

# APPENDIX E3

## SHPO PROJECT EFFECT



D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL



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

June 20, 2018

Mr. Marc Holma  
Division of Review and Compliance  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

RE: Project Effect  
Southeast High Speed Rail (DC2RVA) Project, Washington, D.C. to Richmond Segment  
DHR #2014-0666

Dear Marc,

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

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

## **HISTORIC PROPERTIES**

Reconnaissance architectural studies and archaeological survey on the majority of the corridor and Project alternatives were coordinated with your office between 2015 and 2017. In the fall of 2017, a Draft Environmental Impact Statement (EIS) was produced and a Preferred Alternative was recommended by DRPT and the Commonwealth Transportation Board in December 2017. Subsequent technical studies were completed in spring 2018 to ensure that all areas within the APE were the subject of cultural resource studies; the results of this work were coordinated with your office through several

meetings and reports. A full roster of all reports is included as Appendix A. Based on the project background reviews, technical studies, and previous coordination with your office, DRPT has determined that there are 118 historic properties in the APE (Appendix B). Of these, 58 are buildings, 32 are historic districts (including those that comprise structural elements such as railroads), 5 are structures, 12 are archaeological sites, 10 are battlefields, and 1 is a multicomponent resource that contains all resource types.

With regard to archaeological historic properties, most of the sites have been identified at the Phase I level but none have been the subject of Phase II-level evaluation testing as part of the current study. DRPT has elected to assume eligibility on all sites. DHR concurred with this approach during a meeting on July 26, 2017, and via email on July 31, 2017.

## **RESOURCE EFFECT RECOMMENDATIONS**

In accordance with 36 CFR 800.5(a), DRPT has applied the criteria of adverse effect to these 118 properties. The regulations implementing Section 106 of the National Historic Preservation Act define an effect as an “alteration to the characteristics of a historic property qualifying it for inclusion in or eligible for the National Register” [36 CFR 800.16(i)]. The effect is adverse when the alteration of a qualifying characteristic occurs in a “manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association” [36 CFR 800.5(a)]. This letter presents effect recommendations for the 118 historic properties, followed by an overall project effect recommendation. The effect recommendations listed below were discussed with DHR at an in-person meeting on June 19, 2018, and this letter reflects all comments provided by your agency at that time. Maps of resources have been presented in the 20+ technical reports produced as part of this project; as such, maps showing resource locations are not repeated here.

### **Adverse Effect**

Based on an evaluation of the project design, construction, and operations, DRPT recommends a finding of adverse effect on 14 above-ground resources and 9 archaeological sites. Resources where an adverse effect could occur are listed below from north to south.

*Richmond, Fredericksburg, and Potomac Railroad (RF&P) (500-0001):* The historic rail corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures. The DC2RVA project will require the replacement of several contributing elements to this rail district (such as the bridge over Naomi Road [089-0080] and numerous culverts) and construction of new bridges adjacent to extant contributing resources (such as the Bridge over the Occoquan River [500-0001-0022, see more below]). The removal of these contributing elements to the linear district would diminish the characteristics that render this resource eligible for the NRHP.

*RF&P Bridge over Occoquan River (500-0001-0022):* This resource is a through-truss, camelback railroad bridge constructed in 1915. It is both individually eligible for the NRHP and a contributing element to the RF&P Railroad. Current plans include constructing a second bridge directly east of the existing span, thus introducing a new element adjacent to the current bridge. The project has the potential to diminish the property's integrity of design, setting, materials, feeling, and association through the introduction of this large new element.

*Rippon Lodge (076-0023):* One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and current site of the railroad and associated bridge) was documented by Benjamin Latrobe in the late-eighteenth century. The waterway viewshed is a character-defining feature of this significant resource. A new railroad bridge across Neabsco Creek will be built as part of this project. The new bridge will be west of the existing span and will be a new primary element within the viewshed from Rippon Lodge, thus impacting a significant element of the property.

*Civil War Campsite (44ST1223):* The rail corridor was an extremely important component of transportation logistics associated with the Civil War, and war-related resources were often located near the tracks. This site represents one of many Union army winter encampments in the area, occupied during the winter of 1862–1863. The addition of a new set of tracks will require disturbances to the subsurface matrix within the site, thus potentially destroying data-bearing strata that contribute to the site's eligibility.

