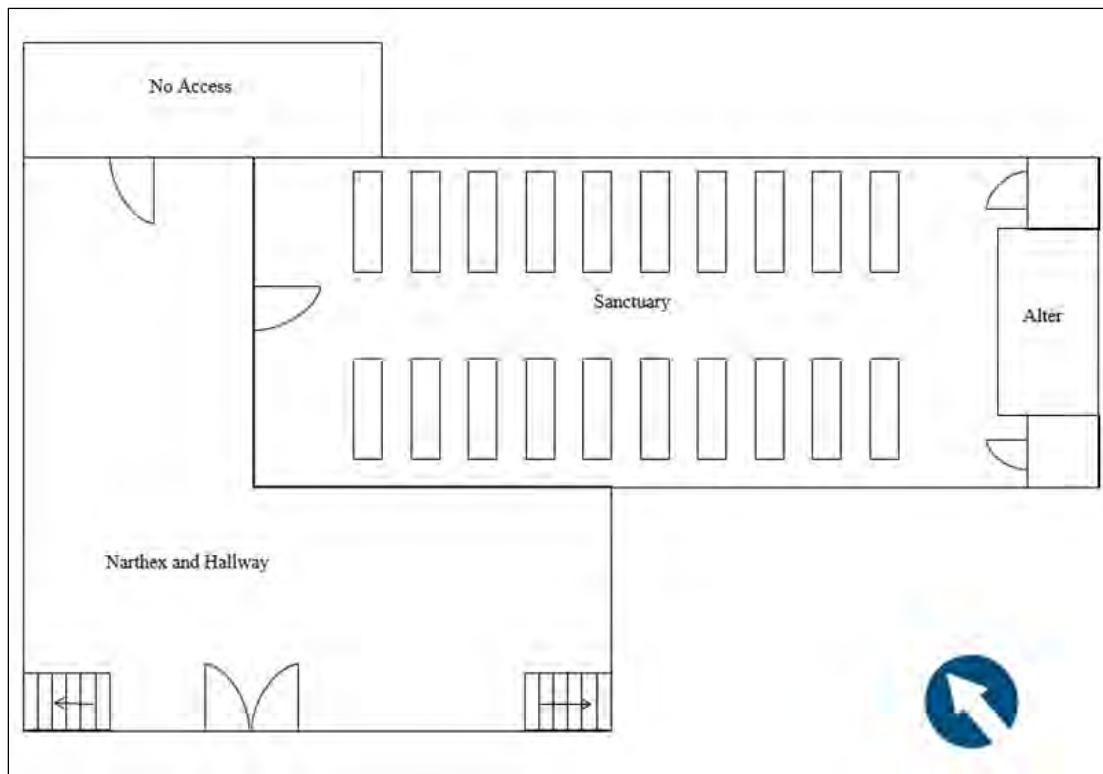


FIGURE 3-48: FIRST FLOOR INTERIOR SITE PLAN

The sanctuary is accessed through a double-leaf, paneled door that is located to the northeast of the narthex entry. The sanctuary runs northwest to southeast through the annex addition. The sanctuary has a linear plan, with a wide central aisle that is lined by wooden pews (Figure 3-50). The walls are plastered, with the northeast and southwest walls containing the stained-glass windows, visible on the exterior of the annex addition. The sanctuary is carpeted and features a drop ceiling with recessed lighting. The chancel is located at the southeast end of the sanctuary and is raised by one step with a choir area located behind raised by another step. The rear (southeast wall) of the chancel features a large surround with a peaked pediment and entablature. The chancel is flanked by two vestry rooms, both accessed by single-leaf, paneled wood doors located within simple wood surrounds with fluted pilasters.



FIGURE 3-49: VIEW INTO NARTHEX FROM PRIMARY ENTRY, LOOKING NORTHEAST (LEFT) AND VIEW OF DOOR LEADING TO ATTIC (RIGHT)



FIGURE 3-50: VIEW INTO SANCTUARY FROM NARTHEX, LOOKING SOUTHEAST

SURVEY RESULTS

The basement of the church features classrooms, a kitchen, and bathrooms (Figure 3-51). The basement is accessed from the narthex through a set of wooden stairs that are located to the northwest of the primary entrance. The stairs lead down to a carpeted landing with a set of double-leaf, paneled, wood doors located to the southeast that leads to a large classroom as well as a single-leaf wood paneled door that leads to a smaller classroom on the northeast wall (Figure 3-52). Both classrooms feature linoleum floors, drywall with a chair rail, and drop ceilings. A large commercial kitchen is located to the northeast of the larger classroom and also features linoleum floors, drywall, and drop ceilings. A hallway leads southeast of the classrooms and kitchen and features a single-leaf, paneled, wood door that leads to a supply closet flanked by two restrooms. Access was not permitted to the attic during this survey.

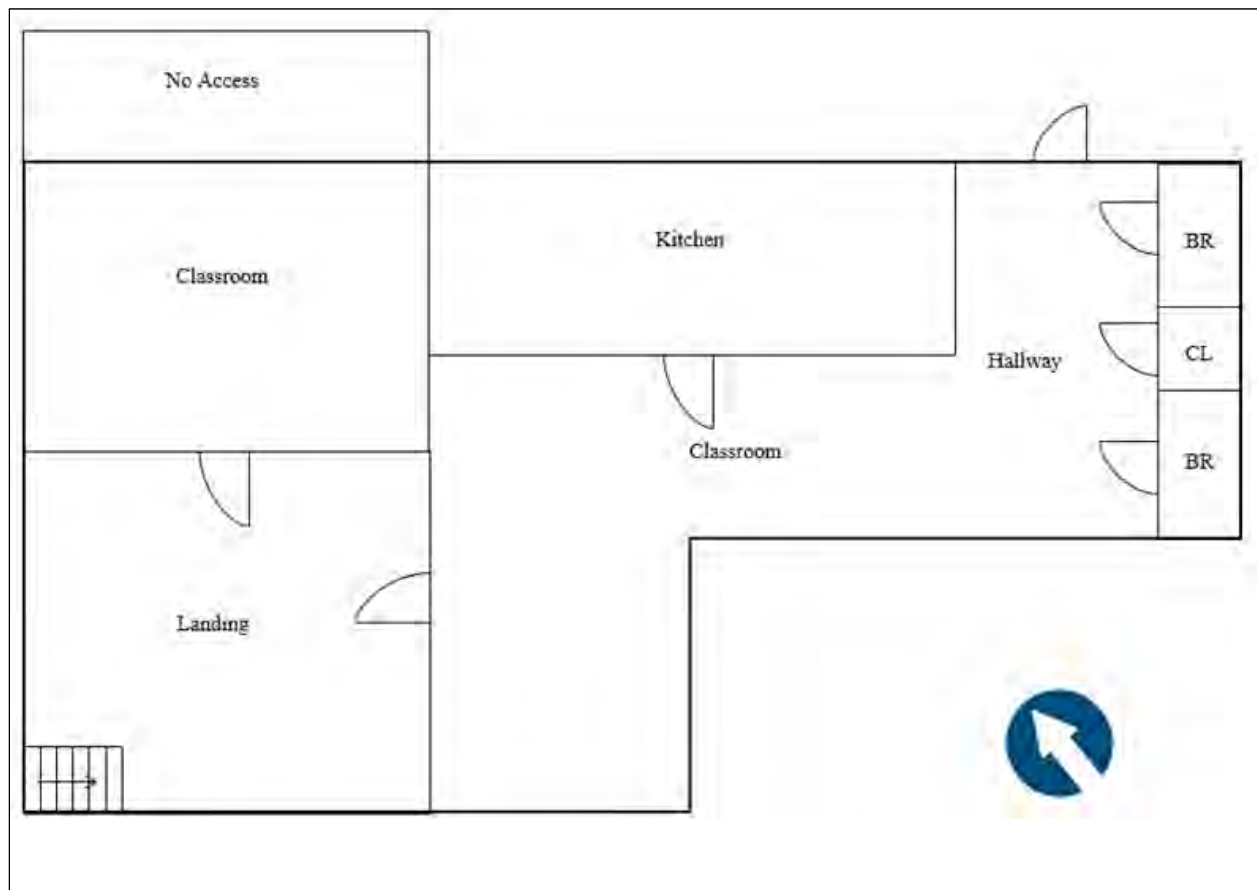


FIGURE 3-51: BASEMENT INTERIOR SITE PLAN



FIGURE 3-52: DETAIL FROM THE BASEMENT. LARGE CLASSROOM, LOOKING SOUTHEAST (TOP); LANDING AT BOTTOM OF STAIRS (BOTTOM LEFT); AND COMMERCIAL KITCHEN (BOTTOM RIGHT)

3.5.2.3 Secondary Resources

A circa-1920, two-story, two-bay dwelling located to the east is associated with the church (Figure 3-53). The raised foundation and structural system are parged and covered by a hipped roof sheathed in asphalt shingles. The primary entry is located in the westernmost bay of the northwest elevation and is filled with a fully-glazed door covered by a storm door and topped by a single-light transom. A one-story, full-width, entry porch covers the primary elevation. It is supported by decorative metal posts and metal railing. The porch is covered by a hipped roof sheathed in asphalt shingles and is accessed by a set of poured concrete steps. Other fenestration includes two-over-two, double-hung-sash, wood-framed windows.

A circa-1940, one-story, three-bay, commercial outbuilding is located to the east of the church and dwelling (Figure 3-54). The foundation and structural system are clad in a running-bond brick veneer with aluminum siding in the gable end and covered by a front-gabled roof sheathed in asphalt shingles. The primary entry is located in the westernmost bay of the northwest elevation and is filled with a single-leaf, six-panel, wood door. Other fenestration includes single-light, fixed windows.



FIGURE 3-53: CIRCA-1920 DWELLING, WEST OBLIQUE



FIGURE 3-54: CIRCA-1940 COMMERCIAL OUTBUILDING, WEST OBLIQUE

3.5.3 NRHP Evaluation

Shiloh Baptist Church (New Site) was constructed in 1890 and traces its roots back to the first Baptist church in Fredericksburg. The church has been an important part of the ante- and post-bellum, African-American community by being a space for spiritual and personal growth as well as playing a role in early African American education and the Civil Rights movement in Fredericksburg. Shiloh Baptist Church (New Site) retains a high level of historic integrity of location, and a moderate to high level of integrity of setting, materials, workmanship, design, feeling, and association.

Shiloh Baptist Church (New Site) has served as an important social and spiritual space for African Americans in Fredericksburg since it was constructed. Shiloh Baptist Church (Old Site) (111-0096) was listed in the NRHP in 2015 under Criterion A for its importance to the African-American community and Criterion C for its unique architecture. The Shiloh Baptist Church (New Site) is also important for its role in early African American education in Fredericksburg, particularly for its support of the Fredericksburg Normal and Industrial Institute, and also its role in the Civil Rights movement locally. Moreover, the presence of the church was a central hub for what became Fredericksburg's primary African-American enclave during the first half of the twentieth century. Numerous businesses catering to black residents and tourists were built around the church. The area was so well-known for its welcoming support of the black community that it was listed in *The Negro Motorist Green Book* for many years; the church was unquestionably the nucleus of this development. It is the sole remaining building of what was once a cluster of dozens of black-owned and black-patronized establishments. For these reasons, the DC2RVA team recommends that the resource is eligible for listing in the NRHP under Criterion A.

For a historic resource to be considered eligible under Criterion B, it must be associated with a person who is "individually significant within a historic context" and who has "gained importance within his or her profession or group" (Shrimpton et al. 1990). Though several pastors and members of Shiloh Baptist Church (New Site) have been important to the local community, their involvement in the church does not in and of itself merit NRHP eligibility under Criterion B.

Shiloh Baptist Church (New Site) is an 1890, two-story, three-bay, Eclectic-styled church with Italianate and Colonial Revival influences. The church was constructed by members of the congregation and serves as one of the only three African-American churches in downtown Fredericksburg. Mount Zion Baptist Church (111-0132-0678) was constructed in 1928 in the Gothic Revival style to serve the growing African American community along Wolfe Street and has not been evaluated for NRHP eligibility. Shiloh Baptist Church (Old Site), listed in the NRHP in 2015, was built at about the same time as Shiloh Baptist Church (New Site), but the latter retains a higher level of historic integrity of materials, workmanship, and design at the exterior due to the fact that Shiloh Baptist Church (Old Site) has undergone a wholesale replacement of the primary façade. For these reasons, it is recommended that the resource is eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

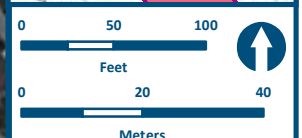
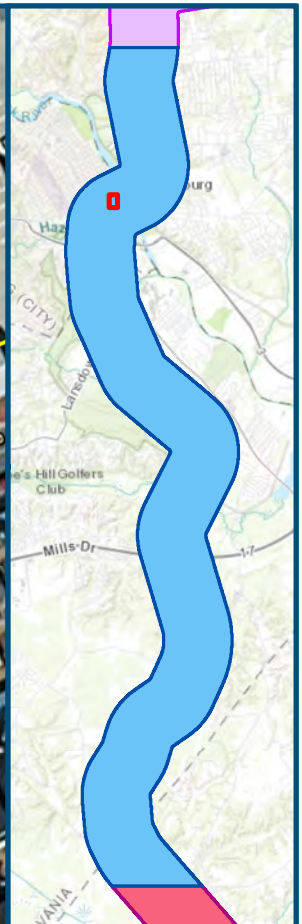
In addition to meeting one of the main four criteria for NRHP listing, a church must also meet Criteria Consideration A which states that a religious property is "eligible if it derives its primary significance from architectural or artistic distinction or historical importance" (Shrimpton et al. 1990:26). Shiloh Baptist Church (New Site) is architecturally significant as a good example of African-American-associated architecture in Fredericksburg and is in excellent condition. The

church has also been important to the African American community. As such, the Shiloh Baptist Church (New Site) meets the conditions to qualify for the NRHP.

This resource is located within the NRHP-listed eligible Fredericksburg Historic District (111-0132). Shiloh Baptist Church (New Site) was built during the district's period of significance (1721-1921) and contributes to the historic integrity and architectural significance of the district as a whole. As such, it remains a contributing resource to it.

In sum, the Shiloh Baptist Church (New Site) is **recommended eligible for listing in the NRHP under Criteria A and C, as well as Criteria Consideration A, and is recommended a contributing element to the Fredericksburg Historic District.**

The proposed period of significance for this resource starts in 1890 when the church was constructed and continues through the Civil Rights era. The National Park Service states that "Fifty years ago is used as the closing date for periods of significance where activities begun historically continued to have importance and no more specific date can be defined to end the historic period" (NPS 1997). For this reason, 1968 was selected as the end date for period of significance for this resource. The proposed NRHP boundaries for Shiloh Baptist Church (New Site), as determined during the current investigations, conform to the existing tax parcel (Parcel ID 7789-23-0715), including landscape features, excepting the educational building to the south of the primary resource (Figure 3-55). That building was formerly a privately-owned funeral home and has previously been recorded as such.



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

- Legend**
- Preferred Alternative
 - Architectural Buffer
 - Proposed NRHP Boundary

Figure 3-55
NRHP Boundaries for the
Shiloh Baptist Church
(New Site)
(111-0132-0147)

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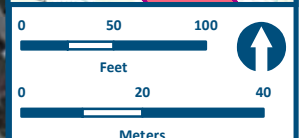
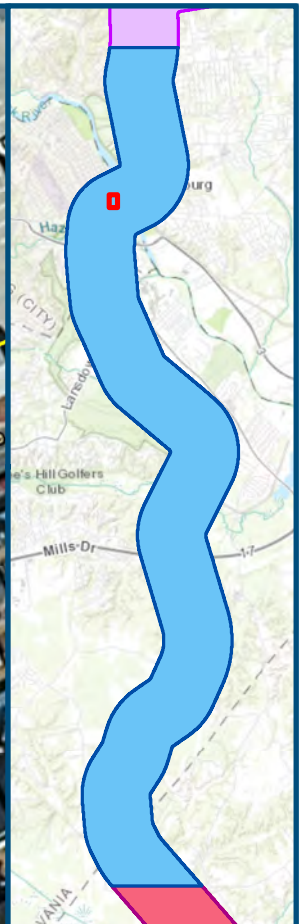
3.6 ROBERT ADAMS RESIDENCE (111-0132-0458)

Built in 1891 by Robert W. Adams, the Italianate style dwelling located at 528 Caroline Street (111-0132-0458) is located at the southwest corner of the intersection of Caroline and Wolfe Streets in the southern end of the NRHP-listed Fredericksburg Historic District (111-0132). This area of the district is heavily populated and comprises mixed commercial and residential properties. The building encompasses a majority of its 0.09-acre, rectangular-shaped lot with its primary elevation facing towards Caroline Street and the Rappahannock River (east) (Figure 3-56). The eastern boundary of the property is lined with a brick public sidewalk while the northern boundary with Wolfe Street is lined with a poured-concrete sidewalk and a plant bed filled with mature bushes and plantings. A brick garden wall is located immediately south of the primary dwelling and leads to a private garden area. To the south is another residential dwelling (111-0132-0457) and to the west is the Shiloh Baptist Church (New Site) (111-0132-0147).

3.6.1 Historic Context

Robert W. Adams (1823-1891), a prominent local businessman and political figure, was born in Fredericksburg and resided there throughout the majority of his life (Kent 1991). He began working at the age of 13 in 1837 as a clerk with “Samuel Phillips & Son, one of Fredericksburg’s leading stores” (Kent 1991:3). He worked his way to bookkeeper and formed a partnership with Alexander K. Phillips after Samuel Phillips died in 1855. In 1859, after Alexander Phillips retired, Adams joined with Seth B. French and renamed the firm Adams & French. He married Anne N. Williams in 1850, and they had two children, Samuel A. and Anne F. (Dodd et al. 1999). The doors of the operation closed at the beginning of the Civil War, and Adams “became a clerk in the Confederate Commissary General’s office at Richmond and later was appointed Commissary with the rank of captain” (Kent 1991:3). At the end of the war, he came back to Fredericksburg and joined up with his old partner to open a new firm called A.K. Phillips & Co. Adams became City Treasurer of Fredericksburg during the first election under the new Constitution of Virginia and was continuously reelected to this post until his death (Stanton 2011a).

In 1880, Adams is noted as living on the south side of George Street with his second wife, Anne T. Morris; son, Samuel A. Adams; mother-in-law; and two sisters-in-law (U.S. Census 1880). In the 1890s, Adams lived at the corner of Sophia and Frederick Streets on the south side of the railroad (Stanton 2011b). In the spring of 1891, local newspaper articles reported that Adams purchased the lot at the corner of Main (the nineteenth-century name for Caroline Street) and Wolfe streets, and hired a local builder and contractor, George W. Wroten, to erect a “handsome residence” thereon (Fredericksburg Free Lance 1891; Kent 1991:3). The dwelling, which was constructed as a two-story building with a rear one-story ell, was estimated to be valued at \$2,050 and at that time, a paint shop facing Wolfe Street was already erected on the property (Figure 3-57) (Kent 1991:5; Sanborn Map Company 1886a, 1891, 1896). Wroten oversaw construction of many buildings in town, including the Mary Washington Memorial Association’s caretaker’s cottage (111-5262-0014), built circa 1895, and the Virginia Silk Mills Company building (111-0189/111-5297-0015), constructed circa 1890 (Hodge 1981; Johnston and Smith 2001).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

- Legend**
- Preferred Alternative
 - Architectural Buffer
 - Resource Boundary

Figure 3-56
 Location of the Robert
 Adams Residence
 (111-0132-0458)

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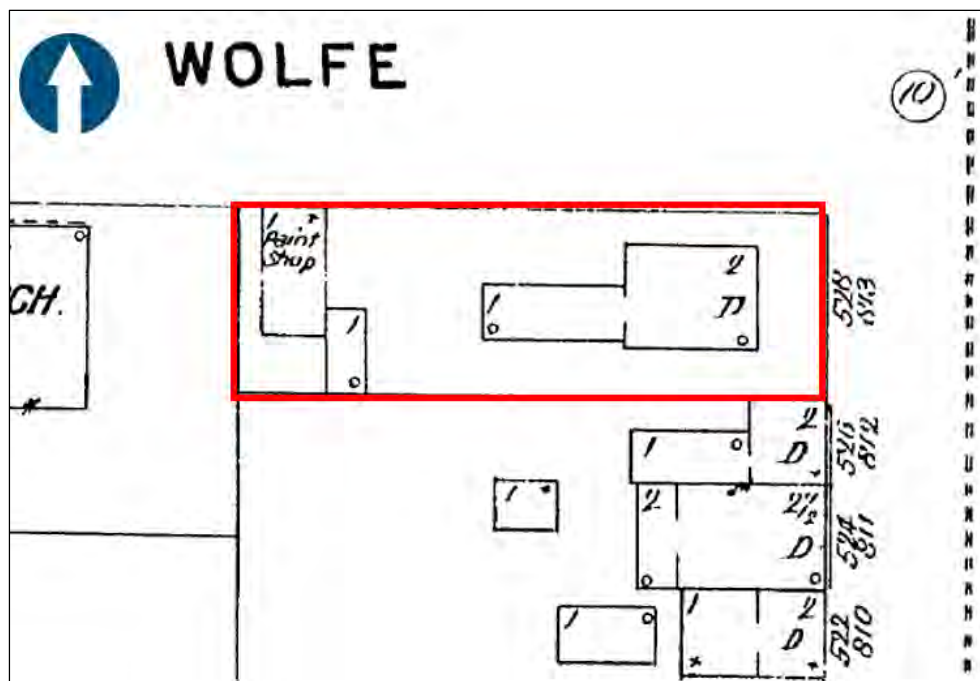


FIGURE 3-57: LOCATION OF THE ROBERT ADAMS RESIDENCE IN 1896 (SANBORN MAP COMPANY 1896) (NOT TO SCALE)

Robert Adams did not reside long in his new home for he died on October 28, 1891 (Kent 1991:4). Although initially heavily mourned and praised immediately after his death, it was reported in the December 1891 that “the late Treasurer’s books were short \$4,361.55,” two times the cost of the dwelling (Kent 1991:4). Ellen C. Gee, a widow and milliner, is noted in the 1892 city directory to be living in the dwelling at 528 Main Street, although the property was known to be involved in a chancery suit during this time as a result of Adams’ questionable practices in the treasurer’s office (Kent 1991:5; Stanton 2011b).

In 1893, George H. Timberlake and his wife, Amanda M. Timberlake, acquired the property for \$2,400, and after the turn of the century sold it to John Edward Timberlake, their son who was a local shoe store owner (Kent 1991; U.S. Census 1900). His shoe business was located at 904 Main Street (Stanton 2011c). In 1910, he opened a millinery with G. Frank Timberlake under the firm name of Crown Millinery Co., in the house on Main Street (Fredericksburg Free Lance 1910; Stanton 2011c). During his ownership, it appears that John Timberlake made several improvements to the dwelling, specifically at the northeast corner with a two-story addition with an open first-story porch, in the south half of the east elevation with a two-story bay window, and north half of the east elevation with an entry porch. He also added two additional one-story outbuildings to the west of the dwelling by the paint shop, which is identified as a shed in 1902 (Figure 3-58) (Sanborn Map Company 1902).

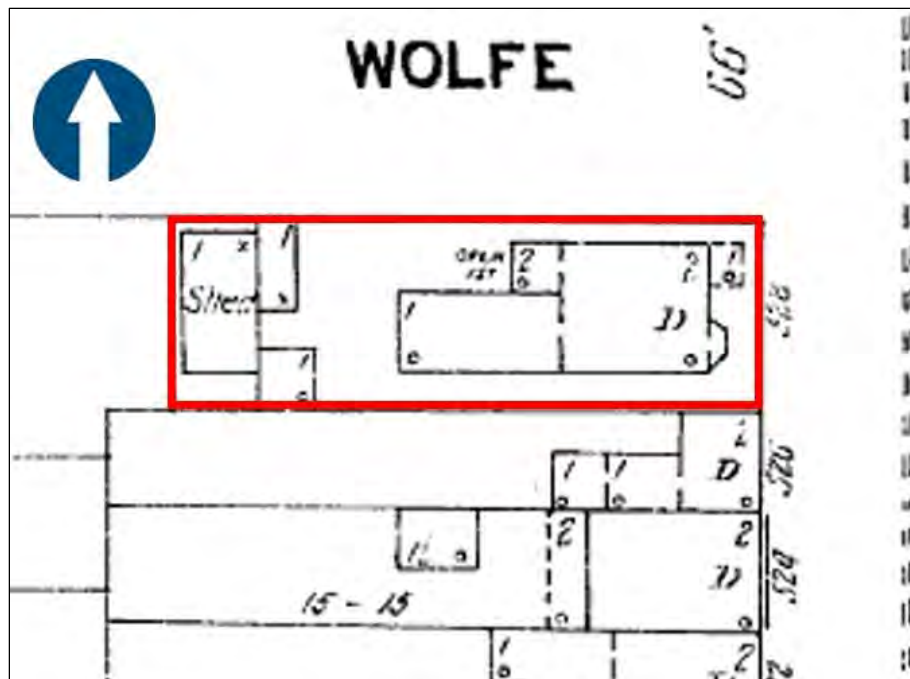


FIGURE 3-58: LOCATION OF THE ROBERT ADAMS RESIDENCE IN 1902 (SANBORN MAP COMPANY 1902) (NOT TO SCALE)

In 1917, John Timberlake moved to Hawke Street and conveyed the property to Emma Hogan, a widow, who sold it two years later to Clayton Simpson (also listed as Simpson Clayton) who in turn sold it to Joseph Ollie for \$5,500 (Kent 1991:5; Stanton 2000). The Syrian-born Ollie who migrated to the United States in 1903, lived in the house with his wife, Ella A., for approximately 17 years (Kent 1991; U.S. Census 1930). During this time, they operated a grocery store out of 811 Main Street called The Parlor Grocery and Meat Market (Figure 3-59) (Goolrick 1933; Stanton 2012). In the 1930 Federal Census, Ollie and his wife are noted to be living in Robert Adams Residence; however, in the 1938 Fredericksburg City Directory, Ollie and his wife were living at 920 Marye Street while Robert P. Bayliss, a clerk at A&P Food Stores, rented the house at 528 Caroline (Main) Street (Stanton 2012; U.S. Census 1930).

In 1940, Ollie sold the Robert Adams Residence lot to Nick Govanides, an immigrant from Turkey, who added an extension to the rear of the building in 1945 after the flood of 1942 (CFDB 56:170; Kent 1991). A building permit notes that Govanides hired contractor, W. J. Jett to construct an office for taxi service for \$200 (Stanton 2010). Govanides hired Jett again to construct a newsstand at the rear of the building for \$500 in 1948 (Stanton 2014). Govanides operated Little Jimmie's Place, a grocery, out of the rear of Robert Adams Residence (denoted as 202 Wolfe Street in city directories) and the Central Lunch at 815 Caroline Street in the 1940s and 1950s (Miller 1945, 1953). In 1978, the property was inherited by James D. and Patricia H. B. Govanides, son and daughter-in-law of Nick Govanides (Kent 1991). Twelve years later in 1984, James and Patricia Govanides sold the property to Edward S. and Stanley R. Beard, who extended and renovated the 1940s extension and opened an antique shop in that portion of the dwelling, called the Century Shop (Kent 1991).

Jacqueline M. "Jackie" and Leopold Charles W. "Chuck" Leopold purchased the house at auction for \$913,000 in 2006 and refurbished it to a multi-suite bed and breakfast with the architectural

firm Herlong Associates Inc. (CFDB 2006:1415; Fredericksburg Free Lance-Star 2009; The 1890 Caroline House 2018). At that time, the architectural firm utilized windows and fireplace surrounds that had been originally removed during a renovation by previous owners Edward and Stanley Beard, and they dug down the basement to make room for an 8-foot ceiling, which was required at the time for living space (Fredericksburg Free Lance-Star 2009).



**FIGURE 3-59: 1924 PHOTOGRAPH FACING SOUTHWEST ON CAROLINE STREET
(SHIBLEY 1976:133)**

3.6.2 Architectural Description

3.6.2.1 Primary Resource Exterior

The dwelling known as the Robert Adams Residence is a two-story, two-bay, single-family dwelling constructed circa 1891 with Italianate-style characteristics and detailing (Figure 3-60) (McAlester 2015:282). The rectangular core of the building is set on a continuous brick, slightly raised, basement foundation that supports a frame structural system clad in composite-wood siding with composite-wood corner boards. The building is covered by a shallow hipped roof, which appears flat from ground level, with a thick Italianate-style cornice pierced by two brick interior-end chimneys with metal flues on the southeast side of the building (Figure 3-61). The primary entrance to the building is located on the northeast elevation and is filled by a single-leaf, wood, paneled door with two lights (Figure 3-62). An ornamental transom and side lights accent the door. The door is covered by a one-story, one-bay, flat-roofed porch with wide,

overhanging, decorative eaves and supported by wood posts. It is accessed by brick steps with decorative metal railing. Other fenestration on the primary, southwest, and northeast elevations include two-over-two, wood-frame, double-hung-sash windows organized in a four-part, two-story, bay window, and a single two-over-two, wood-frame, double-hung-sash window above the entry porch (Figure 3-63).

Two additions are visible on the southwest end of the original building. A circa-2006, one-story, five-bay addition has a separate entrance on Wolfe Street (Figure 3-64). It is clad in vinyl siding and has a flat roof. Fenestration includes one-over-one, double-hung-sash, vinyl windows and two, multi-light, garage doors. The second addition with a flat roof is not visible from public right-of-way, but interior photographs suggest it was added prior to the 2006 addition, as the exterior siding along the northwest wall is visible from the interior of the newer addition.



FIGURE 3-60: SITE PLAN OF THE ROBERT ADAMS RESIDENCE (GOOGLE 2018) (NOT TO SCALE)



FIGURE 3-61: ROBERT ADAMS RESIDENCE, NORTH OBLIQUE



FIGURE 3-62: ROBERT ADAMS RESIDENCE, DETAIL OF PRIMARY ENTRANCE ON NORTHEAST ELEVATION



FIGURE 3-63: EAST OBLIQUE



FIGURE 3-64: NORTHWEST ELEVATION FROM WOLFE STREET

3.6.1.2 Primary Resource Interior

Interior access was not permitted during this survey. However, interior photographs are published on the 1890 Caroline House website which indicate a double-pile, side-passage plan,

with a staircase leading from the right side of the hallway to the second story (Figure 3-65 through Figure 3-67) (The 1890 Caroline House 2018). The house is enlarged by several additions at the rear and appears to be accessible through the original rooms in the back of the house. After entering through the north elevation, guests walk into a large hall with staircase to the north, and a parlor and dining room to the south. Private spaces, including a guest suite added circa 2006 and a kitchen are located beyond the footprint of the original dwelling, at the west end of the building. Insufficient evidence was gained through this study to determine if interior woodwork is original to the dwelling but appear to be in keeping with the date of construction. A large contemporary kitchen is located within the footprint, as are three multi-room guest suites.

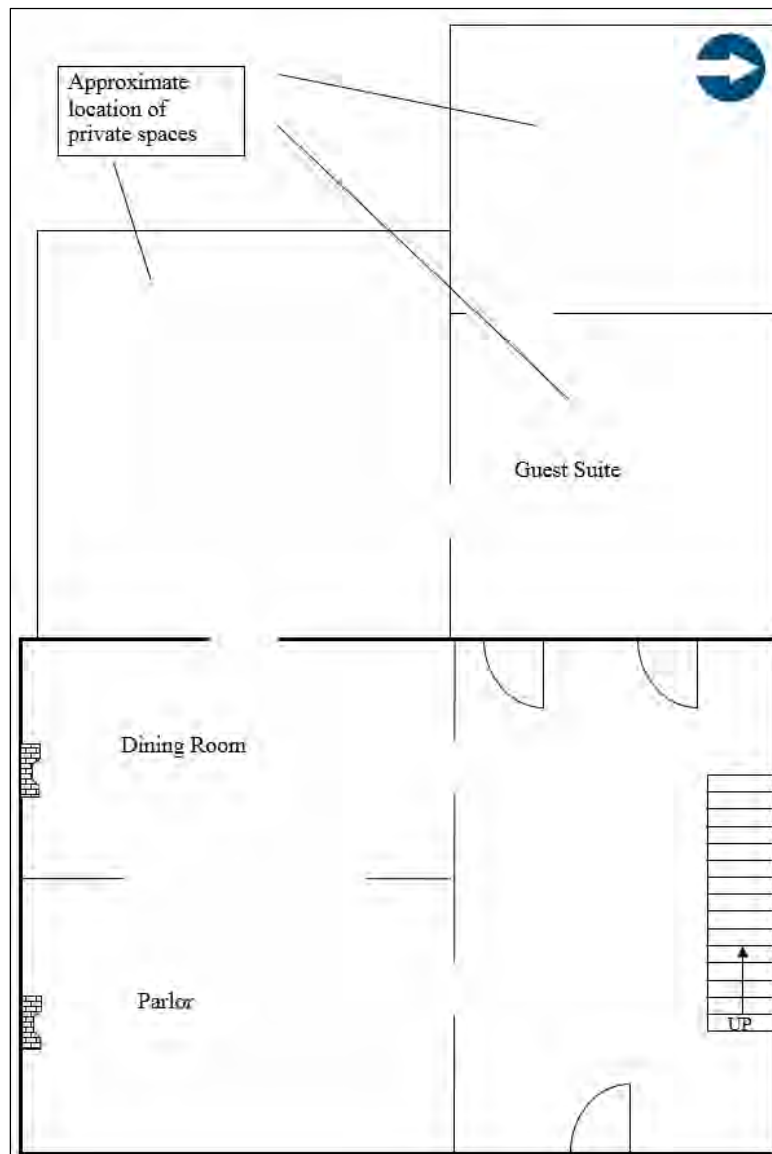


FIGURE 3-65: APPROXIMATE FLOORPLAN OF THE ROBERT ADAMS RESIDENCE (NOT TO SCALE)



FIGURE 3-66: VIEW OF FIRST-STORY HALL, LOOKING WEST (THE 1890 CAROLINE HOUSE 2018)



FIGURE 3-67: VIEW OF FIRST-STORY PARLOR AND DINING ROOM, LOOKING WEST (THE 1890 CAROLINE HOUSE 2018)

3.6.3 NRHP Evaluation

The Robert Adams Residence was built in 1891 as a single-family dwelling in the high-style Italianate and has recently been converted to an inn. It is an excellent example of the residential Italianate style in Fredericksburg with its thick ornate cornice, two-story bay window, and rectangular entry porch. Though the building has had some additions at the rear, and interior alterations to accommodate ensuite guest bathrooms on the second floor, the resource retains a relatively high level of integrity in location, design, setting, materials, workmanship, feeling and association.

As outlined by the NPS, “to be considered for listing under Criterion A, a property must be associated with one or more events important in the defined historic context... The event or trends, however, must clearly be important within the associated context... and it must retain historic integrity” (Shrimpton et al. 1990). The Robert Adams Residence is an example of a

residential dwelling occupied over the twentieth century by persons of various professions and does not relate strongly to one defined historic context. There are no known associations with significant events or trends at the local, state, or national level. Therefore, this resource is recommended not eligible under Criterion A.

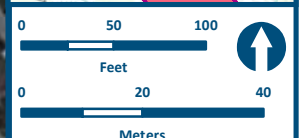
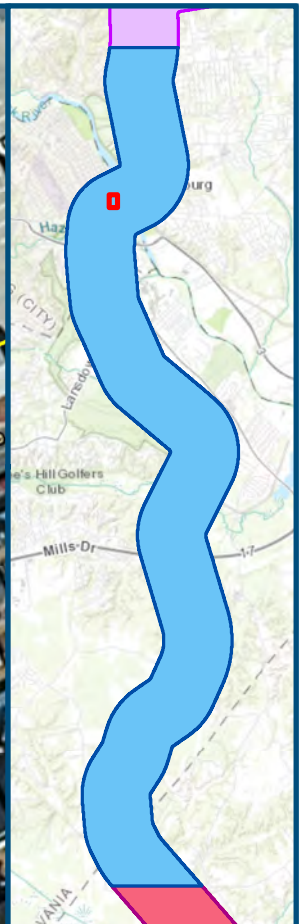
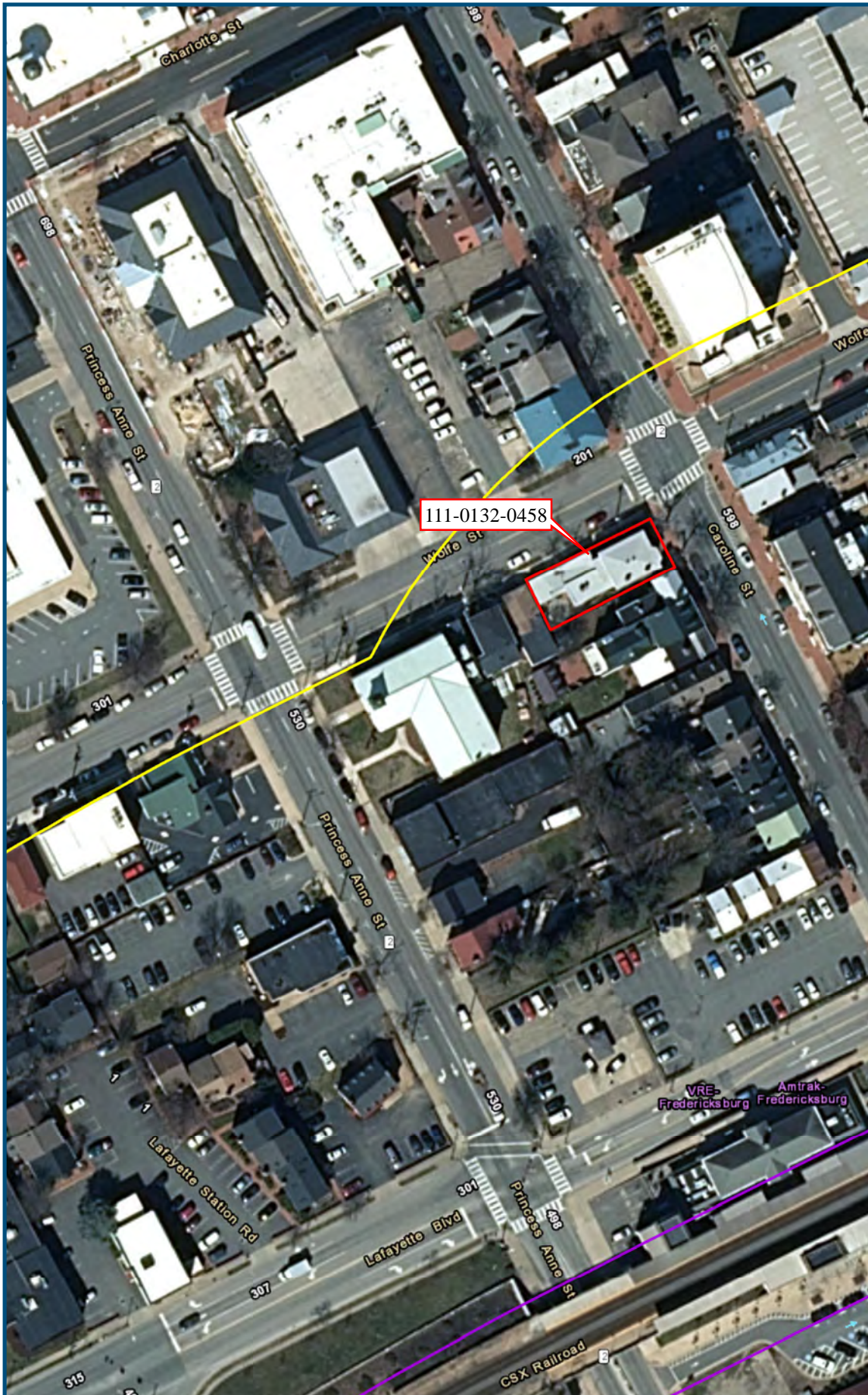
Although Robert Adams was involved in Fredericksburg politics during the late-nineteenth century, he is not known to have had any significant influence in local government nor in any other area of local history. Archival research did not reveal any other associations with significant persons from local, regional, or national history; and as such it is recommended not eligible under Criterion B.

“Properties significant for their physical design or construction, including such elements as architecture, landscape architecture, engineering, and artwork,” could be eligible for the NRHP as under Criterion C (Shrimpton et al. 1990). As defined by the NPS, in order for a property to be eligible under Criterion C, it must “Embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or represent a significant and distinguishable entity whose components may lack individual distinction” (Shrimpton et al. 1990). The Robert Adams Residence is a well-maintained example of Italianate residential architecture. The chamfered porch posts with bracketed cornice are typical of the Italianate style, as are the wide cornices with deep banded trim located on the primary elevation. Window surrounds are complimented by ornate projecting brackets (McAlester 2015:211). There are 23 other Italianate-style single-family dwellings recorded in Fredericksburg, three of which have been formally evaluated and determined not eligible for the NRHP. These resources were found to lack the sophisticated detailing of the Robert Adams Residence. Elmhurst (111-5267) is an example of an Italianate-style dwelling constructed circa 1871 that is listed in the NRHP under Criterion C but is located outside of the Fredericksburg Historic District boundaries; however, it lacks the exterior ornate woodwork as the Robert Adams Residence. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District, rendering this dwelling a unique architectural example of this style in the downtown core. For these reasons, the Robert Adams Residence is recommended as locally significant under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

In addition, the house has been previously identified as a contributing element of the Fredericksburg Historic District (111-0132). As it continues to reflect the history of this area and was constructed with the period of significance for this district, it is recommended to remain a contributing resource to it.

In sum, the Robert Adams Residence is recommended as eligible at the local level under Criterion C and as a contributing element to the Fredericksburg Historic District.

The Robert Adams Residence period of significance begins at the building’s year of construction, 1891. The proposed boundaries for the Robert Adams Residence include Parcel 7789-23-1834 in its entirety and contains the single dwelling and additions (Figure 3-68).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

- Legend**
- Preferred Alternative
 - Architectural Buffer
 - Proposed NRHP Boundary

Figure 3-68
Proposed NRHP
Boundaries for the
Robert Adams Residence
(111-0132-0458)

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3.7 DRY BRIDGE (042-0557)

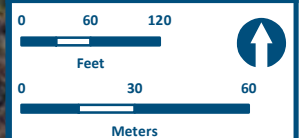
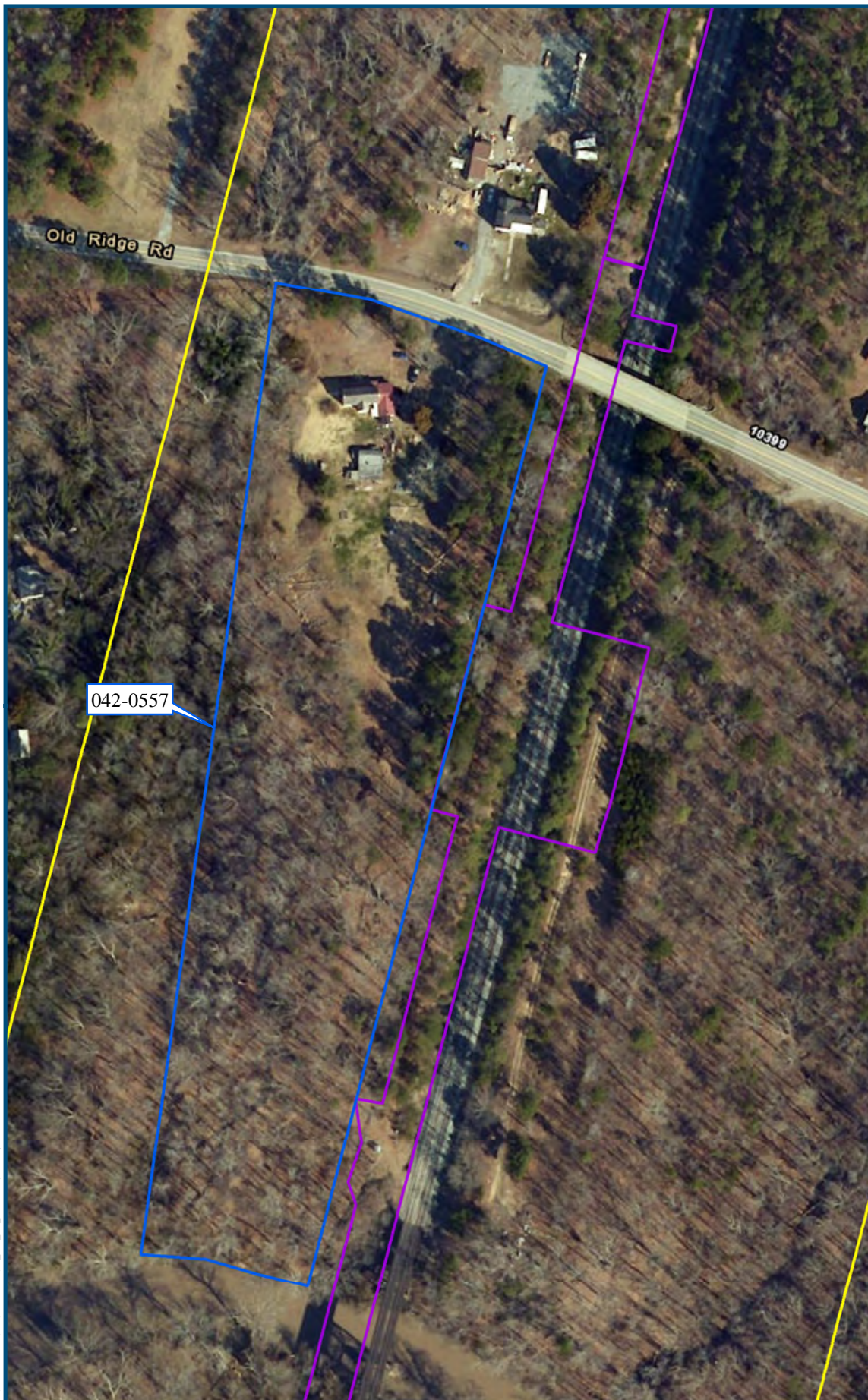
Dry Bridge (042-0557), also known as a farmstead, is located at 10411 Old Ridge Road (State Route 738) in Ashland in Hanover County, Virginia. Situated on the south side of the road, the 5.5-acre, narrow lot is bordered by the current CSXT railroad right-of-way on the east, historic railroad bed on the west, and the South Anna River on the south (Figure 3-69). Only the northern edge of the parcel is cleared, and it is here that the primary dwelling, associated outbuildings, and a few mature trees and bushes stand. Dense and mature woods cover the remainder, and majority, of the lot. A semi-circular driveway extends from the southern edge of Old Ridge Road to just north of the dwelling. A dirt road spans from the dwelling's east elevation in a southerly direction to the outbuildings. Secondary sources associated with this resource include a number of rabbit pens, chicken coups, dog houses, a shed, and a garage/workshop. A cemetery is associated with the property, though not identified in the current survey.