*Rappahannock River Railroad Bridge and Associated Structures/Platform (111-0132-0025):* This 1927 multiple-span, open-spandrel, concrete arch bridge was built across the Rappahannock River in 1927 when the rail tracks in Fredericksburg were elevated to allow for vehicular traffic below. The system also includes a series of rail structural supports and the passenger platform to the west, built at the same time. This structure is both individually eligible and a contributing element to both the RF&P Railroad (500-0001) and the Fredericksburg Historic District (111-0132). Proposed modifications include the construction of a new bridge immediately south of the existing span and changes to the structural supports and rail platform. These alterations will diminish the resource's integrity of design, setting, materials, workmanship, feeling, and association.

*Marye's Mill Site (44SP1087):* The site represents the remains of a large mill, located on the banks of the Rappahannock River, which was in operation during the second half of the nineteenth and first decades of the twentieth centuries. It is a prominent visual element in many Civil War-era representations of Fredericksburg. Construction associated with rail modifications and construction of a new bridge spanning the river will result in subsurface disturbances throughout the majority of the site, thus adversely affecting the data potential of this resource.

*Fredericksburg Historic District (111-0132):* This 200-acre district comprises the city's historic core and includes hundreds of residential, commercial, educational, ecclesiastic, and industrial buildings. Current project plans include the construction of a multi-story parking deck to the south of the extant rail tracks and construction of a new rail station to the north of the tracks. In addition, contributing elements to the district, such as the Rappahannock River Bridge and rail structural system listed above, will be modified during the work. The new structures will introduce new large-scale elements to the district, and other building and structural changes will diminish character-defining features of the district.

*Block 49/Train Station (44SP0688) and Block 48/Train Station (44SP0687):* These two archaeological sites comprise two city blocks in Fredericksburg, stretching from Sophia Street on the east to Princess Anne Street on the west and bounded by Lafayette Street on the north and Frederick Street on the south. Archaeological work has uncovered numerous foundations and other extant features below the ground surface. Construction of the new parking deck and new station, platform modifications, and other structural changes as proposed will result in subsurface disturbances throughout both blocks, which have the potential to damage intact archaeological remains.

*Earthwork/Jackson's Earthwork (44SP0468):* This archaeological site includes the remains of a large series of earthworks constructed during the First Battle of Fredericksburg (1862) and reused during other periods of the Civil War. They are located predominantly west of the rail tracks and have a notable connection to military actions during the war. The addition of a third rail in this area may result in the destruction of small segments of these earthworks.

*Doswell Historic District (042-5448) and Doswell Depot and Tower (042-0093):* The Doswell district encompasses a rural community that was once a center of major activity along the nearby road and rail networks. The Doswell Depot is located at the center of this district, and the associated tower can be found just south of the district on the east side of the tracks. While similar depots and towers were once located throughout this stretch of the RF&P corridor, most have been destroyed or notably altered. The Doswell Depot and Tower are in excellent condition. Construction associated with the undertaking will require moving the tower from its original site to a new location, likely to the east of the tracks (the Depot will not be altered). Moving the tower also has the potential to cause damage to the tower's structural system. These activities may diminish character-defining features of this resource and may diminish its integrity of location, design, setting, materials, workmanship, feeling, and association. In addition, proposed changes in this area, including the moving of the tower as well as other changes as the nearby contributing Squashapenny Store, will negatively affect character-defining features of the district.

*Berkleytown Historic District (166-5073):* This early-twentieth century development was created when segregated planning doctrines in nearby Ashland pushed African-American residents outside of the

town's boundaries. Proposed plans include raising Archie Cannon Road, which comprises the northern boundary of the district, to pass over the railroad corridor. The construction of the new roadway structure will introduce a new visual element and also modify its original road plan, thus diminishing critical elements of the district.

*Laurel Industrial School Historic District (043-0292) and Main Building/Robert Stiles Building of the Laurel Industrial School (043-0292-0001):* The Laurel Industrial School, founded in 1892, was one of several reform campuses built in Virginia by the Prison Association of Virginia to rectify the state's broken penal system. The Robert Stiles Building served as the facility's main dormitory, chapel, school, and dining hall. Current project plans include grade-separating (i.e., raising) Hungary Road over the rail corridor. This action will result in the construction of a new road overpass structure within the viewshed of the district and Main Building and modifications of the road system within the district boundaries. These actions will impact the design, setting, feeling, and association of these two resources.