3.7.1 Historic Context

The primary dwelling known as Dry Bridge dates to at least the mid-nineteenth century, although some local history records suggest that it was constructed in the early 1800s. Because Hanover County experienced a loss of records, including deed, plat, and tax books, during the Civil War, determining the exact date of construction and uncovering its early history was not possible during the current investigation. One local account suggest that it was constructed in 1854 and functioned as an overseer's cottage for Samuel Martin Baker (V-CRIS 2018).

The earliest account of the property in deed records is on August 22, 1868, when John W. and Jennie Haskins sold a 10-acre property on the east side of the RF&P Railroad to Samuel M. Baker, Sr. (Hanover County Deed Book [HaCDB] 4:242). Little is known about John W. Haskins (also sometimes written as Hoskins), except that he was born around 1825 in Virginia and died in September 1899 (Confederate Pension Rolls, Veterans and Widows 1900; U.S. Census 1860). He worked as a farmer and married Virginia "Jennie" Flora Mallory and together they had eight children (U.S. Census 1860, 1880).

By 1863, the Civil War had taken a toll on much of central Virginia; in early July, the Haskins found themselves in the middle of a raid by Union soldiers. These troops had been charged with the task of destroying the railroad lines north of Richmond with a focus on two railroads where they crossed the South Anna River: the RF&P Railroad and the Virginia Central Railroad (VCR) bridges. According to a survey completed by the National Park Service, the DHR, American Battlefield Protection Program, the Richmond National Battlefield Park, and Hanover County, "the two attacks on the railroad bridges north of Richmond only briefly disrupted rail service into the capital. While [the VCR] bridge was destroyed a few miles away, the RF&P remained open" (Hanover County Historical Commission 2002:30). Although surrounded by Union and Confederate troop advancements and a series of earthworks, the Haskins' house known as Dry Bridge is believed to have survived (Figure 3-70) (Hotchkiss Map Collection 186?). Without surviving land records, it is difficult to determine whether the property was previously owned by the neighboring Baker family, however, it is clear that the resource was in Haskins possession during the Civil War, casting some doubt on the notion that it was the family's overseer cottage.



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 3-69
Location of the Dry
Bridge/ Farmstead, 10411
Old Ridge Road (042-557)

04/2018



FIGURE 3-70: CIVIL WAR-ERA MAP OF THE NORTHERN PORTION OF HANOVER COUNTY (HOTCKISS MAP COLLECTION 1867). DRY BRIDGE, THEN OWNED BY THE HASKINS FAMILY, IS NOTED IN YELLOW. (MAP NOT TO SCALE)

The next owner of Dry Bridge, Samuel Baker, Sr. (1816–1890), married Mary A., and worked as a farmer on property which neighbored the Haskins’s to the east on the south side of the Old Ridge Road and east of the current Interstate Highway 95 (I-95) corridor (Hotchkiss Map Collection 186-; U.S. Census 1870). During the mid-nineteenth century, Samuel Baker operated his farm and house in northern Hanover County using the labor of approximately 18 enslaved persons (United States Federal Census-Slaves Schedules [U.S. Slave Schedules] 1850, 1860; U.S. Census 1840). After owning the Dry Bridge property for just over 10 years, Samuel, Sr. sold it to his son, Samuel M. Baker, Jr. for \$300 in 1887 (HaCDB 22:217). In 1902, Baker sold land to the RF&P Railroad Company for the realignment of the railroad line at the South Anna River crossing, reducing the parcel to 5.5 acres. The landscape today reflects this change, as the tracks west of the Dry Bridge property were abandoned and the company laid new ones just east of the house and constructed a new bridge across the South Anna River approximately 430 feet downstream (Figure 3-71) (HaCDB 41:66; Hanover County Plat Book [HaCPB] 3:97).

Dry Bridge continued to be owned by known descendants of Samuel M. Baker, Jr. until the 1980s when the surviving widow of his great-grandson, Conway D. Thompson, sold it to John G. and Donna H. Duggan, Jr. (HaCDB 529:545; Hanover County Tax Record Book [HaCTRB] 1923; Hanover County Will Book [HaCWB] 7:125). The Duggan family owned the property until the current occupants, Paul B. Boulden, Jr. and Kimberly A. Boulden, purchased Dry Bridge in November 2009 (HaCDB 2966:1292).

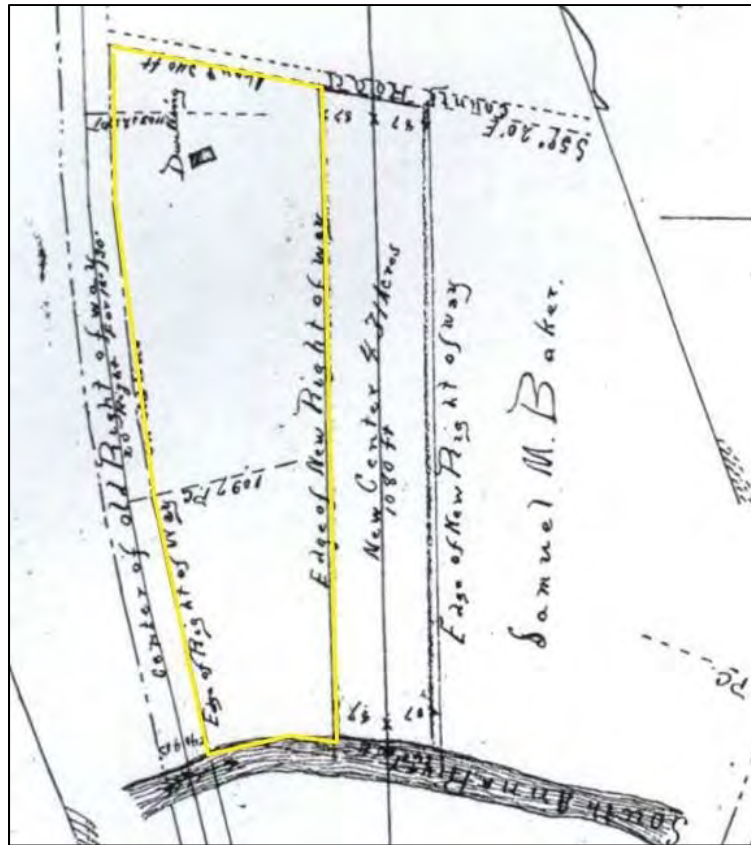


FIGURE 3-71: 1902 PLAT SHOWING THE DRY BRIDGE PROPERTY (042-0557) IN YELLOW AND THE OLD RF&P RAILROAD ROW TO THE WEST AND THE NEW RF&P RIGHT OF WAY ON THE EAST (HACPB 3:91) (MAP NOT TO SCALE)

3.7.2 Architectural Description

3.7.2.1 Primary Resource Exterior

The primary resource at Dry Bridge is a two-story, three-bay, I-house dated to around 1854 with later-nineteenth-century Folk Victorian details added (Figure 3-72 and Figure 3-73). According to previous surveys, the dwelling was originally a two-story, two-bay, side-passage dwelling with a two-story, two-bay addition later made to create the central-passage, I-house form (V-CRIS 2018). This house historically rested on a brick pier foundation, though now it contains concrete-block infill. The frame structural system is clad in weatherboard with wood corner boards and the building is covered by a moderately pitched, side-gabled roof sheathed in wood shingles and features boxed eaves. One exterior-end, brick chimney and one interior-end, brick chimney were observed at either gabled end (east and west elevations) of the main massing of the building.

The primary entrance, filled with a single-leaf, half-glazed, wood door, is centered on the façade (north elevation). Other fenestration includes single, six-over-six, wood-frame, double-hung-sash windows. All windows and entrances feature simple wood enframements. No windows were visible in the east or west elevations of the core of the building (Figure 3-74). A one-story, full-width, wood porch lines the façade and is set on a continuous brick foundation. The porch is covered by a shed roof sheathed in standing-seam metal and is supported by a combination of

SURVEY RESULTS

chamfered and turned wood posts with decorative sawn, wood brackets. The chamfered posts are located in the center bay, framing the primary entryway to the dwelling.

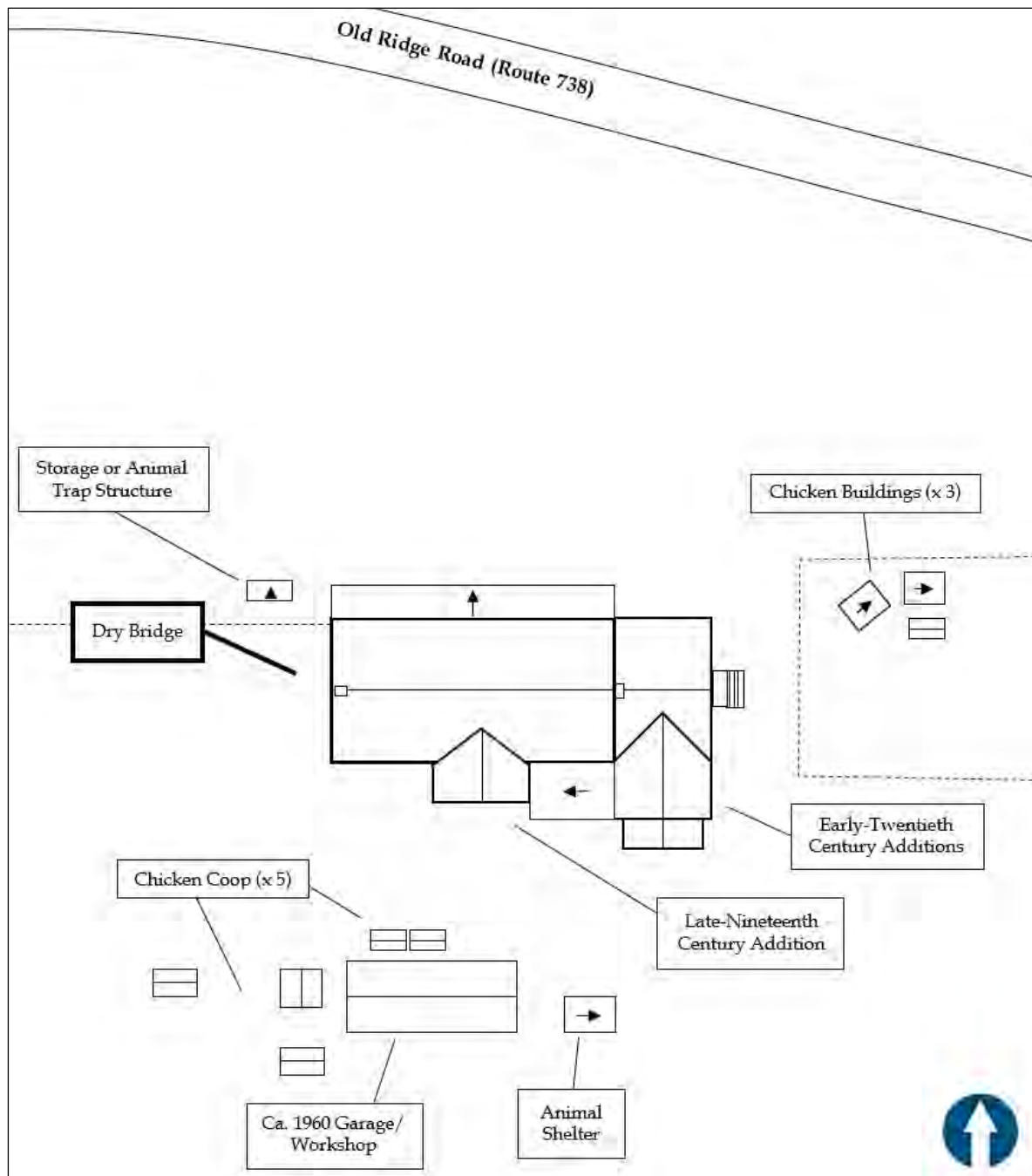


FIGURE 3-72: SITE PLAN OF DRY BRIDGE AT 10411 OLD RIDGE ROAD (NOT DRAWN TO SCALE)



FIGURE 3-73: DWELLING AT DRY BRIDGE, NORTHWEST OBLIQUE



FIGURE 3-74: DWELLING AT DRY BRIDGE, WEST ELEVATION

The core of the building features multiple additions primarily extending from the east elevation and continuing south (Figure 3-75). An early-twentieth-century, one-story, two-bay, side-gabled addition extends from the east elevation. It is set on a continuous brick foundation and the frame

structural system in clad in the same materials as the core. The roof, with close boxed eaves and partial returns on the east elevation, is sheathed in standing-seam metal. Fenestration in the addition includes two-over-two, wood-frame, double-hung-sash windows and a single-leaf, paneled, wood door with simple wood surround. The entrance is accessed by a wood entry stoop with a set of three concrete steps. Remnants of a porch are visible on the east elevation around the entryway (Figure 3-76) (Google 2012). Two late-nineteenth- to early-twentieth-century, one-story, gabled additions protrude from the south elevation of the early-twentieth century addition. They are clad in the same materials as the core, and an interior-end, brick chimney pierces the eastern roof slope in the south half of the addition nearest the late-nineteenth-century addition. The southernmost addition features wide overhanging eaves. Centered in the south elevation is a gabled addition. Although it was not observed during this survey, it was noted on current online aerials (Google 2018). Also identified on aerials is a shed addition connecting the central south addition and the eastern addition, not visible from public right-of-way.



FIGURE 3-75: DWELLING AT DRY BRIDGE, NORTHEAST OBLIQUE



FIGURE 3-76: DWELLING AT DRY BRIDGE, DETAIL VIEW OF SECONDARY ENTRANCE IN EAST ELEVATION OF EARLY-TWENTIETH CENTURY ADDITION

3.7.2.2 Primary Resource Interior

Interior access was not granted during the current survey.

3.7.2.3 Secondary Resources

A circa-1960, one-story, three-bay, concrete-block, workshop is situated south of the dwelling (Figure 3-77). The masonry building is covered by a moderately pitched, asymmetrical side-gabled, asphalt-shingled roof with exposed rafter tails. An interior-slope chimney pierces the roof in the south side of the roof ridge; its material was not visible during the time of survey. A double-leaf, board-and-batten door marks the east elevation lined with a thick, wood lintel above while three metal-framed windows dot the north elevation. Most of the windows are missing panes. Three circa-1990, half-story, wood-frame, chicken coops sit immediately north of the circa-1960 workshop (Figure 3-77). The middle coop is covered by a side-gabled, wood-shingled roof while the eastern and western coops are covered with a flat, particle-wood board. All the coops are enclosed in a combination of vertical wood board and chicken wire.

Just south of the circa-1960 workshop is a circa-1960, one-story, one-bay, frame shed clad in plywood board and covered by a front-gabled roof. The entrance is located in the east elevation and is left open. South of both the workshop and shed is a circa-2017, one-story, two-bay, wood-frame, animal shelter (Figure 3-78). It is partially clad in wood siding with the east elevation left completely open. The shelter is covered by a shed roof sheathed in pressed metal.



FIGURE 3-77: CIRCA-1960 WORKSHOP AND THREE CIRCA-1990 CHICKEN COOPS, NORTHEAST OBLIQUE

A circa-1980, one-story, wood-frame, chicken coop is located immediately west of the circa-1960 workshop. It is covered by a front-gabled shed with a faux-brick chimney flue piecing the east side of the roof ridge. The coop is clad in a combination of vertical wood board and chicken wire. West of this resource and southwest of the dwelling is a circa-2017, half-story, single-bay, animal shelter. It is clad in vertical wood board and covered by a front-gabled roof; the north elevation is left open.



FIGURE 3-78: CIRCA-2017 ANIMAL SHELTER, LOOKING SOUTHWEST

A cluster of three circa-1980, wood-frame, chicken buildings is located east of the dwelling in a penned area created by chicken wire (Figure 3-79). The structure nearest to the dwelling is a shed-roofed coop clad in vertical wood boards, while the structure just east is clad in plywood board and covered by a shed roof sheathed in pressed metal. Single-leaf wood doors are utilized to access the animals. The third structure is an A-shaped, wood-frame shelter, clad in a combination of plywood board and pressed metal, and it is the northernmost structure of this cluster of outbuildings.

A circa-2016, shed-roofed, wood-board storage or animal trap structure is located northwest of the resource and immediately north of the picket fence (Figure 3-79).



FIGURE 3-79: CIRCA-1980 CHICKEN BUILDINGS, LOOKING SOUTH (LEFT); POSSIBLE STORAGE OR ANIMAL TRAP STRUCTURE, LOOKING SOUTHEAST (RIGHT)

The circa-1900 Baker-Thompson Cemetery was not observed during the current survey nor are there indications of a cemetery on historic maps; however, it was noted during a 1991 survey of the property (V-CRIS 2018). During that survey, 10 plain granite markers were observed ranging from 1900 to the most recent interment in 1967. A free-standing sculpture and cast-iron urn were also recorded at that time, though it is unclear where the cemetery is located in relation to the

primary dwelling. The cemetery is not apparent in aerial photographs; more information is needed to confirm its condition and location.

3.7.3 NRHP Evaluation

Dry Bridge was one of many small farms that dotted Hanover County's rural landscape throughout the nineteenth century (V-CRIS 2018). Situated between the RF&P Railroad, the South Anna River, and a country road, known today as Old Ridge Road, this mid-nineteenth-century dwelling and associated outbuildings exemplify the typical property type in this region in the mid- to late-nineteenth century. Currently, the building is in fair condition, retaining a relatively high level of integrity of location, setting, feeling, and association and a moderate level of design, materials, and workmanship. Although it is noted on Civil War-era maps, no evidence was uncovered during this study to depict any role the house, property, or its occupants might have played during battles in this area (Hanover County Historical Commission 2002). The property is not known to be associated with any other event or historical trend at the local, state, or national level. For these reasons, Dry Bridge is recommended not eligible for individual listing in the NRHP under Criteria A.

Eligibility of a resource for the NRHP under Criterion B is defined as needing to be associated with a person who is "individually significant within a historic context" and has "gained importance within his or her profession or group" (Shrimpton et al. 1990). None of the owners or residents of the property are known to have been particularly important in any context at the local, regional, or national level; and therefore, Dry Bridge is also recommended not eligible under Criterion B.

The dwelling and primary resource at Dry Bridge evolved, starting as a single-pile, side-passage house and progressing into an I-house with the addition of a two-story, single-pile section typical of Hanover County (V-CRIS 2018). The single-story section on the east end of the building as well as the Victorian-style porch were later additions. There are 13 houses built between 1825 and 1855 in Hanover County which are listed as eligible or potentially eligible for the NRHP, several of which have surviving contributing historic outbuildings. The primary resource at Dry Bridge has been heavily modified and no longer retains any outbuildings from its period of construction. Therefore, the DC2RVA teams recommends it not eligible under Criterion C. As an architectural resource, this was not assessed under Criterion D.

In sum, Dry Bridge **is recommended not eligible under Criteria A-C.**

3.8 BERKLEYTOWN HISTORIC DISTRICT (166-5073)

The Berkleytown Historic District (166-5073), a neighborhood in Ashland in Hanover County, Virginia, is located directly to the east of the RF&P Railroad and about 0.5 mile north of the downtown core in an area that was not annexed until 1977 (Figure 3-80). It is a historically African-American residential community that was created as a result of racial segregation and a 1911 Ashland segregation ordinance (Shalf 1994:124). Two main roads intersect through Berkleytown: Henry Street, which runs north to south, and Berkley Street, which runs east to west. A Street and B Street run perpendicular to each other in the southwestern part of the neighborhood and School Street runs north from Berkley Street to the former John M. Gandy High School, which now serves as Hanover County Public School Board. North Center Street and the railroad bound the neighborhood to the west and Vaughn Road creates the northern border. Development within the district boundaries spans from around 1900 to present day and comprises approximately 85 resources. Property types within the Berkleytown Historic District include residential, commercial, and educational buildings.

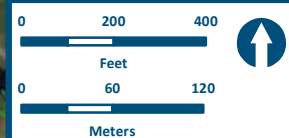
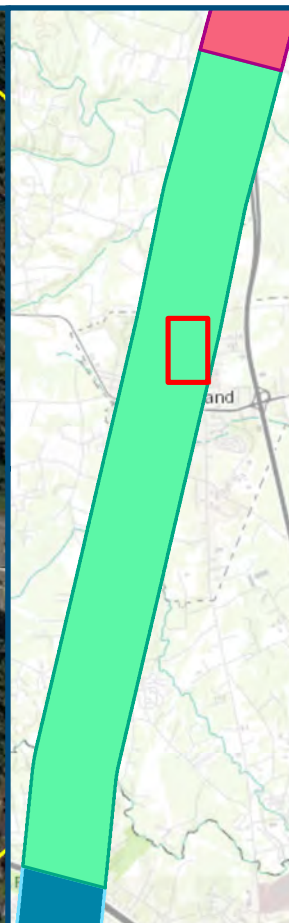
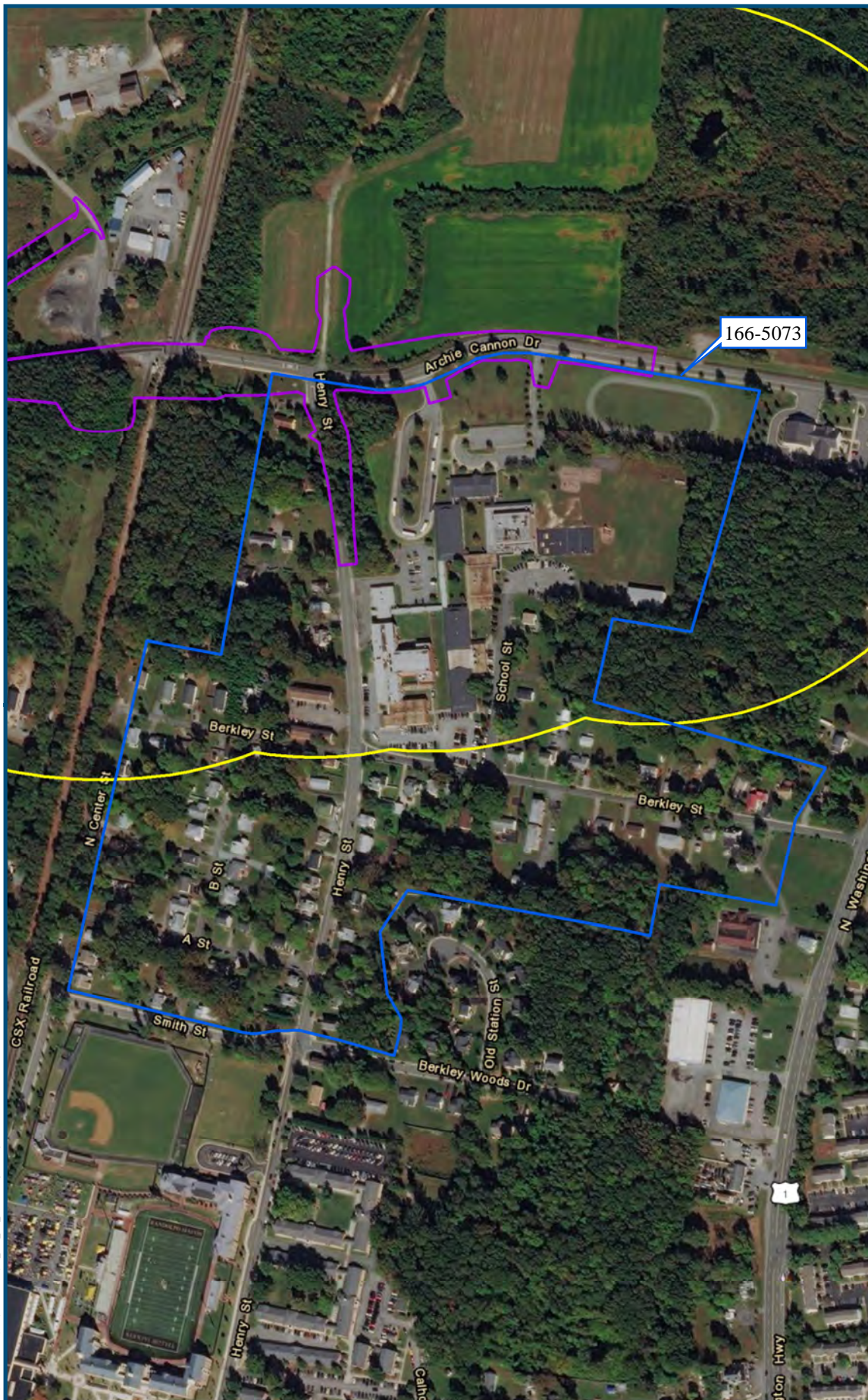
3.8.1 Historic Context

3.8.1.2 History of Housing Discrimination in Ashland

Ashland was first developed in 1840 by the RF&P Railway Company as a mineral spring resort called “Slash Cottage” (Figure 3-81). The resort was very popular and soon residential plots were created on land adjacent to the resort and sold on the condition that a house would be built on the lot within 18 months of purchase. The town grew steadily, incorporating in 1858. At the onset of the Civil War, it had a population of about 200 (The Ashland Museum n.d.a). “Slash Cottage” is now known as Ashland.

Following the Civil War and until World War I, Ashland, as well as the rest of the South, went through a period of economic depression. Virginia’s banking systems had collapsed, people were displaced, and the RF&P Railroad, which served as the primary financial driver for the town, was struggling to recoup losses from damage and its heavy investment in Confederate bonds (Shalf 1982). Tourism, another of Ashland’s main antebellum industries, was also almost nonexistent after the Civil War as luxuries such as resort vacations and horse racing were beyond the daily means of the majority of the population (Shalf 1994:84).

During this time, the African-American population in Ashland faced many of the same struggles that other newly freed slaves encountered all across the South. Though they had been granted their freedom, many white residents pursued a myriad of avenues to preserve their pre-war way of life. One way to maintain their segregation was through the use of racial covenants on land use, often written into deeds to prohibit the sale or inhabitation of certain properties by non-caucasian individuals. These covenants began to appear in Ashland shortly after the Civil War. An example of this is in an 1886 deed for the Hugo House (166-0037/166-0001-0073) on Center Street (HaCDB 21:34). The deed reads: “She or her heirs will cause to be erected on said land a dwelling house for the occupancy of a white family... If she or heirs breaches contract then deed will become null and void” (HaCDB 21:34).



Projection: Lambert Conformal Conic
State Plane Virginia North FIPS 4501 Feet
North American Datum of 1983
Base Mapping: 2016 VBMP
Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 3-80
Location of the
Berkleytown Historic
District (166-5073)

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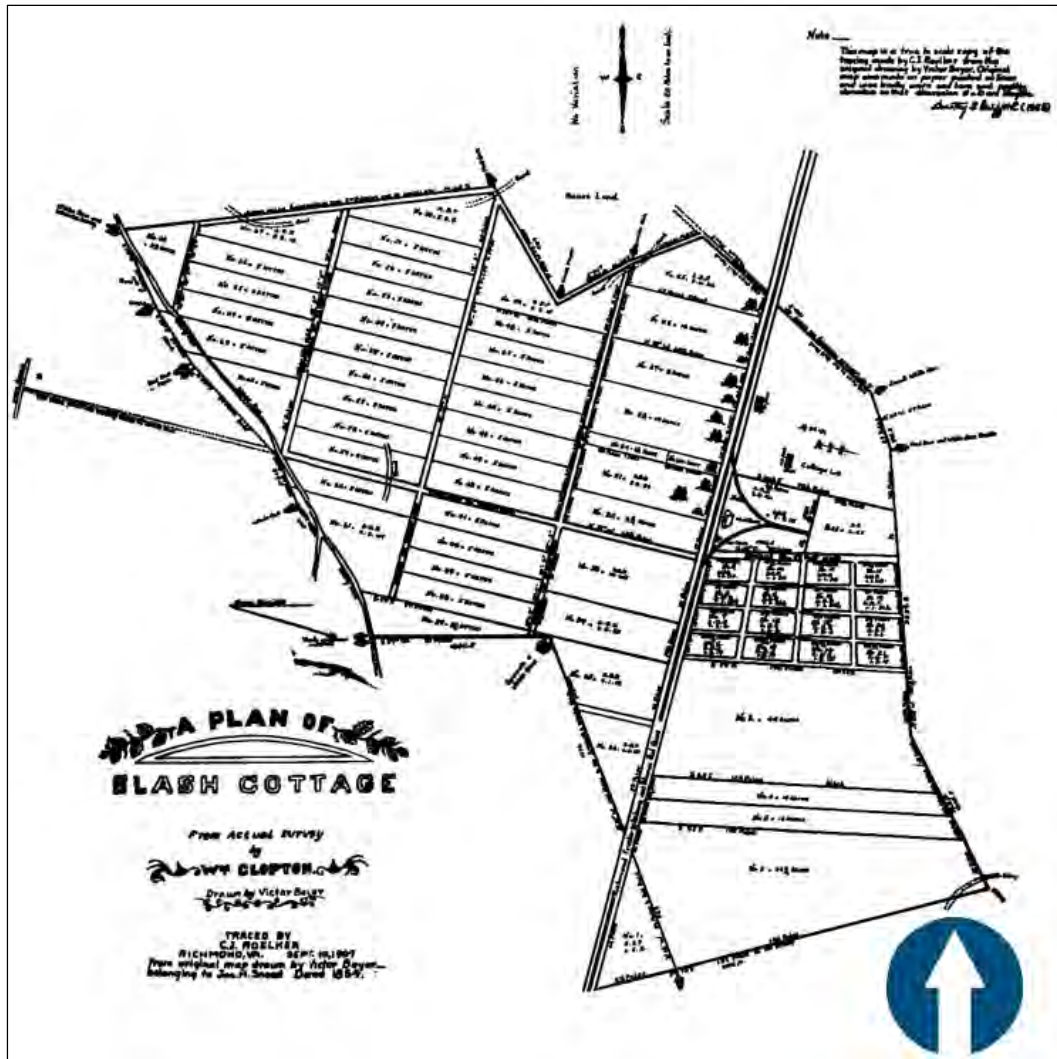


FIGURE 3-81: 1854 PLAT SHOWING THE PLAN FOR SLASH COTTAGE (THE ASHLAND MUSEUM N.D.A) (MAP NOT TO SCALE)

In September 1911, Ashland further institutionalized physical segregation by enacting a Segregation Ordinance, modeled off of a similar, recently enacted Richmond Ordinance. This ordinance declared it illegal for:

...any person to occupy as a residence or to establish and maintain as a school or place of public assembly and house upon any street or alley between two adjacent streets on which a greater number of houses are occupied [by members of another race] (Stephenson 1914:12-13).

This ordinance, unlike some others in different cities, attempted to legislate the entire town instead of dictating which blocks were illegal for African Americans habitation, including both owned and rented land (Stephenson 1914:14-15). The constitutionality of the ordinance went before the Circuit Court of Hanover in 1913 in the case *Town of Ashland vs. Coleman*, but it was upheld, with the judge stating it was “not oppressive because it applied to white people and negroes alike” (Stephenson 1914:14-15).

3.8.1.2 Development of Berkleytown

Due to the postbellum housing discrimination African Americans were experiencing in Ashland, even before the 1911 ordinance, many began to settle right outside of the town's incorporation line. This settlement was somewhat piecemeal and took place over about 20 years.

In 1894, the estate of Edward Berkeley, who had been a large landowner in Hanover County, subdivided seven lots just north of Ashland along a county road which would later be renamed "Berkley Street" (Figure 3-82). Initial development in Berkleytown occurred along Berkley Street and Henry Street and it is along those roads where the oldest homes in the neighborhood are located, consisting primarily of bungalows and two-story vernacular dwellings (Figure 3-83) (The Ashland Museum n.d.b). It appears that some of the earliest homes along Berkley Street were originally built and inhabited by white residents, but by the 1920s, most of the houses were owned by African Americans (U.S. Census 1910, 1920). Around that time, the frame school for white children in Ashland was replaced with a more permanent brick building, and the older building was moved to Berkley Street to serve the African American community in the area (Shalf 1994:146). This school served as a very important part of the community and would become the Hanover County Training School and later the John M. Gandy High School. For more information on the evolution of the school see page 3-96.

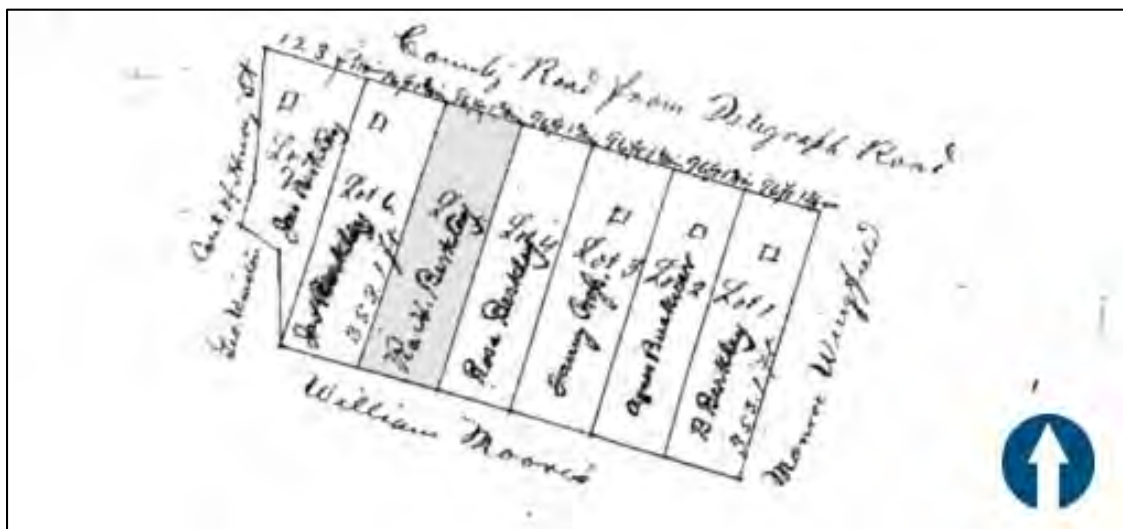


FIGURE 3-82: 1894 PLAT OF THE SEVEN ORIGINAL LOTS ON BERKLEY STREET (THE ASHLAND MUSEUM N.D.B) (MAP NOT TO SCALE)

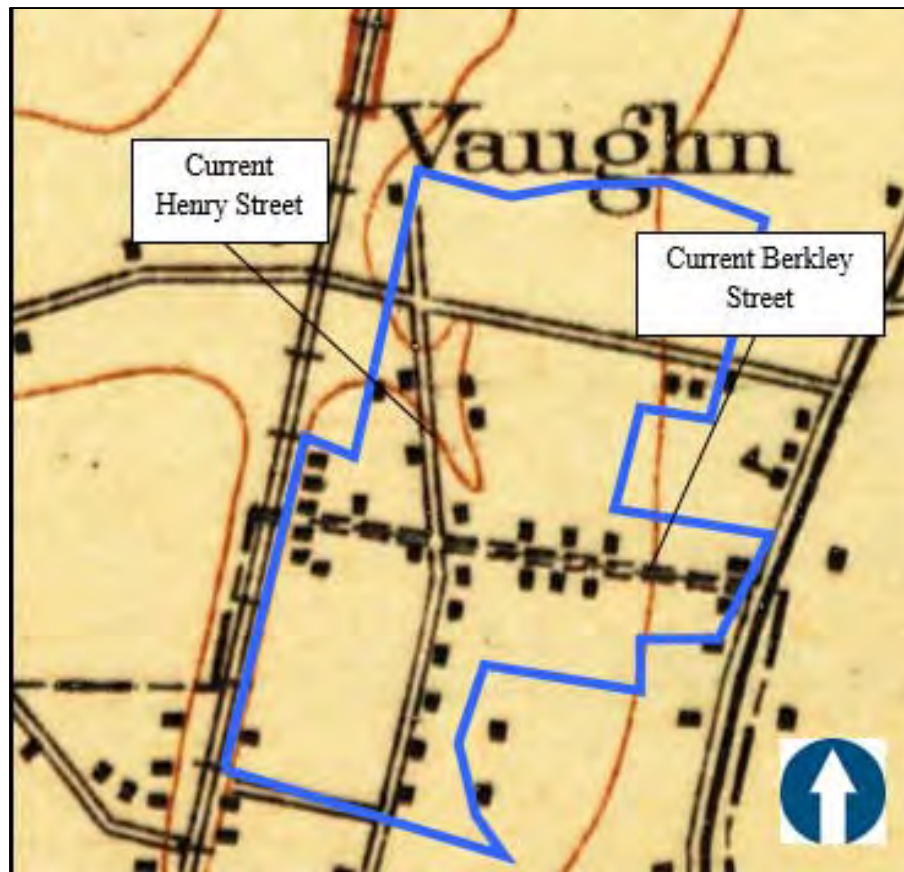


FIGURE 3-83: BERKLEYTOWN HISTORIC DISTRICT (IN BLUE) ON A 1918 USGS 7.5-MINUTE TOPOGRAPHIC QUADRANGLE MAP OF ASHLAND, VIRGINIA (USGS 1918) (MAP NOT TO SCALE)

In 1922, the area located to the southwest of the intersection of Berkley and Henry streets was platted, creating A and B Streets (Figure 3-84) (HaCPB 7:147). These lots appear to have initially been purchased solely by African Americans, though development of this area largely occurred between 1950 and 1960 (Figure 3-85). These lots are smaller than the parcels along Berkeley Street and Henry streets, and the architecture of these houses reflects Minimal Traditional and Transitional Ranch styles.

In 1977, the Berkleytown neighborhood was formally annexed into the Town of Ashland (The Ashland Museum n.d.b).

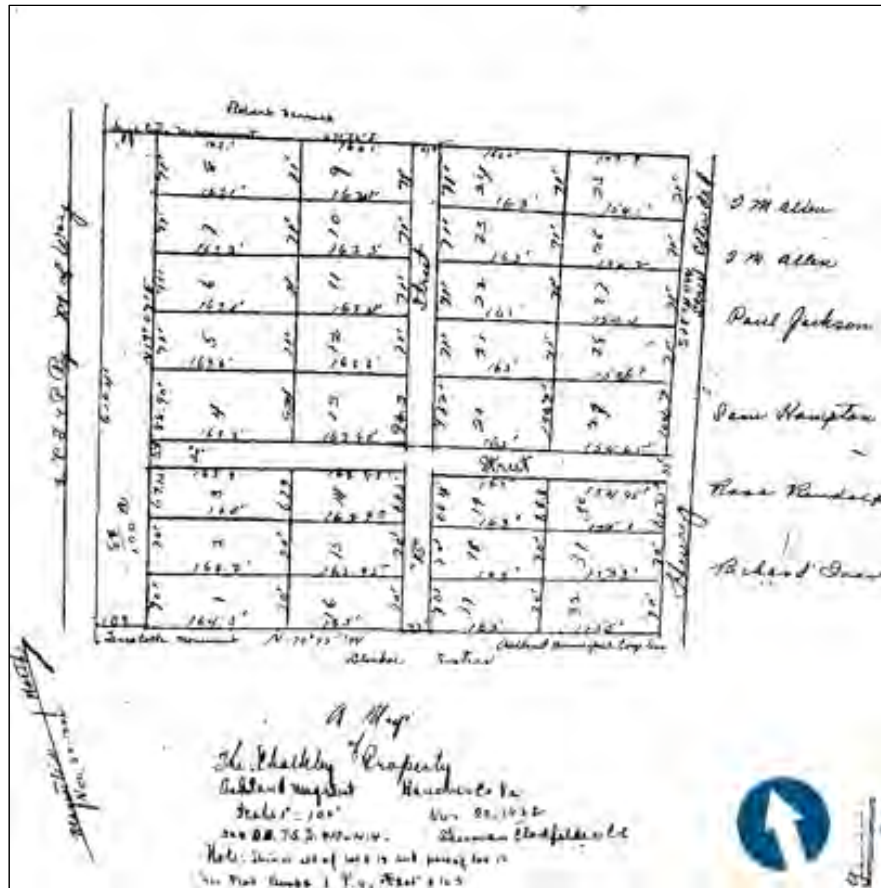


FIGURE 3-84: PLAT MADE BY SHERMAN CLODFELDER, C.E. NOVEMBER 20, 1922 SHOWING BERKLEYTOWN (HACPB 7:147)

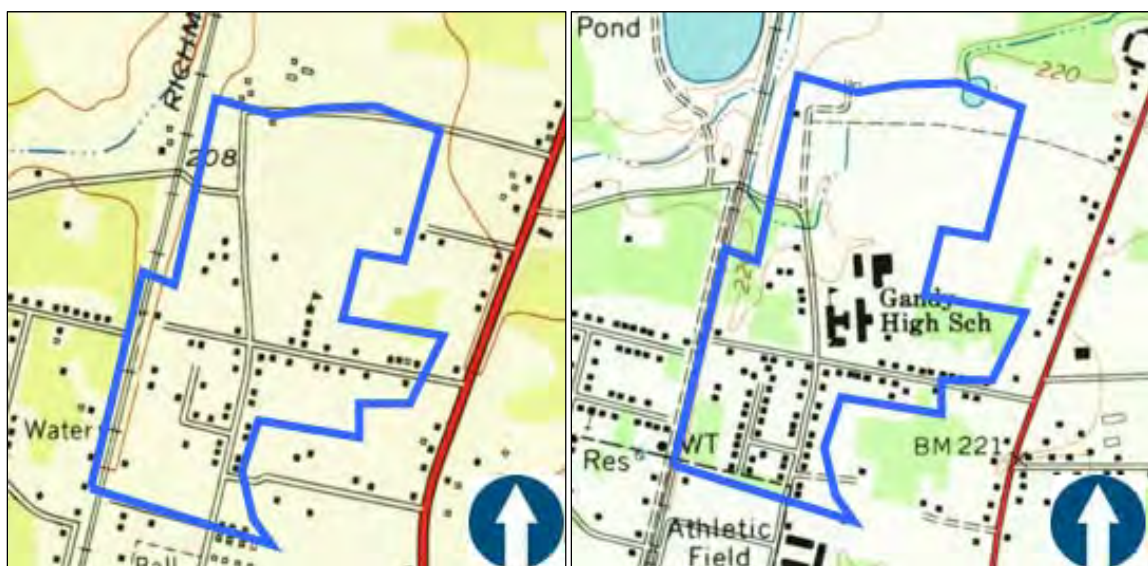


FIGURE 3-85: COMPARISONS OF THE BERKLEYTOWN HISTORIC DISTRICT (IN BLUE) ON A 1951 (LEFT) AND 1969 (RIGHT) USGS 7.5-MINUTE TOPOGRAPHIC QUADRANGLE MAP OF ASHLAND, VIRGINIA (USGS 1951; 1969). NOTE THE DEVELOPMENT IN THE SOUTHWESTERN PART OF THE DISTRICT. (MAPS NOT TO SCALE)

3.8.2 Architectural Description

The neighborhood of Berkleytown is typical of many small-town, twentieth-century, African-American neighborhoods in that it was originally relatively isolated from the formal downtown core, is now subsumed within town development plans, and is dotted with small vernacular dwellings (see Figure 3-80) (Shalf 1994:124). The buildings within the district were constructed between 1900 and the present, and consist almost entirely of residential dwellings, but also contains a funeral home and a large educational complex (Figure 3-86). The main roads though Berkleytown are Henry Street, Berkley Street, A Street, B Street, and School Street, which runs north from Berkley Street to the former John M. Gandy High School. Residential buildings line all of the streets, with the oldest resources clustered around the intersection of Henry and Berkley Streets. The east side of Henry Street and the north side of Berkley Street are lined with public sidewalk and the lots within the district are spotted with a mix of deciduous and coniferous trees, shrubbery, and plantings (Figure 3-87).



FIGURE 3-86: STREETScape VIEW OF HENRY STREET, LOOKING NORTH



FIGURE 3-87: VIEW OF B STREET FROM THE INTERSECTION WITH A STREET, LOOKING NORTH

The architectural styles of the residential buildings included within the district boundaries reflect trends seen through this region of Virginia during the early- to mid-twentieth century. Residential resources constructed between 1900 and 1930, mainly concentrated along Berkley and Henry Streets, are predominantly a two-story vernacular form or a one-and-a-half-story bungalow form, many with Craftsman style influences (Figure 3-88 and Figure 3-89). An exception to that is the house at 203 Berkley Street which has a simplified Queen Anne style and is a Sears & Roebuck kit home (Figure 3-90) (The Ashland Museum n.d.b). These resources generally maintain the original form and massing, but have experienced many replacement materials such as windows, siding, porches, and foundation.