*Shockoe Valley & Tobacco Row Historic District (127-0344), Main Street Station and Trainshed (127-0172), Seaboard Air Line Railroad (127-6271), and Railroad Y.M.C.A (127-0344-0123):* These four resources are all located in Richmond's Shockoe Bottom. This area was the site of Richmond's earliest residential, commercial, and industrial activities, commencing in the eighteenth century. Due to its location near notable transportation hubs, it was also the location of numerous holding pens and markets specializing in the sale of enslaved individuals in the years prior to the Civil War. In 1900, the area was selected as the northern terminus of the Seaboard Air Line Railroad, a new rail route between Richmond and Florida, and Main Street Station and the Railroad Y.M.C.A. were built to cater to rail travelers. DRPT project plans include several changes to the existing rail infrastructure, including: elongating the passenger platforms at the station, creating new structural elements (piers) to support the platforms, and the construction of a new multi-story parking deck to the east of the station and immediately behind the Y.M.C.A. building. These changes will modify the existing viewshed from all four of these resources and alter character-defining features of the station—which is not only a National Historic Landmark but also a contributing element to the Shockoe Valley & Tobacco Row Historic District and the Seaboard Air Line Railroad.

*Sites 44HE1098, 44HE1097, and 44HE1094:* All three of these archaeological sites are located in downtown Richmond. They were recorded based on map projections showing the locations of post-Civil War warehouses that have been demolished; their exact composition and integrity is unknown as no archaeological studies have been conducted. Modifications to the structural support system for rail infrastructure in this area would result in minor subsurface disturbances within the recorded boundaries of these sites. Should these sites contain significant deposits, this work would negatively impact data-bearing strata.



*Site 44HE0357:* Like the sites above, this resource was recorded based on map projections. However, while the previous three sites represent warehouses, this site potentially includes a privy/pit complex associated with a former residential building. It is now the southern parking lot for Main Street Station. Structural system changes may require the installation of new piers in this area and thus impacts to potentially significant archaeological deposits may occur.

### No Adverse Effect

DRPT recommends a finding of no adverse effect on 65 of the 118 historic properties within the Project's APE. DRPT's careful project analysis and redesigns have avoided impacts to these properties. While the Project may alter the viewshed or minor physical characteristics of these resources, it will not diminish any of the characteristics that render these resources eligible for the NRHP under Criteria A–D or Criteria Considerations A–G. These 64 resources include (listed north to south):

- 029-0218 Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)
- 000-0045 Washington National Airport (Reagan National Airport)
- 100-0133 Parker-Gray Historic District/Uptown
- 100-0137 Rosemont Historic District
- 100-0124 Alexandria Depot, 110 Callahan Drive
- 100-0277 Phoenix Mill, 3642 Wheeler Avenue
- 029-0043 Colchester Arms, Fairfax Arms, 10712 Old Colchester Road
- 111-0147 Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive
- 111-5295 Battle of Fredericksburg I
- 111-5296 Battle of Fredericksburg II
- 111-0132-0704 Fredericksburg Train Station, 200 Lafayette Boulevard
- 111-0132-0020 Purina Tower
- 111-0132-0522 House, 314–316 Frederick Street
- 111-0009-0795 Pulliam's Service Station, 411 Lafayette Boulevard
- 111-0009 Fredericksburg Historic District Extension
- 088-5181 Salem Church Battlefield (Banks Ford Battlefield)
- 088-5364 Virginia Central Railway Historic District
- 111-0145 Fredericksburg Gun Manufactory
- 088-0254 Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)
- 088-0039 La Vue, 3232 LaVue Lane (Prospect View)
- 016-0092 Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road
- 016-5165 Excelsior Industry of Caroline County MPD

016-0223	First Woodford Post Office
016-0222	Woodford Freight & Passenger Depot, Woodford Road
016-5136	Milford Historic District
016-0270	Milford State Bank, 15461 Antioch Road
016-0286	Coghill-Jeter Store
042-0123	North Anna Battlefield
042-5307	Taylorsville Road Historic District
166-0001	Ashland Historic District
042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road
043-5108	Yellow Tavern Battlefield
127-6136	Scott's Addition Historic District
127-6188	Movieland Bowtie Cinema, 1331 North Boulevard
127-5978	Todd Lofts, 1128 Hermitage Road
127-6145	Southern Stove Works, 1215 Hermitage Road
127-0414	Governor's School, 1000 North Lombardy Street
127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James Street/ 1100 N 2nd Street
127-5679	Barton Heights Cemetery, 1600 Lamb Avenue
127-0353	Richmond Nursing Home, 210 Hospital Street
127-6166	Hebrew Cemetery, 320 Hospital Street
127-6129	Winfree Cottage, East Main Street
127-0219	Shockoe Slip Historic District and Expansions
127-6793	Chesapeake & Ohio (C&O) Railroad Segment
127-0171	James River and Kanawha Canal Historic District
127-5809	Bridge #1857, North 14th Street; Mayo Bridge North
127-6792	Southern Railway
127-0457	Manchester Warehouse Historic District
127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave
127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street
127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne
127-6213	Davee Gardens Historic District
127-5818	Philip Morris Operations Complex, 3601 Commerce Road
043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road
020-0063	Falling Creek Ironworks Archaeological Site
020-5320	Proctor's Creek Battlefield
020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road