FIGURE 3-88: DWELLINGS ALONG HENRY STREET, LOOKING SOUTH FROM INTERSECTION WITH BERKLEY STREET



FIGURE 3-89: 603 HENRY STREET, SOUTHWEST OBLIQUE



FIGURE3-90: 203 BERKLEY STREET, NORTH ELEVATION

A second period of architectural expansion in Berkleytown occurred between 1930 and 1960. This development was often as infill on Berkley and Henry Streets and then along A and B Streets, with the dwellings mainly being built in the Minimal Traditional or Transitional Ranch styles (Figure 3-91 and Figure 3-92). These resources have not undergone many modifications; most maintain their original massing and many original materials.



FIGURE 3-91: 513 HENRY STREET, NORTHWEST OBLIQUE



FIGURE 3-92: VIEW ALONG HENRY STREET, LOOKING SOUTH

Some modern infill has made its way into the neighborhood but does not strongly affect the architectural integrity of the district. These buildings are both single-family and multi-family dwellings and are spread throughout the neighborhood (Figure 3-93 and Figure 3-94).

There are three buildings in Berkleytown that were not constructed as dwellings. This includes the Hanover County Public School Board (Formerly John M. Gandy High School) (166-5073-0024), the Dabney Funeral Home (166-5073-0010), and a commercial resource at 612 Henry Street (166-0033). For more information about the Hanover County Public School Board and the Dabney Funeral Home, see pages 3-105 and 3-94 respectively. The resource at 612 Henry Street, constructed in the 1920s, began as a hotel catering to African Americans traveling through Ashland and later served as a meeting place for Improved Benevolent Protective Order of Elks of the World (Figure 3-95) (HaCDB 107:422).

In general, buildings in the district range from one to two stories in height and primarily are built upon continuous foundations. Exterior materials include weatherboard and vinyl siding as well as brick veneer. They are primarily covered in a type of gable or hipped roof with asphalt shingles. Although some fenestration has been replaced or updated, as is common in continuously occupied buildings, many still retain original or in-like windows and doors. These

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includes two-over-two, wood-frame, double-hung sashes as well as six-over-six, double-hung sashes. Primary elevations typically feature an entry stoop or porch. Secondary resources include such storage sheds, garages, and carports.



FIGURE 3-93: APARTMENTS AT 700 HENRY STREET, LOOKING NORTHWEST



FIGURE 3-94: VIEW OF MODERN INFILL ALONG A STREET, LOOKING WEST



FIGURE3-95: RESOURCE AT 612 HENRY STREET (166-0033), NORTHEAST ELEVATION

3.8.3 NRHP Evaluation

The neighborhood of Berkleytown is a representative example of small-town, twentieth-century, African-American neighborhoods. What was once a segregated residential enclave has become enveloped into the town plan, but the resources maintain their original small vernacular forms (Shalf 1994:124). The buildings within the district were constructed between 1900 and the present. Though there is some modern infill in Berkleytown, it is minimal and the neighborhood still retains much of its historic character, possessing a moderate level of integrity of setting, design, feeling, and association. Some retention of historic materials and general good condition of the individual resources within the district renders a moderate level of integrity of materials and workmanship. This resource retains a high historic integrity of location.

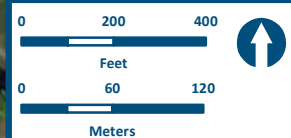
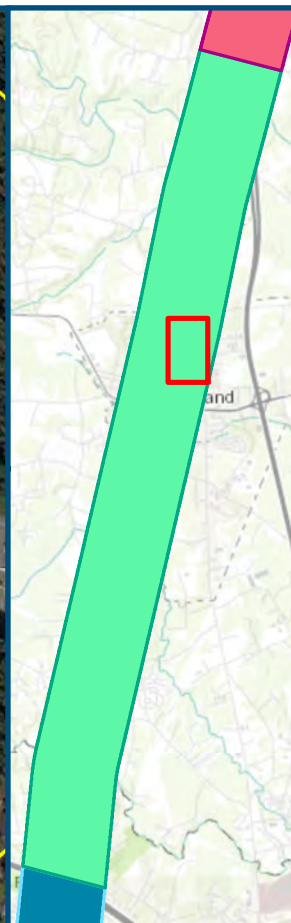
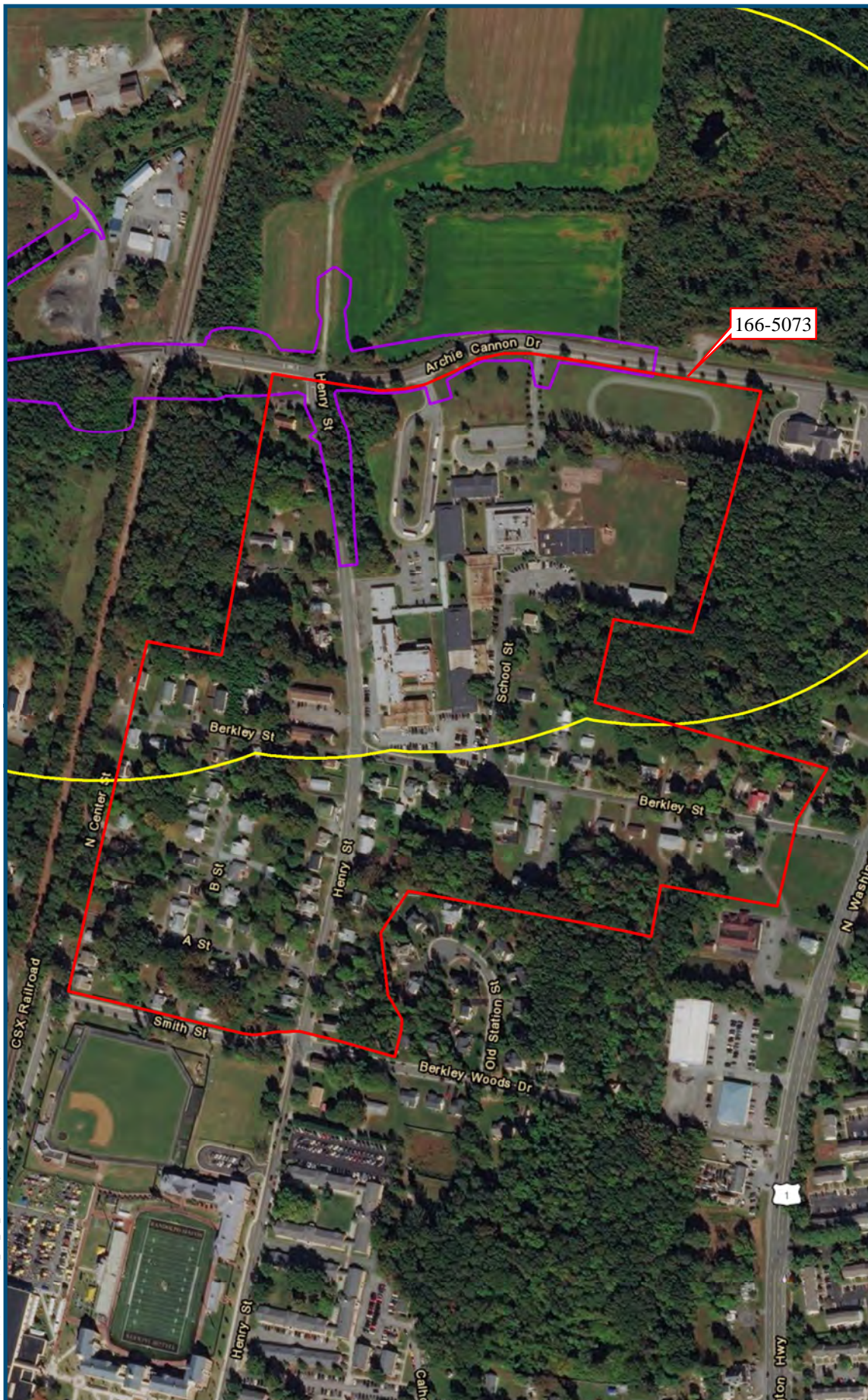
The NPS guidelines for evaluating a district under Criterion A, state that it must be associated with one or more events or trends important in a defined historic context (Shrimpton et al. 1990). Berkleytown is a historically African-American neighborhood that grew as a result of legal segregation in Ashland during the early- to mid-twentieth century. Strategically located on the outskirts of town and technically situated within Hanover County until 1977, this community emerged in the 1910s and 1920s as an acceptable area for African-American residents, as noted by local officials' relocation of the old white school to Berkley Street. At a time when a portion of the population was legally prohibited from living within the downtown core, African-American residents sought habitation on land immediately adjacent to town, thus ironically allowing them to continue to work in the same area where they were barred from living. As such, this "community within a community" reflects important patterns of Community Planning and Development as well as Ethnic Heritage in Hanover County. Therefore, the Berkleytown Historic District is recommended eligible for listing under Criterion A. There is not any known association with any significant person or persons from local, regional, or national history; therefore, the resource is recommended not eligible under Criterion B.

According to the guidelines set by the NPS, for a district to be eligible under Criterion C, it must clearly contain enough distinctive characteristics to be considered a true representative of a particular type, period, or method of construction (Shrimpton et al. 1990). Many of the buildings

within the district have undergone alterations such as window and siding replacement, porch replacement or enclosure, and the construction additions to the rear and/or side elevations. There are also better examples of architecturally significant African-American neighborhoods in surrounding areas such as the Barton Heights Historic District (127-0816) in Richmond and the Pocahontas Island Historic District (123-0114) in Petersburg, both of which have been listed in the NRHP. As such, the Berkleytown Historic District is not recommended eligible for listing in the NRHP under Criterion C. As an architectural resource, the Berkleytown Historic District was not evaluated under Criterion D.

In sum, the Berkleytown Historic District is **recommended eligible for listing in the NRHP under Criterion A at the local level for its associations with Community Planning and Development and Ethnic Heritage, but not eligible under Criteria B and C.**

The period of significance for the Berkleytown Historic District extends from the passage of Ashland's segregation law in 1911 to 1969, the year in which the John M. Gandy High School closed after integration with Patrick Henry High School. The proposed NRHP boundaries for the district encompass about 60 acres of land on the east side of the railroad tracks. The northern terminus starts at the intersection of Vaughan Road and Henry Street and encompasses several dwellings and the Hanover County School Board building. The boundary stretches south to the intersection of North Center Street and Berkley Woods Drive. The eastern boundary of the resource encompasses the buildings along Berkley Street until its intersection with North Washington Highway (Figure 3-96).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Proposed NRHP Boundary

Figure 3-96
Proposed NRHP
Boundaries for the
Berkletown Historic
District (166-5073)

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3.9 DABNEY FUNERAL HOME (166-5073-0010)

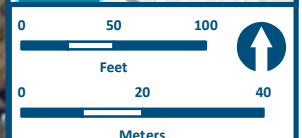
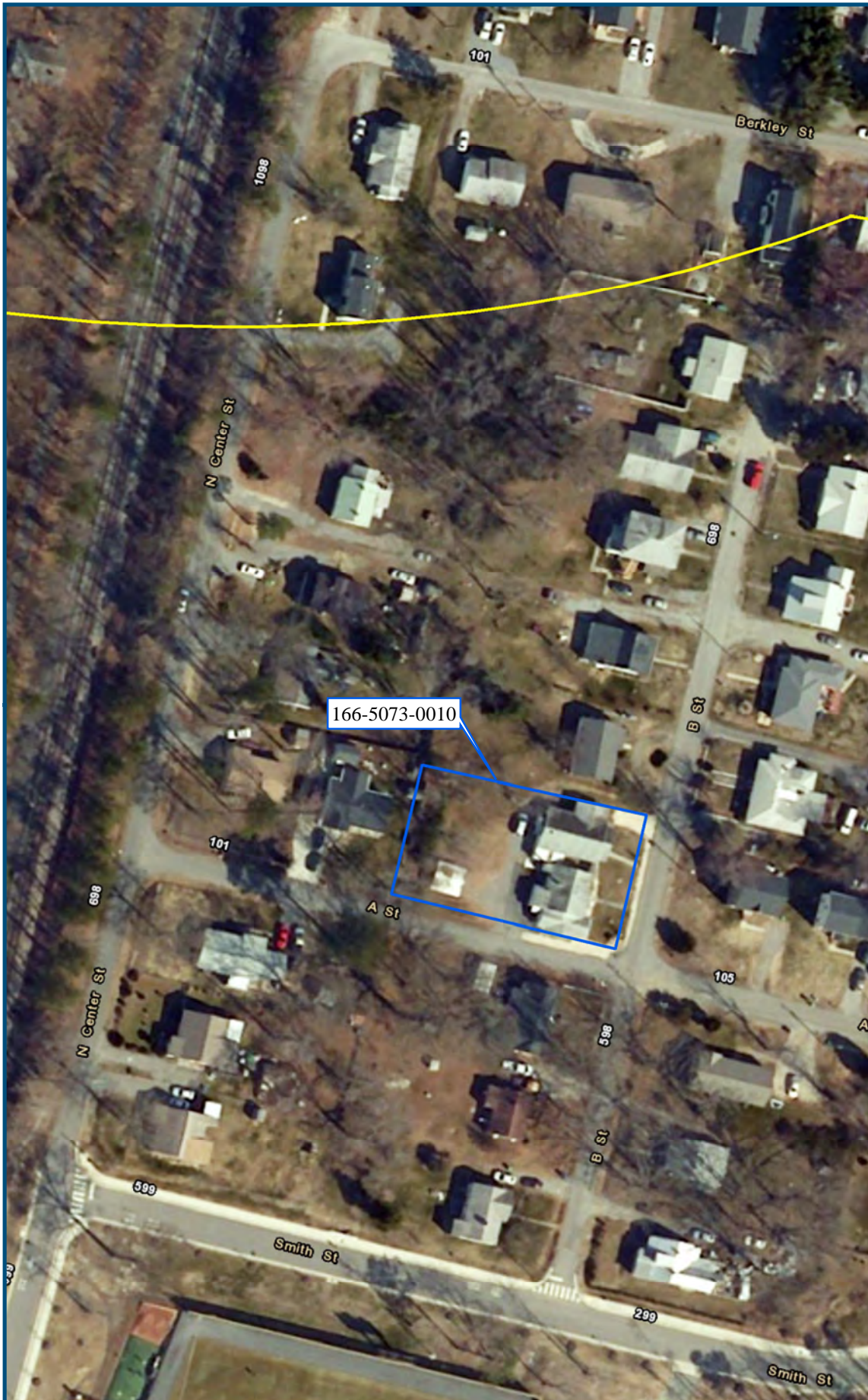
The Dabney Funeral Home at 600 B Street is located at the northwest corner of the intersection of A and B Streets, in Ashland in Hanover County, Virginia. The resource, which faces east, is located on a 0.33-acre lot that is covered by a manicured lawn (Figure 3-97). A gravel driveway leads west from B Street to an attached carport on the north elevation of the chapel building. Another gravel drive and parking area leads from B Street and extends west, parallel to A Street, on the south end of the property, to extra parking on the rear (west) of the property. A poured-concrete sidewalk leads from the public sidewalk along B Street to both the main entrance and the entrance to the chapel building. An associated circa-1970 metal carport sits to the west of the primary resource.

3.9.1 Historic Context

The Dabney Funeral Home is a circa-1955, one-story, three-bay, Minimal Traditional-style, single-family dwelling that has continually served as both a residence and family-owned funeral home. Today, it is one of the few traditional African-American-owned businesses in the aforementioned Berkleytown neighborhood—a historically African-American community that emerged following legal segregation efforts in the form of racial covenants (Shalf 1994:124). For a larger history of this community see the section for the Berkleytown Historic District on page 3-82.

In 1927, Thomas and Elsie Henderson purchased a lot just north of what was then the incorporation line of Ashland from James T. and Elizabeth F. Crosby (HaCDB 85:294). The lot was number 13 on the plat that composed part of the original boundaries of Berkleytown (Figure 3-98) (HaCPB 7:147). Thomas Henderson was an African-American man who grew up on a farm outside of Ashland. By 1930, he and his wife were noted as living in Richmond and he was working as a railroad caretaker (U.S. Census 1920; 1930). Archival research indicates that the lot remained vacant during the ownership of Thomas and Elsie Henderson. In 1953, Floyd E. Dabney purchased the parcel from the Hendersons and built the Minimal Traditional-style dwelling that is currently centered on the lot (HaCDB 155:197). The F.E. Dabney Funeral Home was established out of the house in 1955 and over time, various additions, such as the chapel, were added to support the business (Richmond Times-Dispatch 2015).

Floyd Dabney was born in Ashland in 1920 and attended the Hanover Training School, which was the only school in the county for African-American students at the time, located on School Street in Berkleytown. He served in the 761st Tank Battalion under General Patton during World War II and then attended mortuary school in Pennsylvania (Find-a-Grave 2011). He married Henrietta Wiley in 1952, and they started the F.E. Dabney Funeral Home together. To supplement their incomes, Floyd drove a cab in town and Henrietta was a nurse at several area hospitals (Richmond Times-Dispatch 2015). They were active in the community; both were members of the National Association for the Advancement of Colored People (NAACP) and Henrietta ran for local office. After Floyd Dabney passed away in 2006, their son Floyd Dabney Jr. took over the business which he continues to run today (Richmond Times-Dispatch 2015).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Architectural Buffer
- Resource Boundary

Figure 3-97
Location of the Dabney
Funeral Home
(166-5073-0010)

04/2018

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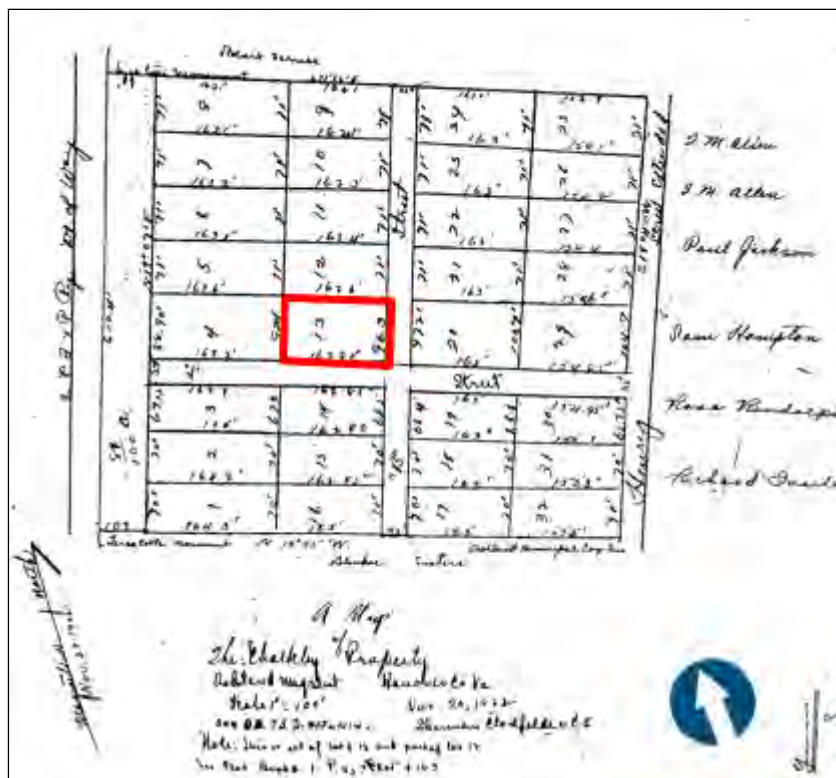


FIGURE 3-98: PLAT MADE BY SHERMAN CLODFELDER, C.E. NOVEMBER 20, 1922 OF BERKLEYTOWN (HACPB 7:147). NOTE LOT 13 OUTLINED IN RED.

African American-owned funeral homes have historically played an important role in the communities they serve. The African-American-owned funeral home business picked up significantly after the Civil War as:

concerns about how black bodies were laid to rest by white undertakers fueled the desire among African Americans to have their family members buried by black undertakers whom they believed would bury their dead with care and dignity. A desire to meet this community need, while also earning a comfortable, stable living led would-be entrepreneurs to the undertaking business (Micale 2016).

This tradition continued, with funeral directors often serving as prominent members of the community, many going into politics or the clergy and frequently being involved in the local civil-rights movement, such as the Dabneys (Stanley 2016).

Due to economic strain, in part because of the proliferation of national funeral-home chains, many locally owned, African-American funeral homes are currently closing for business. The National Funeral Directors and Morticians Association, which represents African-American funeral directors, has had its membership decrease by 40 percent since 1997 (Feldman 2017). This mirrors the decline in African-American-owned businesses as a whole since 1970 in this area (Feldman 2017). The Dabney Funeral Home continues to support the local community and is the only functioning commercial resource in Berkleytown.

3.9.2 Architectural Description

3.9.2.1 Primary Resource Exterior

The Dabney Funeral Home is a circa-1955, one-story, three-bay, single-family dwelling that is built in the Minimal Traditional style (Figure 3-99 and Figure 3-100). The foundation and structural system, though not visible, are clad in stucco. It is covered by a moderately pitched, side-gabled roof sheathed in asphalt shingles. A parged, brick, central-interior chimney is located on the west slope of the roof. The primary entrance is centered on the southeast elevation and is filled with a single-leaf, half-glazed, wood door that is covered by a storm door (Figure 3-101). The door is flanked by full length, vinyl, louvered shutters. The door is accessed by a set of stairs clad in stone veneer that lead to a one-story, two-bay porch created by the roof overhang. Other fenestration includes two-over-two, double-hung-sash, wood-framed windows with horizontal muntins set on brick sills.



FIGURE 3-99: SITE PLAN FOR THE DABNEY FUNERAL HOME (NOT TO SCALE)

A circa-1955, one-story, rear, porch addition is located off the northwest elevation of the house (Figure 3-102). It is set on a concrete-block foundation and is clad in stucco. The shed roof is

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sheathed in asphalt shingles. This addition features ribbons of one-over-one, double-hung-sash, metal-framed windows with metal awnings.



FIGURE 3-100: DABNEY FUNERAL HOME, SOUTHEAST ELEVATION



FIGURE 3-101: MAIN BLOCK DETAIL, SOUTHEAST ELEVATION

A circa-1970, one-story, one-bay, office addition extends from the southwest elevation (Figure 3-103). It is clad in stucco and covered by a front-gabled roof sheathed in asphalt shingles with stone veneer in the southeast gable end. The entrance to the office is recessed and centered on the southeast elevation. It is filled with a double-leaf wood door with six-fixed lights. This addition includes multi-light, glass-block windows and two-over-two, double-hung-sash, wood-framed windows with horizontal muntins set on brick sills. A secondary entrance to the office is located on the southwest elevation and is filled with a three-paneled wood door with four fixed lights at the top. It is covered by a one-story, three-bay, front-gabled porch sheathed in asphalt shingles and supported by decorative metal posts.



FIGURE 3-102: ADDITION AND REAR DETAILS, WEST OBLIQUE



FIGURE 3-103: OFFICE ADDITION, SOUTH OBLIQUE

A circa-1970 chapel addition is located northeast of the dwelling and is connected to the main core by a side-gabled hyphen clad in stucco and a decorative concrete-block screen (Figure 3-104). The one-story, three-bay chapel is clad in stucco and covered by a moderately-pitched, front-gabled roof sheathed in asphalt shingles. A parged, interior-end chimney with a terra-cotta flu is located along the southwest roof slope. The entrance to the chapel is located in the center bay of the primary (southeast) elevation and is filled with a single-leaf wood door with three diamond-shaped lights. The door is covered by a one-story, three-bay, front-gabled porch that is clad in a stone veneer and supported by square posts also clad in stone veneer. A round, louvered vinyl vent is located in the gable end. Other fenestration includes two-over-two, double-hung-sash, wood-framed windows with horizontal muntins.

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The chapel features four additions. The first being a small, one-story, one-bay, shed-roof addition clad in vinyl siding that extends from the southwest elevation. It features a double-leaf, flush, wood door and a metal-framed sliding window. A front-gabled addition extends southwest off the first addition and is clad in stucco with vertical-wood boards in the gable end. A single-leaf flush metal door is located on the southwest elevation. The third addition extends from the northwest elevation of the chapel. It is clad in stucco and covered by a front-gabled roof sheathed in asphalt shingles. A concrete-block, exterior end chimney is located on the northwest elevation and a metal awning supported by a metal post extends from the southwest elevation. The final addition to the chapel is a one-story, open-bay, carport that is situated on the northeast elevation. It is covered by a gabled roof sheathed in asphalt shingles and supported by wrought metal posts.



FIGURE 3-104: CHAPEL ADDITION, SOUTHEAST ELEVATION

3.9.2.2 Primary Resource Interior

Interior access to this resource was not granted during the current survey.

3.9.2.3 Secondary Resources

A one-story, open-bay, circa-1970 carport sits to the west of the primary resource (Figure 3-105). The front-gabled roof sheathed in corrugated metal is supported by metal poles.



FIGURE 3-105: CARPORT, LOOKING NORTH

3.9.3 NRHP Evaluation

The Dabney Funeral Home is a residence and commercial building constructed in the Minimal Traditional style that is one of few remaining African-American-owned businesses in the Berkleytown neighborhood and Ashland as a whole. The resource retains a high level of historic integrity of location, setting, feeling, and association. Though the resource has had many additions over the years, its design builds upon that of a vernacular single-family dwelling and has grown over time to serve the various needs of a small family-owned, funeral home that is subject to certain laws and regulations. In this context, the Dabney Funeral Home is believed to retain a moderate level of integrity of design, materials, and workmanship.

This resource continues to operate as a funeral home, a use it has performed since it was built in 1955. African-American-owned funeral homes have historically played an important role in the communities they serve and are currently experiencing a period of decline throughout the United States. There are also no other funeral homes previously recorded with the DHR that were determined potentially eligible or eligible for the NRHP. This resource is therefore not only directly representative of Berkleytown as an African-American enclave but it is a unique example of a once-prolific business type in this area and, indeed, the United States. For these reasons, it is recommended that the resource is eligible for listing in the NRHP under Criterion A at the local level for its association with African American-led trends in commerce in the Town of Ashland.

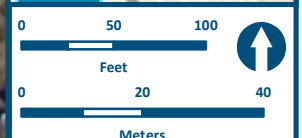
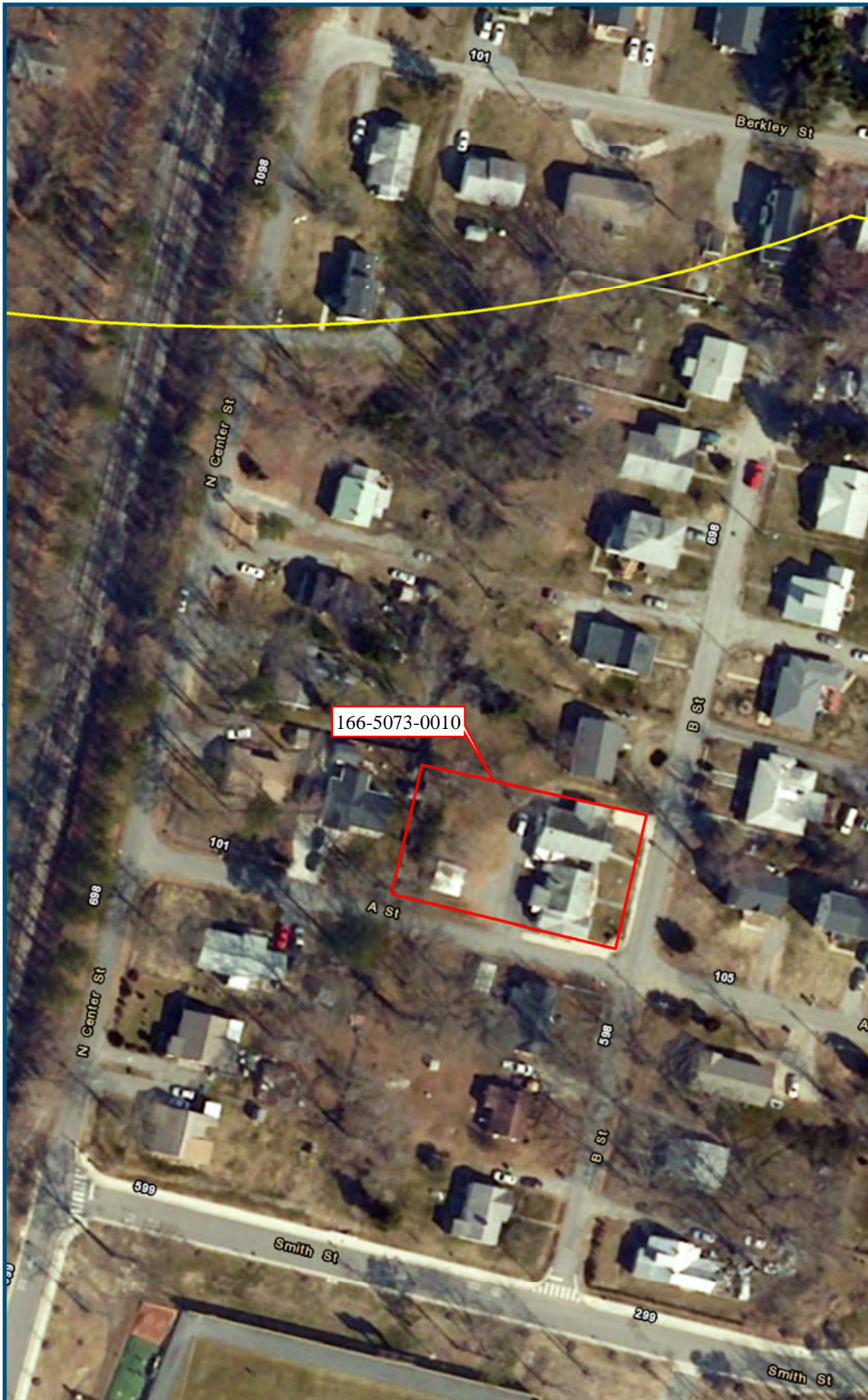
For a historic resource to be considered eligible under Criterion B, it must be associated with a person who is “individually significant within a historic context” and who has “gained importance within his or her profession or group” (Shrimpton et al. 1990). Though the Dabney family provided an important service to their community, the family does not appear to have attained significance in their own right. As such, the resource is recommended not eligible for the NPHP under Criterion B.

The Dabney Funeral Home is a circa-1955, one-story, three-bay, Minimal Traditional, single-family dwelling that has continually served as a both a residence and family-owned funeral home. Its design continues to reflect its original architectural character and continued use as a vernacular building, but it is not an outstanding example of its style or property type. Therefore,

the DC2RVA team recommends the property not eligible for the NPHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

Additionally, the Dabney Funeral Home is located within the African-American community known as Berkleytown and dates from its period of significance. Therefore, this resource is recommended as a contributing element of the Berkleytown Historic District (166-5073). In sum, the Dabney Funeral Home is **recommended eligible for listing in the NRHP under Criterion A at the local level for its association with African-American-led trends in commerce in the Ashland community and is also recommended as a contributing resource of the Berkleytown Historic District (166-5073).**

Because it continues to be associated with African-American trends in commerce and functions as a funeral home, the NPS 50-year-rule for defining periods of significance for resources was applied, which states that “where activities begun historically continued to have importance and no more specific date can be defined to end the historic period” (NPS 1997). As such, the period of significance spans from 1955 to 1968. The proposed NRHP boundaries for Dabney Funeral Home conform to the existing tax parcel (Parcel ID 7870-84-4467) (Figure 3-106).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

- Legend**
- Architectural Buffer
 - Proposed NRHP Boundary

Figure 3-106
Proposed NRHP
Boundaries for the Dabney
Funeral Home
(166-5073-0010)

04/2018

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3.10 HANOVER COUNTY PUBLIC SCHOOL BOARD (166-5073-0024)

The Hanover County Public School Board [HCPSB] building is located on the northeast side of Berkley Road, east of the railroad tracks and north of the heart of Ashland, in Hanover County. It is also located within the boundaries of the Berkleytown Historic District (166-5073) (see page 3-82). The school board building, formerly the John M. Gandy High School, is situated on the southwest portion of a 1.29-acre lot shared, in part, with the current John M. Gandy Elementary School to the north and east (Figure 3-107). Parking is available to the north, south and west of the building bounded by Henry Street on the west and Berkley Street to the south. There is little ornamental landscaping, though the lawn is manicured. No secondary resources were observed with exclusive association with the HCPSB. The property has several access points; paved driveways leading to parking lots located on the north, south, and west of the building off of Henry and Berkley Streets.

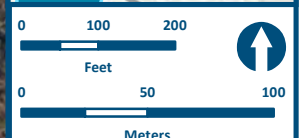
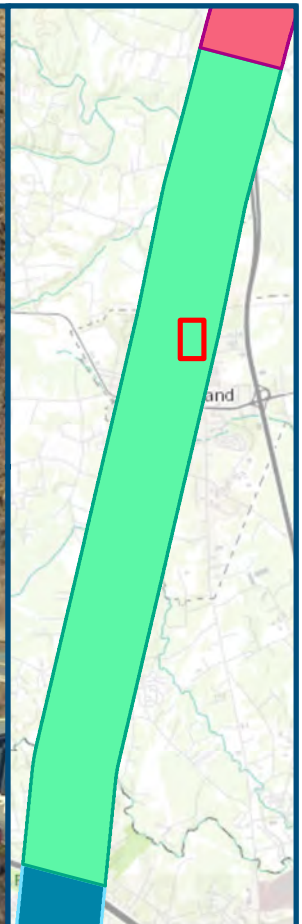
3.10.1 Historic Context

The current building that houses the HCPSB was constructed in 1948 as the new Hanover County Training School, replacing an earlier complex at the same location, just northeast of Ashland. The Hanover County Training (or Technical) School emerged in the 1930s, augmenting a circa-1915 frame school for African Americans that was moved to Berkley Street after a new brick building for the area's white population was erected (Shalf 1994:146). Training schools focused on preparing students for service-based work, such as domestic work for young women and physical work for young men. According to Sanborn insurance maps in 1929, the Hanover County Training School consisted of one high school building heated by a stove. By 1949, a grammar school, trade school, and one small additional building were added to the compound (Figure 3-108) (Sanborn Map Company 1929, 1949). In the 1930s, the training school was reported to be the only school for African Americans in Hanover County (Figure 3-109).

"Public schools in Virginia were segregated from the outset, apparently without much thought or debate, on the widely-held assumption that such an arrangement would reduce conflict" (Virginia Museum of History and Culture [VMHC] n.d.a). The *Plessy v. Ferguson* Supreme Court decision of 1896 institutionalized this sentiment, ruling that racial segregation of public spaces was legal as long as the spaces were equal. "Many whites did not want blacks to become educated, fearing they would challenge white supremacy and not be content with jobs working in the fields or in domestic service. Black schools therefore received far less financial support than did white schools" (VMHC n.d.b).

Early in the twentieth century, Virginia Public School boards began providing school buses for white students, but not for African American students, increasing the disparity in education access between populations. In 1934, bus service for African American students to Hanover County Training School began with the support of the Chickahominy Baptist Association in Hanover County (DHR 2016).

In the early 1950s, segregation laws were being challenged in court by the NAACP, and school districts in Virginia were among those states cited in *Brown v. Board of Education* (1954) which determined that separate facilities are not, in fact, equal. Plans for a new segregated high school in Hanover County were developed shortly before the *Brown v. Board* decision.



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

- Legend**
- Preferred Alternative
 - Architectural Buffer
 - Resource Boundary

Figure 3-107
 Location of the Hanover
 County Public School
 Board (166-5073-0024)

04/2018

By the late 1940s, the Hanover County Training School facilities were no longer seen as adequate, and plans for a new school were drawn. The old school buildings lacked plumbing and electricity, and were heated by wood stoves; the new school design, created in 1948 by Richmond architect Edward F. Sinnott, was modern and well-appointed. Opened in 1950 as the John M. Gandy High School, this was the first modern public high school for black students in Hanover County (Figure 3-110) (The Ashland Museum n.d.c).

Edward Francis Sinnott, Sr. (1890–1975) began his career in partnership with Luther P. Hartsook as Hartsook and Sinnott, designing Richmond residences, apartments, banks, and churches from 1924 to 1929. After their partnership dissolved in 1929, Sinnott practiced under his own name, building schools and institutions, supplemented by restoring Richmond residences. One of the most significant examples of his work during this period is the Art Deco-styled Franklin Federal Savings and Loan Company Building (1941) (127-5306) in Richmond. Sinnott partnered with his son, Edward Francis Sinnott, Jr., in 1956, though little is known about their production during this period (DHR 2005). Sinnott designed another school for members of the Mattaponi tribe, the Sharon Indian School (050-5005) in King William County, in 1952 in a similar style, which is now listed in the NRHP under Criterion A for its association with education and the Native American population as well as Criterion D for its potential to yield information specific to the aboriginal history or prehistory (V-CRIS 2018). Like the HCPSB building, it bears resemblance to the International style, popular among institutional architects of the time (Figure 3-111 through Figure 3-113).

A memoir penned by poet and scholar Anand Prahlad (b. 1954) highlights the importance of the John M. Gandy High School to the African-American community in Ashland:

At Gandy everybody, all day, every day, was black. Our teachers were educated, but we still recognized them as us. However strange sitting still and saying nothing might have been, someone like us was there to soften the strangeness of it all. They talked to us as one of us, even when they spoke ‘proper’ [Prahlad 2017:63].

The school was integrated with Patrick Henry High School in 1969, but it is unclear how the John M. Gandy High School was used after this time (DHR 2016). In recent decades, it was repurposed as the Hanover County School Board office facility (The Ashland Museum n.d.c). The Hanover County School Board oversees 26 schools within the county, with approximately 18,000 students and 1,300 teachers (National Center for Education Statistics 2018).

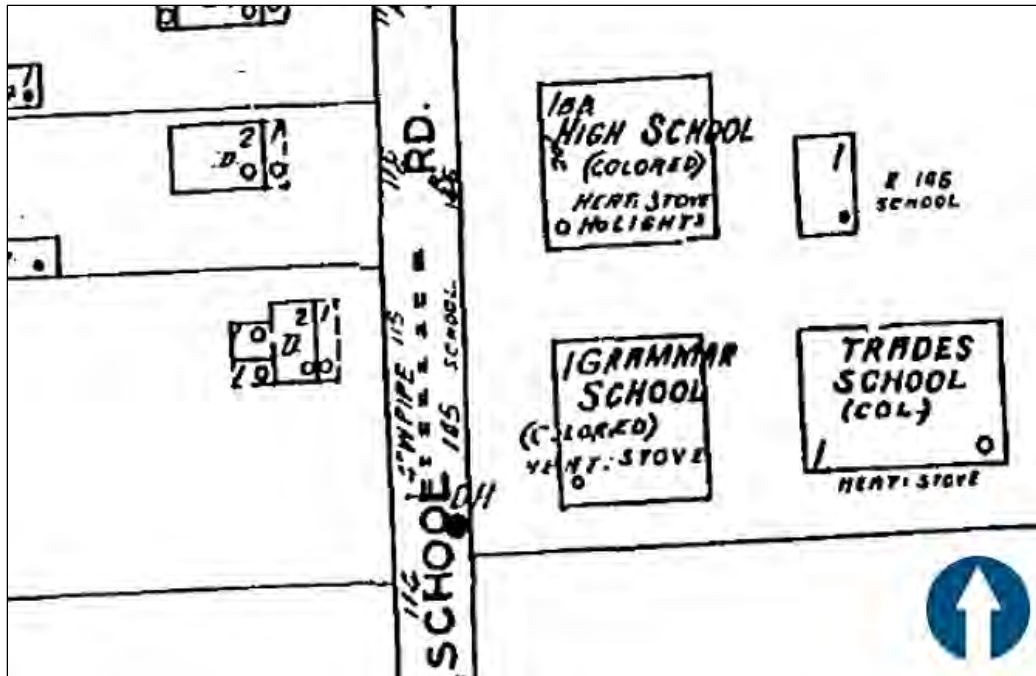


FIGURE 3-108: 1941 SANBORN MAP HANOVER TRAINING SCHOOL, REPLACED IN 1950 BY THE JOHN M. GANDY HIGH SCHOOL (SANBORN MAP COMPANY 1941B) (NOT TO SCALE)



FIGURE 3-109: UNDATED IMAGE OF THE HANOVER COUNTY TRAINING SCHOOL, LATER REPLACED BY THE JOHN M. GANDY HIGH SCHOOL (TALLEY 2005)

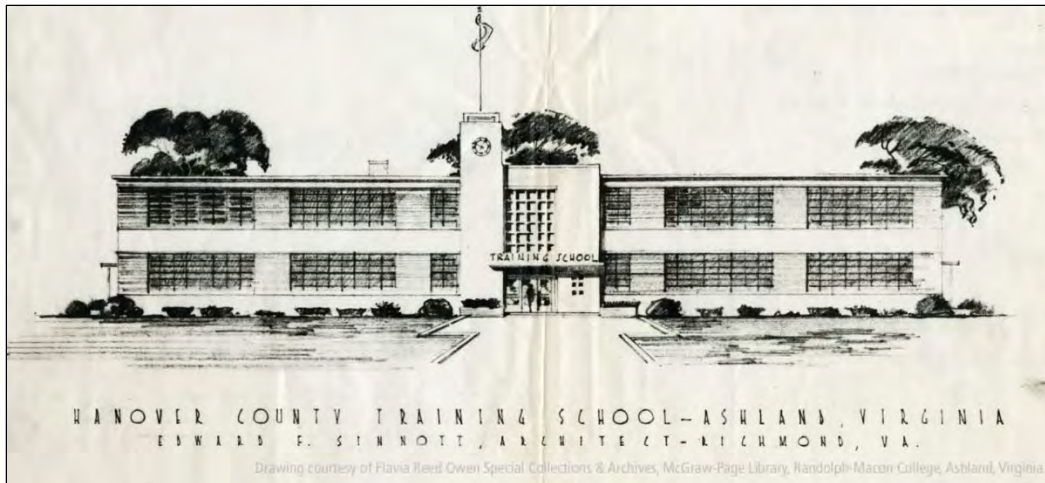


FIGURE 3-110: ARCHITECT EDWARD F. SINNOTT'S 1948 DRAWING OF THE PROPOSED HANOVER COUNTY TRAINING SCHOOL (THE ASHLAND MUSEUM N.D.C)

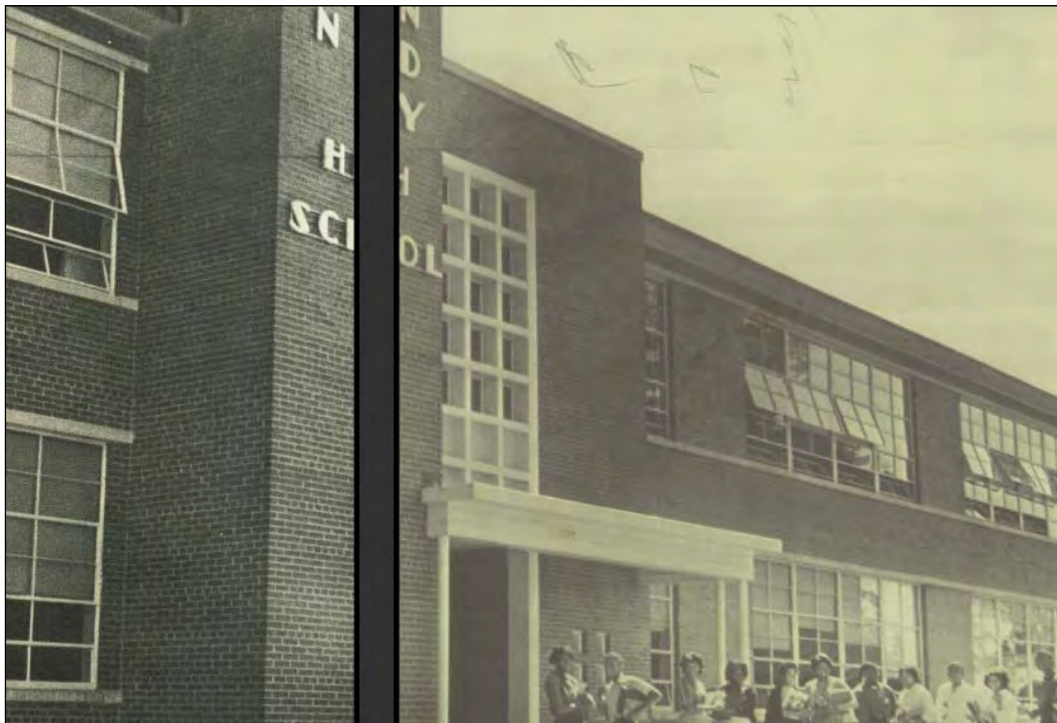


FIGURE 3-111: 1965 YEARBOOK PHOTOGRAPH SHOWING THE FRONT ENTRY OF THE HIGH SCHOOL (JOHN M. GANDY HIGH SCHOOL 1965)

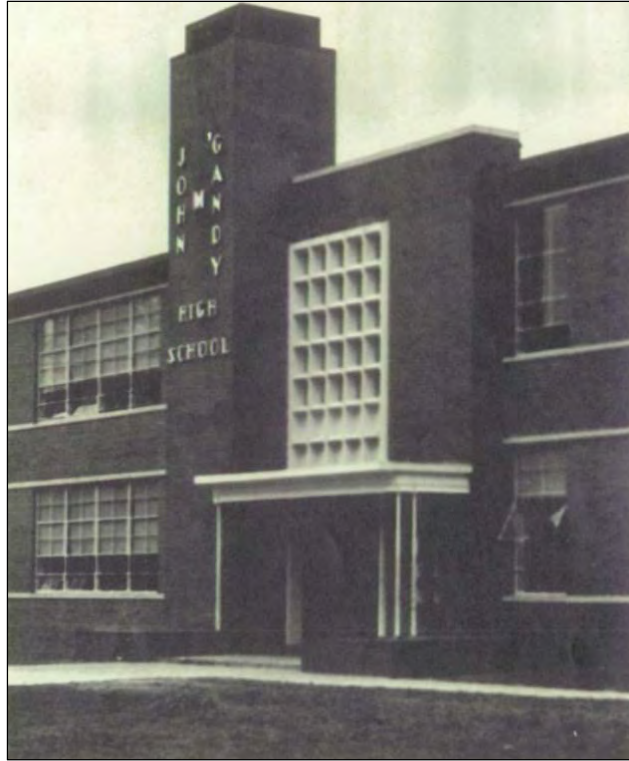


Figure 3-112: 1965 Yearbook Photograph Showing the Front Entry of the High School (John M. Gandy High School 1965)

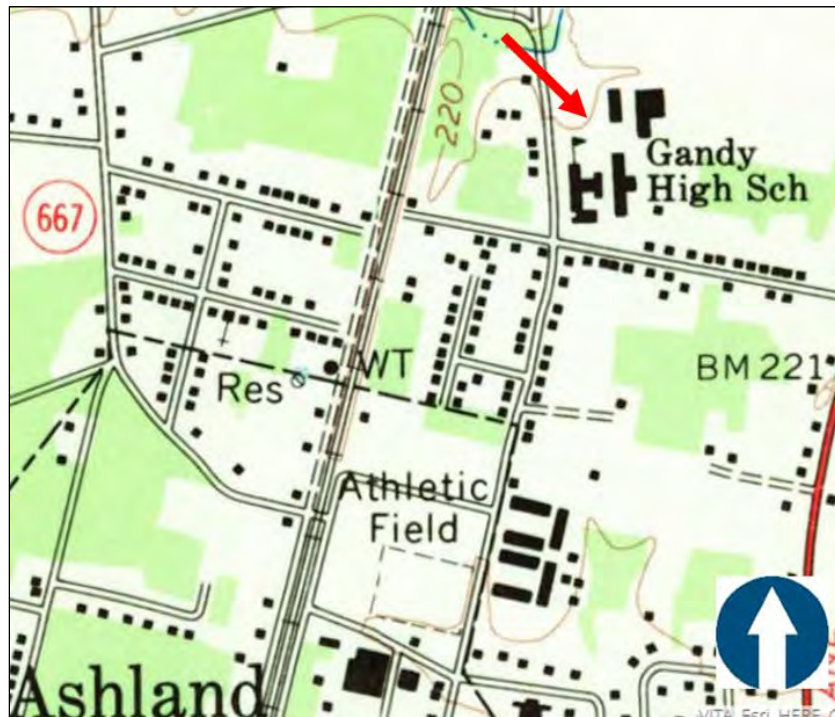


FIGURE 3-113: LOCATION OF JOHN M. GANDY HIGH SCHOOL ON 1969 COMBINED TOPOGRAPHIC MAP OF ASHLAND (USGS 1969) (MAP NOT TO SCALE)

3.10.2 Architectural Description

3.10.2.1 Primary Resource Exterior

The primary building located at 200 Berkley Street is a two-story, eight-bay, high school constructed between 1948 and 1950 in the International style (Figure 3-114). The continuous foundation and structural system are clad in common-bonded brick veneer (Figure 3-115). A brick belt course, articulated by concrete bands, separates the first and second story. The building is covered by a flat roof with a parapet wall sheathed in standing-seam metal. A solid brick tower extends above the roofline from the center of what was historically the primary (east) elevation, adjacent to the centered recessed entry bay. The entry is sheltered by a one-story, one-bay, flat-roofed porch with one thin metal support post. The doorway has been replaced with T1-11 siding over the opening. Fenestration at the façade has been substantially modified from what appears to have been ribbon windows with large bays reduced to a single, metal-framed, fixed light or multiple, metal-framed, fixed lights. Some of the reduced window openings have been filled with T1-11 siding and others with running-bonded brick.