123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)
020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District
020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy
44CF0680	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks (020-0022)
020-5351	Richmond & Petersburg Electric Railway
127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad
020-0140	Circle Oaks/4510 Centralia Road
020-0552	Centralia Post Office

### No Effect

DRPT recommends the Project would have no effect on the remaining 30 historic properties. These resources are all located in the APE but their viewsheds are blocked from the project area by vegetation, extant buildings, or existing road/rail infrastructure. The project will not alter or diminish any character-defining features of these resources. These 30 resources include (listed north to south):

100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue
100-0128	George Washington National Masonic Memorial
029-0953	Old Colchester Road, Potomac Path, King's Highway
111-0067	Dr. Charles Mortimer House, House, 213 Caroline Street
111-0132-0458	Robert Adams Residence, 528 Caroline Street
111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street
111-0132-0126	The 1770 House, 227 Princess Anne Street
016-0208	House, 12096 Guinea Drive
016-0220	Carolina Mansion, 11146 Woodford Road
042-0556	Hoopers, 11108 McConnell Lane
166-0001-0015	Business Office, Randolph-Macon College, 310 N. Center Street
166-5072	Randolph-Macon College Historic District Expansion
166-0002	Randolph-Macon College Historic District
166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue
166-5041	Priddy House, 107 Stebbins Street
166-0001-0055	Emily Gray House, 702 S. Center Street
166-0001-0060	Fleming Fox House, 708 S. Center Street
166-0036	MacMurdo House, 713 S. Center Street
166-0037	Hugo House/Lefebvre House, 904 S. Central Street
166-0001-0077	House, 1005 S. Center Street

043-0694	Hunton Treasures, 11701 Greenwood Road
043-0690	Lewis-McLeod House, 2945 Mountain Road
127-6730	Hermitage Road Warehouse Historic District
127-0354	Virginia Union University Historic District, 1500 North Lombardy Street
127-0822	Carver Residential Historic District
127-0428	George W. Carver Elementary School, 1110 West Leigh Streets
127-6171	Richmond and Chesapeake Bay Railway Barn, Richmond-Ashland Railway Company Car Barn
020-5474	DuPont Spruance
020-0013	House, 3619 Thurston Road
020-5378	VEPCo Power Transmission Line

## PROJECT EFFECT RECOMMENDATION

In addition to evaluating the effect on individual historic properties, DRPT also assessed the overall project's potential to have an adverse effect on cultural resources. Based on the data presented above, DRPT has recommended a finding that the Project will have an adverse effect on 24 resources in the project APE. As such, DRPT recommends that the overall project will have an adverse effect on historic properties.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about these effect recommendations or cultural resource studies for this project in general, please do not hesitate to contact Ms. Emily Stock, DRPT Project Manager, at (804) 591-4433 or via email at [Emily.stock@drpt.virginia.gov](mailto:Emily.stock@drpt.virginia.gov), or me at (540) 899-9170 or via email at [kbarile@dovetailcrg.com](mailto:kbarile@dovetailcrg.com).

Sincerely,



Kerri S. Barile, Ph.D.  
President, Dovetail Cultural Resource Group



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

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

The Virginia SHPO concurs that the Preferred Alternative for the DC2RVA project (DHR #2014-0666) will have an **adverse effect** on the following 23 resources (listed north to south):