FIGURE 3-114: SITE PLAN OF THE HANOVER COUNTY SCHOOL BOARD (GOOGLE 2018) (NOT TO SCALE)



FIGURE 3-115: SOUTHWEST OBLIQUE, VIEW OF FORMER PRIMARY ENTRANCE

A two-story gymnasium is located on the northeast side of the building (Figure 3-116). It is clad in running-bonded brick veneer that matches the primary resource, has a continuous masonry foundation, and flat roof. At one point, it had large square windows on the south and north elevations that are now filled in by brick.

An addition was made to the HCPSB complex after 1950 (Figure 3-116). It functions as the current primary entrance and reception area for the Hanover County School Board. This one-story, multi-bay addition is supported by a continuous foundation and clad in brick veneer and concrete parging. The primary entry door is concealed by a protruding, flat-roofed, central entry bay, and is accessed by a brick and concrete ramp/stair combination. Other fenestration includes a fixed, metal, multi-light window.



FIGURE 3-116: NORTHEAST OBLIQUE



FIGURE 3-117: ELEMENTARY SCHOOL CONNECTION (LEFT) AND FORMER ENTRY BAY (RIGHT)

3.10.2.2 Primary Resource Interior

Interior access was not granted by the current property owner during this effort. However, the building is presently used as office space by the HCPSB, and the interior has likely been remodeled to accommodate this change in use.

3.10.2.3 Secondary Resources

In the last three decades of the twentieth century, additional buildings were added to parcels owned by the Hanover County School Board adjacent to the John M. Gandy High School to form the John M. Gandy Elementary School. These additional related structures form the educational complex attached to the HCPSB building on the northwest side by a covered, paved walkway. These multi-bay buildings are between one and two stories, have flat or low-pitched side-gable roofs, and are clad in brick veneer. Other resources on the property include outdoor recreation equipment, a track, dumpsters and exterior HVAC facilities, pergola, street lights, paved parking areas, and associated pedestrian walkways.

3.10.3 NRHP Evaluation

The HCPSB is a two-story brick building constructed between 1948 and 1950 in the International style. Although it was a thriving African-American high school prior to its integration with another facility in 1969, the building has not been used in this capacity for almost 50 years. The resource retains high historic integrity of location and setting, and moderate to low integrity of feeling and association. Modifications, to this resource, including the infill of windows on the primary elevation with incompatible materials, change of interior space to accommodate school board offices, and the construction and expansion of the John M. Gandy Elementary School adjacent and connecting to the building have substantially diminished its historic integrity of design, materials, and workmanship.

While the HCPSB was the first African-American High School in Hanover County, there are six other schools in Hanover County that are recorded with the DHR for their connection to African American history: The Virginia Industrial Home School for Colored Girls (042-0126-0002) associated with the Barret Juvenile Correctional Center, Mount Hewlett School (042-0460), Ebenezer School (042-0439), School at Gum Tree (042-0395), Linney Corners School (042-0266) and Elmont Elementary School (042-0116). The Mount Hewlett School and Elmont Elementary Schools are examples of primary-school educational facilities and faced different challenges during this resource's period of significance. The Ebenezer School is a rare surviving example of a church-sponsored school for African American children, separate from public schools. The Virginia Industrial Home School for Colored Girls (042-0126-0002) remains as a more intact African American School, and was constructed, in part, in 1951 in a style similar to the Hanover County School Board building by another Richmond Architect working in the international style, Merrill C. Lee. Archival research did not yield any names of significant individuals involved with the high school or other important people of note. Therefore, the resource is recommended not eligible under Criteria A and B.

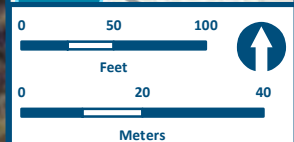
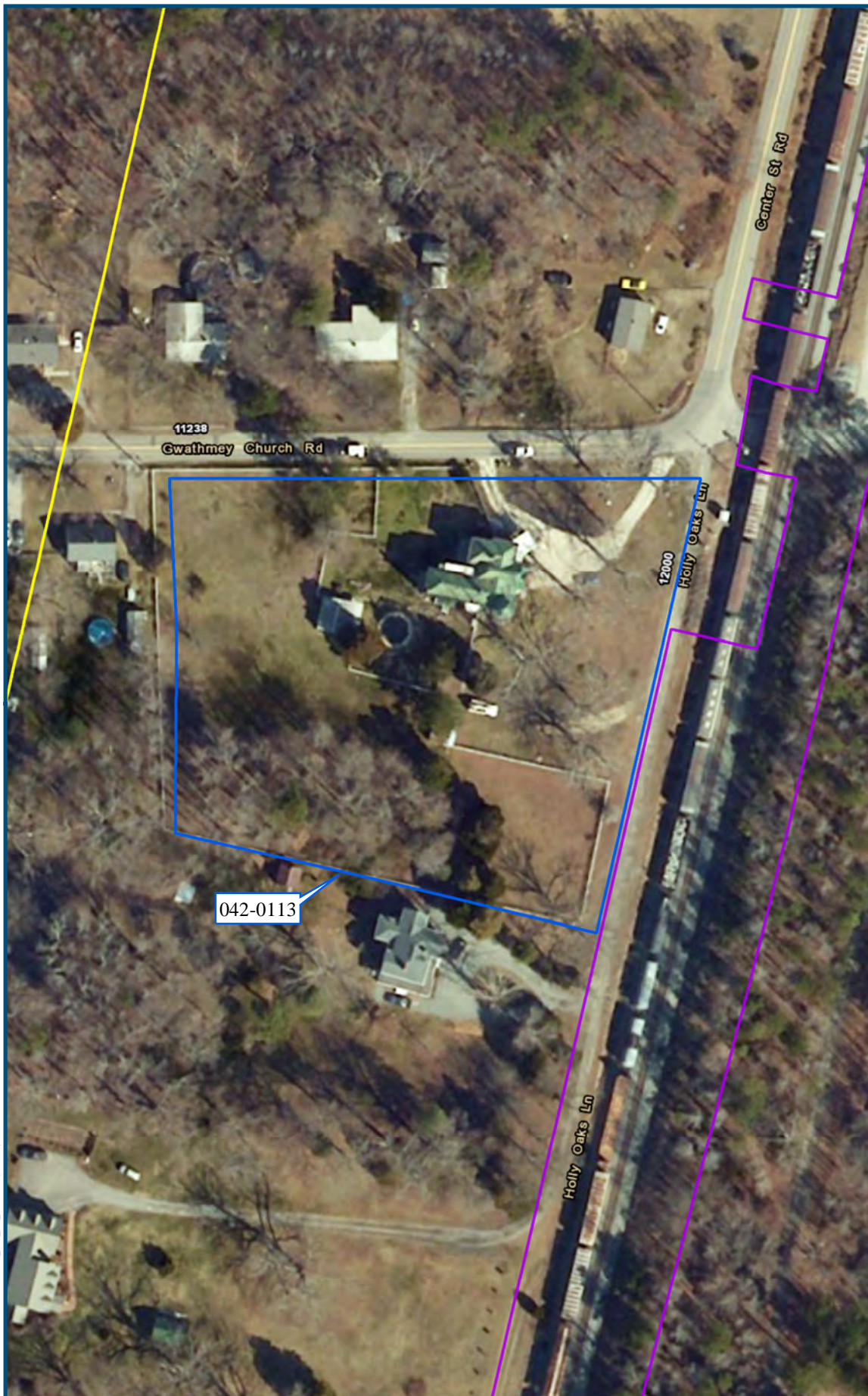
Although it was the first high school for African Americans in Hanover County, the complex has been expanded and modified over time, losing much of its historic integrity, and thus its ability to convey the associations for which it is historically significant. Most of the windows have been infilled, and character-defining features of the International Style have been removed. More intact examples of mid-century educational buildings are located throughout the region. Therefore, the HCPSB building is recommended not eligible for individual listing under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

As the sole public and educational institution within the Berkleytown Historic District, however, the HCPSB building contributes to the larger sense of the African-American experience in the Town of Ashland and Hanover County, at large. Built as a segregated school within the period of significance for Berkleytown, the DC2RVA team recommends that is a contributing resource to the Berkleytown Historic District (166-5073).

In sum, the HCPSB Board building **is recommended not eligible under Criteria A-C, but is recommended as a contributing resource to the Berkleytown Historic District (166-5073).**

3.11 CHARLES GWATHMEY HOUSE (042-0113)

The Charles Gwathmey House (formally known as the Judge Gwathmey House) is located on the south side of Gwathmey Church Road, immediately west of the railroad tracks and Holly Oaks Lane within the rural community of Gwathmey, outside of Ashland in Hanover County, Virginia (Figure 3-118). The building, set slightly back from the roadway, is located in the center of a lot measuring approximately 2.5 acres and is primarily surrounded by a manicured lawn heavily dotted with deciduous trees. A concentration of trees is situated in the southwest and south portions of the property, a majority of which is lined by a combination of metal picket and post-and-rail fencing. The house is partially lined with shrubbery. The property is accessed by a u-shaped, gravel driveway that extends from Gwathmey Road towards the north elevation and an additional gravel driveway extends west from Holly Oaks Lane. Associated with the dwelling are a machine shed and a storage building connected to an outbuilding.



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 3-118
Location of the Charles
Gwathmey House
(042-0113)

04/2018

3.11.1 Historic Context

Charles B. Gwathmey (1830–1894) purchased 449 7/8 acres, then known as “Little Page” and located about a quarter mile south of the limits of Ashland, for \$5,700 at auction in 1886 (HaCDB 20:150). This land contained the entire area of what is today considered the community of Gwathmey and was noted as “lying on both sides of the Richmond, Fredericksburg & Potomac Rail Road, and on both sides of Stoney Run Creek” (HaCDB 20:150).

Charles Gwathmey was born in King and Queen County and had attended the University of Virginia before serving in the 5th Virginia Cavalry during the Civil War (Find-a-Grave 2003). He married Caroline Binford (1836–1921) around 1855, and they farmed for a living in Henrico County before purchasing the land in what is now Gwathmey in 1886. They moved to the property with their daughter, Sallie, and her husband and daughter (US Census 1880).

It is likely that around this time, Charles Gwathmey built the large Queen Anne-style dwelling located on the site. The Queen Anne style was prevalent throughout the United States at the end of the nineteenth century, especially near railroads, as the access to easy transportation made pre-cut architectural details conveniently available through much of the nation (McAlester 2013: 268).

Credited with starting the small community of Gwathmey (named in his honor), he slowly sold off most of his land for the construction of other residences as well as the Hanover Female Institute (no longer extant) (DHR n.d.). Soon thereafter, the railroad built a small depot (also no longer extant) for commuters from Gwathmey to Richmond (DHR n.d.). Charles Gwathmey became a merchant around this time, and it is possible he would have used this depot to commute to Richmond. In 1892, once the area was considered populated enough to support a congregation, Charles Gwathmey donated the land for the Gwathmey Baptist Church (042-0106) and was named one of its first members and trustees (Grizzard 1941).

Upon his death in 1894, Charles Gwathmey left the land to his wife, Caroline Gwathmey, and daughter, Sallie G. Holladay, who then passed the property to Caroline Holladay (Sallie’s daughter) following their deaths in 1921 and 1929, respectively (HaCDB 176:118; Hollywood Cemetery 2017; U.S. Census 1880). Caroline Holladay did not marry and held the property, then 196.54 acres, until her passing in 1956 when Viola Saunders and the Saving Bank and Trust Company were appointed executors of her estate (Figure 3-119) (HaCDB 176:118).



FIGURE 3-119: "A PLAT OF THE ESTATE OF MISS CAROLINE G. HOLLADAY... SURVEYED DECEMBER 1956" (HaCDB 176:118). NOTE THE 7.57-ACRE HOUSE LOT IN RED. (NOT TO SCALE)

All of that estate, including the 7.57-acre lot with the Gwathmey residence, was sold to Bernard Westhoff, I. Shelton Harris, and Fritz and Frank Holzgreffe in January 1957, who used the property's timber before selling the residence lot five months later to Phifer A. and Marie W. Deal (HaCDB 176:118). They also decreased the lot size, including "the eastern 2.532 acres of a 7.57-acre parcel. [The other] 5.038 acres having been sold" (HaCDB 178:596). Phifer Deal was a carpenter and did a lot of maintenance and restoration work on the house (Figure 3-120) (U.S. City Directories 1956). The Deals held the property for almost 40 years until Marie W. Deal, then widowed, sold the land in 1996. The property went through three owners in quick succession and is currently held by Emmett L. and Jeanette B. Jones (HaCDB 3156:1523).



FIGURE 3-120: PHOTO OF PHIFER DEAL PAINTING DENTILS ON CHARLES GWATHMEY HOUSE (ANCESTRY.COM 2012)

3.11.2 Architectural Description

3.11.2.1 Primary Resource Exterior

The resource known as the Charles Gwathmey House at 11247 Gwathmey Church Road is a two-and-a-half-story, four-bay, single-family dwelling constructed circa 1886 in the high Queen Anne style in a cross plan with a tower concentrated in the southeast corner (Figure 3-121). The house sits on a continuous, uncoursed, cut-stone foundation that supports a frame structural system (Figure 3-122). The exterior is clad in weatherboard siding with corner boards in the first story and portions of the second story, while the remainder of the second story is covered in scalloped wood shingles. The building is covered by a moderately pitched, complex, cross-hipped roof with a clipped gabled centered on the primary (east) elevation while the tower is covered by a faceted dome roof (Figure 3-123). The clipped gable is embellished by flared eaves with ornamental wood brackets and diagonal and vertical wood siding. The remainder of the roof is clad in standing-seam metal, and the close eaves feature a denticulated wood cornice. Two brick chimneys laid in an all-stretcher bond pierce the roof in the north and south half of the buildings; they both appear to have once been interior-end chimneys but are now enclosed by additions. The northern chimney features a pressed copper cap.

SURVEY RESULTS



FIGURE 3-121: SITE PLAN OF THE CHARLES GWATHMEY HOUSE (042-0113) (NOT TO SCALE)



FIGURE 3-122: EAST ELEVATION OF THE CHARLES GWATHMEY HOUSE



FIGURE 3-123: SOUTHEAST OBLIQUE OF THE CHARLES GWATHMEY HOUSE

Centered on the primary elevation is a double-leaf, five-panel, wood door topped by a fixed, wood-framed transom (Figure 3-124). Other fenestration includes single and paired, one-over-one, wood-frame, double-hung-sash windows and multi-light, wood-frame, fixed windows in the upper half story. All windows feature a simple wood surround. A one-story, shed-roof porch with a central gabled peak sheathed in pressed-metal shingles is located on east elevation sheltering the primary entrance. Decorative features of this porch include wood spindlework and turned wood posts connected by a mid-twentieth-century decorative metal railing and ornamented by mid-twentieth-century decorative metal brackets. The continuous, coursed, cut-stone foundation of the porch is topped by a poured-concrete cap that appears to be a replacement. A set of four brick steps provide access to the main entrance. At the northeast corner of the building, the porch was more recently extended to include a one-story, flat-roof carport that is supported by both square and turned wood posts set on stone-veneered piers. The flat roof is topped with a wood lattice railing with finial-topped posts and features arched openings on three sides, two of which allow for automobiles to pass below.



FIGURE 3-124: PRIMARY ENTRY DETAIL, EAST ELEVATION

A circa-1920, two-story, hipped addition clad in the same materials and style as the core extends from the north half of the west elevation (Figure 3-125) (USGS 1925). Protruding from the west elevation of this addition is a one-story shed-roof addition from the last building period at the rear elevation and may have been a recently enclosed porch. It is set on brick piers and has a frame structural system clad in wood siding. This addition features a set of French doors, a singular, fixed, octagonal window, and paired, vinyl, double-hung-sash windows topped by a fixed arched light.

A one-story, semi-circular room, perhaps a sun room, projects from the center of the south elevation. Its uncoursed, mortared, stone foundation suggests that it dates from around the early-twentieth century. This room appears to be topped by a flat roof shielded by a semi-circular parapet wall clad standing-seam metal and is lined with a series of window openings that are currently filled with corrugated plastic panels. These openings are framed by simple wood trim with small sections of shiplap siding visible between them.

A circa-1965, two-story, hipped addition clad in weatherboard extends from the south half of the west elevation which features an exterior-end, brick chimney near the southwest corner (USGS 1969). At the south elevation, a secondary entrance filled by a single-leaf door with storm door is topped by a wood-frame transom accessed by a one-story porch covered by a shed roof and supported by squared wood posts. At the west end of this addition is another one-story, wood-framed, screened porch set on a brick pier foundation with lattice infill and accessed by a set of brick steps. Fenestration in this section of the house includes one-over-one, double-hung, wood-framed windows of various sizes, one six-over-six, wood-framed, double-hung window, and several fixed, wood-framed, square lights. A two-story, lean-to addition lines the north elevation of the southwest hipped addition and is clad in the same materials as the core. A second-floor balcony marks the southwest corner of this addition and is accessed by a single-leaf, wood door with a metal storm.



FIGURE 3-125: NORTHWEST OBLIQUE OF THE CHARLES GWATHMEY HOUSE. NOTE THE LARGE REAR ADDITIONS.

3.11.2.2 Primary Resource Interior

Interior access to the resource was not granted during the current survey.

3.11.2.3 Secondary Resources

Situated to the southwest of the dwelling is a storage shed constructed around 1945 (Figure 3-126). The concrete-block building with one brick wall (south) is covered with a salt-box roof sheathed in corrugated metal with an engaged porch along the east elevation where the roof is supported by squared wood posts. T1-11 siding is visible in the west elevation. Piercing the roof in the center of the building is a hipped-roof, metal-louvered vent. A board-and-batten, Dutch-style door and six-over-six, wood-frame, double-hung sash windows are in the east elevation. An additional entrance on the north elevation is filled with a multi-light, wood, single-leaf door. Immediately to the southeast corner of the storage shed is a circa-1920, one-story, one-bay

outbuilding constructed of running-bond brick. The side-gabled roof is sheathed in pressed metal with residue of a possible vent piercing the center. A single-leaf, board-and-batten door is centered on the east elevation and features a wood surround. The storage shed is located immediately west of a small, below-ground, round pool engulfed by brick pavers that was covered at the time of survey.

A circa-1960, one-story, two-bay garage is located south of the dwelling (Figure 3-127). The frame building is clad in vertical wood boards at the interior and corrugated metal at the exterior. The shed roof is sheathed in corrugated metal and features a pentice supported by wood brackets along the east elevation. The entirety of the east elevation is left open.



FIGURE 3-126: NORTHEAST OBLIQUE OF THE STORAGE SHED (LEFT) AND THE OUTBUILDING (RIGHT)



FIGURE 3-127: GARAGE, NORTHEAST OBLIQUE

3.11.3 NRHP Evaluation

The Charles Gwathmey House is a high-style, Queen Anne dwelling built circa 1886 in the small rural community of Gwathmey, south of Ashland. The resource is in good condition and retains a high level of integrity of location, feeling, and association. The setting of the resource has been

somewhat changed as a small inground pool, two outbuildings, and a couple different types of fences have been added to the lot. A number of additions and modifications to the house have also changed its appearance over time, although much of the work has used similar construction methods and materials as the original core. As such, the resource retains a moderate level of integrity of setting, design, materials, and workmanship.

Archival research did not indicate that the Charles Gwathmey House is associated with any important events that have made a significant contribution to broad patterns in American history. As such, it is recommended not eligible under Criterion A.

For a resource to be eligible under Criterion B, it must have an association with a person who is “individually significant within a historic context” and has “gained importance within his or her profession or group” (Shrimpton et al. 1990). Furthermore, they “must be shown to have played a distinctively significant role in comparison with others to qualify” a resource as eligible under this criterion (Bolland n.d.). Charles Gwathmey played an important role in the growth of the Gwathmey community, so much so that the area was named in his honor. He donated the land for the Gwathmey Baptist Church and sold much of the rest of his land which formed the Gwathmey community. However, this was a fairly common trend along the RF&P Railroad and in rural crossroad communities within Hanover and surrounding counties, as local property owners turned into entrepreneurs to promote short periods of growth in underutilized areas. Furthermore, Gwathmey was a merchant by trade and is not known to have gained particular prominence within the local development community at large. As such, the Charles Gwathmey House is recommended not eligible under Criterion B.

Although the primary core was built in 1886, at least five building periods are thought to have subsequently affected the appearance of this house, most of which date from the early- to mid-twentieth century. Though it has undergone a number of interior and exterior changes over time, the core of the original building remains intact and is in generally good condition. Furthermore, many of these original features are hallmarks of the Queen Anne style: differing wall textures, simulated overhangs between the first and second stories, cut-away bay windows, towers, and elaborate front porches (McAlester 2013:348). These character-defining elements still collectively reflect the home’s elaborate Queen Anne style and contrast with the rest of this small crossroads community. Though there have been 34 Queen Anne-style dwellings recorded in Hanover County, most are located in the county seat and larger Town of Ashland. The Charles Gwathmey House faces the railroad and was designed as a stylish showpiece to encourage the development and purchase of Charles Gwathmey’s land around this small railroad stop and serves as a good example of high-style Queen Anne house in a small rural community. As such, the DC2RVA team recommends this resource as eligible under Criterion C at the local level as a unique example of a rural, high-style, Queen Anne dwelling in Hanover County. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Charles Gwathmey House is **recommended eligible under Criterion C at the local level for its unique architecture.**

The proposed period of significance for this resource is based on its construction date circa 1886. The proposed NRHP boundaries for Charles Gwathmey House, as determined during the current investigations, conform to the existing tax parcel (Parcel ID 7779-52-0113) including the outbuildings and landscape features (Figure 3-128).

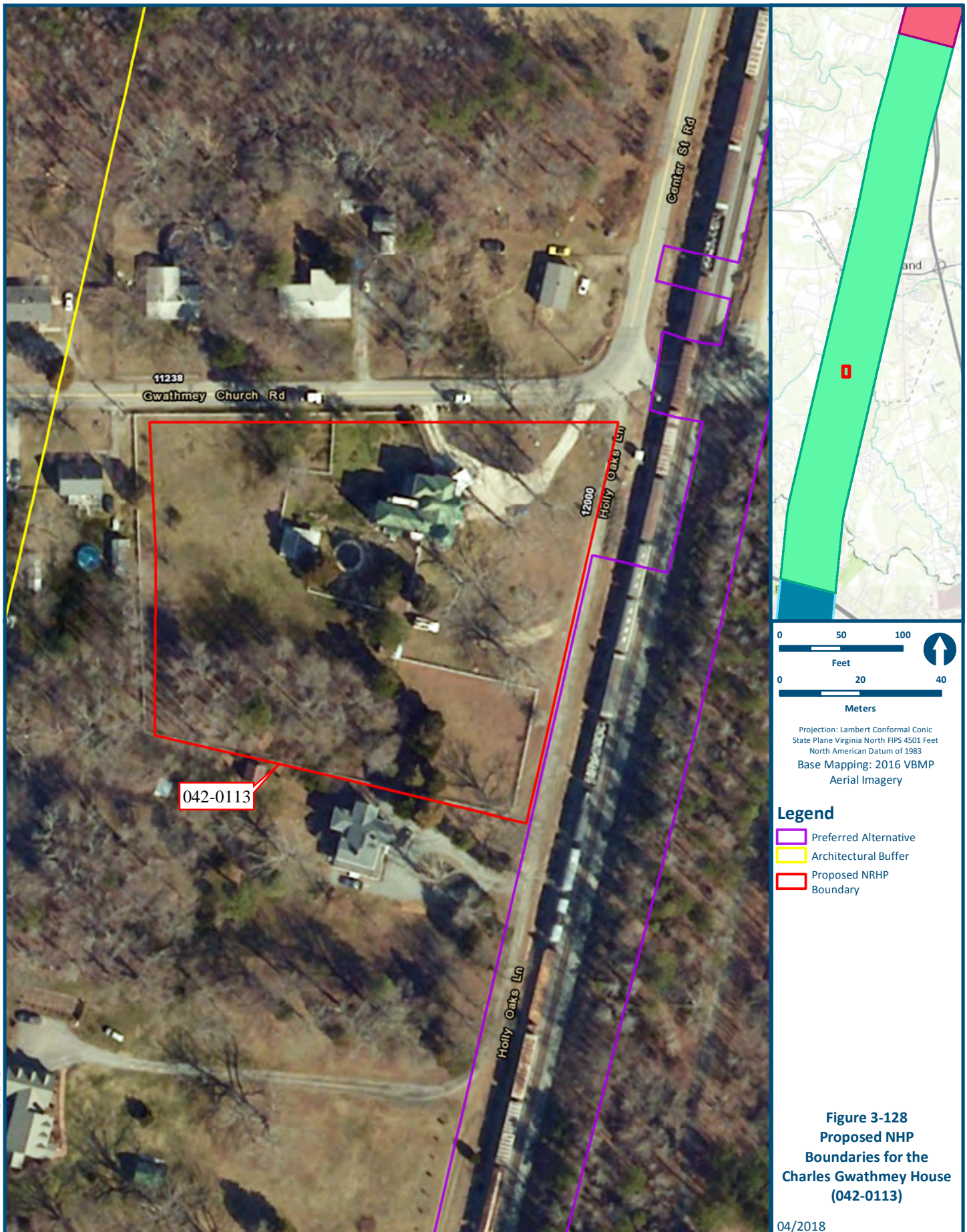


Figure 3-128
Proposed NHP
Boundaries for the
Charles Gwathmey House
(042-0113)

04/2018

3.12 SINTON HOUSE (042-0420)

The dwelling known as the Sinton House is located at 12081 Holly Oaks Lane, on the west side of Holly Oaks Lane and the railroad tracks within the rural community of Gwathmey, south of Ashland in Hanover County, Virginia (Figure 3-129). The circa-1890 building, set slightly back from the roadway in the eastern half of a triangular lot measuring approximately 5.1 acres, is primarily surrounded by a manicured lawn heavily dotted with deciduous trees. The west half of the parcel is filled with deciduous and coniferous trees. The property is accessed by a graveled driveway that extends from the road, east to the building's primary entrance. The southern boundary of the drive is lined with shrubbery. The east elevation (façade) is lined with a plant bed dotted with shrubbery as is the east elevation of an associated shed. Secondary resources are a workshop, shed, and three wells.

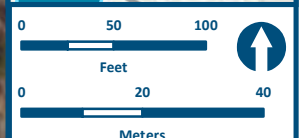
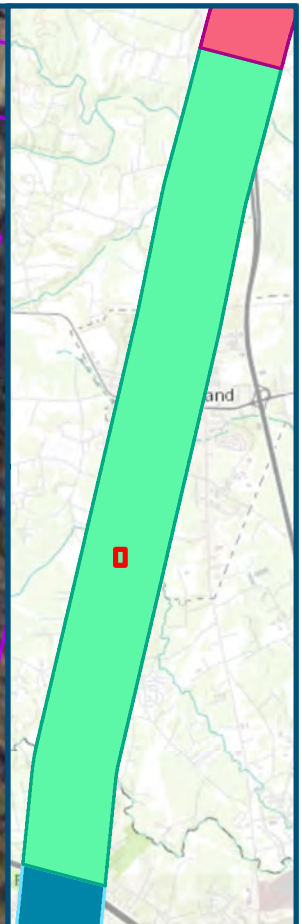
3.12.1 Historic Context

The Sinton House (042-0420) is situated on a large tract of land that was transferred from Henry and C. Saunders to Charles B. and Caroline B. Gwathmey in April 1886. After receiving this tract, Gwathmey divided it and sold various parcels.

William Sinton purchased 3.1 acres of Gwathmey's land for \$155 according to a deed dated June 25, 1890 (Figure 3-130). Census records indicate that Sinton worked as a bank cashier at the turn of the century (U. S. Census 1900). Sinton's acquisition of this lot in addition to his other holdings made for a total of 6.1 acres (HaCDB 26:146, 34:315, 43:465). The house was built with Queen Anne-style attributes, which was popular during the late-nineteenth century. This style was especially prevalent within dwellings located along the railroad, as the transportation system allowed local lumber yards to stock pre-cut millwork from outside the area, and it was easy for builders to apply this pre-cut trim to houses (McAlester 2013:398).

Upon William Sinton's death, the 6.1 acres and Sinton House were willed to his sisters, Jane G. and Eugenia Sinton. The two quickly sold the land to Charles C. Reed for \$4,000, in 1911 (HaCDB 55:79). The property was sold three more times over the next 10 years at which time it was purchased by Elizabeth W. Lewis (HaCDB 72:113). In September 1946, Lewis transferred 4.9 acres of the parcel to Louis George Hillquist and Sophia Vaughan Hillquist (HaCDB 125:79).

The 4.9-acre parcel along with the Sinton House was deeded from the Hillquists to Alice Marie Reilly in April 1951 (HaCDB 141:96). Alice Marie Reilly was the only daughter of Mr. and Mrs. John V. Reilly. Mr. Reilly, who had retired from a career in banking in New York City, moved his family south to Ashland in 1950 before purchasing the Sinton House, referred to during their ownership as Holly Oaks. The Reillys "brought with them to Ashland a long interest in horses... and although 'Holly Oaks' was just a few acres, they kept one or two horses there" (Ashland Sesquicentennial Committee 2009:328). The Reillys were also musicians, and Alice played organ at the Catholic church for much of her time in Ashland. Alice Reilly never married or had children but lived in the Sinton House until she sold it to David B. and Cynthia P. McNamara in 1997. Over the next decade, the house went into foreclosure, and was bought by Bruce and Donna Folkes in 2009 (HaCDB 2507:408, 2933:424, 2961:1002). Giancarlo Pimpinella is the current owner of the Sinton House (HaCDB 2978:1448).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

- Legend**
- Preferred Alternative
 - Architectural Buffer
 - Resource Boundary

Figure 3-129
 Location of the Sinton
 House (042-0420)

04/2018

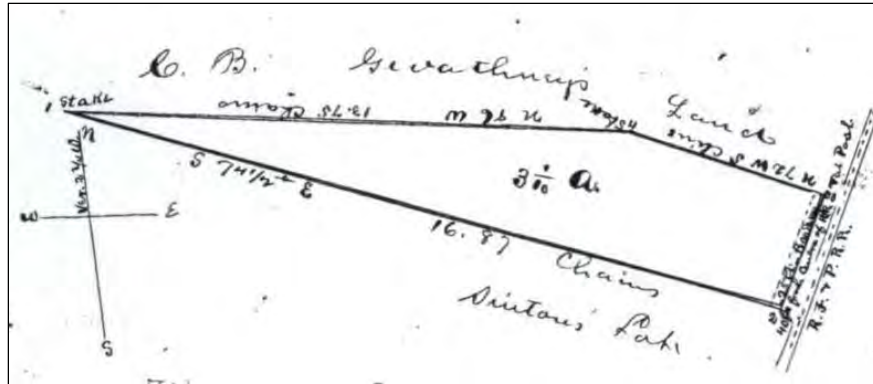


Figure 3-130: Detail of 1890 Plat Showing 3.1-Acre Tract Between "Sinton's Lot" and Gwathmey's Land (Hacpb 2:94) (Not To Scale)

3.12.2 Architectural Description

3.12.2.1 Primary Resource Exterior

The resource known as the Sinton House at 12081 Holly Oaks Lane is a two-and-a-half-story, three-bay, single-family dwelling constructed circa 1890 with Queen Anne details (Figure 3-131 through Figure 3-136). Its continuous brick foundation supports a frame structural system currently clad in aluminum-shingle siding. The dwelling is covered by a low-pitched, hipped roof with three gabled projections, all sheathed in asphalt shingles and featuring tight, boxed eaves. The projections extend from the east half of the north elevation, north half of the east elevation, and south half of the west elevation. The east projection features a decorative, sawn, wood gable ornament in the eave (Figure 3-134). Some decorative, metal, ridge cresting was also observed. Two brick chimneys with corbeled caps pierce the roof slope: one north of the gabled dormer and another in the south half of the building (Figure 3-134). The northern chimney stack features a metal hood. A front-gabled dormer, clad in aluminum shingles, dots the south half of the façade (Figure 3-135).

Centered on the east elevation is a single-leaf, half-glazed, paneled-wood door protected by a decorative wood-and-screen storm door. The door is asymmetrically arranged with a leaded, wood-frame transom extending across the entrance and a multi-light, wood-frame sidelight with fluted trimwork. Window openings throughout much of the house are filled with single and paired, two-over-two (vertical muntins), wood-frame, double-hung sashes. The dormer holds a pair of square wood-frame lights that have either fixed or casement sashes. A one-story bay window projects from the north end of the façade and is filled with one-over-one, double-hung, replacement windows.



FIGURE 3-131: SITE PLAN OF THE SINTON HOUSE (GOOGLE 2018) (NOT TO SCALE)

A one-story, wrap-around porch set on wood piers, filled with wood lattice between posts, stretches from the east to the south elevation. It is covered by a shed roof sheathed in asphalt shingles, and supported by turned wood posts, some of which are recent replacements, with decorative bracketing. The porch is accessed by a set of wood stairs at the east and south elevations.

This resource features a rear (west) addition that is covered by a hipped and shed roof and is composed of the same materials as the main block (Figure 3-136). The chronology of the additions is unknown, but exterior siding on the eastern wall of this rear addition suggests it was incorporated into the main block after construction. Fenestration in this section of the building consists of four-over-four, wood-frame, double-hung-sash windows. A paneled wood door is located in the second story of the west elevation, suggesting the removal of a two-story porch or set of stairs at one point in time. A rounded, brick stoop with four steps is situated in front of a secondary entrance in the hipped addition. A concrete bulkhead, likely a cellar entrance, is situated in the southwest corner of the building; it is covered by a wood board-and-batten door.



FIGURE 3-132: VIEW OF EAST ELEVATION



FIGURE 3-133: SOUTHEAST OBLIQUE



FIGURE 3-134: DETAIL OF CHIMNEY (LEFT) AND GABLE ORNAMENT (RIGHT)



FIGURE 3-135: DETAIL OF DORMER



FIGURE 3-136: VIEW OF SOUTHWEST OBLIQUE SHOWING KITCHEN ADDITION AT LEFT

3.12.2.2 Primary Resource Interior

The Sinton House has a typical late-nineteenth-century interior plan where the primary entrance opens to a central corridor with formal rooms on either side and a stairway providing access to the second story (Figure 3-137 and Figure 3-138). Two formal rooms sharing a central fireplace are situated on the left side of the corridor. A front parlor with fireplace and bay window is to the north of the hall. A staircase with spindle balustrade is located beyond the front parlor and turns to the west as one ascends. An office is located in an addition beyond the stair on the first floor. A kitchen addition at the rear of the first story contains a brick chimney at the north end and a bathroom at the south end, accessed by a private corridor. The bathroom is located on the former exterior wall of the original core and has a two-over-two, double-hung-sash window which looks into the hallway. More information is required to assess if the woodwork and trim is original to the house, but the bullseye corner blocks and overmantels at the first floor appear to be in keeping with the style and date of construction.

The second story has a similar arrangement to the first as five bedrooms located off the central corridor with open staircase, four of which appear to be part of the original plan (Figure 3-139). In the addition above the kitchen is a bedroom at the second story, accessible via a narrow corridor with exposed weatherboard siding. Two bathrooms are located on the second story. All doorways on this story are filled by single-leaf wood doors.

The attic was inaccessible during this survey.

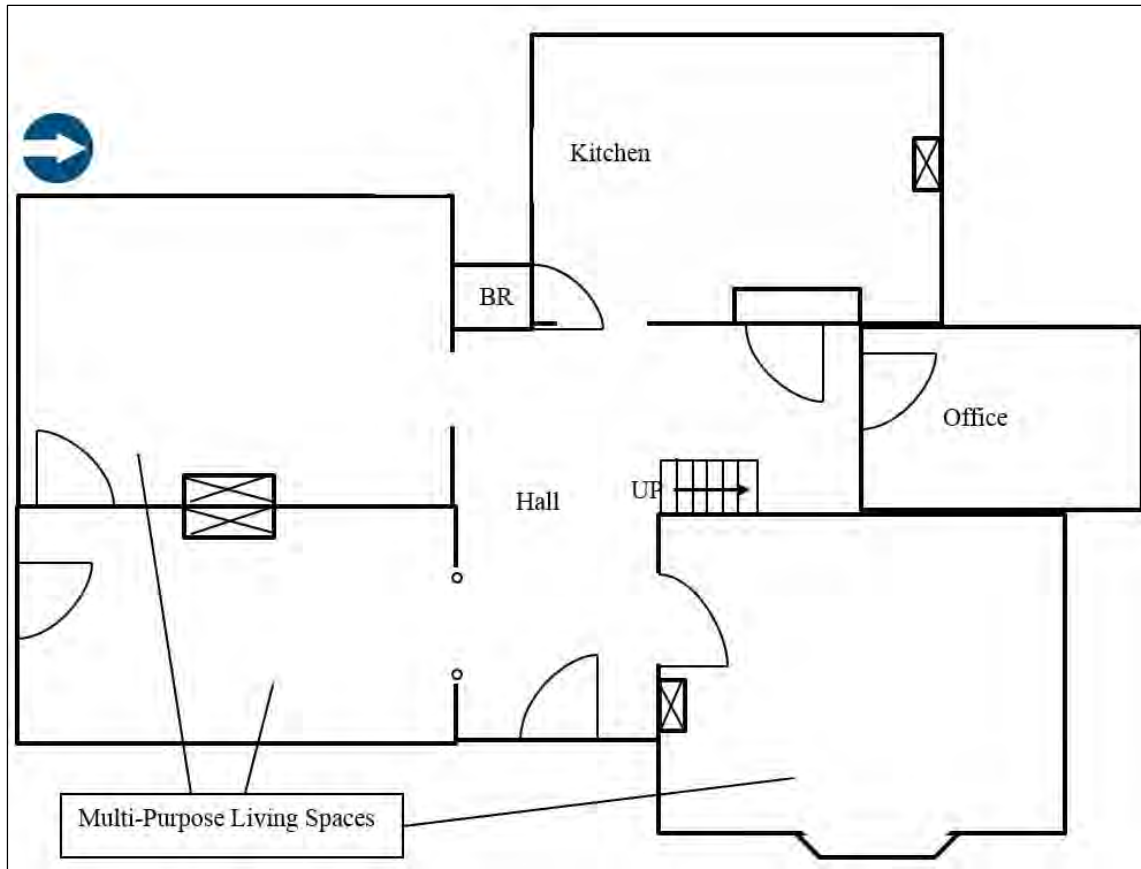


FIGURE 3-137: APPROXIMATE FIRST-STORY FLOOR PLAN (NOT TO SCALE)



FIGURE 3-138: FIRST STORY, LOOING SOUTH FROM CENTRAL STAIR

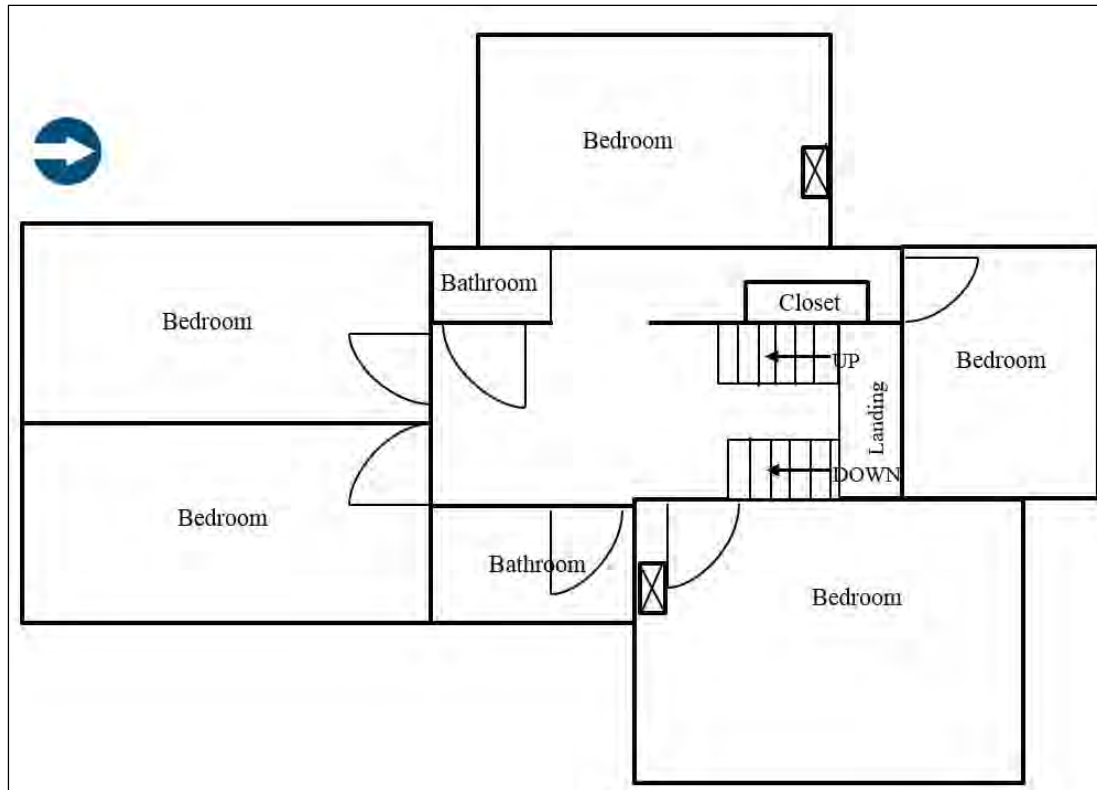


FIGURE 3-139: APPROXIMATE SECOND-STORY FLOOR PLAN (NOT TO SCALE)

3.12.2.3 Secondary Resources

Two outbuildings and several well caps are associated with the property (Figure 3-140). A one-story, one-bay, possible workshop constructed circa 1890 is located northwest of the dwelling. The wood-frame building is sheathed in weatherboard with wood corner boards and covered by a front-gabled, v-crimp-metal-clad roof. An interior-end, brick chimney is centered on the north elevation. A single-leaf, five-paneled, wood door is accessed by a wood ramp on the south elevation. Other fenestration includes six-over-six, wood-frame, double-hung-sash windows.

West of the dwelling, a circa-1950, one-story, frame shed is covered in T1-11 siding and topped by a shed, v-crimp-metal-clad roof. A double-leaf wood door accessed by a wood ramp is located on the south elevation. A shed lean-to supported by square wood posts extends from the north elevation.



FIGURE 3-140: VIEW OF WORKSHOP AND SHED FACING NORTHWEST

3.12.3 NRHP Evaluation

The Sinton House, located at 12081 Holly Oak Road in the community of Gwathmey, is a single-family dwelling with Queen Anne details constructed circa 1890. Although it is in good condition and retains a high level of historic integrity of location, feeling, and association, modifications over time to the property have somewhat diminished its integrity of setting, design, materials, and workmanship.

According to the NPS, “to be considered for listing under Criterion A, a property must be associated with one or more events important in a defined historic context... The event or trends, however, must clearly be important within the associated context... and it must retain historic integrity” (Shrimpton et al. 1990). Archival research did not reveal any associations with important events in history, therefore, the Sinton House is recommended not eligible under Criterion A.

In order for a resource to be eligible for the NRHP under Criterion B, it must be associated with a person who is “individually significant within a historic context” and has “gained importance within his or her profession or group” (Shrimpton et al. 1990). The Sinton House has no known association with any significant person and is, therefore, recommended not eligible for the NRHP under Criterion B.

The dwelling has marked features of the Queen Anne style: decorative spindlework and wrap-around porch, complex roof line, and an asymmetrical façade and floor plan, among other details. However, these elements are not high style and border on what is called Folk Victorian in their construction. Furthermore, there are many examples of the Queen Anne style in Hanover County as it was popular throughout the late-nineteenth century and into the early-twentieth century. Nearby Ashland contains dozens of examples of this style of dwelling built through the 1870s to the 1890s. Modifications at the Sinton House have made an effort to blend in with existing Queen Anne elements, but replacement materials—including some windows, porch features, and

interior fixtures—have negatively affected its integrity of design, materials, and workmanship. For these reasons, this resource is recommended not eligible under Criterion C. As an architectural resource, this property was not evaluated under Criterion D.

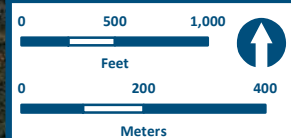
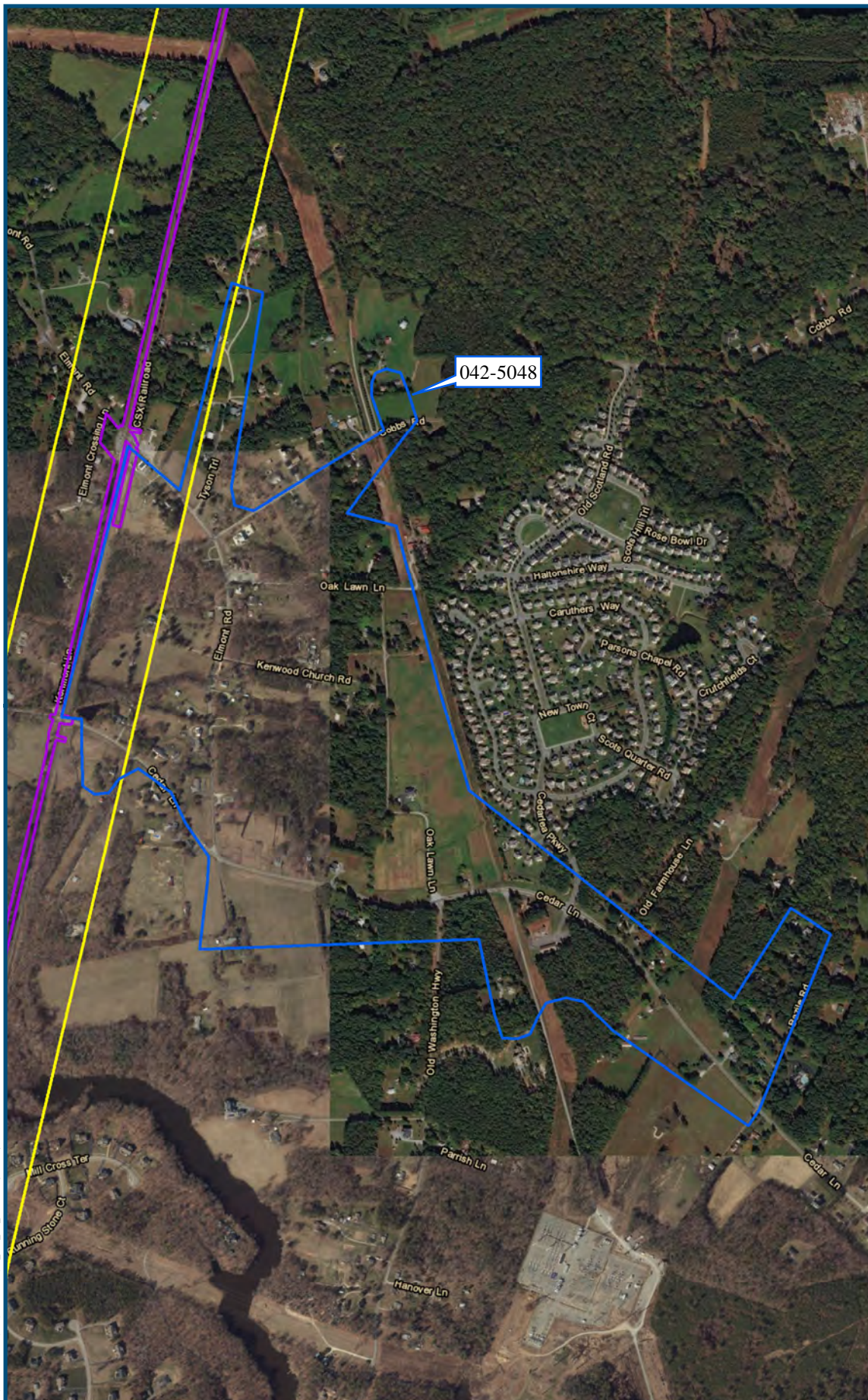
In sum, the Sinton House is **recommended not eligible under Criteria A-C**.

3.13 ELMONT HISTORIC DISTRICT (042-5048)

The Elmont Historic District (042-5048) highlights an unincorporated community in Hanover County situated east of the current CSXT rail line where two thoroughfares, Cedar Lane and Elmont Road, intersect. At its western boundary are the remains of the Richmond-Ashland Trolley Line (043-5347), and at the southern tip is a modern residential development at Chiltern Hills Court. Although several secondary roads have been recently constructed in the district, including Old Washington Highway, Kenwood Church Road, Cobb Road, and Oak Lawn Lane, the boundary roughly follows Elmont Road from its intersection with the railroad southeast to its intersection with Cedar Lane and follows Cedar Lane from the railroad east to Brazile Road (Figure 3-141). Trains still run on this line as part of CSXT's RF&P Subdivision and the Amtrak system. Development within the district boundaries spans from around 1880 to present day and includes approximately 60 resources. Property types within the Elmont Historic District include residential, commercial, religious, educational, and recreational resources.

3.13.1 Historic Context

The Elmont Historic District features a rural community situated between the RF&P Railroad and the Richmond-Ashland Electric Railway, also known as the Richmond-Ashland Trolley Line (042-5347), situated south of Ashland and north of the Chickahominy River in Hanover County. Hanover County, founded in 1720, was settled by plantation owners and tobacco farmers, and remained fairly agricultural throughout the nineteenth century with a network of roads linking farms, ferry crossings, mills, and taverns (Figure 3-142) (Hanover County, Virginia 2018; Land and Community Associates 1992). However, an increase in population and development was spurred by the introduction of rail transportation to the area. The RF&P Railroad was laid out through the county beginning in 1834, and by 1836, the first train from the north passed through Ashland (Land and Community Associates 1992). Prompted by the development and success of the railroad, Elmont was originally a stop on the RF&P Railroad named Kilby “for the gallant Hanoverian who served in the United States Navy” in the Revolutionary War, John Kilby (Figure 3-143) (Hanover County Historical Society 1993:16). John Kilby served on the Bon Homme Richard under John Paul Jones (Page 1926:64).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 3-141
Location of the Elmont
Historic District
(042-5048)

04/2018

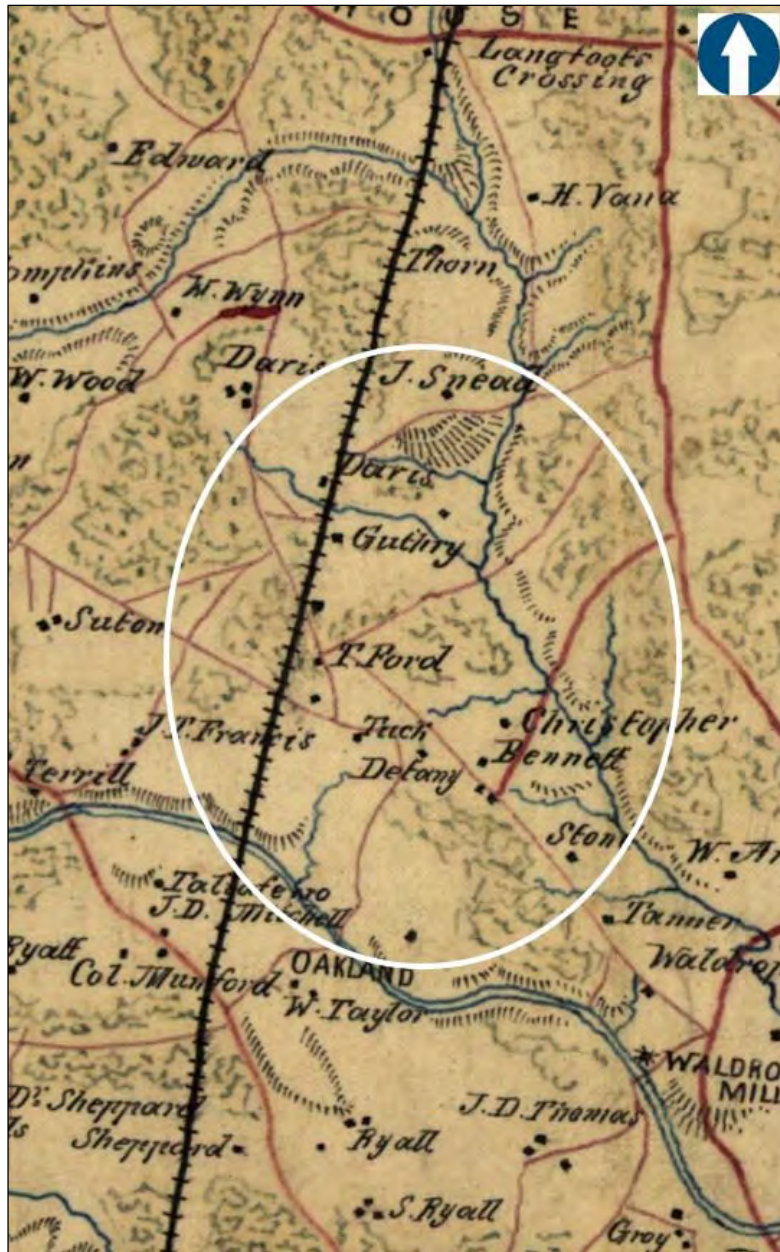


FIGURE 3-142: GENERAL AREA OF THE FUTURE LOCATION OF ELMONT ON CIRCA-1860 MAP (HOTCHKISS MAP COLLECTION 186?). NOTE THE PRIMARILY AGRICULTURAL AREA WITH NO CONCENTRATED VILLAGE. (MAP NOT TO SCALE)



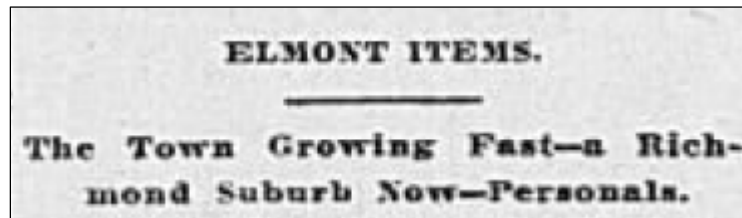
FIGURE 3-143: 1887 MAP OF HENRICO AND HANOVER COUNTIES SHOWING KILBY'S CROSSING (HOEN & CO. 1887) (NOT TO SCALE)

Although the Civil War slowed development as many depots and tracks were destroyed during the numerous battles fought throughout the county, the county entered in a period of rapid expansion, particularly along the rail lines, after the war ended (Hanover County Economic Development 2018; Land and Community Associates 1992:56). Under the direction of the president of the RF&P Railroad, Major Myers, a new station called Kenwood was erected in the area of Elmont at the turn of the century (Hanover County Historical Society 1993:16). In 1902, the *Richmond Dispatch* (1902) boasted that:

...although Elmont is comparatively a new town, it is building up very fast. The old place was called Kilby and consisted of only one or two residences and a little station building. Now we have a nice little village, and many whose business is in Richmond make their home here, going back and forth to the work on the trains, which run very conveniently for this purpose (Figure 3-144).

A post office was established around 1903 at the stop and named Elmont (Hanover County Historical Society 1993:16). Typical of maturing settlements in the county, commercial and community buildings arose around the intersections or crossroads of roads with the railroad tracks. Stores built in Elmont, such as the Cobb Store (042-0341), were typically frame and were one to two stories in height. Community buildings included Kenwood Methodist Church (042-0337), the Kenwood Community Center (042-0332), and the Elmont Elementary School (042-0333). The community center, which originally included a basketball court and horseshoe pits, is

still used by the Ruritan Club, Cub Scouts, and other groups (Land and Community Associates 1992:86–87, 95). The popularity of the RF&P Railroad throughout the county enabled people to move out of the busy cities into the countryside of Hanover and commute for work. In the early-twentieth century, the RF&P Railroad developed the commuter “Accommodation Train,” which ran from Ashland into Richmond with stops at Gwathmey and Elmont (Land and Community Associates 1992:79–80).



**FIGURE 3-144: HEADLINE FROM 1902 ARTICLE WITH AREA NEWS
(RICHMOND DISPATCH 1902)**

A similar service was provided by the streetcar. The electric railroad, called the Richmond-Ashland Trolley Line (042-0707), chartered in 1905 as the Richmond & Chesapeake Railway Company, was planned by Frank Jay Gould of New York. Plans for the line hoped to connect Norfolk with Fredericksburg via Petersburg and Richmond with branches to Virginia Beach and the Northern Neck (Land and Community Associates 1992:56–57). It passed through Yellow Tavern, Greenwood, Holly Hill, Cedar Lane, and Elmont on its way to Richmond with 15 stations all “in convenient places along the line” (Richmond Times-Dispatch 1907). Although the line experienced peak passenger travel in 1917 during World War I, it was put up for auction the following year and purchased by a local group who renamed it the Richmond-Ashland Electric Railway (Land and Community Associates 1992:56–57). Effects of the Depression and the eventual success of other means of transportation brought the line to closure in 1937. The route itself was preserved by the construction of power lines.

According to the Land and Community Associates report on historic resources in Hanover County, “increasing importance of the railroad and streetcar transportation” like the RF&P Railroad and the Richmond-Ashland Electric Railway is reflected in the orientation of dwellings and commercial buildings in not only towns but rural areas as well (1992:80). This is only partially true for the village of Elmont. Although a concentration of buildings was established at the intersection of the RF&P Railroad and Elmont Road, many buildings are situated along and facing Elmont Road (Figure 3-145). Residential development occurred in the village during the mid-twentieth century primarily along Elmont Road (USGS 1951, 1963). However, with further modern development came the demolition of several commercial and residential buildings constructed during the height of the village growth (Hanover County GIS 2018).

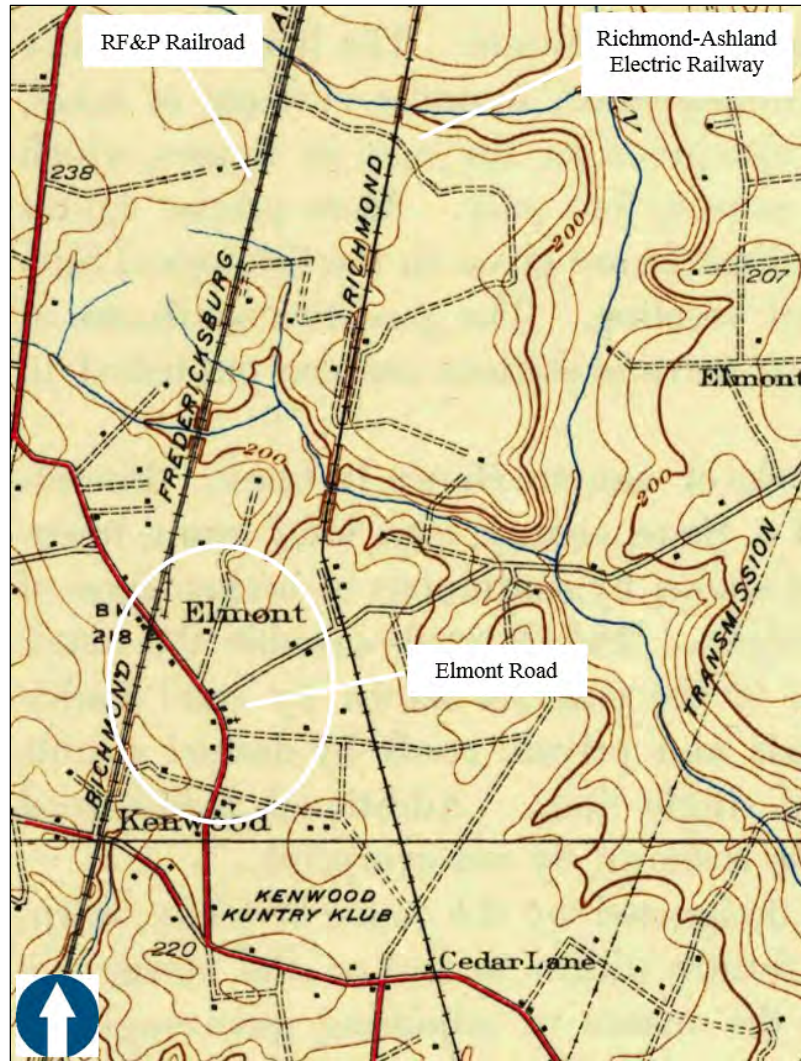


FIGURE 3-145: 1925 USGS TOPOGRAPHIC QUADRANGLE MAP OF HANOVER COUNTY (USGS 1925). NOTE THE EXTENSIVE CONSTRUCTION WITHIN A 30-YEAR SPAN COMPARED TO FIGURE 3-143. (MAP NOT TO SCALE)

3.13.2 Architectural Description

The Elmont Historic District comprises a rural community situated between the former RF&P Railroad and the Richmond-Ashland Trolley Line. Spurred by the success of the railroad, the first major wave of development occurred in the late-nineteenth century. Buildings in the district were constructed between 1880 to the present day and include residential, educational, commercial, religious, and recreational property types. Parcel sizes range widely from 0.5-acre lots to 18-acre farmsteads (Hanover County GIS 2018). The roads are not lined with a public sidewalk and properties contain a mix of dense wooded areas, manicured lawns, driveways and parking areas, shrubbery, and plantings (Figure 3-146 and Figure 3-147).

The oldest surviving buildings are single-family dwellings dating to the late-nineteenth century and are typically two-story frame examples of the Queen Anne and Folk Victorian architectural styles, such as the Tom Fogg House (042-0338) on Cobb Road, George Haw House (042-0324) on

SURVEY RESULTS

Old Farmhouse Road, and House at 11226 Elmont Road (042-0339) (Figure 3-148 and Figure 3-149). Following the turn of the twentieth century, the Colonial Revival style became increasingly popular throughout the district and continued to be used into the 1940s. Early houses built in the Colonial Revival style tended to be two stories in height and of frame construction, such as the Gilman House at 11204 Oak Lawn Lane (042-5204), while later examples often stood one-and-a-half stories with both frame and brick structural systems being common (for example, House at 11397 Cedar Lane (042-5188) and Cobb House at 11237 Elmont Road (042-5750)) (Figure 3-149 and Figure 3-150). Typical decorative features on these dwellings include elaborate door surrounds and round columns on porches.



FIGURE 3-146: OVERVIEW OF ELMONT HISTORIC DISTRICT, CEDAR LANE, LOOKING NORTHWEST



FIGURE 3-147: OVERVIEW OF ELMONT HISTORIC DISTRICT, ELMONT ROAD AT KENWOOD CHURCH ROAD INTERSECTION, LOOKING NORTHWEST

SURVEY RESULTS



FIGURE 3-148: TOM FOGG HOUSE (042-0338) ON COBB ROAD, SOUTH ELEVATION (LEFT); GEORGE HAW HOUSE (042-0342) ON OLD FARMHOUSE ROAD, WEST OBLIQUE (RIGHT)



FIGURE 3-149: HOUSE AT 11226 ELMONT ROAD (042-0339), SOUTHWEST ELEVATION (LEFT); GILMAN HOUSE AT 11204 OAK LAWN LANE (042-5204), SOUTH OBLIQUE (RIGHT)



FIGURE 3-150: HOUSE AT 11397 CEDAR LANE (042-5188) (LEFT) AND COBB HOUSE AT 11237 ELMONT ROAD (042-5750) (RIGHT)

By the 1940s, nearly all of the buildings constructed in the district were one- or one-and-a-half stories in height. The Colonial Revival style remained popular; however, houses exemplifying other popular mid-century styles and forms, such as Craftsman, Ranch, Minimal Traditional, and bungalow, begin to dot the landscape during this period (for example, House at 11162 Elmont Road [042-5194] and House at 11168 Elmont Road [042-5195]) (Figure 3-151). Late-twentieth-century development is sparse but does exist in the district. The highest concentration is located near the eastern boundary within the residential Cedarlea Park subdivision.



FIGURE 3-151: HOUSE AT 11162 ELMONT ROAD (042-5194), NORTHWEST OBLIQUE (LEFT); HOUSE AT 11168 ELMONT ROAD (042-5195), WEST ELEVATION (RIGHT)

Cobb Store (042-0341), located at the intersection of Elmont Road and the RF&P Railroad, appears to be the only surviving commercial building that dates to the early-twentieth century (Figure 3-152). Breedlove Store (042-0327), another frame store, once stood at the intersection of Cedar Lane and Elmont Road but it is no longer extant. A one-story, concrete-block store, currently known as Elmont Food Mart & Deli and constructed in the mid-twentieth century, is located just north of Cobb Store on Elmont Road (Figure 3-153). One religious building is located within the boundaries of the Elmont Historic District: the Kenwood Methodist Church (042-0337). This late-nineteenth-century ecclesiastical property is one story in height and is a typical example of a rural, frame, church dating to the late-nineteenth century (Figure 3-154).



FIGURE 3-152: COBBS STORE (042-0341), NORTHEAST ELEVATION



FIGURE 3-153: ELMONT FOOD MART & DELI, SOUTHEAST OBLIQUE



FIGURE 3-154: KENWOOD METHODIST CHURCH (042-0337), WEST ELEVATION

Educational and recreational properties within the district include the Elmont Elementary School (042-0333) and the Kenwood Community Center (042-0332). The school dates to the turn of the twentieth century and is a two-story building clad in wood shingles, unique to this district and the immediate area (Figure 3-155). The Kenwood Community Center is a circa-1900, one-story, frame building on the east side of Elmont Road.



FIGURE 3-155: ELMONT ELEMENTARY SCHOOL (042-0333), WEST ELEVATION

In general, buildings in the district range from one to two stories in height and primarily are built upon continuous foundations. Exterior materials include weatherboard or replacement vinyl siding and brick laid in a stretcher or common bond. They are primarily covered by a side-gabled roof with asphalt shingles, although examples of front-gabled and hipped roofs are present.

Although some resources retain original fenestration, replacement windows are very common. One-story porches ranging in width from one bay to full façade are found on nearly all of the primary resources within the Elmont Historic District.

3.13.3 NRHP Evaluation

The Elmont Historic District is representative of a rural area of Hanover County that slowly developed into a small community beginning in the late-nineteenth century and continuing throughout the mid-twentieth century to present day. This area retains much of its rural character, despite the modern development along its eastern edge. As such, the Elmont Historic District possesses a relatively high level of integrity of location, feeling, and association. Many of the surviving buildings within the district boundaries have undergone common modifications such as window and siding replacement and the construction of additions, and several contributing buildings are no longer extant, rendering the district with a low to moderate level of integrity of materials, workmanship, setting, and design.

The NPS guidelines for evaluating a district under Criterion A state that it must be associated with one or more events or trends important in a defined historic context (Shrimpton et al. 1990). However, they also state that mere association with historic events or trends would not be enough for a district to be considered eligible. Although an example of a railroad community in Hanover County, the Elmont Historic District has suffered a loss of contributing buildings and structures reflecting that period of significance such as the train station, commercial buildings, industrial worker housing, and the electric rail line. Better examples of a railroad community exist throughout the county such as the Doswell Historic District (042-5448). For these reasons, the resource is recommended not eligible for the NRHP under Criterion A. There is not any known association with any significant person or persons from local, regional, or national history; therefore, the resource is also recommended not eligible under Criterion B.

According to the guidelines set by the NPS, for a district to be eligible under Criterion C, it must clearly contain enough distinctive characteristics to be considered a true representative of a particular type, period, or method of construction (Shrimpton et al. 1990). Many of the buildings within the district have undergone alterations such as window and siding replacement, porch replacement or enclosure, and the construction additions to the rear and/or side elevations. There has also been a loss of buildings that were important to the district's history and association with the railroad and other industries in the area: Breedlove Store (042-0327), a circa-1900, rural country store, and the Houses on Sawdust Lane (042-0328), a collection of 15 one-story, frame worker's houses constructed around 1930. Two known historic residences have also been demolished: the circa-1890 Swingle House (042-0340) and the House at 11247 Elmont Road (042-5201). The modern residual subdivision that overlaps with the district's eastern boarder also negatively impacts the district's integrity. Other communities along the RF&P Railroad, such as the Milford Historic District (016-5136) and the Doswell Historic District (042-5448), are better examples of this type of late-nineteenth and early-twentieth century development. For these reasons, the Elmont Historic District is recommended not eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

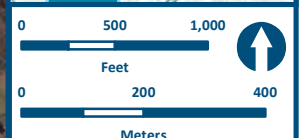
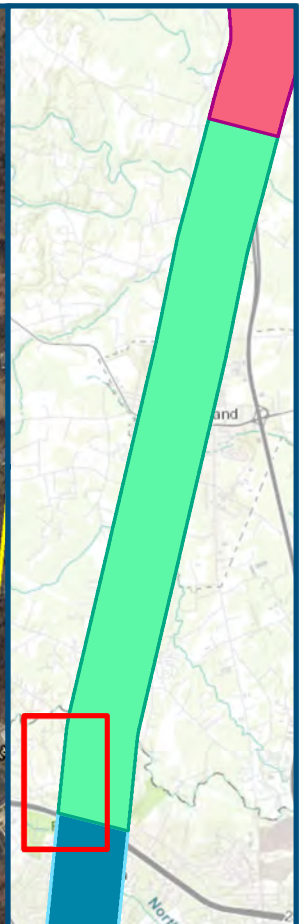
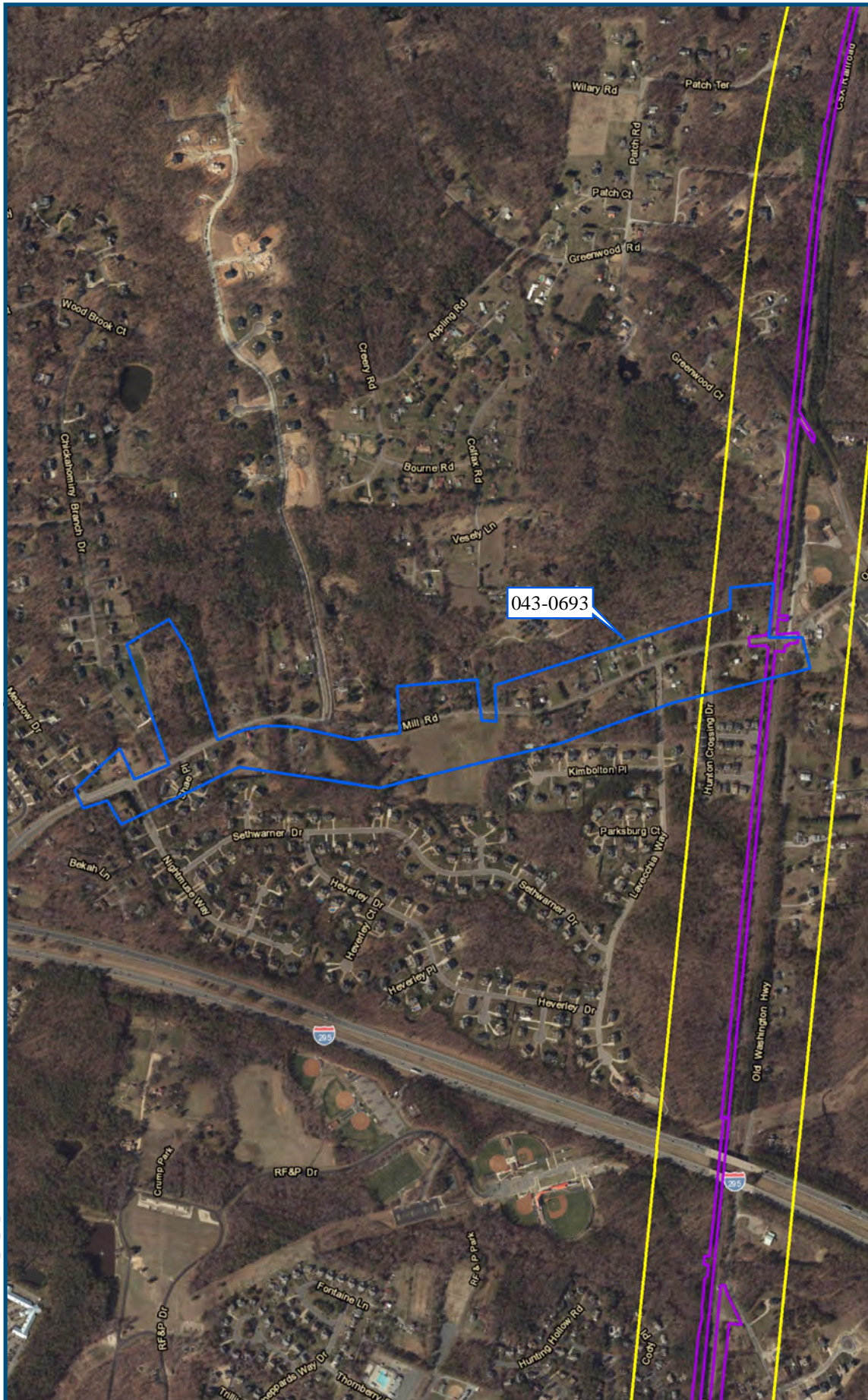
In sum, the Elmont Historic District is **recommended as not eligible for listing in the NRHP under Criterion A-C.**

3.14 MILL ROAD HISTORIC DISTRICT (043-0693)

The Mill Road Historic District (043-0693) features a village community, locally known as Hunton, in Henrico County situated immediately west of the CSXT rail line where Mill Road, running east to southwest, intersects with the railroad. Located south of the Chickahominy River, the irregularly shaped district follows Mill Road for approximately 1 mile, beginning at the intersection with Old Washington Highway in the east and ending at Long Meadow Drive in the west. Secondary streets in the district include Hunton Crossing Drive, Lavecchia Way, and Nightmuse Way, all of which serve as access roads for modern neighborhoods (Figure 3-156). Trains still run on this portion of the railroad as part of CSXT's RF&P Subdivision and the Amtrak system; however, passenger or freight rail no longer stops at this intersection. The district contains approximately 23 resources, primarily agricultural and residential properties built around 1900 to present day.

3.14.1 Historic Context

Although the RF&P Railroad opened to Fredericksburg from Richmond in 1837, major development did not occur in the area of Henrico County around Mill Road until the late-nineteenth century (Manarin and Dowdey 1984:220-222). Similar to neighboring Hanover County, this part of the county remained fairly agricultural throughout the nineteenth century with a network of roads linking farms, ferry crossings, mills, and taverns (Land and Community Associates 1992; Manarin and Dowdey 1984:339-342). Appearing in maps as early as the 1853 Keily map, Mill Road is said to derive its name from a grain mill, called Taylor's Grist Mill at that time, that was in operation near the gate of the Wilton Plantation in the eastern part of the county along the Chickahominy River (Figure 3-157) (O'Dell 1976:317). This is likely where the crossroads community derived its name, Taylor's Crossing. During the Civil War, Mill Road does not appear to be a primary thoroughfare as it is flanked by thick forest with no buildings depicted immediately on either side of the roadway (Figure 3-158).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

- Legend**
- Preferred Alternative
 - Architectural Buffer
 - Resource Boundary

Figure 3-156
Location of the Mill Road
Historic District
(043-0693)

04/2018

NOTES: Main Job 14-015: RAPS\GIS\2018\Work\14_015_AH_Phil.mxd | Last Updated: 04/24/2018



FIGURE 3-157: MILL ROAD ON THE 1853 KEILY'S MAP OF HENRICO COUNTY (O'DELL 1976:152). NOTE TAYLOR'S MILL AT THE EASTERN END OF THE ROAD. (MAP NOT TO SCALE)

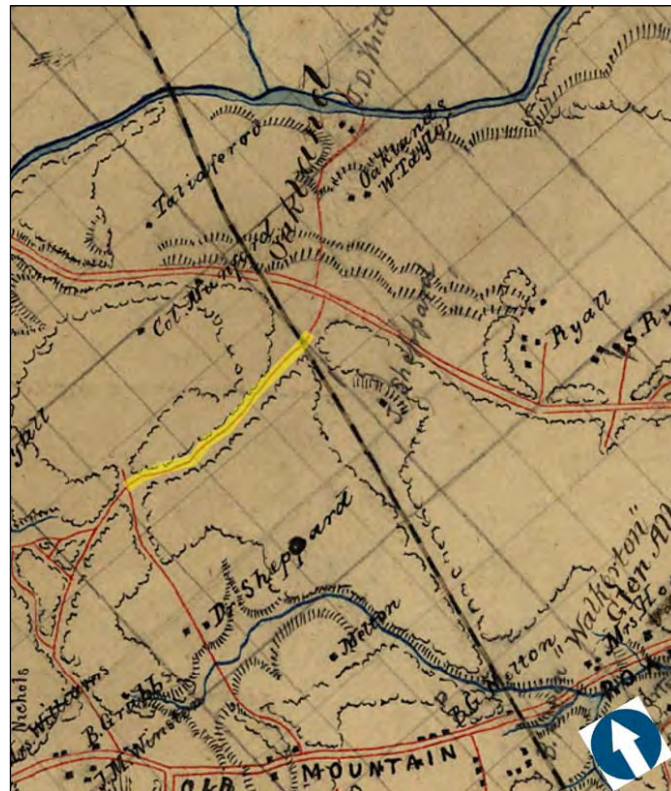


FIGURE 3-158: THE APPROXIMATE LOCATION OF THE MILL ROAD HISTORIC DISTRICT (HIGHLIGHTED IN YELLOW) ON AN 1864 MAP OF HENRICO COUNTY (HOTCHKISS MAP COLLECTION 1864) (MAP NOT TO SCALE)

The first wave of development occurred around 1900 when a small commuter station was created at the crossing. Industries popular in the county at the time included manufacturing, canning, woodworking, fertilizing, and meat packing while agricultural practices had a heavy focus on dairy, orchards, and nurseries (Manarin and Dowdey 1984). Several linear lots measuring between 50 to 120 acres were subdivided along the north side of Mill Road that extended to the river while larger tracts were situated on the south side (Figure 3-159) (T. Crawford Redd & Brother 1911). The community at Mill Road and its newfound growth resulted in a need for more local recreational and ecclesiastical buildings. In 1915, a Baptist Church was established at the intersection of Mill and Greenwood Roads on the east side of the railroad tracks (Hunton Baptist Church 2018).

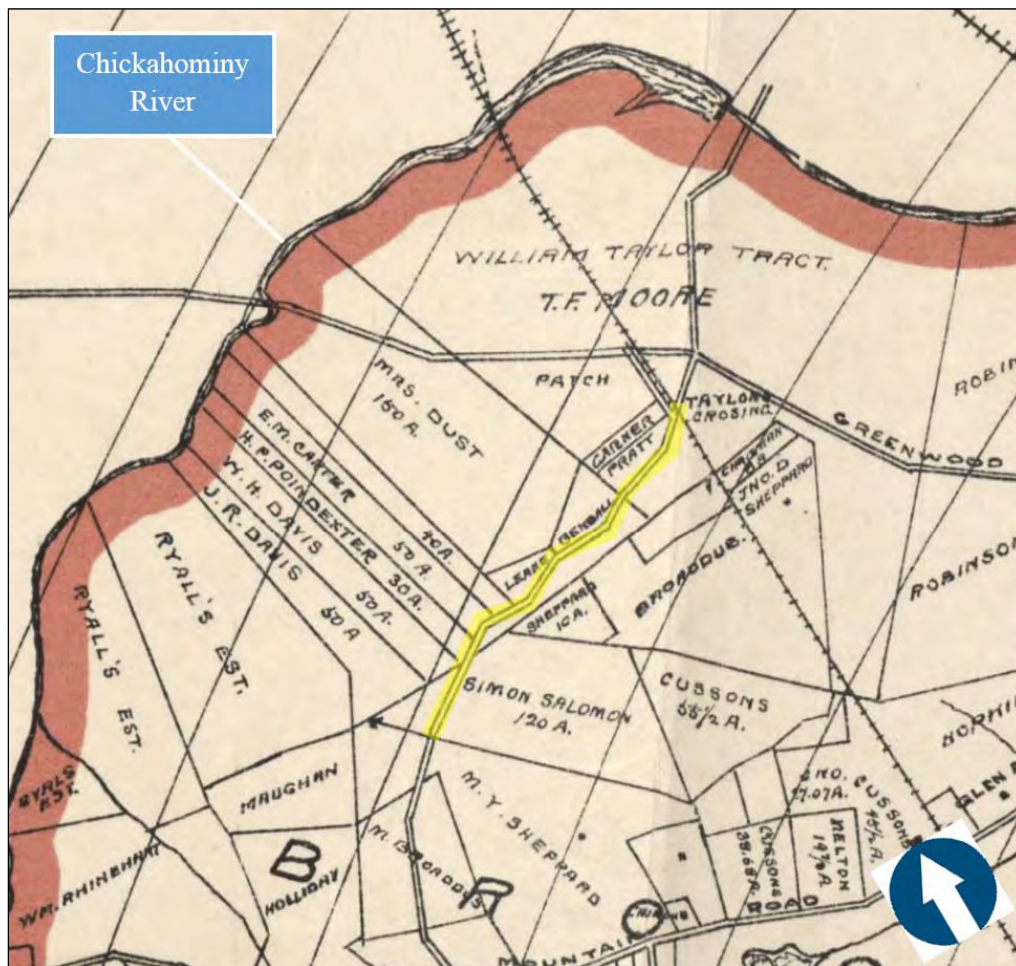


FIGURE 3-159: THE APPROXIMATE LOCATION OF THE MILL ROAD HISTORIC DISTRICT (HIGHLIGHTED IN YELLOW) IN A 1911 MAP OF HENRICO COUNTY (T. CRAWFORD REDD & BROTHER 1911) (MAP NOT TO SCALE)

Around 1930, the RF&P Railroad renamed the passenger station from “Taylor’s Crossing” to “Hunton,” in honor of its late president of almost 12 years, Eppa Hunton, Jr., to avoid confusion with another stop north on the line known as “Taylorsville” (Hunton Baptist Church 2018; McGehee 1992). With the influence of other means of transportation gaining greater acceptance over the railroad, this area began the slow conversion to automobile culture (Wilson 2002:294).

Another wave of development began around this time, encouraging landowners to further subdivide their lots along the road, primarily single-story frame dwellings, potentially for commuter housing. Soon came the development of I-95 in 1957 and Interstate 295 (I-295) in 1987, bringing further suburban development. Major subdivision development at the southern end of the Mill Road Historic District began in 2000 and continues to this day with the addition of a Ryan Homes subdivision in the boundaries of the southern half of the historic district (see Figure 3-156) (NETR 1994, 2004, 2014).

3.14.2 Architectural Description

The Mill Road Historic District encompasses the community of Hunton that developed at the turn of the century. Buildings in the district were constructed between 1900 and the present day and include residential and agricultural property types. Parcel sizes range widely from 0.5 acre to 20 acres (Henrico County GIS 2018). The road is not lined with a public sidewalk and properties contain a mix of dense wooded areas, manicured lawns, driveways and parking areas, shrubbery, and plantings (Figure 3-160 and Figure 3-161). Dwellings in the eastern half of the district, nearest to the railroad, are set closer to the road while several in the western half are set back at a distance.



FIGURE 3-160: OVERVIEW OF MILL ROAD HISTORIC DISTRICT, MILL ROAD AT HUNTON CROSSING DRIVE LOOKING EAST TOWARDS RAILROAD



FIGURE 3-161: OVERVIEW OF MILL ROAD HISTORIC DISTRICT, MILL ROAD AT CREERY ROAD, LOOKING WEST AT NEW DEVELOPMENT

The oldest surviving buildings date circa 1900 and are typically two-story, frame houses with elements of the Folk Victorian architectural style in vernacular forms like the I-house. Examples of the muted Folk Victorian style include the House at 11786 Mill Road, House at 11754 Mill Road, House at 11754 Mill Road, and House at 11701 Mill Road. Good examples of I-houses include the House at 11934 Mill Road and House at 11931 Mill Road (Figure 3-162 and Figure 3-163). These houses typically include a single-story, full-width porch with turned posts or Tuscan-style columns. One unique example of a vernacular dwelling with Folk Victorian influences was built circa 1933: House at 11531 Mill Road. This frame dwelling features a wrap-around porch with turned wood posts and brackets, while the roof features eave returns and a thick molded cornice (Figure 3-164).

Following the initial phase of development, the Craftsman and Minimal Traditional styles became increasingly popular throughout the district and continued to be built into the 1940s. Early houses in the Craftsman style range from one-and one-half-story bungalows to two-and-one-half-story American Foursquares, all of which are of frame construction and feature very little ornamentation (for example, House at 11700 Mill Road, House at 11640 Mill Road, and House at 11688 Mill Road) (Figure 3-165). Several of these dwellings include dormers, gable or hip, and full-width porches with tapered posts or Tuscan-style columns.

SURVEY RESULTS



FIGURE 3-162: HOUSE AT 11773 MILL ROAD, NORTHWEST OBLIQUE (LEFT); HOUSE AT 11754 MILL ROAD, SOUTHEAST OBLIQUE (RIGHT)



FIGURE 3-163: HOUSE AT 11934 MILL ROAD, SOUTHWEST OBLIQUE (LEFT); HOUSE AT 11931 MILL ROAD, NORTH ELEVATION (RIGHT)



FIGURE 3-164: HOUSE AT 11531 MILL ROAD, NORTHEAST OBLIQUE



FIGURE 3-165: HOUSE AT 11700 MILL ROAD, SOUTH ELEVATION (LEFT) AND HOUSE AT 11440 MILL ROAD, SOUTHEAST OBLIQUE (RIGHT)

Minimal Traditional examples begin to appear in the district in 1940s and are limited. They are no more than one story in height and are primarily of frame construction (Figure 3-166) (for example, House at 11723 Mill Road). One Minimal Traditional-styled dwelling features characteristics of the Tudor Revival style through a prominent gabled entrance (Figure 3-167).

Common modifications to all dwelling types include small- to large-scale additions and replacement materials including exterior siding, roofing, and fenestration. Late-twentieth-century infill is visible in several areas. Two areas of this development are concentrated in the southwestern tip of the district at Shae Place, Wyatt Farm Drive, and Long Meadow Drive with another at the eastern tip at Hunton Crossing Place.



FIGURE 3-166: HOUSE AT 11723 MILL ROAD, NORTH ELEVATION



FIGURE 3-167: HOUSE AT 11939 MILL ROAD, NORTH ELEVATION

3.14.3 NRHP Evaluation

The Mill Road Historic District is representative of a rural area of Henrico County that developed slowly beginning around the turn of the twentieth century and has continued to be improved throughout the mid-twentieth century to present day. This area does not retain its rural character due to heavy modern development in the latter part of the twentieth century. This development immediately surrounds the district and negatively affects its historic integrity of setting, feeling, and association. Many of the surviving buildings within the district boundaries have undergone common modifications such as replacement windows and siding as well as the construction of additions, rendering the district with a low to moderate level of integrity of materials, workmanship, and design.

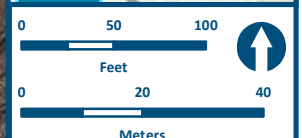
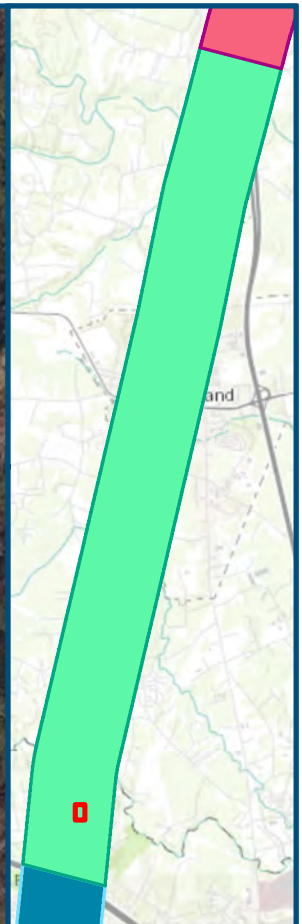
The NPS guidelines for evaluating a district under Criterion A state that it must be associated with one or more events or trends important in a defined historic context (Shrimpton et al. 1990). However, they also state that mere association with historic events or trends is not sufficient for a district to be considered eligible. The Mill Road Historic District highlights a railroad village in Henrico County with primary development occurring during the early-twentieth century, in correlation to the success of commuter rail transportation. However, it was not the only such community in the region and does not retain sufficient integrity to convey its origins. For these reasons, the resource is recommended not eligible for the NRHP under Criterion A. There is not any known association with any significant person or persons from local, regional, or national history; therefore, the resource is recommended not eligible under Criterion B.

According to the guidelines set by the NPS, for a district to be eligible under Criterion C, it must clearly contain enough distinctive characteristics to be considered a true representative of a particular type, period, or method of construction (Shrimpton et al. 1990). Many of the buildings within the district have undergone alterations, while the modern residual subdivisions that are encroaching on the district at the eastern, southern, and western borders has negatively impacted the district's integrity. A similar district, the Laurel Crossroads Historic District (043-0289), is a late-nineteenth-century, railroad crossroads community in Henrico County that has also suffered from an abundance of modern development. This resource was recently determined not eligible by DHR staff due to a loss of contributing historic resources and integrity. Similarly, the DC2RVA teams recommends the Mill Road Historic District not eligible for listing in the NRHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Mill Road Historic District is **recommended as not eligible for listing in the NRHP under Criterion A-C.**

3.15 HUNTON TREASURES (043-0694)

The resource recorded as Hunton Treasures at 11701 Greenwood Road is located at the north corner of the intersection at Greenwood Road and Old Washington Highway in a residential area of Henrico County, Virginia (Figure 3-168). The existing CSXT rail line is located west of the parcel. The resource is now used a commercial building with a sign reading "Workshop Gallery," and rests on a small parcel of approximately 4.0 acres primarily covered by a dense forested area on its north side. Immediately surrounding the resource is a mix of gravel and poured concrete. The property is accessed by Old Washington Highway on the southeast side and Greenwood Road on the west side. The primary elevation of the resource faces southeast toward Old Washington Highway.



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Architectural Buffer
- Resource Boundary

Figure 3-168
Location of theHunton
Treasures (043-0694)

04/2018

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3.15.1 Historic Context

In 1922, an approximately 344-acre farm “lying near the station of Hunton” was subdivided into a community named “Lake View” (Henrico County Plat Book [HCPB] 12:41). The Highway Realty and Entertainment Company sold a 5.9-acre lot, denoted as Block 14 in an associated plat, to John R. Chiles, and his wife, Lucy (Figure 3-169) (Henrico County Deed Book [HCDB] 221B:251; HCPB 12:41). The Chiles’s sold the lot, renamed as Lot No. 3 in an associated plat, to Herman D Melton in 1926 (Figure 3-170) (HCDB 237B:138).

County records from 1926 specify when Herman D. Melton (1892–1973) acquired the parcel, making no mention of any buildings on the property at that time (HCDB 237B:138). Before Melton was a property owner, census records list him as living with his parents at 18 years old in the Brookland Magisterial District of Henrico County and working as a janitor at a local medical college (U.S. Census 1910, 1920). In 1921, he married Julia Louise Price, and together they had four children; Camilla, Herman Jr., Julia “Louise”, and Hubert (Figure 3-171) (Virginia Marriages 2014; U.S. Census 1940). By 1930, Herman Melton was listed as working as a medical technician at a local medical college (U.S. Census 1930, 1940).

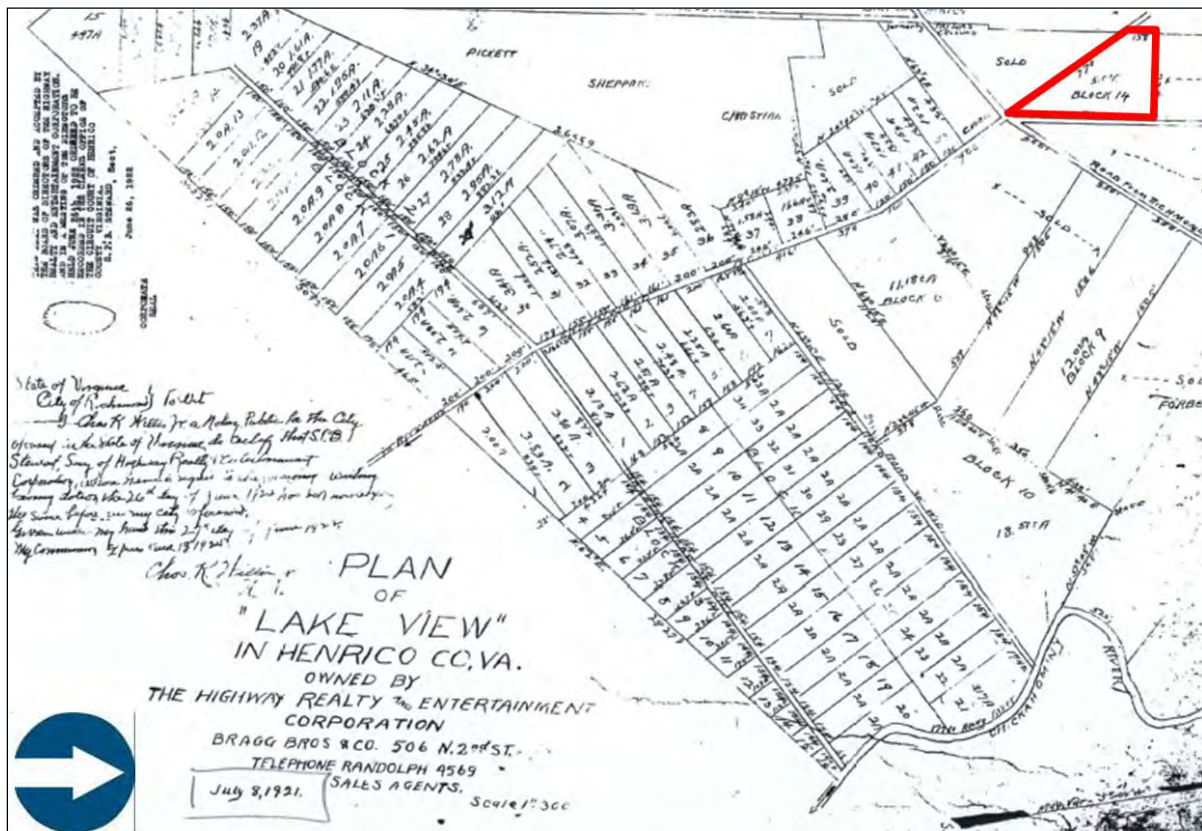


FIGURE 3-169: BLOCK NO. 14 (DENOTED IN RED) ON 1921 PLAN OF LAKE VIEW (HCPB 12:41) (NOT TO SCALE)

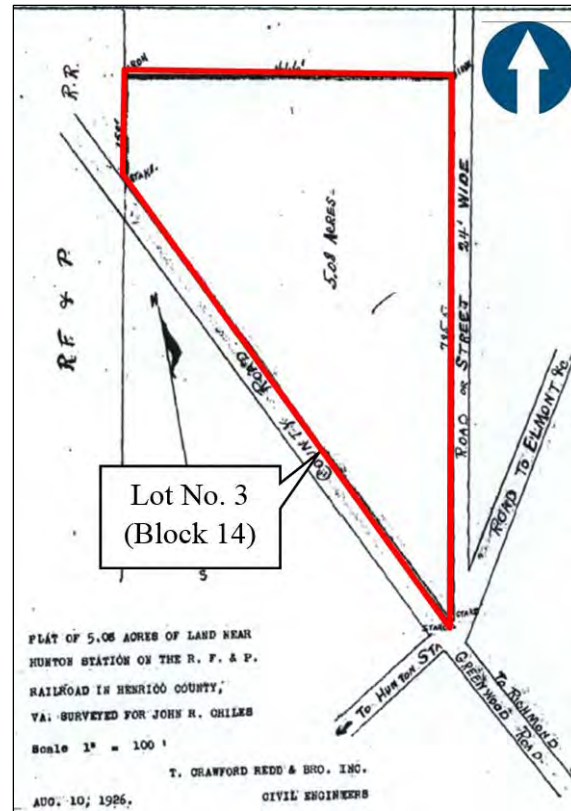


FIGURE 3-170: LOT NO. 3 (DENOTED IN RED) ON 1926 PLAT (HCDB 237B:138) (NOT TO SCALE)



FIGURE 3-171: HERMAN D. MELTON AND WIFE JULIA, WITH THEIR CHILDREN CAMILLA, JULIA "LOUISE," AND HERMAN JR., CIRCA 1935 (MANARIN 2006)

Local tax assessment property cards suggest that the building at 11701 Greenwood Road, originally known as "Hunton Grocery" was constructed sometime between 1930 and 1937, during a time when there was an increase in cars and improved roadways throughout Henrico County (Figure 3-172 and Figure 3-173) (Henrico County Historical Society n.d.). A 1958 road map of Henrico County denotes the resource as "business establishment and filling station"

(Figure 3-174) (Henrico County Historical Society n.d.). The layout and design of the building is indicative of a “multiple use station” of that time as it was “common in rural areas to see gas stations appended to certain structures” such as restaurants, inns, and general stores (Randl 2008). In 1967, a two-story, two-bay addition was added to the northeast side of the building, which totaled \$3,750 to construct (Henrico County Tax Assessment Records [HCTAR] n.d.). Although Melton owned the building, it is likely that the grocery store/fueling station was utilized as an investment property as he did not live or work at this location.

Lot 3 Block 14
44-2-1-3
 3.995 ACRES
 PARCEL NO. **92424**

COUNTY OF HENRICO, VIRGINIA

11701-
 HOUSE NO. **11701**

BEHIND **772-776** AND **3336**

FRONT FEET ON ACREAGE **501 ACRES**

DISTRICT **B**
 MAP **Greenwood Rd**
 SIDE OF **Greenwood Hwy.**
 STREET OR AVENUE

7215
 OCCUPANCY: ☒ OWNER
☐ TENANT

DESCRIPTION

USE

SINGLE DWEL.
 DOUBLE DWEL.
 DUPLEX DWEL.
 BIRDALEN
 APARTMENT
 STORY 2ND
 2-1/2 IN. & OFFICE
 STORY & APMT.
 OFFICE
 BARN & OFFICE
 HOTEL
 THEATRE
 FACTORY
 GARAGE (WEL)
 GAS STATION

EXT. WALLS

WOOD SIDING
 BRICK CHAS.
 STUCCO
 METAL
 STONE

EXT. TRIM

PLAIN
 ORNAMENTAL
 WOOD
 STONE
 TERRA COTTA
 METAL

FOUNDATIONS

STONE
 CONCRETE
 BRICK
 TILE
 PLASTER
 RUBBER

ROOF

GABLE
 HIP
 FLAT
 MANARD
 GAMBREL

DOORING

TILE
 1/2 IN. & GRAVEL
 T.M.
 COMPOSITION
 DATE

POURCHES

FRONT
 SIDE
 REAR
 SLEEPING

5 ROOMS

APARTMENTS
 ROOMS-APMT.
 FULL BATH
 FULL BATH, SHW.
 BATHS
 DATE COMPL.
 AGE

INTERIOR FIN.

PLASTER
 DECORATED

PLUMBING

V. BONE
 FIXTURES
 TUBS
 BATHROOMS
 TILE FLOOR
 TILE WALLS

BASEMENT

V. NONE
 PART
 FULL
 CEMENT FLOOR
 FINISH

HEATING

1. STOVE
 HOT AIR
 STEAM
 HOT WATER
 VAPOR
 OIL BURNER

FLOORS

WOOD JOISTS
 MILL
 STEEL BEAMS
 REINFC CONC.
 REINFC TILE
 DIRT

FLOORING

FIRE
 HARDWOOD
 CEMENT
 TILE
 MARBLE
 TERRAZO

LIGHTING

ELECTRIC
 GAS

LAMPS

1. X
 2. X
 3. X
 4. X
 5. X
 6. X

MISC.

SPRINKLER
 PAUL ELEVATOR
 TRIP ELEVATOR
 HAND ELEVATOR
 FIRE ESCAPES
 REFRIGERANT BG
 VACUUM BEES
 HEATING STRIP
 BLYGHTS
 FIRE PLACES
 INCINERATORS
 SWIMMING POOL
 AIR CONDITIONED
 PUMP JACKER
 INSULATION

BUILT-IN FIX.

BATH TUB
 SHOWERS
 LAUNDRY TUB
 DISHWASHER
 KITCHEN FIXES

SKETCH

TYPE

BRICK
 FRAME
 X METAL
 STUCCO
 STONE

ROOF

SINGLE
 TAR & GRAVEL
 X METAL
 COMPOSITION
 SLATE
 TILE

FLOORING

CEMENT
 WOOD
 X DIRT

OUTBUILDINGS

TYPE

BRICK
 FRAME
 METAL
 STUCCO
 STONE

ROOF

SINGLE
 TAR & GRAVEL
 METAL
 COMPOSITION
 SLATE
 TILE

FLOORING

CEMENT
 WOOD
 X DIRT

CONDITION

MAINT. BUILDING X GOOD FAIR POOR VERY POOR
 GARDEN X
 OUTBUILDINGS X

LOCATION AND IMPROVEMENTS

STREET IMP.

PAVED
 LEVEL
 WIDE
 LOW
 SIDEWALK
 CURB
 WALK
 SEWER
 ELECT LIGHT
 GAS
 SHADE TREES

LOTS

BLK. 12 LONG 2 SHORT
 STREET WIDTH 40'
 CAR LINE NEAR X
 TUS LINE NEAR X
 SHOPING NEAR X
 SCHOOLS NEAR X
 CHURCHES NEAR X
 PARKS NEAR X

ACREAGE

LEVEL
 HILLY
 ROCKY
 SPRAWLY
 FARM
 WOODED

NEIGHBORHOOD

GOOD X
 LAUNDRY X
 BUSINESS X
 YES NO

REMARKS

1941 MARKET VALUE
 LAND \$4400
 IMP. 2400
 Total 6800

Architectural Intensive Survey (Report C)

SURVEY RESULTS

772-776-3336
14-2-1-3 9215
Block 14
100-A1-8
Parcel No. 72-23-4

COUNTY OF HENRICO, VIRGINIA
DISTRICT BRONX

NO. LOTS 9
NO. ACRES 4.47
SEWER SERVICE ASSESSMENT ☐ YES ☐ NO
SPECIAL ASSESSMENTS ☐ YES ☐ NO

VALUE PER LOT \$
VALUE PER ACRE \$
ANNUAL AMOUNT \$

DEED BOOK 237.B
137
WB 57-510

OWNER'S NAME AND ADDRESS
MELTON, HERMAN D.
Thomson, Julia Melton
TH-20125-03

ASSESSMENTS 1953-
1954 1955 1956 1957 1958
LAND 300 343 700 1220 1220
IMP 1200 1130 1480 1200 2560
TOTAL 1500 1473 2180 2420 3780
1961 1962 1963 1964 1965
\$ 2000 2000 4080 6000 15000
\$ 3000 4580 4580 4500 17000
\$ 5000 6580 8660 10360 32800
MORTGAGES
DATE 1984 1985 1986 1987 1988
L 20300 16000 18500 49900 59200
I 21700 21900 22900 22900 22900
T 42200 37900 41400 72800 75100
BUILDING PERMITS
DATE MAIN BLDG DATE GARAGE DATE OUTBUILDINGS DATE REPAIRS & ALTERATIONS
9-4-66 #24404
43,750
FIELD WORK BY 56-71 51-84 5-78 5-48235
CHECKED BY 5-754 OFFICE BALANCE BY 8-42-93

FIGURE 3-173: TAX ASSESSMENT PROPERTY CARD FOR 11701 GREENWOOD ROAD, PAGE 2 (HCTAR N.D.)

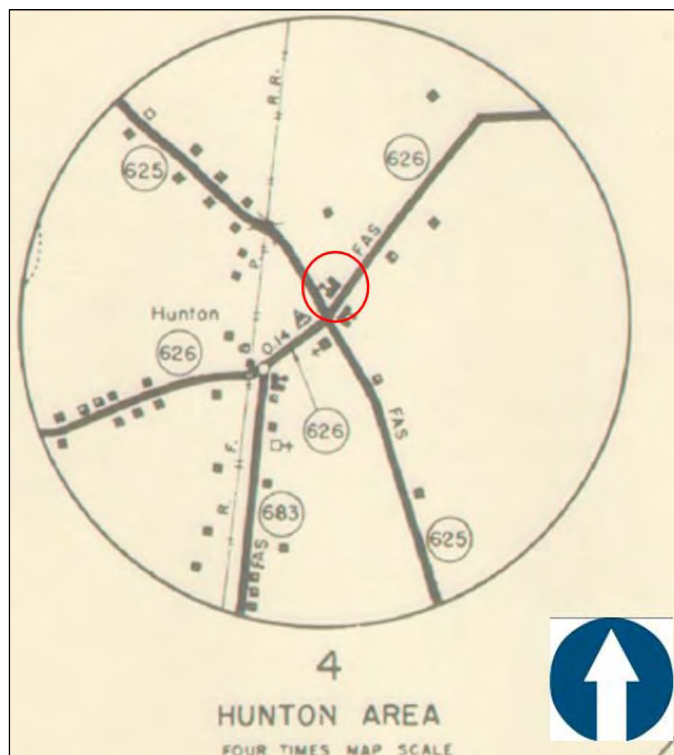


FIGURE 3-174: 1958 HENRICO COUNTY ROAD MAP NOTING 11701 GREENWOOD ROAD (CIRCLED IN RED) AS A BUSINESS ESTABLISHMENT AND FILLING STATION (HENRICO COUNTY HISTORICAL SOCIETY N.D.) (NOT TO SCALE)

3.15.2 Architectural Description

3.15.2.1 Primary Resource Exterior

The resource at 11701 Greenwood Road, a two-story, three-bay, commercial building, was constructed sometime between 1930 and 1937 as a fueling station and store with attributes from the Spanish Revival/Eclectic style (Figure 3-175 through Figure 3-177). The building is set on a continuous concrete foundation that supports a structural system of parged concrete blocks. Covering the building is a flat roof with a stepped parapet lined in brick (Figure 3-178). An interior-end, parged, chimney pierces the roof on the northwest side. A second interior-end chimney is featured on the southwest side of the roof. This parged chimney is lined in brick, with a terracotta flue extending from its opening.

Entry to the building is gained from the southeast elevation through a single-leaf, half-glazed, metal, replacement door, which is partially covered by metal grating and topped by a rectangular transom. Flanking the entryway are two, two-light, wood-framed, fixed, display windows covered with vertical metal bars. Additional fenestration includes six-over-six, wood-frame, double-hung-sash windows on the second story. Spanning from the southeast elevation and covering the entryway is a one-story, full-width, canopy that features a flat roof with a stepped parapet, mimicking the parapet on the core of the building (Figure 3-179).

The southwest elevation of the building features two, single-leaf entryways, one of which is covered in plywood near the westernmost corner and another that is filled with a single-leaf, paneled replacement door. The northwest elevation of the building featured both four-over-four and six-over-six, double-hung sash windows. A small concrete-block pumphouse is connected to the building and sits to the west of the entryway (Figure 3-180).

A 1967 concrete-block addition extends off of the northeast elevation and features a flat roof with a parapet on its northeast side. An exterior-end, concrete-block chimney is located on its northeast elevation. An entrance at the second story of the northwest elevation is accessed by a set of wooden stairs that span the northeast elevation and wrap around to the northwest elevation (Figure 3-180). A second entrance is located on the first story on its northwest elevation and is filled with a single-leaf door covered in plywood. Additional fenestration on this addition includes three-light, metal-framed, awning-sash windows and two-light, metal-framed, sliding windows covered with vertical, metal bars.



FIGURE 3-175: DETAILED SITE PLAN OF HUNTON TREASURES (GOOGLE 2018) (NOT TO SCALE)



FIGURE 3-176: EAST OBLIQUE, FEATURING 1967 ADDITION



FIGURE 3-177: SOUTH OBLIQUE



FIGURE 3-178: PARAPET DETAIL ON FAÇADE, FACING NORTH



FIGURE 3-179: CANOPY DETAIL, FACING NORTH



FIGURE 3-180: NORTHWEST ELEVATION

3.15.2.2 Primary Resource Interior

Access to the interior of the building at 11701 Greenwood Road was not granted by the current property owner during this effort.

3.15.2.3 Secondary Resources

A circa-1950, poured-concrete well is located immediately west of the primary resource (Figure 3-181). It is covered by a circular concrete cap and four metal posts visually mark it. A circa-1930, secondary building noted on the tax assessment property card for 11701 Greenwood Road is no longer extant. Foundation remains were not visible during the current effort.



FIGURE 3-181: WELL, LOOKING SOUTHEAST

3.15.3 NRHP Evaluation

The resource at 11701 Greenwood Road, recently known as Hunton Treasures, is a two-story, three-bay, commercial building constructed as a fueling station and convenience store sometime between 1930 and 1937 with Spanish Revival attributes. It was built during a time when there was an increase in the use of cars and developing roadways, and it is the only recorded example of a Spanish Revival commercial building located in Henrico County (Manarin 2006:27; V-CRIS 2018). The resource retains historic integrity of location, setting, feeling, and association. Modifications in the late 1960s, including a two-story addition, have minimally impacted the core of the resource, and as such it retains a relatively high level of integrity of design, materials, and workmanship.

In order for a resource to be considered eligible in the NRHP under Criterion A, “a property can be associated with either (or both) of two types of events... a specific event marking an important moment in American prehistory or history [or] a pattern of events or a historic trend that made a significant contribution to the development of a community, a state, or a nation” (Shrimpton et al. 1990). Although the construction of the commercial building at 11701 Greenwood Road was a part of a larger growth trends regarding the automobile within Henrico County, that in and of itself does not merit eligibility. It also has no association with another notable historic event or trend. As such, it is recommended not eligible for listing in the NRHP under Criterion A.

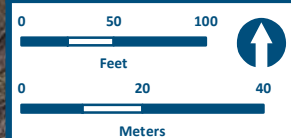
SURVEY RESULTS

The building has no known association with any individuals who have “gained importance within his or her group of profession” therefore, the resource is recommended not eligible under Criterion B.

Hunton Treasures has undergone minimal changes over time. An addition was appended to the east elevation; however, the original core of the building remains intact and in excellent condition. The building’s character defining elements still collectively reflect the vernacular Spanish Revival style and contrast with the rest of the surrounding community. As a commercial building, the resource follows trends in form and massing as other historic gas stations within the county. Wiltshire Gas Station at 10698 Courtney Road (043-5139), was constructed circa 1920 in the “Bungalow style” and features a one-story hipped roof with a one-story canopy (V-CHRIS 2018). Hunton’s Treasures is an outstanding example of a service station and commercial building constructed in the early-twentieth century with Spanish Revival elements and is the only Spanish Revival-style commercial building recorded in Henrico County. As such, it is recommended that the building at 11701 Greenwood Road is eligible for listing in the NRHP under Criterion C at the local level as an outstanding example of commercial roadside architecture dating from the 1930s. As an architectural resource, it was not evaluated under Criterion D.

In sum, Hunton Treasure’s is **recommended eligible under Criterion C at the local level for its unique architecture.**

The period of significance for Hunton Treasures begins at the time of its construction, circa 1930. The DC2RVA Team applied the NPS 50-year rule for defining periods of significance resources “where activities begun historically continued to have importance and no more specific date can be defined to the end of the historic period” (NPS 1997). As such, the period of significance spans from 1930 to 1968. The proposed NRHP boundary for the resource comprises and follows the legal lot description for parcel 772-776-3336 (Figure 3-182). It is bounded on the north by parcel 772-776-3172, on the east by parcel 772-776-6754, on the west by Greenwood Road and Old Washington Highway to the south.



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Architectural Buffer
- Proposed NRHP Boundary

Figure 3-182
Proposed NRHP
Boundaries of theHunton
Treasures (043-0694)

04/2018

3.16 GILPIN COURT APARTMENT COMPLEX (127-6883)

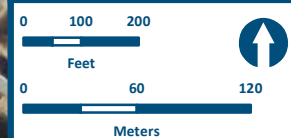
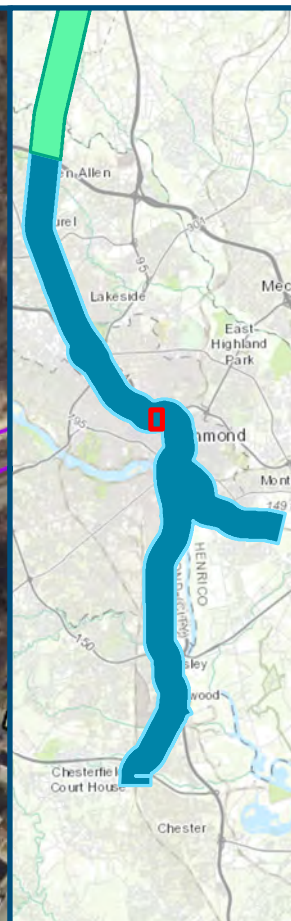
The Gilpin Court Apartment Complex is located approximately 1 mile north of downtown and the Capitol District of Richmond, Virginia. As documented here, the complex includes the original buildings established in the complex in the 1940s; it does not include the expansion area, built between the 1950s and 1980s. This expansion area has been recorded as a separate resource, the Gilpin Court Apartment Complex Expansion (127-7180). The latter is not included in the current narrative.

The original Gilpin Court complex spans multiple blocks encompassing approximately 12 acres bounded by the CSXT railroad to the north, Chamberlayne Parkway on the west, W. Charity Street on the south, and St. Peter Street on the east (Figure 3-183). Hickory Street subdivides the buildings in a north-south direction and Calhoun Street runs east-west, separating apartment buildings to the south and a concession building and community center to the north. The blocks that contain apartment buildings are sparsely landscaped and contain a few mature trees. Poured-concrete walkways extend from the sidewalks along the street to the individual apartment buildings.

3.16.1 Historic Context

The area in Richmond which the Gilpin Court Apartment Complex was established was once known as “Apostle Town,” designated as such for the names of its streets reflecting the “sacred names of the twelve,” of the larger area of Jackson Ward (Silver 1984:153). Jackson Ward was a thriving African-American commercial and residential neighborhood with concentrated areas of substandard housing. In the early decades of the twentieth century, racial tensions were high in Richmond and a segregation ordinance was adopted in 1915 in an attempt to separate housing and commerce by race and income level, which virtually correlated during this period (Silver 1984:111). Proponents of this “racial zoning” argued that it would stabilize property values and reverse abnormal trends in land uses (Silver 1984:111). Although the United States Supreme Court declared residential segregation ordinances unconstitutional in *Buchanan v. Warley* (1917), Richmond continued in its efforts of applying zoning to the “race problem” but by the late 1920s, several federal circuit court appeals permanently erased racial zoning in Richmond (Silver 1984:112). However, the practice of segregating neighborhoods did not cease where owners and real estate interests turned to private deed covenants to restrict buyers (Silver 1984:112-113).

Occurring concurrently with segregation issues in Richmond was widespread unemployment and economic instability brought on by the Great Depression. A shortage of private, affordable housing across the nation provoked President Franklin D. Roosevelt’s New Deal (1933-1937) which promised “economic relief, recovery, and reform” for public housing and a proactive approach to plan for urban growth (Germer 2015). Stemming from the New Deal and the United States Housing Act of 1937 was the United States Housing Authority (USHA), who would “provide long-term interest-free loans to newly created regional public housing authorities (PHAs)” to develop, acquire, and manage low-income housing and slum clearance projects with the vision of “public housing to be locally funded and regulated” (Germer 2015; Shumsky 1998:851-852). Site selection for future public housing projects was heavily weighted to areas that were considered “slums” or blighted, and the housing authorities would utilize eminent domain to clear the land and construct public housing (Germer 2015).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 3-183
 Location of the Gilpin
 Court Apartment Complex
 (127-6883)

04/2018

Although states enacted legislation to set up regional housing authorities, Richmond did not seek any government relief throughout a majority of the 1930s and would only accept funding through a public-private partnership with an emphasis on local private leadership (Germer 2015; Silver 1984:131). Around 1933, the Sunshine Housing Corporation was formed at the urging of the Richmond Chamber of Commerce (Germer 2015). It was composed of white philanthropists and businessmen with the intent to “conceive of a slum clearance plan to renew a blighted part of downtown” and obtain a federal loan for construction of approximately 228 apartments (Germer 2015; Silver 1984:131). The area chosen for their first major urban renewal project was a small section comprising 150 parcels adjacent to the central Jackson Ward neighborhood, bounded by Chamberlyne Avenue and Baker, St. Peters, and Fendall streets. This selection greatly upset the local community by excluding them from the decision process, “creating an imbalance of power between white and black city residents” (Figure 3-184) (Germer 2015). However, funding in the construction sector fell through as effects of the Great Depression continued and the first housing project planned by the Sunshine Housing Corporation was never realized.



FIGURE 3-184: 1925 SANBORN FIRE AND INSURANCE MAP OF THE AREA CHOSEN FOR SLUM CLEARANCE BY THE SUNSHINE HOUSING CORPORATION'S FIRST URBAN RENEWAL PROJECT (SANBORN MAP COMPANY 1925). NOTE THE "COLORED" SPECIFIC RELIGIOUS AND RECREATIONAL BUILDINGS. (NOT TO SCALE)

As the economy began to stabilize and a new mayor was elected into office in 1940, a renewed and more vigorous interest in progressive urban planning and affordable public housing in Richmond was spurred (Germer 2015; Silver 1984:150–151). A regional housing authority, the Richmond Redevelopment and Housing Authority (RRHA), was established, and by 1941, “the city had secured a promise from the USHA for \$3,191,000 to launch its first slum clearance and public housing project” (Silver 1984:150–151). The site for the first public housing project encompassed eight city blocks in the area originally chosen by the Sunshine Housing Corporation. Clearance proceeded fairly quickly with the demolition of nearly 200 “ramshackle” structures and the construction of a 297-unit complex known as Gilpin Court (Silver 1984:153). Named after Charles Sydney Gilpin, a popular African-American stage actor of the 1920s who hailed from Jackson Ward, Gilpin Court was advertised as a “Model Negro Apartment” that would house up to 301 families (Figure 3-185) (Germer 2015; Holmberg 2017; RRHA 1941). The complex, set on several abnormally shaped blocks between Chamberlayne Avenue, Calhoun Street, Charity Street, and St. Peter Street, is noted in the 1950 Sanborn Fire and Insurance Map to contain 17 apartment buildings of steel-frame construction with brick-faced walls, a central heating plant building, and an office building (Figure 3-186 through Figure 3-188) (Sanborn Map Company 1950).



FIGURE 3-185: NEWSPAPER ADVERTISEMENT FOR GILPIN COURT FROM THE 1940S (HOLMBERG 2017)



FIGURE 3-186: PHOTOGRAPH OF INITIAL CONSTRUCTION OF ONE OF THE APARTMENT BUILDINGS OF THE “GILPIN COURT SLUM-CLEARANCE PROJECT” (RRHA 1941)



FIGURE 3-187: GILPIN COURT APARTMENT COMPLEX IN THE MIDST OF CONSTRUCTION IN 1942 (RRHA 1942)

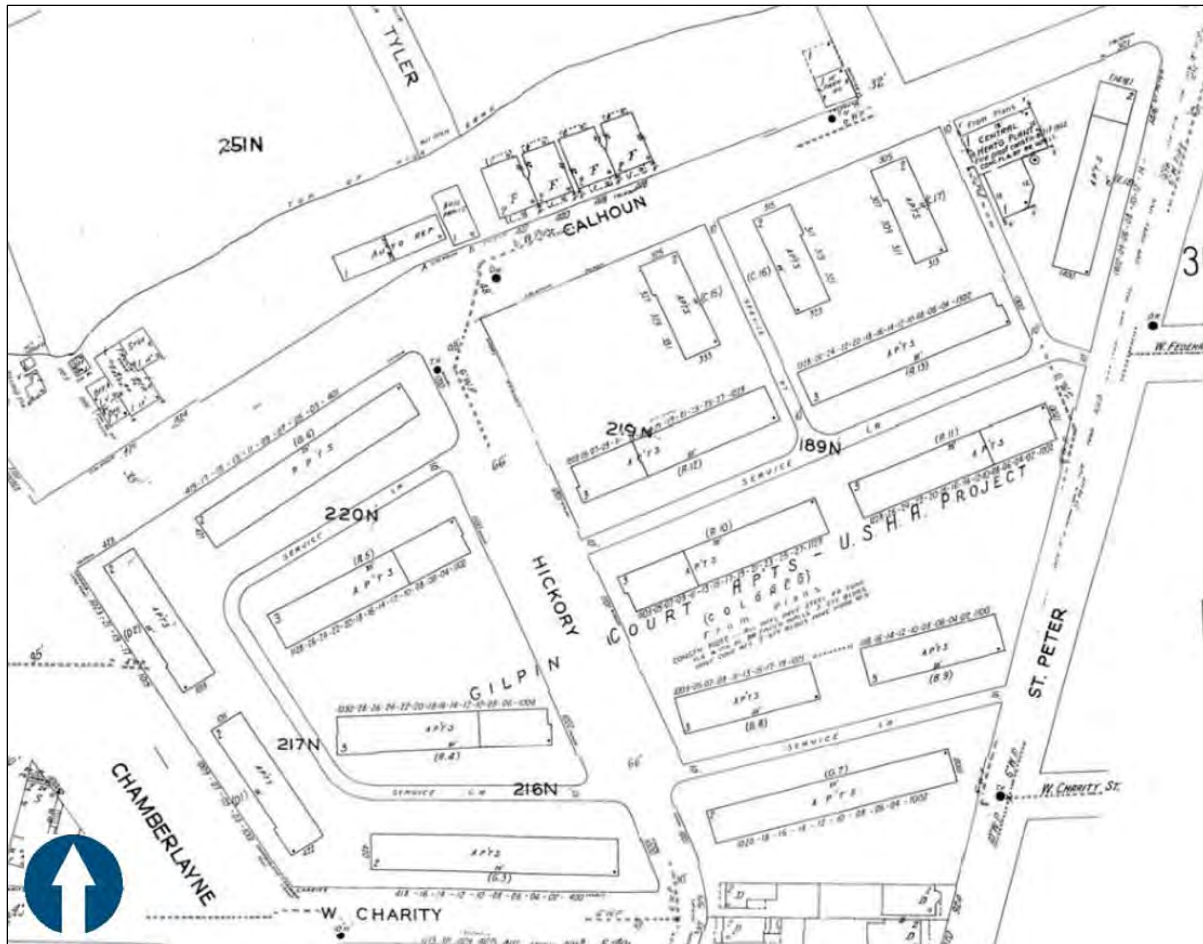


FIGURE 3-188: 1950 SANBORN FIRE AND INSURANCE MAP (SANBORN MAP COMPANY 1950) (NOT TO SCALE)

Construction was momentarily halted by the shortage of building materials due to World War II and it only resumed after RRHA “aligned Gilpin’s development with the war effort by preferencing war workers over other applicants” (Germer 2015). The complex, composed of mainly one- to two-room apartment units, set varying rental prices for war workers versus “the low income non-war worker” group, with slightly higher rents for war workers who were estimated to earn slightly higher annual incomes than low-income, non-war workers (Germer 2015). As Yale National Fellow, Libby Germer (2015) states in her seminar entitled *A Public History of Public Housing: Richmond, Virginia*:

The decision to offer shelter in Gilpin Court, sitting on top of the demolished homes of displaced black people, to the families of workers moving into the city to work in war-related industries reflects specific war time realities of scarcity and tight budgets. However, it seems an inauspicious beginning for the RRHA, whose very existence was born out of the pressing need for better living conditions of the black people in downtown Richmond.

The Gilpin Court Apartment Complex officially opened in 1943 and afforded minimal-maintenance housing with simple aesthetics for low-income citizens; however, after 1945 when World War II and the associated war-worker requirements ended, many were too poor to qualify

for public housing and the program could do little to “tackle the full range of housing and community revitalization needs” (Silver 1984:153–155). Nevertheless, several other public housing complexes were constructed such as Creighton and Hillside Courts, and Gilpin Court was expanded several times in the following three decades. As Gilpin Court was revered at the time of its construction, its amenities fell short of later public housing models in Richmond. Creighton and Hillside Courts, both constructed in the 1950s, reflected the contemporary projects in New York, Chicago, and St. Louis in terms of amenities and pricing, yet contrasted in architectural size and scale as they were low-rise buildings constructed on smaller parcels (Germer 2015).

Gilpin Court is still in use as a public housing facility today along with five others in Richmond: Hillside, Creighton, Fairfield, Whitcolm, and Mosby, where the average occupancy is 8.5 years and annual income is less than \$9,000 (Germer 2015). Since initial construction, the Gilpin Court Apartment Complex has grown notably to the south and east and includes more multi-family dwellings, recreational areas, and a large apartment tower. This expansion (Gilpin Court Apartment Complex Expansion [127-7180]) occurred from the 1950s to the 1980s.

3.16.2 Architectural Description

3.16.2.1 Primary Resource Exterior

The Gilpin Court Apartment Complex is the original 1942 core of a housing complex constructed by the RRHA as subsidized, public housing. This complex comprises 18 apartment buildings, a community center with sports fields and basketball courts, a central heating plant, and an annex building (Figure 3-189).

The grouping of 18 apartment buildings is situated on the southern half of the resource. The 1950 Sanborn map of Richmond states that “all apartments have steel frame, concrete floors, and cinder-block brick-faced walls. Three-story buildings have concrete roofs, and the two-story buildings have wood roofs” (Sanborn Map Company 1950). Currently, all buildings have a structural system clad in a brick, stretcher-bond veneer, some of which feature decorative belting between the first and second stories (Figure 3-190Figure). The buildings that line W. Charity Street, Calhoun Street, and Chamberlayne Parkway are covered by hipped roofs, while the buildings located within the block’s interior (on Hickory Street) have side-gabled roofs (Figure 3-191). Fenestration includes single-leaf doors – one for each unit – and a wide variety of windows, including wood-frame, one-over-one and six-over-six units, and one-over-one, vinyl, replacement sashes. While a majority of the entrances do not have any porch or stoop, some are covered by a hipped-roof, gabled, or shed-roof entry porch, while others have just a poured-concrete stoop lined with a metal handrail (Figure 3-192).

SURVEY RESULTS

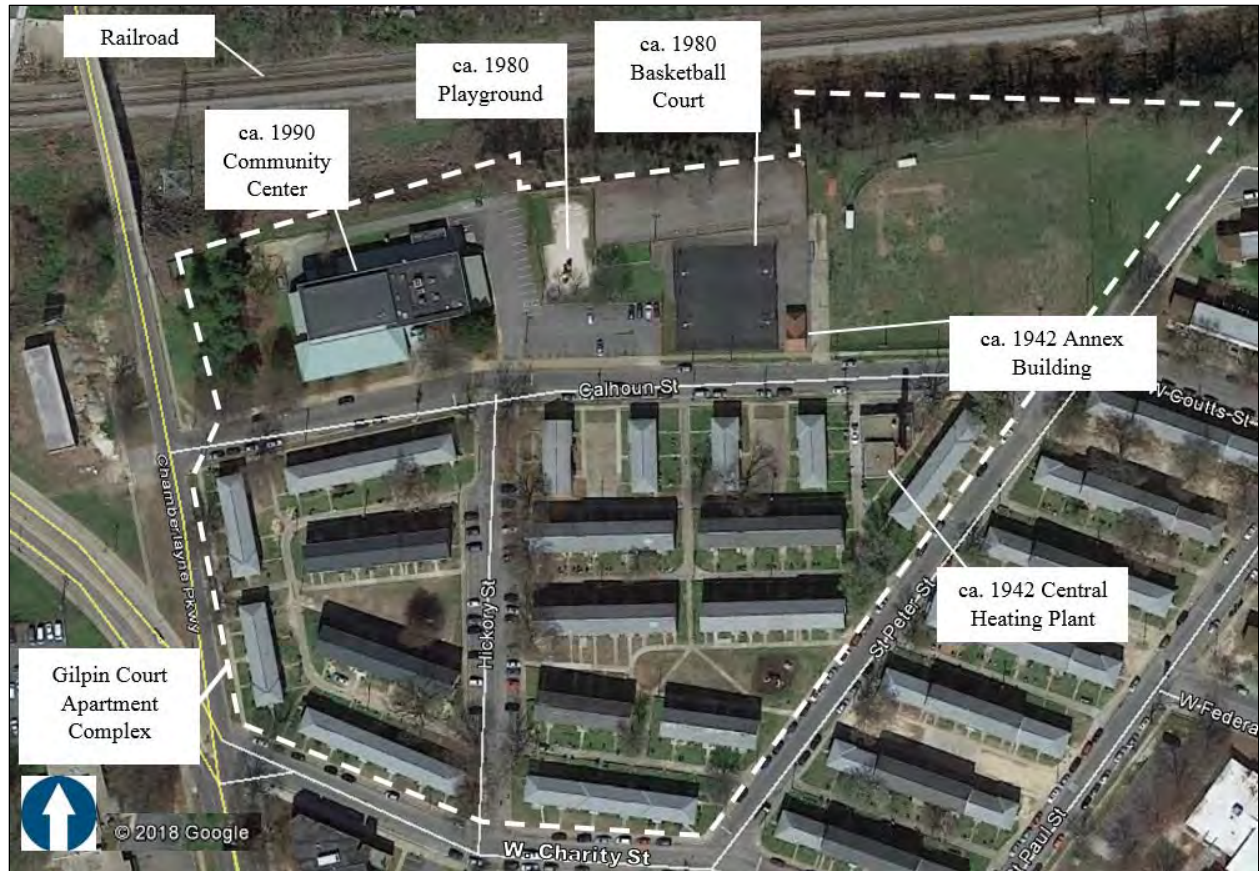


FIGURE 3-189: SITE PLAN OF GILPIN COURT APARTMENT COMPLEX (GOOGLE 2018) (NOT TO SCALE)



FIGURE 3-190: GILPIN COURT APARTMENT COMPLEX, 305-313 CALHOUN STREET, LOOKING EAST



FIGURE 3-191: GILPIN COURT APARTMENT COMPLEX, 1100-1128 HICKORY STREET, LOOKING NORTHWEST



FIGURE 3-192: GILPIN COURT APARTMENT COMPLEX, 1416 ST. PETER STREET, LOOKING NORTHWEST

3.16.2.2 Primary Resource Interior

Access to the interior of the buildings in the Gilpin Court Apartment Complex was unattainable during the current effort.

3.16.2.3 Secondary Resources

A circa-1990, one-story, multi-bay, community center is situated approximately 150 feet south of the railroad at the northeast side of the intersection at Calhoun Street and Chamberlayne Parkway (Figure 3-193). The foundation and structural system are clad in brick veneer. Covering the building is a flat roof. A one-story, full-width, shed-roof additions clad in standing-seam metal span the east and west elevations. A large hipped-roof addition spans the west wide of the south elevation and is clad in standing-seam metal. A one-story, two-bay, cross-gabled entryway is situated on the center of the south elevation. Entry is accessible through two, double-leaf, glass-and-metal, commercial-style doors. A circa-1942, annex building possibly used as a concession building is located north of Calhoun Street, immediately southeast of the circa-1980 basketball court (Figure 3-194). Its foundation and structural system are clad in brick. Covering the building is a T-shaped gable-roof, with a hipped end on its north side. The roof is clad in standing seam metal.

A heating plant or power building, built circa 1942 in no discernible style, is located on the south side of Calhoun Street on the northeast block of Calhoun Street and St. Peter Street (Figure 3-195). The one-story, four-bay, rectangular building sits on a continuous, masonry block foundation that supports a structural system clad in brick veneer. It is covered by a flat, asphalt roof that features two large metal flues. A large brick smokestack is situated at the corner of the southeast oblique. A basketball court and a metal playground structure, added around 1980 and 1990 respectively, are situated approximately 150-feet south of the railroad, and 180-feet east of the circa-1990 community center, on the north side of Calhoun Street.



FIGURE 3-193: GILPIN COURT APARTMENT COMPLEX, COMMUNITY CENTER, LOOKING NORTHWEST



FIGURE 3-194: GILPIN COURT APARTMENT COMPLEX, ANNEX BUILDING AND BASKETBALL COURT AT 400 CALHOUN STREET, LOOKING NORTHWEST



FIGURE 3-195: GILPIN COURT APARTMENT COMPLEX, CENTRAL HEATING PLANT, LOOKING SOUTH

3.16.3 NRHP Evaluation

The Gilpin Court Apartment Complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. The complex was constructed in the early 1940s by the RRHA and is the first public housing complex constructed in Richmond. Although plans initially called for the complex to be used as low-income-based

housing, primarily for Richmond's African American residents, construction of the complex was only continued as a result of need for World War II-worker housing with the understanding that the buildings would revert back to primarily low-income public housing after the war. The resource retains high level of integrity of location, association, feeling, and setting as it remains a public housing complex. Several modifications to the buildings have been noted such as replacement fenestration and roofing materials, negatively affecting the resource's historic integrity of materials, design, and workmanship.

NPS guidelines state that in order for a resource to be eligible for listing in the NRHP under Criterion A, it must be associated with a historic event or trend that "must clearly be important within the associated context" and "the property must have an important association with the event or historic trends, and it must retain historic integrity" (Shrimpton et al. 1990:12-13). The Gilpin Court Apartment Complex is the first public housing complex constructed in Richmond, built by the RRHA and funded by the USHA. The development of this resource reflects national trends to create housing for low-income residents and remove "blighted" neighborhoods after the tumultuous years of the Great Depression. The resource currently remains in use as a low-income, public-housing complex. For these reasons, the resource is recommended as eligible under Criterion A at the local level for its association with the public housing movement in Richmond set forth by the New Deal and USHA in the 1940s, for providing affordable housing for Richmond's war workers during the Second World War, and for its association to the African-American community in Jackson Ward.

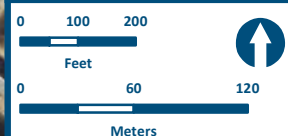
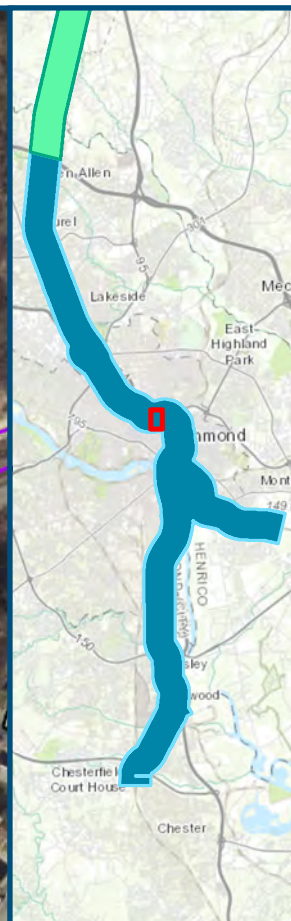
In order for a resource to be considered NRHP-eligible under Criterion B, it must be associated with "individuals whose specific contributions to history... whose activities are demonstrably important within a local, State, or national historic context" (Shrimpton et al. 1990). The complex was constructed through initiatives taken by the RRHA, a local public housing authority established by the Commonwealth in accordance with USHA guidelines and funding. No individuals were identified as being instrumental in this effort or earned great acclaim because of their role in this development. Therefore, the Gilpin Court Apartment Complex is recommended as not eligible under Criterion B.

The Gilpin Court Apartment Complex is the first of a series of public housing complexes constructed in Richmond for low-income and African-American residents that continues to be used to this day. Despite constant use for over 60 years, it has remained intact with very limited modifications made to the buildings and the retention of its original layout. Other examples of this resource type are found in Richmond such as Creighton Court Public Housing Facility (127-6684), Mosby Court, and Fairfield Court; however, Gilpin Court is the first constructed and the only complex from the early efforts of the public housing movement in Richmond. The buildings are an excellent example of the architecture used on large-scale, low-income residences, including limited but tasteful exterior styling and a plan that includes not only residential structures but also recreational facilities for the residents. These secondary resources also retain their historic and physical integrity. For these reasons, the resource is recommended eligible for listing in the NRHP under Criterion C at the local level for its representation of a federally funded public housing complex in the City of Richmond. As an architectural resource, it was not evaluated under Criterion D.

In sum, the Gilpin Court Apartment Complex (127-6883) is recommended as **eligible for listing in the NRHP under Criterion A at the local level for its association with Richmond's social**

history, ethnic heritage, and development as well as Criterion C at the local level as the first example of a federally funded public housing complex in the city.

The proposed period of significance of the Gilpin Court Apartment Complex begins 1942, when the resource was construction and opened to perspective residents, and ends in 1955, when the apartment complex was expanded. The proposed NRHP boundaries for the resource encompasses the buildings constructed as part of the original complex beginning at the intersection of Chamberlayne Parkway and W. Charity Street then following W. Charity Street east and turning north at the intersection with St. Peter Street. Continuing north on St. Peter Street, the boundary turns west at the intersection with current rail line and continues west towards Chamberlayne Avenue. It then turns south back to the beginning (Figure 3-196).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Proposed NRHP Boundary

Figure 3-196
Proposed NRHP
Boundaries for the Gilpin
Court Apartment Complex
(127-6883)

04/2018

3.17 LOVING'S PRODUCE COMPANY (127-0344-0102)

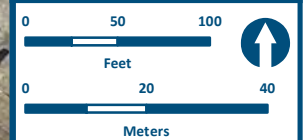
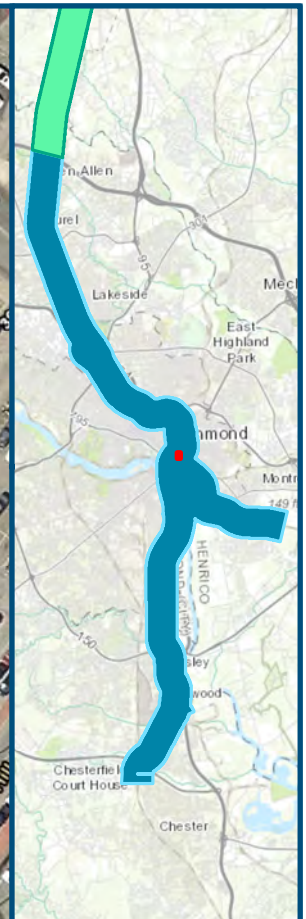
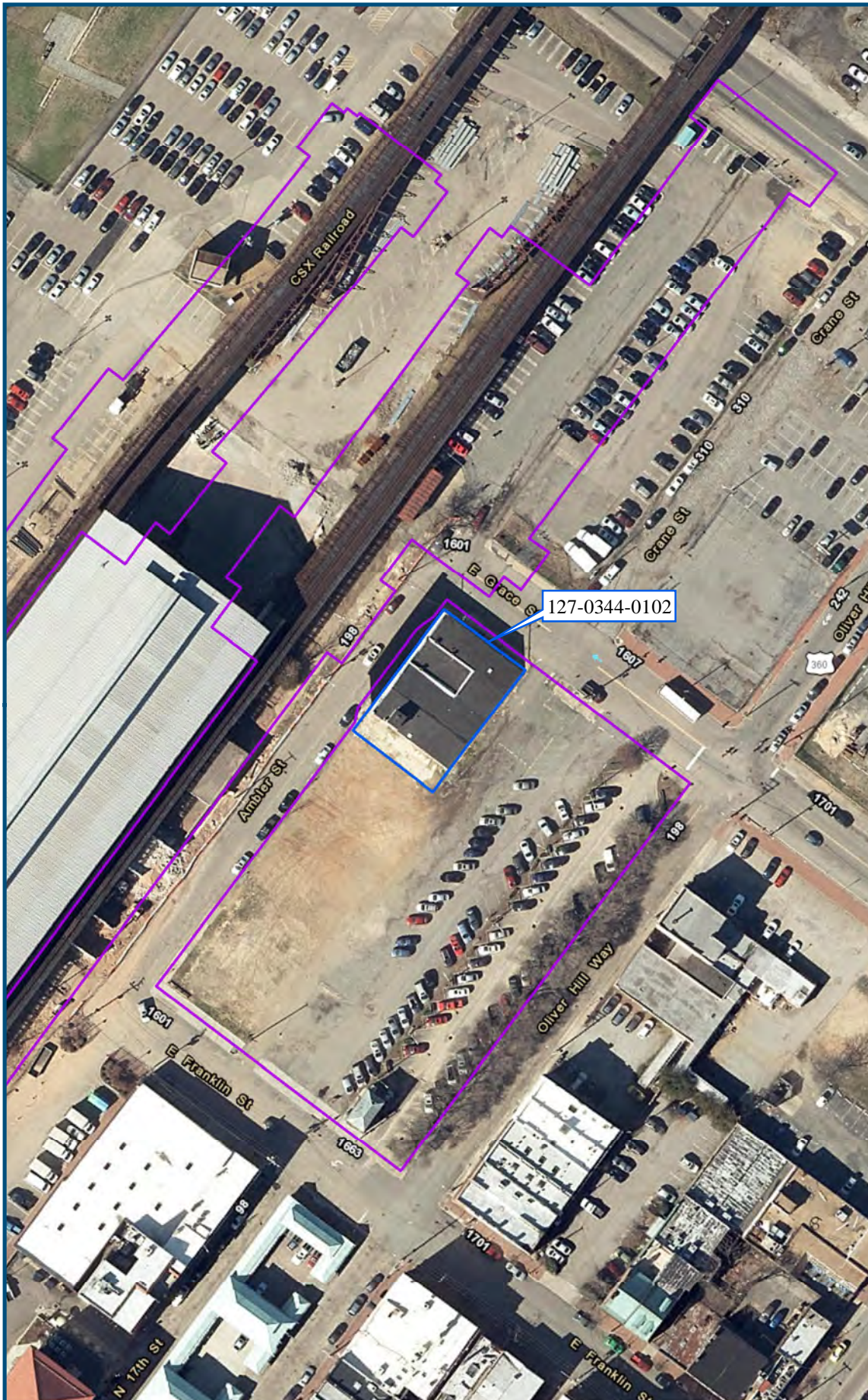
Loving's Produce Co. is situated at the south corner of the intersection at E. Grace Street and Ambler Street, currently standing unoccupied on the south side of the CSXT railroad within Richmond, Virginia (Figure 3-197). The commercial building, sitting close to the roadway on approximately 0.18-acre parcel, is primarily surrounded by an empty gravel lot on its southwest and southeast sides. Poured-concrete sidewalks are flush with the building along its northwest and northeast sides. Despite the E. Grace Street address, the primary elevation of this building faces Ambler Street. The surrounding area is a mix of commercial, industrial, and residential buildings.

3.18.1 Historic Context

The commercial building at 1601-1605 E. Grace Street, locally known as Loving's Produce Co., is situated in the heart of Shockoe Valley and Tobacco Row Historic District (127-0344) in Richmond. The district includes Richmond's earliest residential, commercial, and manufacturing activity (V-CRIS 2018).

The building was constructed circa 1870 and began as a three-story, two-bay, commercial building that operated as a furniture and cabinet-making shop, with an attached two-story "shop" on its southwest side as shown in the 1886 Sanborn Map (Figure 3-198) (Sanborn Map Company 1886b). The parcel was conveyed to William H. Scott in a series of three deeds, dating to 1872, 1875, and 1896, from William Tyree, A.D. Williams, and T.C. Woody (City of Richmond Deed Book [CRDB] 99C:78, 105A:72, 157B:384). William Tyree is listed as paying property tax for the parcel at the corner of Union Street (now Ambler Street) and Grace Street from 1872 to 1886 when William H. Scott is noted as taking over these payments (Figure 3-199).

William H. Scott (1838-1909) was a wealthy Shockoe Valley druggist and businessman who owned a number of properties in this part of town in the late-nineteenth century (U.S. Census 1870). Prior to his ownership of the building on E. Grace Street, Scott prospered during the Civil War when he was appointed as an interim Councilman of the Clay Ward by Governor Walker in March 1870 (Chesson 1981:239).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 3-197
 Location of Loving's
 Produce (127-0344-0102)

04/2018

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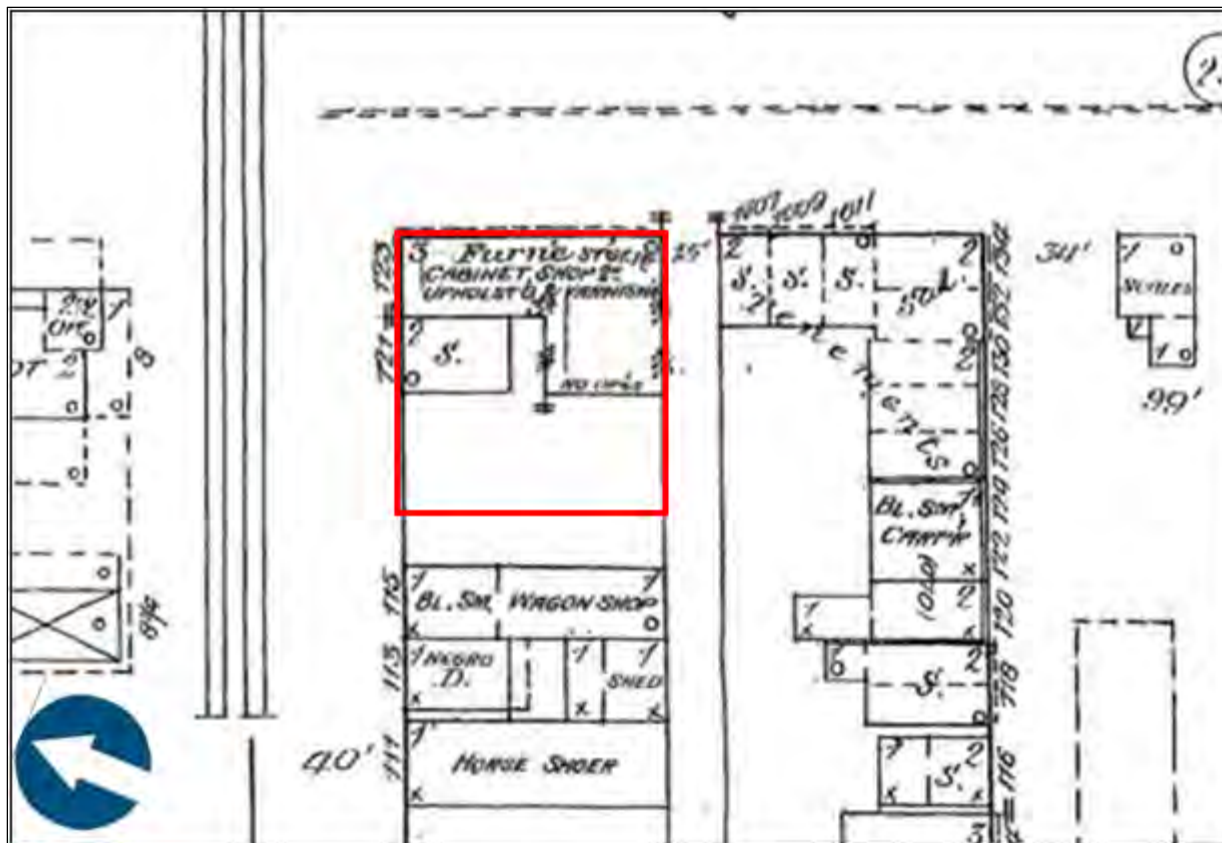


FIGURE 3-198: 1886 SANBORN MAP OF BUILDINGS ON E. GRACE STREET AND UNION STREET (SANBORN MAP COMPANY 1886B) (NOT TO SCALE)

| | | | | | | | | | | |
|---|-------|------|-----|--------|-------------|-------|-------|------|------|------|
| 7 | Scott | 1836 | 74 | 30 | 20 | 2000 | 2750 | 825 | 275 | 1100 |
| 8 | | | 74 | 20 | 20 | 1500 | 2000 | 900 | 200 | 1200 |
| 9 | | | | 23 1/2 | 13 1/2 | 10000 | 17577 | 5715 | 1757 | 7400 |
| 0 | | | 33 | 23 | Union St | 2300 | 2960 | 858 | 296 | 1154 |
| 1 | | | 23 | 23 | | 300 | 960 | 288 | 96 | 384 |
| 2 | | | 233 | 44 | North St | 1300 | 2620 | 1050 | 250 | 1250 |
| 3 | | | 31 | 23 | | 460 | 1250 | 388 | 128 | 576 |
| 4 | | | 6 | 30 | 7 1/2 x 18 | 500 | 2450 | 1035 | 245 | 1280 |
| 5 | | | 59 | 66 | 20 1/2 x 16 | | 1820 | 396 | 182 | 528 |
| 6 | | | | 25 | E | 11000 | 19125 | 5715 | 1918 | 7651 |

FIGURE 3-199: 1886 CITY OF RICHMOND LAND TAX, JEFFERSON WARD (CITY OF RICHMOND LAND TAX BOOK 1886)

By 1895, the building that housed the original furniture and cabinet making shop was converted into a meatpacking and cold storage company owned by "Armour and Co." and the two-story "shop" was converted to a three-story building equipped with a smokehouse. It is unclear whether Scott was a member of Armour and Co., however, it is likely that he owned the buildings and leased it as investment property. Two one-story dwellings were attached on the southwest side of the three-story Armour and Co. building (Sanborn Map Company 1895).

SURVEY RESULTS

In 1905, the two one-story dwellings were converted into a single, three-story addition, that was used as storage on the first and third floors, offices on the second floor, and a salt cellar at the basement level (Figure 3-200) (Sanborn Map Company 1905). The southwest side of the building was lined with a one-story “stove,” and the rest of the block is filled with a series of one- and two-story commercial buildings. This final 1905 alteration makes complete the three-story, eight-bay, commercial building that currently stands today, and this series of additions is visible in the roofline of the building on aerial imagery.

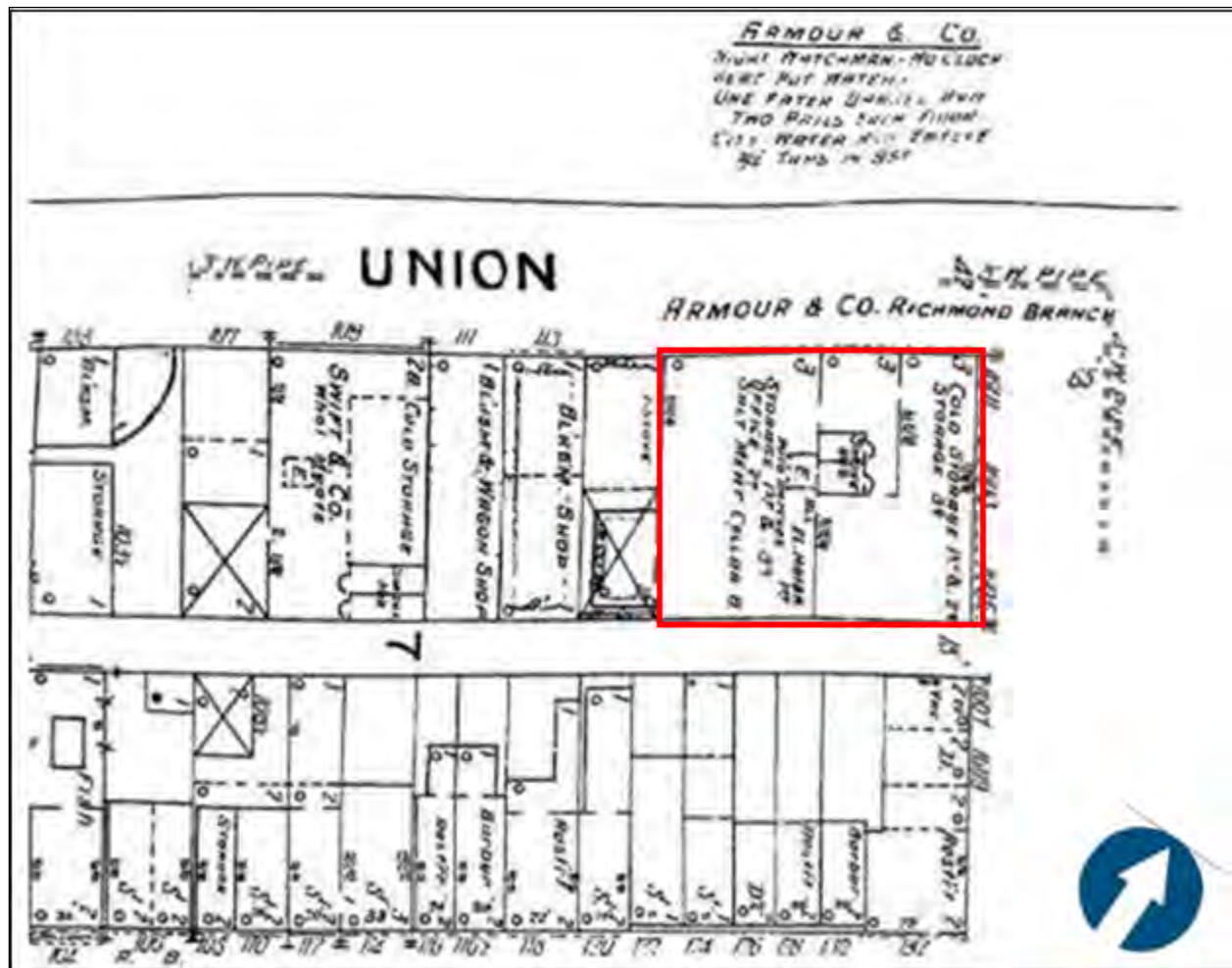


FIGURE 3-200: 1905 SANBORN MAP OF BUILDINGS ON E. GRACE STREET AND UNION STREET (SANBORN MAP COMPANY 1905) (NOT TO SCALE)

William H. Scott owned the property at 1601–1605 E. Grace Street until his death in 1909 when the building was conveyed to his son and daughter, John G. Scott and Emma G. Scott Taylor, who received equal shares of the real estate from his will (City of Richmond Will Book [CRWB] 10:616). The resource continued to be utilized as a meatpacking company, now “Morris and Co.” (a company owned by “Armour and Co.”), until 1924 when the building was noted as being converted into a wholesale grocer (Figure 3-201) (Sanborn Map Company 1950). In 1956, Emma Scott Taylor and John G. Scott created, and incorporated, the “William H., John G., Emma Scott Foundation,” an organization that currently donates to “support programs which alleviate

human suffering, and improve the health of those families, individuals, and children in need of aid and/or education” (Foundation Directory Online 2018).

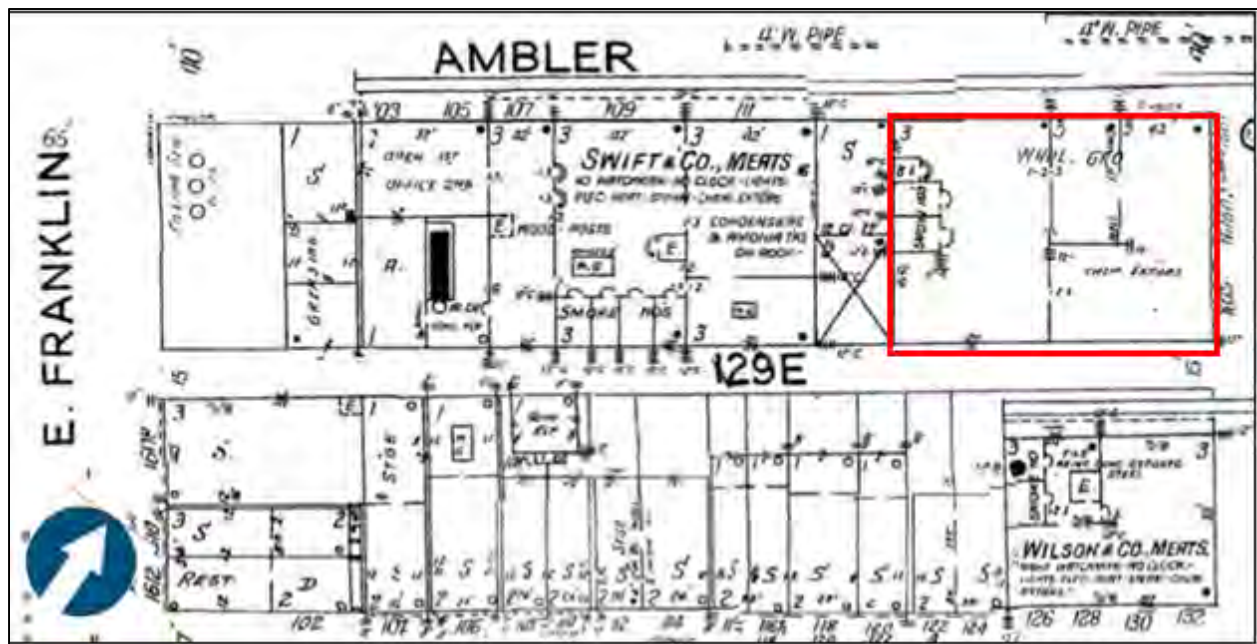


FIGURE 3-201: 1950 SANBORN MAP OF BUILDINGS ON E. GRACE STREET AND UNION STREET (SANBORN MAP COMPANY 1950) (NOT TO SCALE)

In 1961, the William H., John G. Emma Scott Foundation, conveyed to Harry W. Loving, “all of the real estate deeded to William H. Scott by three deeds” which was “devised to John G. Scott and Emma Scott Taylor in equal shares” and later inherited “by the William H., John G., and Emma Scott Foundation” (CRDB 605C:452).

Harry Weston Loving was a grocer, and founder and president of Loving’s Produce Company, a family grocery business that had occupied the building at 1601–1605 E. Grace Street since the late 1940s (The Packer 2011). Although Mr. Loving was not the owner of the building until 1961, it is likely that it was leased while growing his family-owned business at that location.

Henry Loving was born in 1914 in Hanover, Virginia (Virginia Marriage Records 2015). Before becoming a business owner, he was a proprietor of an auto repair shop and served as a Private in the U.S. Army during World War II (US Army Enlistment Records 2005; U.S. Census 1940). After the war, Loving founded his family grocery store that remained a thriving business for nearly 60 years (The Packer 2011). “Loving had worked as president of the company until [2002], when he formally retired and gave control of Loving’s Produce [Harry and Betty Loving LLC] to two of his sons, Gary and John Loving” (The Packer 2011). Henry Loving passed away in 2004 at age 89 (Virginia Death Records 2015). Currently, the building stands unoccupied and is owned by Harry and Betty Loving LLC with co-owners Wright Dunn LLC.

3.18.2 Architectural Description

3.18.2.1 Primary Resource Exterior

The commercial building at 1601–1605 E. Grace Street, locally known as Loving’s Produce Co., is a three-story, eight-bay, commercial building constructed around 1870 with Italianate-style elements (Figure 3-202). Aerial imagery of the roof line, coupled with door arrangements and changes in brick along the façade, suggest that the building was originally constructed in a rowhouse plan rather than a single building (Google 2018; Sanborn Map Company 1886b, 1895, 1905, 1950). The continuous concrete foundation supports a structural system that is clad in a five-to-one brick bond. The first story of the northwest elevation has been altered with a modern, five-to-one bond, brick veneer, and a cornice is missing above the first-story openings. Covering the building is a flat roof and a wooden parapet at the northwest elevation that features a bracketed cornice with dentils. The rear (southeast) elevation features an asymmetrical parapet lined with metal coping. A large, interior-end, brick chimney pierces the roof on the southwest side. A smaller brick chimney sits directly in front of the larger chimney on its northwest side (Figure 3-203).

There are four, recessed, double-leaf, six-light, wood paneled delivery entrances along the first story of the northwest (primary) elevation, each topped with a 12-light transom covered with vertical metal bars. A secondary entrance is located at the north bay of the northeast elevation. It is filled with a single-leaf, metal door and topped by a 12-light transom covered with metal security bars. A full-length, side-light sits immediately southeast of the single-leaf door. Above the entryway is a missing cornice. Additional fenestration includes a mix of six-over-six, double-hung, wooden windows topped by segmental brick arches and ghosts of windows filled in with brick. The windows on the first story of the southeast elevation are covered with metal security bars.

A sign that reads “Loving’s Produce Co.” is featured on the second story at the north corner of the building (Figure 3-204). Metal tie-rods and anchor plates span all four elevations, below second and third story windows (Figure 3-205).

Signs reading “Loving’s Produce Co. Fresh Fruits and Vegetables” are painted on the north side of the northeast elevation, and the east and south sides of the southeast elevation (Figure 3-206).

Ghosting is seen along the southwest elevation where a one-story dwelling was attached as seen in the 1950 Sanborn map of Richmond (Figure 3-207) (Sanborn Map Company 1950). All door and window openings on this elevation have been filled in with brick.



FIGURE 3-202: SITE PLAN OF LOVING'S PRODUCE CO. (GOOGLE 2018) (NOT TO SCALE)



FIGURE 3-203: NORTH OBLIQUE



FIGURE 3-204: WEST OBLIQUE



FIGURE 3-205: ANCHOR PLATE AND TIE ROD DETAIL



FIGURE 3-206: SOUTH OBLIQUE



FIGURE 3-207: GHOSTING ON SOUTHWEST ELEVATION

3.18.2.2 Primary Resource Interior

Access to the interior of the building was not obtained during the current effort.

3.18.3 NRHP Evaluation

The commercial building known as Loving's Produce Co., is a three-story commercial building constructed around 1870 with Italianate-style elements. The Shockoe Valley Historic District is noted as an area of commercial and industrial importance before and after the Civil War. It is recognized as a historically significant part of Richmond in its 1982 National Register nomination:

Although leveled by the Evacuation Fire of April 1865 and rebuilt soon thereafter, the district has served as the site of warehouses, tobacco storage buildings, and mills since 1780... the numerous, well-preserved, late 19th-century commercial and industrial buildings, while individually simple in design, achieve an intricate pattern and texture... The largest single building campaign in Shockoe Slip in the postbellum era took place in 1870s and reflected Richmond's determination to return to the American economic mainstream (NPS 1982).

Loving's Produce Co. has continually served as commercial space since its construction. The resource retains historic integrity of location, setting, and some integrity of feeling and association; however, modifications including late-nineteenth-century additions, late-twentieth-century infill of fenestration, and an altered brick veneer on the façade, have diminished its integrity of design, materials, and workmanship. It was built during a period of tremendous regrowth in Richmond, when the industrial and commercial core of what is today the Shockoe Valley and Tobacco Row Historic District was rebuilt after Civil War-era devastation. This resource is one of the earliest, and few surviving, examples of immediate post-war reconstruction in this area. It represents efforts by residents to reclaim their city by establishing new businesses and reconstructing warehouses to provide goods and employment to the area and is notable for its associations with the rebuilding of Shockoe Bottom. While numerous buildings were constructed in this area as part of this effort, most are gone. This is one of the sole representatives of one of the most notable periods of development in Richmond's history. For these reasons, this resource is recommended eligible for inclusion in the NRHP under Criterion A at the local level.

For a historic resource to be considered eligible under Criterion B, it must be associated with a person who is "individually significant within a historic context" and who has "gained importance within his or her profession or group" (Shrimpton et al. 1990). While the Loving name has been prominent within the Shockoe Bottom community for generations, the family does not appear to have attained significance in their own right, nor have they been associated with events that have made a significant contribution to broad patterns in American history, thus the resource is recommended not eligible for inclusion in the NRHP under Criterion B.

Though the building is in generally good condition, it is one of 34 Italianate commercial buildings within the Shockoe Valley and Tobacco Row Historic District and it is not unique to Richmond as a whole (NPS 2015). Additionally, it is not the work of a master nor does it possess high artistic values, nor is it an outstanding example of its style or property type (Shrimpton et al. 1990). For these reasons, the resource is recommended not eligible for the NPHP under Criterion C. As an architectural resource, it was not evaluated under Criterion D.

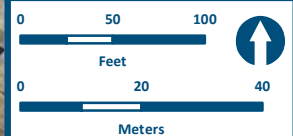
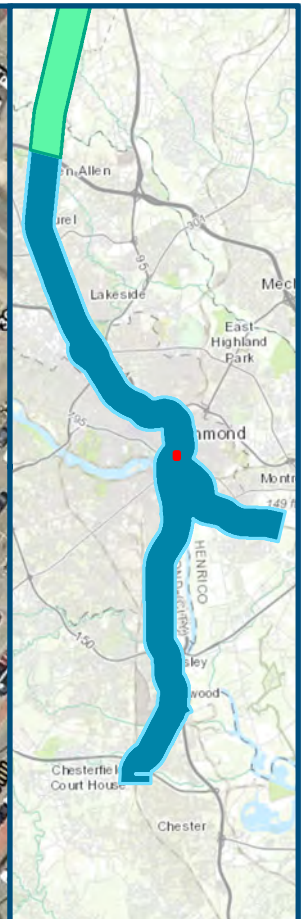
Loving's Produce Co. is located within the NRHP-listed Shockoe Valley and Tobacco Row Historic District (127-0344). It was built during the district's period of significance (ca. 1870-1950)

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and represents architectural trends throughout the community. Although it is not recommended individually eligible for the NRHP under any Criteria, the resource retains good integrity and is recommended to contribute to the eligibility of the Shockoe Valley and Tobacco Row Historic District.

In sum, Loving's Produce is **recommended eligible under Criterion A at the local level as well as considered a contributing resource to the Shockoe Valley and Tobacco Row Historic District** (127-0344).

The period of significance for Loving's Produce begins at the time of its construction, circa 1870, and ends at the culmination of the postbellum-era building campaign in Shockoe Slip at circa 1879. The proposed NRHP boundary for the resource comprises and follows the legal lot description for parcel E0000129029 (Figure 3-208). It is bounded on the southwest side by parcel E0000129022, on the southeast side by parcel E0000129003, on the northwest side by Ambler Street and East Grace Street to the northeast.



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Proposed NRHP Boundary

Figure 3-208
Proposed NRHP
Boundaries for Loving's
Produce (127-0344-0102)

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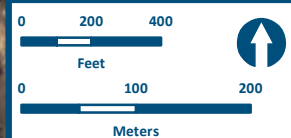
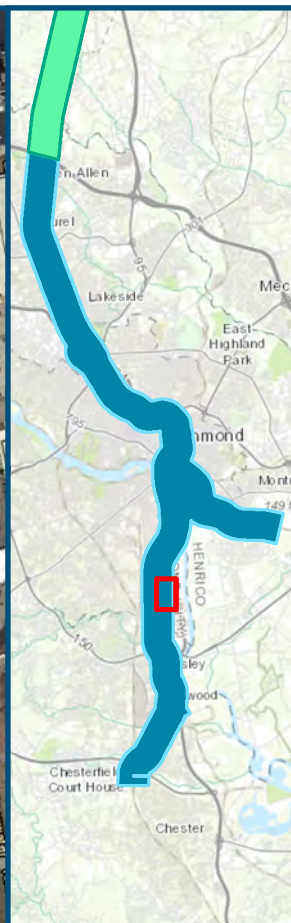
3.18 PHILIP MORRIS OPERATIONS COMPLEX (127-5818)

The Philip Morris Operations Complex at 3601 E. Commerce Road is a light industrial complex processing tobacco for the Philip Morris USA company, now the Altria Group (Figure 3-209). The large complex is located on an approximately 142.9-acre lot bounded by E. Commerce Road and the Richmond-Petersburg Turnpike (Route 69) to the east, Bells Road and Philip Morris Drive Way to the west, Philip Morris Drive Way and a residential neighborhood to the north, and other light industrial properties to the south. The property is filled with multiple office buildings and warehouses with a manicured lawn spotted with trees and shrubbery in the northeast corner of the property along E. Commerce Road. Strips of manicured grass stretch between most of the buildings, some also filled with trees. Poured-concrete walkways and paved-asphalt driveways connect all of the buildings on the property. The property, which is fenced in, is accessed from Bells Road via Philip Morris Drive Way and E. Commerce Road by gated vehicular entrances.

3.16.1 Historic Context

The Philip Morris Complex is situated on the east side of the CSXT railroad south of the Capitol District in Richmond, Virginia. Philip Morris USA is one of the world's leading tobacco manufacturing companies with origins tracing back to the late-nineteenth century. "Philip Morris & Co., Ltd. was established in 1847 when the family of Philip Morris opened their first London tobacco shop and began making tobacco products that royalty and the working man alike would enjoy" (Altria 2018a). By the early 1920s, the Philip Morris Company had planted its roots in Richmond, Virginia, as many of its production warehouses were located within Richmond's Shockoe Bottom and Tobacco Row Historic District (127-0344) (Altria 2018b; V-CRIS 2018). By the 1950s, production had moved further from the city's core to an independent location outside of downtown.

The primary resource at the new location is the most visible, a cigarette manufacturing plant finally completed in 1974 after several stages of construction between 1959–1973, which was dedicated to the employees of the company (Figure 3-210) (The News Leader 1974). "The newest manufacturing complex joins other distinguished Philip Morris Buildings on the site, including the Finance Building designed by the noted American architect Ulrich Franzen in 1963, and the Research Center Tower [also designed by Franzen] completed in 1973" (The News Leader 1974). Additionally, one of the notable, Brutalist-style, buildings on the Philip Morris property, an office building and conference center, was designed by Skidmore, Owings & Merrill (SOM), a New York-based company founded in 1936, and one of the largest and most influential architecture, engineering, and urban planning firms in the world (SOM 2018; The News Leader 1974).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Resource Boundary

Figure 3-209
 Location of the Philip
 Morris Operations
 Complex (127-5818)

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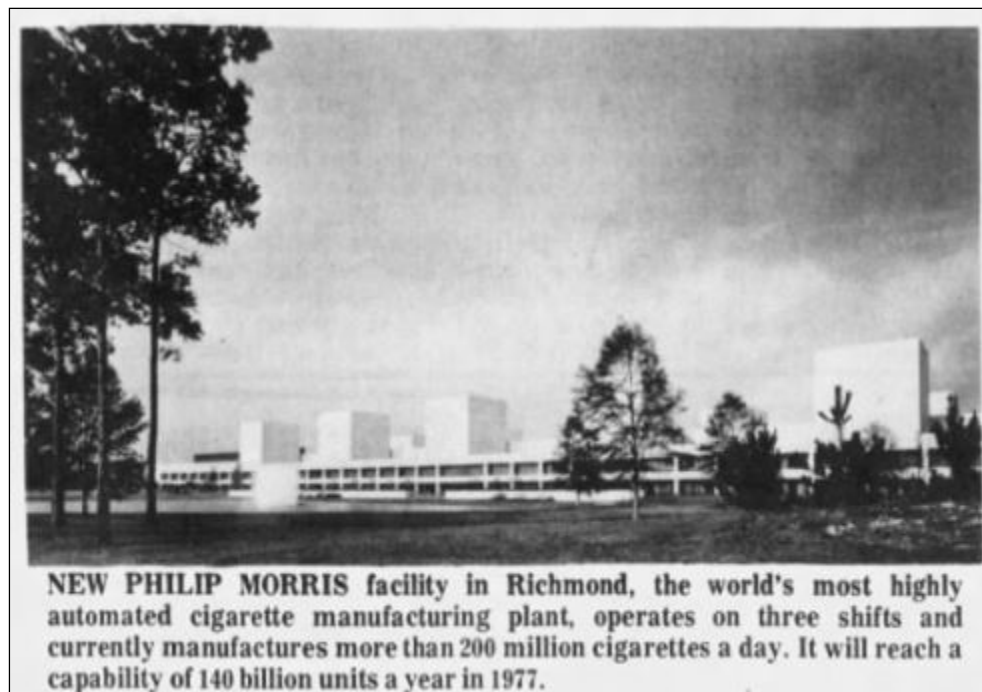


FIGURE 3-210: PHILIP MORRIS COMPLEX DEDICATION (THE NEWS LEADER 1974)

The buildings designed by Ulrich Franzen and SOM at the Philip Morris Complex display unique characteristics in both the Neo-Expressionist and Brutalist styles. The Research Center and Office Building/Conference Center display extensive use of concrete with minimal fenestration, with “windows treated as penetrations in massive forms” (Bezirdjian et al. 2014). The Finance Building, designed by Ulrich Franzen, is an exceptional display of Neo-Expressionism styling, avoiding angles and straight lines and “focusing on the continuity of form, curved lines, and dramatic, irregular shapes” (Bezirdjian et al. 2014). These post-war and post-modern architectural styles were “an attempt to make functional, forceful buildings that were integrated into their surroundings and endowed with the seductive powerful clarity of modern industrial design and advertising” and utilized materials such as “glass, brick, and concrete for their expressive qualities” (Dempsey 2002).

Ulrich Franzen (1921–2012) was a German-born American known for his new-age architecture and Brutalist Style (Gonzales 2012; Harvard University Library 2000). Franzen was born in Dusseldorf Germany and immigrated to the United States with his parents in 1936 (Marter 2011:268). He attended Williams College, receiving an undergraduate degree before joining the Army during the start of World War II (United States Army Enlistment Records 2005). At the end of the war, Franzen attended Harvard University, earning a master’s degree in architecture in 1950 (Harvard University Library 2000). By 1951, he was working for I. M. Pei, the renowned Chinese-American architect who designed buildings all over the globe (Harvard University Library 2000). Four years later, Franzen had established his own firm, Ulrich Franzen & Associates (Marter 2011:268). His architectural training and experience was shaped by modernism, and in the 1960s he “began to shift from modernist minimalism to designs that were more sculptural” (Marter 2011:268).

From 1955 to 1995, Ulrich Franzen completed over 60 projects “including private residences, educational structures (notably projects at Cornell University: MVR Hall, the Growth Chamber Laboratories and the Agronomy Building), commercial and industrial commissions (The Philip Morris Research Center and Headquarters at 42nd Street and Park Avenue in New York), and cultural sites ranging from Houston's Alley Theater to the Harlem School of Arts” (Figure 3-211) (Harvard University Library 2000). Franzen had a continuing relationship with the Philip Morris Corporation from the late 1950s to the early 1980s, “designing their Research Center, and Finance Center, all in Richmond, and their headquarters building in New York City” (Marter 2011:268).



FIGURE 3-211: ARCHITECT ULRICH FRANZEN, OUTSIDE THE ALLEY THEATRE, NOVEMBER 1968 (GONZALES 2012)

3.16.2 Architectural Description

The Philip Morris Operations Complex located at 3601 Commerce Road is a light industrial complex utilized by Philip Morris USA Company for tobacco processing constructed between 1950 and 1980 (Figure 3-212). The complex comprises multiple warehouses, office buildings, industrial structures, and manufacturing equipment for the processing of tobacco products. Construction of the complex began around 1950 and was completed in the early 1980s. Full access to the property was not obtained during the current survey, and the property was documented from the public right-of-way.

The 1963 seven-story, Neo-Expressionism-style Finance Building designed by Ulrich Franzen, is located in the southeast portion of the property along Commerce Road and faces north towards a paved parking lot (Figure 3-213). The building is clad in brick veneer and features four evenly spaced, curved projections, a design which suggestively resembles cigarettes, on the north and south elevations. The first story is recessed and features a series of full-length, metal-frame, fixed windows dotted with single- and double-leaf, commercial-style doors. The east and west elevations feature a protruding window feature that spans the uppermost six stories.

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FIGURE 3-212: OVERVIEW SITE PLAN (TOP) AND DETAIL OF SOUTHERN HALF (BOTTOM) OF THE PHILIP MORRIS OPERATIONS COMPLEX (GOOGLE 2018) (NOT TO SCALE)

A circa-1973 two-story, Brutalist-style office building and conference center designed by Skidmore, Owings & Merrill features five evenly spaced, four-story towers along the east and west elevations with a third building at its center (Figure 3-214).

Known as the 'make-pack' area, it is divided into five bays on the ground floor. This building lies between the East Wing (which houses the administrative offices, cafeteria, visitor's center and auditorium), and the West Wing (which houses the machine shop, parts room, maintenance engineering offices and filter production). The wings are joined to the main plant by ten cores, each 94 feet high, which contain restrooms, employee lounges, mechanics' shops, supervisory offices, and heating and air-conditioning units [The News Leader 1974].

A majority of the Office Building Conference Center is covered by a flat roof. The building features large window openings filled with metal-frame, fixed windows. The towers do not feature fenestration. A large, multi-story, warehouse addition extends from the south elevation. It was barely visible during the time of survey due to accessibility to the property.

A 1973 two-story, Brutalist-style Research Center (office building 1 in Figure 3-212), designed by Ulrich Franzen, is located in the southeast portion of the property and it faces towards Commerce Road (Figure 3-215). The concrete and light-colored, brick-clad building features a recessed first story with a ribbon of metal-frame windows across all elevations. The second story features similar fenestration spanning all elevations with vertical concrete bands evenly spaced over the windows. The recessed primary entrance is centered on the east elevation and filled with commercial-style doors accessed by large concrete steps.

Three circa-1960 warehouses are located on the northwestern side of the complex (warehouse 1, 3, and 4 in Figure 3-212). Warehouse 1 is a one-story building covered by a flat roof. The building was barely visible during the time of survey; however, it appears that it is clad in pressed-metal siding. The roof features stepped metal parapets that stretch from east to west at evenly spaced intervals. The southwest portion of the building is curved for truck docking stations. Warehouse 3 is connected to warehouse 4 by a walkway and a hyphen on the east elevation. It is sheathed in pressed-metal siding. The first story features window openings filled with metal vents while the second story features hooded vents. Two entrances are visible on the south elevation, both of which are filled with a single-leaf metal door accessed by poured-concrete stairs. A two-story, flat-roof addition extends from the southern half of the west elevation. It is clad in a pressed-metal siding and roof is lined with metal coping. Fenestration includes a double-leaf, glass-and-metal doors; single-leaf, metal doors; and fixed, metal-frame windows. Warehouse 4 is two stories tall with pressed-metal siding and is covered by a flat roof. A one-story portion stretches along the western elevation of the building. Two suspended enclosed walkways sheathed in pressed metal extend from the northwest and southwest corners connecting the building to a large gabled warehouse (warehouse 3). A one-story, flat-roof hyphen also extends from the west elevation in the northern half towards the east elevation of the gabled warehouse (warehouse 3). The southern portion of the building appears to have a third story. A metal conveyor belt extends from the south elevation of the southern addition towards the set of silos.



FIGURE 3-213: PHILIP MORRIS OPERATIONS COMPLEX AT 3601 COMMERCE ROAD, NORTHEAST OBLIQUE OF BRUTALIST-STYLE FINANCE BUILDING

A large warehouse (warehouse 2 in Figure 3-212) is located north of the office and conference building and south of Philip Morris Drive Way. It was not visible during the time of survey due to accessibility of the property; however, current aerial imagery shows the building in a rectangular plan, covered by a flat roof.



FIGURE 3-214: EAST ELEVATION OF INTERNATIONAL-STYLE OFFICE BUILDING DESIGNED BY SKIDMORE, OWINGS & MERRILL



FIGURE 3-215: NORTHEAST OBLIQUE OF BRUTALIST-STYLE RESEARCH CENTER

Two circa-1960 multi-bay office buildings (office buildings 1 and 2 in figure 3-212) are located southeast of the primary resource. Office building 1 is one-story, featuring fixed, metal-frame windows spanning all elevations and covered by a flat roof with metal coping. Office building 2 is two-stories, clad in brick veneer, and topped by a flat roof with metal coping. Ribbons of fixed, metal-frame windows are visible on the south and north elevations. Entrances are situated on the south and north elevations but they were not visible at the time of survey. The roof features a central rectangular access to the roof. An interior-end, brick chimney is located on the south elevation.

Several circa-2000 metal-frame greenhouses (denoted as greenhouses 1 through 5 in Figure 3-212) are located in the southeast corner of the property (Figure 3-216). They are covered with a gabled roof and clear siding of an unknown material. They feature large circular vents in the south elevations and the north elevations contain a metal flue.



FIGURE 3-216: GREENHOUSES, LOOKING NORTHWEST

Two rectangular-shaped warehouse buildings (warehouse 6 and 7 in Figure 3-212) are located in the southeast corner of the property, west of the greenhouses and office buildings. They were not visible during the time of survey but identified on current online aerials. Aerials indicate that the buildings are covered by a flat roof and connected to one another by a hyphen.

A circa-1990, four-story, industrial warehouse (warehouse 5 in Figure 3-212) is located in the southwest corner of the property (Figure 3-217). It is clad in pressed metal and features a flat roof. The west elevation is lined with six circular metal turbines with a ventilated, metal exterior wall on the west elevation. Two very tall metal possible flues pierce the roof of the building. Above-ground, metal piping extends from the west elevation of the building and continue over Bells Road and they continue south on the west side of the road. Metal pipes extend from the north elevation towards a set of four circa-1990 silos (silos 1 through 4 in Figure 3-212) clad in pressed metal.



FIGURE 3-217: WAREHOUSE 5, LOOKING EAST FROM BELLS ROAD

Three circa-2002 entrance gates are located at the east and west edges of the primary resource, along Bells Road, Philip Morris Drive Way, and Commerce Road (entrance gate 1–3 in figure 3-212). Entrance gates 1 and 2 feature central metal-clad, gatehouses flanked by vehicular entrances. The gates are covered by a flat roof. Entrance gate 3, located at Commerce Road is a one-story gate framed by a concrete entryway with “Philip Morris USA” on the west elevation (Figure 3-218). A circa-1990, steel-frame, pedestrian walkway extends from the industrial complex towards a parking lot on the southwest side of the Bells Road. It is enclosed by a metal chain-link fence. Located in the northeast corner of the property is a circa-1990, three-story, squared tower. The decorative tower is covered in advertisements for company products.



FIGURE 3-218: ENTRY GATE 3, LOOKING SOUTHWEST

3.16.3 NRHP Evaluation

The Philip Morris Operations Complex located at 3601 Commerce Road is a mid-twentieth-century, light-industrial complex that served as headquarters for the company's tobacco production; the main building was constructed between 1959 and 1973. Although the complex is modern, Philip Morris has been operating in Richmond since the early 1930s, with multiple tobacco warehouses located in the Shockoe Valley and Tobacco Row Historic District (127-3044). Construction on their new, larger facility began during the rise of the post-modern architectural movement by famed architects known for their influences in the Brutalist and Neo-Expressionism styles. The resource retains its historic integrity of location, setting, feeling, and association. Buildings added to the complex in the late 1970s that includes silos, greenhouses, and warehouses, have minimally impacted the core of the resource, and as such it retains a high level of integrity of design, materials, and workmanship.

Currently, the Altria Group (Philip Morris USA) is the largest cigarette manufacturing company in the United States, with its headquarters located within the same complex as its production warehouses. The second leading U. S. tobacco company is R. J. Reynolds, a tobacco manufacturing company based in Winston-Salem, North Carolina. The R. J Reynolds headquarters, originally located in an Art-Deco style skyscraper constructed circa 1929 and currently listed in the NRHP, has since been relocated and is a separate entity from its production warehouses, which are also located in Winston-Salem (Craver 2014; Covington 2014).

In order for a resource to be considered eligible in the NRHP under Criterion A, "a property can be associated with either (or both) of two types of events... a specific event marking an important moment in American prehistory or history [or] a pattern of events or a historic trend that made a significant contribution to the development of a community, a State, or a nation" (Shrimpton et al. 1990). Philip Morris has been a dominating leader in the tobacco industry since the mid-twentieth century, becoming the highest grossing tobacco company across the globe, with Marlboro becoming the world's number-one cigarette by 1972 (Borio 2001; Philip Morris, Inc.

[PMI] 2018). As a leader in the mid- to late-tobacco industry in America, Philip Morris USA illustrates the rise and fall of an important agricultural commodity in Virginia, as well as the corporate product diversification of the cigarette industry coped with increasing attacks from public health advocates (Borio 2001). As such, the Philip Morris Operations Complex is recommended eligible for listing in the NRHP under Criterion A at the national level for its impacts of commerce and manufacturing in the tobacco industry.

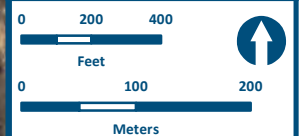
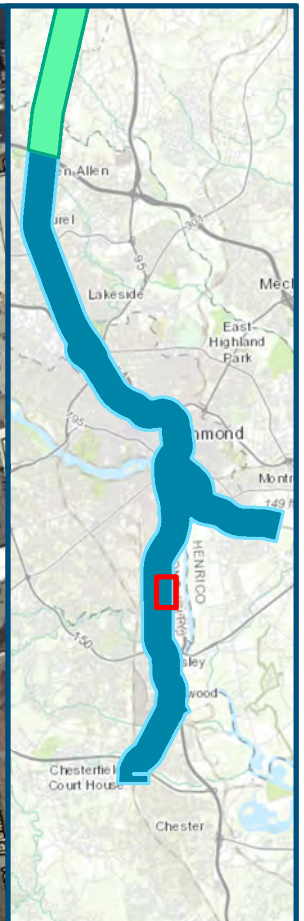
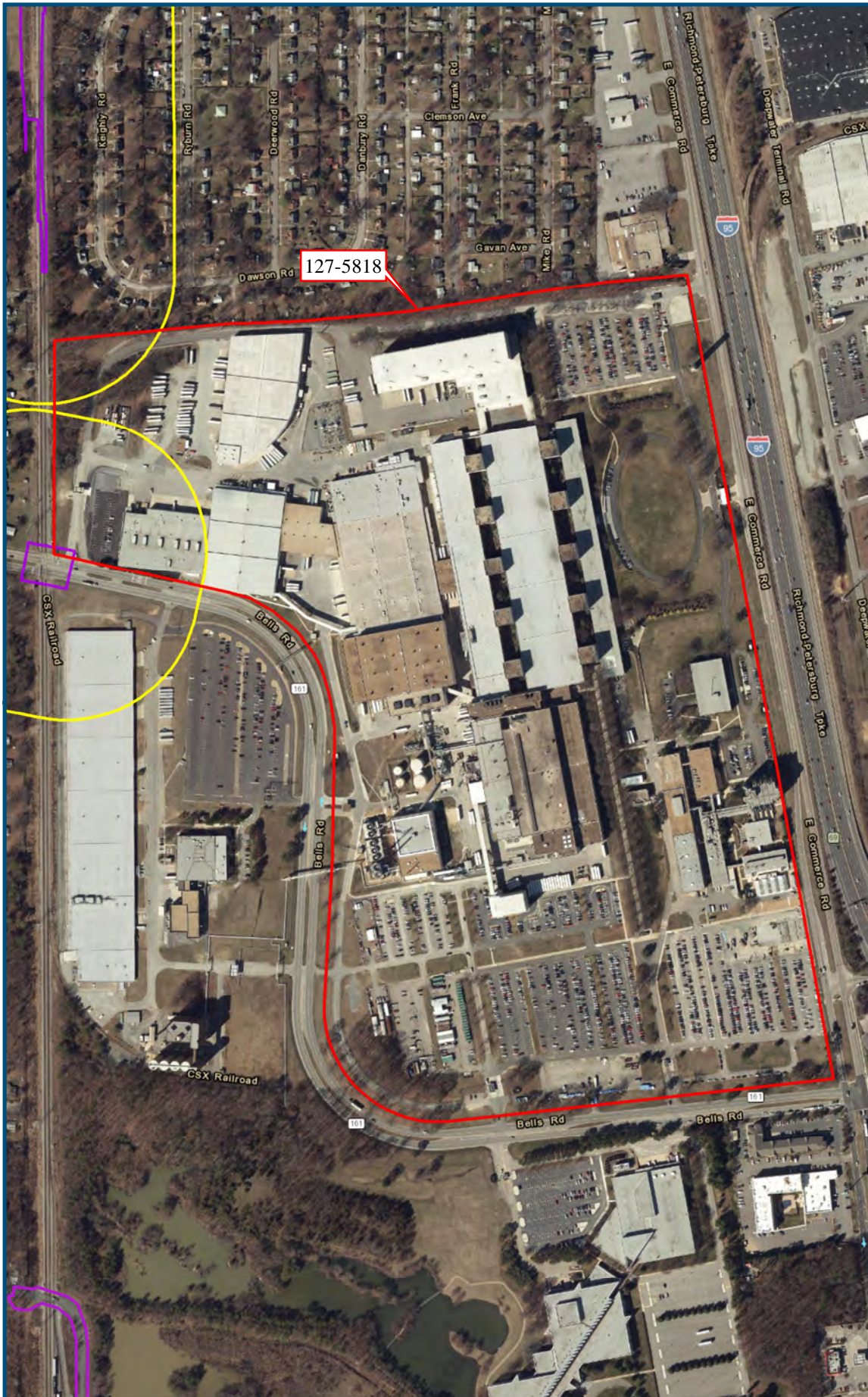
The Philip Morris Complex itself lacks any known associations with any individuals who have “gained importance within his or her group of profession” therefore, the resource is recommended not eligible under Criterion B.

To be eligible in the NRHP under Criterion C, “a property must embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, and represent a significant and distinguishable entity whose components may lack individual distinction” (Shrimpton 1990). This property is a significant example of an industrial complex constructed to meet specific requirements of a specialty industry, in particular the need for “modern”-looking buildings with large open spaces, luxury amenities, and good air circulation. Built in the Brutalist and Neoexpressionist styles, with some of the buildings designed by Skidmore, Owings & Merrill and Ulrich Franzen, a famed German-born American architect known for his Modern-style architectural designs (Harvard University Library 2000). As such, it is recommended that the Philip Morris Operation Complex is potentially eligible for inclusion in the NRHP under Criterion C as a good example of an industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.

Although the oldest and more notable buildings at the Philip Morris Complex were built by famed architect Ulrich Franzen between the 1950s and 1970s, many of the remaining industrial buildings on the property were constructed less than 50 years ago. The City of Richmond has 11 post-modern industrial buildings, dating pre-1980, recorded with the DHR, including the Mid-Atlantic Coca-Cola Bottling Company (127-6136-0265) designed by Joseph J. Schlessner and the Baker Equipment Engineering Company (127-6136-0237) designed by Henry Carl Messerschmidt. The Philip Morris Complex displays the only Neo-expressionism- and Brutalist-style buildings in Richmond constructed by SOM and renowned architect Ulrich Franzen and has gained exceptional significance as required by Criterion Consideration G for its unique and outstanding Architecture. As an architectural resource, the resource was not evaluated under Criterion D.

In sum, the Philip Morris Industrial Complex is **recommended eligible under Criteria A at the national level and Criteria C and Criteria Consideration G at the local level.**

The period of significance for the Philip Morris Operations Complex is from its construction, circa 1959 until 1974 when the last of the post-modern buildings were constructed. The proposed NRHP boundary for the resource comprises and follows the legal lot description for parcel S0081038001. It is bounded on the east by Commerce Road and I-95, on the south and southwest by Bells Road, on the west by the CSXT railroad, and residential community to the north (Figure 3-219).



Projection: Lambert Conformal Conic
 State Plane Virginia North FIPS 4501 Feet
 North American Datum of 1983
 Base Mapping: 2016 VBMP
 Aerial Imagery

Legend

- Preferred Alternative
- Architectural Buffer
- Proposed NRHP Boundary

Figure 3-219
Proposed NRHP
Boundaries for the Philip
Morris Complex
(127-5818)

04/2018

4

SUMMARY AND RECOMMENDATIONS

The DC2RVA Project Team conducted an intensive-level architectural survey of a total of 52 resources, 18 of which are presented in the current report. 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.

Of the 18 resources detailed in this report, the DC2RVA Project Team are recommending 11 as individually eligible for the NRHP (Table 4-1). Listed in numerical order, they are as follows: Charles Gwathmey House (042-0113), Hunton Treasures (043-0694), Chancellor House (111-0013/ 111-0132-0508), Dr. Charles Mortimer House (111-0067/ 111-0132-0505), Shiloh Baptist Church (New Site) (111-0132-0147), Robert Adams Residence (111-0132-0458), Berkleytown Historic District (166-5073), Dabney Funeral Home (166-5073-0010), Loving's Produce Company (127-0344-0102), Philip Morris Operations Complex (127-5818), and Gilpin Court Apartment Complex (127-6883) are recommended individually eligible for the NRHP. Chancellor House (111-0013/ 111-0132-0508), Dr. Charles Mortimer House (111-0067/ 111-0132-0505), Shiloh Baptist Church (New Site) (111-0132-0147), Robert Adams Residence (111-0132-0458) are also recommended as contributing to the Fredericksburg Historic District (111-0132); Dabney Funeral Home (166-5073-0010) is recommended as contributing to the Berkleytown Historic District (166-5073); and Loving's Produce Company (127-0344-0102) is recommended as contributing to the Shockoe Valley and Tobacco Row Historic District (127-0344).

During the current survey, the DC2RVA Team found that the remaining seven resources (042-0420, 042-0557, 042-5048, 043-0693, 100-5341, 111-0038/111-0132-0509, and 166-5073-0024) are recommended as not individually eligible for the NRHP with the Jones-Monroe-Rennolds House (111-0038/111-0132-0509) contributing to the Fredericksburg Historic District (111-0132) and the Hanover County Public School Board (166-5073-0024) recommended as contributing to the Berkleytown Historic District (166-5073).

TABLE 4-1: TABLE SUMMARY & RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES PRESENTED IN THIS REPORT

| DC2RVA Corridor Area | DHR ID | Name/ Description | City/ County | Date/ Time Period | Phase II Recommendation |
|-------------------------------------|--------------------------------|---|---------------------------|----------------------------------|---|
| 2 | 100-5341 | East Rosemont Historic District | City of Alexandria | 1915–1950 | Not Eligible |
| 3 | 111-0013/ 111-0132- 0508 | Chancellor House, 300 Caroline Street | City of Fredericksburg | 1812–1831 | Eligible under Criterion A; Contributing to Fredericksburg HD |
| 3 | 111-0038/ 111-0132- 0509 | Jones-Monroe-Rennolds House, 301 Caroline Street | City of Fredericksburg | ca. 1786 | Not Eligible; Contributing to Fredericksburg HD |
| 3 | 111-0067/ 111-0132- 0505 | Dr. Charles Mortimer House, House, 213 Caroline Street | City of Fredericksburg | ca. 1764– 1801 | Eligible under B & C; Contributing to Fredericksburg HD |
| 3 | 111-0132- 0147 | Shiloh Baptist Church (New Site), 521 Princess Anne Street | City of Fredericksburg | ca. 1890– 1968 | Eligible under Criteria A & C & Criteria Consideration A; Contributing to Fredericksburg HD |
| 3 | 111-0132- 0458 | Robert Adams Residence, 528 Caroline Street | City of Fredericksburg | 1891 | Eligible under Criterion C; Contributing to Fredericksburg HD |
| 5 | 042-0557 | Dry Bridge/ Farmstead, 10411 Old Bridge Road | Hanover County | ca. 1854 | Not Eligible |
| 5 | 166-5073 | Berkleytown Historic District | Hanover County | ca. 1900– 1965 | Eligible under Criterion A |
| 5 | 166-5073- 0010 | Dabney Funeral Home, 600 B Street | Hanover County | 1955–1968 | Eligible under Criterion A; Contributing to Berkleytown HD |
| 5 | 166-5073- 0024 | Hanover County School Board, 200 Berkley Street | Hanover County | 1948–1969 | Not Eligible; Contributing to Berkleytown HD |
| 5 | 042-0113 | Charles Gwathmey House, 11247 Gwathmey Church Road | Hanover County | 1896–1920 | Eligible under Criterion C |
| 5 | 042-0420 | Sinton House, 12081 Holly Oaks Lane | Hanover County | ca. 1890 | Not Eligible |
| 5 | 042-5048 | Elmont Historic District | Hanover County | ca. 1880– present day | Not Eligible |
| 5 | 043-0693 | Mill Road Historic District | Henrico County | ca. 1900– present day | Not Eligible |
| 5 | 043-0694 | Hunton Treasures, 11701 Greenwood Road | Henrico County | ca. 1930– 1968 | Eligible under Criterion C |
| 6 | 127-6883 | Gilpin Court Apartment Complex, Charity Street West/ St. Peter Street | City of Richmond | 1942–1955 | Eligible under Criteria A & C |

TABLE 4-1: TABLE SUMMARY & RECOMMENDATIONS OF THE ARCHITECTURAL RESOURCES PRESENTED IN THIS REPORT

| | | | | | |
|---|---------------|---|------------------|-------------------|---|
| 6 | 127-0344-0102 | Loving's Produce Company, 1601–1605 East Grace Street | City of Richmond | ca. 1870–ca. 1879 | Eligible under Criterion A; Contributing to Shockoe Valley and Tobacco Row HD |
| 6 | 127-5818 | Philip Morris Operations Complex, 3601 Commerce Road | City of Richmond | 1959–1974 | Eligible under Criteria A, C & Criteria Consideration G |

Source: Dovetail 2018.

Note: Resources are presented from north to south.

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APPENDIX A: CHAIN OF TITLES

Note: Chains of titles are organized as they appear in the report; however, some resources, such as rail-related structures, do not have chains of titles.

TABLE A-1: CHAIN OF TITLE FOR CHANCELLOR HOUSE (111-0013/111-0132-0508), CITY OF FREDERICKSBURG, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|--------------|-----|-----|------------|--|--|--|
| Deed | | | 12/3/2007 | Kathleen Foley Dickinson and George Forrest Dickinson, Jr. | Trust | |
| Deed of Gift | 267 | 229 | 12/9/1993 | George Forrest Dickinson, Jr. | Kathleen Foley Dickinson and George Forrest Dickinson, Jr. | \$0 |
| Deed of Gift | 141 | 162 | 10/12/1970 | George Forrest and Anna Paige Green Dickinson | George Forrest, Jr. and Anna Paige Green Dickinson (Tenants in Common) | \$0 |
| Deed | 83 | 411 | 5/2/1947 | Miller B. and Edna A. Lewis | George Forrest and Anna Paige Green Dickinson | \$17,050 |
| Deed | 81 | 458 | 3/25/1946 | Mary F. Howard (widow) | Miller B. and Edna A. Lewis | \$13,200 |
| Deed | 70 | 253 | 7/3/1936 | J.M.H. Willis (Special Commissioner for Sue Chancellor) | Mary F. Howard | \$4,600 **Western portion of lot 244, 62 feet along Princess Elizabeth Street went to George Stevens 11/2/1920 (Deed Book 55, p94) **Northern portion of lot 244, 40 feet along Caroline Street and 132 feet deep went to Henry G. Chesley (Deed Book MM, 313) |
| Deed of Gift | EE | 156 | 3/20/1893 | Vespasian Chancellor | Sue Chancellor | \$0 |
| Deed | EE | 119 | 1/5/1893 | Lucy Roy Webb | Vespasian Chancellor | \$2,000 |
| Will | I | 372 | | John G. Mason | Lucy Roy Webb | Lucy Roy Webb is John G. Mason's sister |
| Deed | W | 10 | 9/30/1871 | William F. Cheek | John G. Mason | \$2,500 |
| Deed | V | 292 | 7/30/1870 | John M., Commissioner for Aler | William F. Cheek | \$600 and forgiveness of debt |
| Deed | T | 157 | 12/20/1854 | Brodie S. and Charles Herndon, Trustees | George Aler | \$2,950 at auction |

TABLE A-1: CHAIN OF TITLE FOR CHANCELLOR HOUSE (111-0013/111-0132-0508), CITY OF FREDERICKSBURG, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|-------------|----|-----|------------|----------------------------------|---|--|
| Deed | O | 232 | 12/20/1845 | William K. and Abigail H. Smith | Brodie S. and Charles Herndon, Trustees | \$7,254 in debt |
| Deed | J | 482 | 3/8/1835 | William M. and Mary B. Blackford | William K. Smith | |
| Deed | J | 308 | 10/1/1833 | John W. and Million Green | William M. Blackford | \$700 |
| Deed | D | 438 | 12/25/1811 | John Mortimer | John W. Green | \$250 John W. Green likely constructed house 1812-1813 after purchase |
| Deed | D | 452 | 6/26/1802 | John and Lucy Minor | John Mortimer | 450 Pounds |
| Deed | D | 346 | 7/21/1801 | James and Jane Lewis | John Minor | \$416 |
| Will | F | 214 | 5/26/1801 | Captain William Lewis | James Lewis | |

Source: HFFI n.d.a.

TABLE A-2: CHAIN OF TITLE FOR HACKLEY-MONROE-RENNOLDS HOUSE (111-0038/111-0132-0509), CITY OF FREDERICKSBURG, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|-------------|-----|-----|------------|---|--|---|
| | 277 | 651 | 2/15/1995 | | Hazel Richard M & Cheryl P | \$650,000.00 |
| Deed | 174 | 685 | 9/29/1980 | L. Dexter Hubbard, Jr. and Clare A. Hubbard | Ellen O. Hubbard | |
| Deed | 106 | 482 | 11/25/1957 | William T. Elmer and Mary L. Elmer | L. Dexter Hubbard and Ellen Hubbard | |
| Deed | 77 | 57 | 6/17/1941 | R. G. Rennolds, Lizzie G. Rennolds, and Emily Martin | William T. Elmer | |
| Deed | 49 | 182 | 1/21/1916 | Nellie A. Rennolds and E. A. Rennolds (Executors of R. G. Rennolds) | Emily Martin and Lizzie G. Rennolds | R.G. Rennolds left his portion of the land to his two sisters: Lizzie and Emily. At her death, Lizzie left her portions of the land to her sister, Emily. |
| Will | I | 273 | 11/6/1889 | Robert B. Rennolds | R. G. Rennolds, Lizzie G. Rennolds, and Emily Martin | Robert B. Rennolds left the land to his three children: R. G., Lizzie, and Emily |
| Deed | U | 352 | 11/25/1867 | Robert Swords and wife and John B. Stanard (heirs at law to John Stanard) | Robert B. Rennolds | |
| Deed | J | 255 | 7/19/1833 | Robert Stanard | John Stanard | |
| Deed | J | 167 | 11/24/1831 | John James Chew and Elizabeth Chew (executors of Robert S. Chew) | Robert Stanard | \$2,430.00 |
| Deed | H | 270 | 12/16/1824 | Phillip Harrison | Robert S. Chew | \$2,510.00, sold at public auction; Advertised in Virginia Herald; Property occupied by John T. Ford |

TABLE A-2: CHAIN OF TITLE FOR HACKLEY-MONROE-RENNOLDS HOUSE (111-0038/111-0132-0509), CITY OF FREDERICKSBURG, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|---------------|----|-----|------------|---|---|---|
| Deed | F | 516 | 1/17/1820 | John T. Ford and Patsy Ford | Phillip Harrison (second) and Robert S. Chew (third) | |
| Deed | F | 149 | 9/26/1816 | Thomas Reade Rootes, Jr. and Ann Rootes | John T. Ford | \$3,500.00 |
| Deed of Trust | E | 431 | 1/24/1816 | Thomas Reade Rootes, Jr. | Farmers Bank of Virginia (second) and Dabney Herndon (third) | Farmers Bank advanced Thomas Reade Rootes, Jr. a loan of \$5,560.00. This deed of trust includes the house but the slaves and household furnishings as well. If Rootes should sell the property by December 18, 1816, he will be released from the trust. There is to be a public sale in front of the Columbia Inn which was advertised in the paper for eight weeks. |
| Deed | E | 431 | 5/12/1806 | Thomas Reade Rootes and Sarah Rootes | Thomas Reade Rootes, Jr. | Mr. Benjamin Botts was the occupant of the house as well as the office on the grounds |
| Deed | C | 395 | 3/25/1800 | George W. Thorton (heir at law of George Thorton, deceased), John Posey and Lucy (daughter of George Thorton, deceased), and Joseph Jones | Thomas Reade Rootes | George Thorton agreed to sell to Preston Bowden part of lots 254 and 264 by contract dated 9/30/1780). Bowden agreed by contract to sell the property to Joseph Jones. Joseph Jones, in turn, sold it to Thomas Reade Rootes. George Thorton died without executing deeds for the property. His will directed that all debts due his estate should be for his unborn child (Lucy Posey). Through this deed, Thorton and Posey will finally receive money from the sale. |
| Deed | H | 394 | 11/11/1772 | Benjamin Grimes | John Taylor, Francis Thorton (executors of Presley Thorton) and William Fitzhugh (second) and Joseph Jones and William Woodford (third) | In 1772, executors of Presley Thorton and William Fitzhugh finally sold the properties to Joseph Jones and William Woodford. Joseph Jones and William Woodford built a brewery on lots 264 and 272. In 1773, George Thorton joined the partnership. In 1779 William Woodford turned over his share of the business and properties in a deed that mentions a tannery as well as the brewery. |

APPENDIX A

TABLE A-2: CHAIN OF TITLE FOR HACKLEY-MONROE-RENNOLDS HOUSE (111-0038/111-0132-0509), CITY OF FREDERICKSBURG, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|-------------|----|----|------|-------------|-----------------|---|
| | | | 1760 | Roger Dixon | Benjamin Grymes | This property along with lots 264 and 272 in purchase. While Grymes owned the property, he has a bloomer (ironworks) built probably on lot 272. Grymes incurred various debts and had to borrow heavily from Presley Thorton and William Fitzhugh using these properties as collateral. |

Source: Labar 1980.

TABLE A-3: CHAIN OF TITLE FOR DR. CHARLES MORTIMER HOUSE (111-0067/111-0132-0505), CITY OF FREDERICKSBURG, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|------------------------------|--------------------|--------------------------|------------|---|--------------------------------|---------------------------|
| | | | 12/21/2010 | | McDermott Michael P | |
| Instrument | | | 11/06/2001 | | McDermott Michael P | 2001 / 2377, \$743,500.00 |
| Will | 35 | 117 | 11/12/1999 | RODGERS HARRIET G B (BISCOE FRANCES H ESTATE) | | |
| Will | P | 127 | 1964 | Bessie Heflin | Frances Biscoe | |
| Will Deed | L 78 | 290 354 | 1942 | E. C. Heflin | Bessie Heflin | |
| Deed Deed | 72 77 | 361 489 | 1925 | Alice Heflin | E. C. Heflin | \$15,000.00 |
| Deed | 57 | 184 | 1924 | Daniel And Nannie Wheeler | Alice Heflin | \$19,000.00 |
| Deed Deed Deed Will | JJ LL C J | 473 152 372 333 | 1906 | A. K. Phillips | Daniel And Nannie Wheeler | \$6,000.00 |
| Deed Deed Will | U X I | 326 199 397 | 1867 | Taliaferro And Lucy Hunter | A. K. Phillips | \$2,500.00 |
| Deed | U | 325 | 1866 | Thomas Hunter And Lucy Tennent | Taliaferro And Lucy Hunter | |
| Deed | Q | 88 | 1851 | Hugh Tennent And Alex Tennent | Thomas Hunter And Lucy Tennent | |

TABLE A-3: CHAIN OF TITLE FOR DR. CHARLES MORTIMER HOUSE (111-0067/111-0132-0505), CITY OF FREDERICKSBURG, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|----------------------|---------------|-------------------|------|------------------|---------------------------------|---|
| Will | D | 431 | 1848 | Anna Tennent | Hugh Tennent And Alex Tennent | |
| Deed | J | 491 | 1835 | John Ross | Anna Tennent | \$3,800.00 |
| Deed | F | 44 | 1816 | John Mortimer | John Ross | \$5,055.00 |
| Will Deed Deed | A-3 D F | 153 217 319 | 1801 | Charles Mortimer | John Mortimer | |
| Deed | H | 375 | 1773 | John Dixon | Charles Mortimer | 600 Pounds (Spotsylvania Courthouse Deed Book) |
| Deed | F | 453 | 1764 | Roger Dixon | John Dixon | 125 Pounds (Spotsylvania Courthouse Deed Book) |
| Deed | | | 1752 | William Williams | Roger Dixon | 1,000 Pounds From Paula Felder's "Roger Dixon And The Beginning Of Lower Fredericksburg" |
| Will | | | 1735 | James Williams | William Williams | From Paula Felder's "Roger Dixon And The Beginning Of Lower Fredericksburg" |
| Patent | | | 1726 | | James Williams | From Paula Felder's "Roger Dixon And The Beginning Of Lower Fredericksburg" |
| Patent | | | 1671 | | Thomas Royston And John Buckner | From Paula Felder's "Roger Dixon And The Beginning Of Lower Fredericksburg" |

Source: Helsel 1981.

Table A-4: Chain OF Title FOR SHILOH BAPTIST CHURCH (NEW SITE) (111-0132-0147), CITY OF FREDERICKSBURG, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|-------------|-----|-----|-----------|----------------------------------|---|---|
| Plat | I5 | I43 | 2008 | | | 0.56 acres Consolidation of tax parcels |
| Deed | I58 | 606 | 7/1/1976 | Will of W.L. Harris | Shiloh Baptist Church (New Site) | 521-523 Princess Anne Street Parcels |
| Deed | CC | I38 | 7/8/1889 | Shiloh Baptist Church (Old Site) | Shiloh Baptist Church (New Site) | Lot of land on corner of Princess Anne and Wolfe Old site will be granted lots of land on Sophia |
| Deed | BB | 361 | 8/27/1886 | Betty B. Nicholson et. al | Shiloh Baptist Church | Lot 13 bounded by Wolfe and Princess Anne Streets. |
| Deed | G | 2 | 4/7/1820 | Horace Marshall and Wife | Trustees of the New Baptist Meeting House | Lot 4 \$900 |

Source: Dovetail 2018.

TABLE A-5: CHAIN OF TITLE FOR ROBERT ADAMS RESIDENCE (111-0132-0458), CITY OF FREDERICKSBURG, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | Notes / Comments |
|-------------|-----|-----|------------|--|---|--|
| Deed | 189 | 541 | 8/29/1984 | Patricia H.B. Govanides | Edward S. Shiflett and Stanley R. Beard | The buyers (Edward S. Shiflett and Stanley R. Beard) incorporated into the existing extension a structure which had been used as a taxi stand. The enlarged and renovated extension became the Century Shop (antiques) |
| | 167 | 590 | 10/16/1978 | James D. Govanides | Patricia H.B. Govanides | Part of exchange of real estate in which both parties initially had co-ownership |
| Will | T | 515 | | Nick Govanides | James D. Govanides | James inherited land from his father, Nick |
| Deed | 75 | 366 | 9/5/1940 | Joseph and Ella Ollie | Nick Govanides | \$5,500 Grocery extension built by Nick Govanides in 1943 on the Wolfe Street side |
| Deed | 56 | 170 | 10/16/1923 | Clayton Simpson | Joseph and Ella Ollie | \$5,500 |
| Deed | 52 | 42 | 10/20/1919 | Mrs. Emma C. Hogan (widow) | Clayton Simpson | |
| Deed | 52 | 33 | 10/29/1917 | J. Edward Timberlake (widower) | Mrs. Emma C. Hogan | |
| Deed | II | 436 | 7/22/1901 | George H. and Amanda Timberlake | J. Edward Timberlake | \$2,200 |
| Deed | EE | 228 | 6/16/1893 | St. George Fitzhugh Special Commissioner | George H. Timberlake | Chancery suit of Phillips, Executor v Phillips – Circuit Court accepts offer of \$2,400 for dwelling and lot of late R.W. Adams |
| Deed | DD | 160 | 5/1/1891 | Alexander K. Phillips, Trustee | R.W. Adams | \$550, auction sale Parcel: 39'4" Caroline Street by 97'6" Wolfe Street, lumber yard R.W. Adams erects new dwelling on lumber yard. The next tax records show "NEW BUILDING" |

TABLE A-5: CHAIN OF TITLE FOR ROBERT ADAMS RESIDENCE (111-0132-0458), CITY OF FREDERICKSBURG, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | Notes / Comments |
|-------------|----|-----|------------|---|-----------------------|--|
| Deed | T | 128 | 5/19/1860 | Jane Steady | Alexander K. Phillips | Parcel: 39'4" Caroline Street by 132' Wolfe Street to secure debt to Adams and French Jane Steady renews ins. on property in 1857 tax records 1861 show a building on the site tax records 1865 indicate building is gone (possibly a casualty of the war?) |
| Deed | P | 488 | 4/1/1850 | John S. and Emily Caldwell | Jane Steady | \$1,500 Parcel: 60' Caroline Street by 132' Wolfe Street |
| Deed | J | 275 | 9/18/1833 | Harris and Margaret Walker, Richard Caldwell, and Ariana Caldwell | John Caldwell | \$732 John Caldwell bought out other shares of the property of the other heirs of William Caldwell |
| Deed | F | 138 | 2/27/1817 | John Metcalf, Trustee | William Caldwell | \$4,000, auction sale Parcel: 60' Caroline Street by 132' Wolfe Street and all appurtenances |
| Deed | F | 119 | 1/23/1817 | James and Elizabeth Newby (parties of the first) and Alexander Walker (party of the second) | John Metcalf | In trust – lot, buildings, slaves, etc. to cover various debts |
| Deed | C | 87 | 12/26/1795 | Richard and Ann Hackley | James Newby | 425 pounds Parcel: 110'3" Caroline Street by 132' Wolfe Street Five months after purchase, Newby insured a dwelling and outbuildings on the site. Said policy indicated they were not new buildings. (also see deed of release from 8/29/1799 in C, 326) |
| Will | A | 37 | 1784 | James Hackley | Richard Hackley | Richard Hackley inherited "all...houses and lots" in Fredericksburg belonging to his father, James |

Source: Dovetail 2018.

TABLE A-6: CHAIN OF DRY BRIDGE (042-0557), HANOVER COUNTY, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|-------------|------|------|------------|--|--|---|
| Deed | 2966 | 1292 | 11/24/2009 | John G. Duggan III, Patrick T. Duggan, David C. Duggan | Paul B. Boulden, Jr. and Kimberly A. Boulden | \$165,000 Bounded on the north by S.R. 781, East by FR&P, South by South Anna River, West by RF&P |
| Deed | 529 | 545 | 6/3/1983 | Conway B. Thompson | John G. Duggan, Jr. and Donna H. Duggan | |
| | | | | Russell Thomson | Conway B. Thompson | S. Russell Thompson died and the land went to Conway |
| Will | 7 | 125 | 2/7/1955 | Susie Lumpkin Baker | S. Russell Thompson and his wife, Conway B. Thompson | |
| Deed | 22 | 217 | 1/1/1887 | Samuel M. Baker, Sr. | Samuel M. Baker, Jr. Trustee of Betty F. Baker | \$300.00 Adjoining the county road on the north, the land of Samuel M. Baker Sr. on the east, S. Anna River on the south, RF&P on the west |
| Deed | 4 | 242 | 8/22/1868 | John W. Hoskins and Jennie E. Hoskins | Samuel M. Baker, Sr. | \$325 |
| **Deed | 41 | 66 | 7/11/1902 | | | This is when the new spur of the Railroad went in and bordered the property on the EAST not the west |
| Will | 7 | 125 | 2/7/1955 | Susie Lumpkin Baker | S. Russell Thompson and his wife, Conway B. Thompson | |

Source: Dovetail 2018.

TABLE A-7: CHAIN OF TITLE FOR DABNEY FUNERAL HOME (166-5073-0010), HANOVER COUNTY, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|-------------|------|-----|------------|---|---------------------|--|
| Deed | 2990 | 126 | 11/19/2010 | Henrietta C. Dabney and Floyd E. Dabney Jr.-sole heirs at law of the estate of Floyd E. Dabney. | Henrietta C. Dabney | Floyd E. Dabney died intestate on January 30, 2006 and survived by wife Henrietta and son Floyd jr. Lot 13 |
| Deed | 155 | 197 | 10/26/1953 | Thomas and Elsie Henderson | Floyd E. Dabney | Lot 13 |
| Deed | 85 | 294 | 6/7/1927 | James T. and Elizabeth F. Crosby | Thomas Henderson | "Lot 13 in "Plat made by Sherman Clodfelder, C.E. November 20, 1922 entitled A Map of the Chalkey Property, which plat is attached to a deed dated February 15, 1923, from R.H. Chalkey et al to the RF&P Railroad Company" |
| Deed | 75 | 322 | 2/15/1923 | H.H. Chalkey | James T. Cosby | "Immediately north of the corporation line of the Town of Ashland, Virginia." Containing approximately ten (10) acres, lying between Blincoe land on the south, Henry Street on the east, Robert Ferrell on the north, and the RF&P Railroad Company on the west. |

Source: Dovetail 2018.

TABLE A-8: CHAIN OF TITLE FOR CHARLES GWATHMEY HOUSE (042-0113), HANOVER COUNTY, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|----------------------------|------|------|-----------|--|--|---|
| Deed | 3156 | 1523 | 9/28/2016 | Robert G. and Brenda R. Herdon | Emmett L and Jeanette B. Jones | 2.55 acres |
| Deed | 1983 | 788 | 1/22/2003 | Richard S. and Eva Christine Lavelly | Robert G. and Brenda R. Herdon | 2.55 acres |
| Deed | 1190 | 200 | 5/29/1996 | Marie W. Deal, Widow | Richard S. and Christine Lavelly | 2.55 acres "Being a portion of the same real estate conveyed to Phifer A. Deal and Marie W. Deal, husband and wife...Phifer A. Deal died intestate on February 2, 1992 and the title vested in Marie W. Deal, his sole heir at law". |
| Deed of Boundary Agreement | 869 | 670 | 7/2/1991 | Alice Marie Reilly | Phifer A. and Marie W. Deal | Created the 2.55-acre lot |
| Deed | 178 | 596 | 6/20/1957 | Bernard Westhoff and I. Shelton Harris (Westoff & Harris) and Fritz and Frank Holzgreffe (Holzgreffe Brothers) | Phifer A. and Marie W. Deal | 2.532 acres "Being the eastern 2.532 acres of a 7.57-acre parcel. 5.038 acres having been sold and is more particularly described by deed 177/49." |
| Deed | 176 | 118 | 1/4/1957 | Savings Bank and Trust Company and Viola Saunders, Executors under will of Caroline G. Holladay | Bernard Westhoff and I. Shelton Harris (Westoff & Harris) and Fritz and Frank Holzgreffe (Holzgreffe Brothers) | 196.45 acres- "all that parcel designated as (3) containing 7.57 acres on which the residence is situated. \$95,561 2/3 interest to Bernard Westhoff and I. Shelton Harris and 1/3 interest to Fritz and Frank Holzgreffe Charles Gwathmey left land to wife (Caroline Gwathmey) and daughter (Sallie G. Holladay), who both left the land to Caroline Holladay (Sallie's daughter) upon their deaths "Caroline G. Holladay departed 1956, probated in Chancery Court in Richmond September 27, 1956, appointed Viola Saunders and Savings Bank and Trust Co as executors". |
| Deed | 20 | 150 | 4/23/1886 | Wm Josiah Leake, Trustee | Charles B. Gwathmey | 449 7/8 acres \$5,700 |

TABLE A-8: CHAIN OF TITLE FOR CHARLES GWATHMEY HOUSE (042-0113), HANOVER COUNTY, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|----------------|----|----|------|---------|---------|---|
| | | | | | | Sold at public auction by Wm Josiah Leake, Trustee of the land, because owner Henry Saunders defaulted on his payments delineated in a deed of trust to Alice Vaughn. |

Source: Dovetail 2018.

TABLE A-9: CHAIN OF TITLE FOR SINTON HOUSE (042-0420), HANOVER COUNTY, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|-------------|------|------|------------|---|---|---|
| Deed | 2978 | 1448 | 5/5/2010 | Bruce C. Folkes and Donna J. Folkes | Giancarlo Pimpinella | 5.1 acres Beaverdam District Plat by Tom Hardyman, Inc. September 5, 1997, Plat Book 1285 p.52 |
| Deed | 2961 | 1002 | 8/15/2009 | Branch Banking and Trust Company (BB&T) | Bruce C. Folkes and Donna J. Folkes | 5.1 acres Plat by Tom Hardyman, Inc. September 5, 1997, Plat Book 1285 p.52 |
| Deed | 2933 | 424 | 11/13/2008 | Professional Foreclosure Corporation of Virginia | BB&T | 5.1 acres Plat by Tom Hardyman, Inc. September 5, 1997, Plat Book 1285 p.52 |
| Deed | 2507 | 408 | 5/2/2005 | David B. McNamara and Cynthia P. McNamara | Hanover Title and Settlement Services | 5.1 acres Plat by Tom Hardyman, Inc. September 5, 1997, Plat Book 1285 p.52 |
| Deed | 1285 | 50 | 9/4/1997 | Alice Marie Reilly | David B. McNamara and Cynthia P. McNamara | 5.1 acres Plat by Tom Hardyman, Inc. September 5, 1997, Plat Book 1285 p.52 |
| Deed | 141 | 96 | 4/3/1951 | Louis George Hillquist and Sophia Vaughan Hillquist | Alice Marie Reilly | 4.896 acres Ashland District, West of RF&P Railroad Plat by William Hugh Redd, 9/7/1946, Plat Book 15 p.143, plat 3 |
| Deed | 125 | 79 | 9/ 23/1946 | Elizabeth W. Lewis | Louis George Hillquist and Sophia Vaughan Hillquist | 4.896 acres |
| Deed | 72 | 113 | 5/4/1921 | Julia E. Phillips and Charles H. Phillips | Elizabeth W. Lewis | 6.1 acres Gwathmey's Crossing, West of RF&P Railroad |
| Deed | 70 | 351 | 6/30/1920 | Henry A. Lewis | Julia E. Phillips | 6.1 acres |
| Deed | 69 | 136 | 10/28/1919 | Charles C. Reed and Lillian H. Reed | Henry A. Lewis | 6.1 acres (3 parcels) |

TABLE A-9: CHAIN OF TITLE FOR SINTON HOUSE (042-0420), HANOVER COUNTY, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|-------------|--------|----------|-----------|--|--|---|
| | | | | | | \$8,000 cash |
| Deed | 55 | 79 | 7/29/1911 | Jane G. Sinton and Eugenia Sinton | Charles C. Reed | 6.1 acres (3 parcels) \$4,000 |
| Will | | | 6/27/1911 | William Sinton | Jane G. Sinton and Eugenia Sinton | |
| Deed | 2 (26) | 94 (146) | 6/25/1890 | Charles B. Gwathmey and Caroline B. Gwathmey | William Sinton | 3.1 acres \$155 Plat Book 2 p94, plat 8 dated June 10, 1890 |
| Deed | 20 | 150 | 4/27/1886 | Henry Saunders and C. Saunders | Charles B. Gwathmey and Caroline B. Gwathmey | 449 7/8 acres Plat Book 2 p28, plat 59 |

Source: Dovetail 2018.

TABLE A-10: CHAIN OF TITLE FOR HUNTON TREASURES (043-0694), HANOVER COUNTY, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|-------------------|------|-----|------------|---|---|---|
| Will | W179 | 309 | 7/10/2017 | Julia Melton Thornton | Laura T. Wesley (Daughter) | |
| Will | 57 | 510 | 1/4/1971 | Herman Dillon Melton Sr. | Julia Melton Thornton | |
| Deed | 267B | 217 | 5/1/1937 | W. P. Robinson | Herman Dillon Melton Sr. | "All that certain lot or parcel containing sixteen and nine hundred twenty-five thousand (16,925) acres in Henrico County, Virginia in Brooklyn Magisterial District" |
| Deed | 264B | 5 | 9/8/1935 | Jesebel Robinson Harris and George T. Harris | W. P. Robinson | |
| Deed of Partition | 157B | 445 | 10/18/1899 | W.P., Jesabel, Mary Ellen, Emiline, Julia (Widow), and others | W. P. Robinson | |
| N/A | N/A | N/A | N/A | Lewis Robinson | W.P., Jezabel, Mary Ellen, Emiline, Julia (Widow), and others | Lewis Robinson (Father) Died intestate, leaving land to be devised between his children and widow. |

Source: Dovetail 2018.

TABLE A-11: CHAIN OF TITLE FOR LOVINGS PRODUCE COMPANY (127-0344-0102), RICHMOND, VIRGINIA

| INSTR. TYPE | BK | PG | DATE | GRANTOR | GRANTEE | NOTES / COMMENTS |
|-------------|------|-----|------------|--|---|---|
| Deed | 605C | 456 | 5/5/1961 | Harry Weston Loving | Royall E. Cabell and John W. Riley (trustees) | "that parcel of land situated on the southern line of Grace Street known as 1601-1605 East Grace Street". |
| Deed | 605C | 452 | 5/5/1961 | William H., John G., Emma Scott Foundation | Harry Weston Loving | \$10.00 |
| Deed | 587C | 203 | 7/19/1958 | Emma Scott Taylor | William H., John G., Emma Scott Foundation | |
| Will | 67 | 222 | 5/19/1957 | John G. Scott | William H. John G., Emma Scott Foundation | |
| Will | 10 | 616 | 6/6/1909 | William H. Scott | John G. Scott and Emma Scott Taylor | Divided property equally between son and daughter. |
| Deed | 99C | 78 | 10/24/1872 | William Tyree & Wife | William H. Scott | |
| Deed | 105A | 72 | 5/12/1875 | A.D. Williams | William H. Scott | |
| Deed | 157B | 384 | 5/14/1896 | T.C. Woody | William H. Scott | \$5,700 |

Source: Dovetail 2018.