- 500-0001 Richmond, Fredericksburg, and Potomac Railroad
- 500-0001-0022 RF&P Bridge over Occoquon River
- 076-0023 Rippon Lodge
- 44ST1223 Civil War Campsite
- 111-0132-0025 Rappahannock River Railroad Bridge and Associated Structures/Platform
- 44SP0187 Bridge/Marye's Mill
- 111-0132 Fredericksburg Historic District
- 44SP0688 Block 49/Train Station
- 44SP0687 Block 48/Train Station
- 44SP0468 Earthwork/ Jackson's Earthwork
- 042-5448 Doswell Historic District
- 042-0093 Doswell Depot and Tower, 10577 Doswell Rd
- 166-5073 Berkleytown Historic District
- 043-0292 Laurel Industrial School Historic District, Hungary Road
- 043-0292-0001 Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road
- 127-0344 Shockoe Valley & Tobacco Row Historic District
- 44HE1098 Main Street Station Parking Lot/Railroad
- 44HE1097 Railroad, Warehouse
- 127-0172 Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot
- 127-6271 Seaboard Air Line Railroad Corridor
- 44HE0357 Privy/Pit Complex
- 127-0344-0123 Railroad Y.M.C.A., 1552 East Main Street
- 44HE1094 Warehouse

They also concur that the project will have **no adverse effect** on the following 65 resources (listed north to south):

- 029-0218 Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)
- 000-0045 Washington National Airport (Reagan National Airport)
- 100-0133 Parker-Gray Historic District/Uptown
- 100-0137 Rosemont Historic District
- 100-0124 Alexandria Depot, 110 Callahan Drive

100-0277	Phoenix Mill, 3642 Wheeler Avenue
029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive
111-5295	Battle of Fredericksburg I
111-5296	Battle of Fredericksburg II
111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard
111-0132-0020	Purina Tower
111-0132-0522	House, 314–316 Frederick Street
111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard
111-0009	Fredericksburg Historic District Extension
088-5181	Salem Church Battlefield (Banks Ford Battlefield)
088-5364	Virginia Central Railway Historic District
111-0145	Fredericksburg Gun Manufactory
088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)
088-0039	La Vue, 3232 LaVue Lane (Prospect View)
016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road
016-5165	Excelsior Industry of Caroline County MPD
016-0223	First Woodford Post Office
016-0222	Woodford Freight & Passenger Depot, Woodford Road
016-5136	Milford Historic District
016-0270	Milford State Bank, 15461 Antioch Road
016-0286	Coghill-Jeter Store
042-0123	North Anna Battlefield
042-5307	Taylorsville Road Historic District
166-0001	Ashland Historic District
042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road
043-5108	Yellow Tavern Battlefield
127-6136	Scott's Addition Historic District
127-6188	Movieland Bowtie Cinema, 1331 North Boulevard
127-5978	Todd Lofts, 1128 Hermitage Road
127-6145	Southern Stove Works, 1215 Hermitage Road
127-0414	Governor's School, 1000 North Lombardy Street
127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James Street/ 1100 N 2nd Street
127-5679	Barton Heights Cemetery, 1600 Lamb Avenue
127-0353	Richmond Nursing Home, 210 Hospital Street

127-6166	Hebrew Cemetery, 320 Hospital Street
127-6129	Winfree Cottage, East Main Street
127-0219	Shockoe Slip Historic District and Expansions
127-6793	Chesapeake & Ohio (C&O) Railroad Segment
127-0171	James River and Kanawha Canal Historic District
127-5809	Bridge #1857, North 14th Street; Mayo Bridge North
127-6792	Southern Railway
127-0457	Manchester Warehouse Historic District
127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave
127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street
127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne
127-6213	Davee Gardens Historic District
127-5818	Philip Morris Operations Complex, 3601 Commerce Road
043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road
020-0063	Falling Creek Ironworks Archaeological Site
020-5320	Proctor's Creek Battlefield
020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road
123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)
020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District
020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy
44CF0680	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks (020-0022)
020-5351	Richmond & Petersburg Electric Railway
127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad
020-0140	Circle Oaks/4510 Centralia Road
020-0552	Centralia Post Office

The further concur that the project will have **no effect** on the following 30 resources (listed north to south):

100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue
100-0128	George Washington National Masonic Memorial
029-0953	Old Colchester Road, Potomac Path, King's Highway
111-0067	Dr. Charles Mortimer House, House, 213 Caroline Street
111-0132-0458	Robert Adams Residence, 528 Caroline Street



- 111-0132-0147 Shiloh Baptist Church New Site, 521 Princess Anne Street
- 111-0132-0126 The 1770 House, 227 Princess Anne Street
- 016-0208 House, 12096 Guinea Drive
- 016-0220 Carolina Mansion, 11146 Woodford Road
- 042-0556 Hoopers, 11108 McConnell Lane
- 166-0001-0015 Business Office, Randolph-Macon College, 310 N. Center Street
- 166-5072 Randolph-Macon College Historic District Expansion
- 166-0002 Randolph-Macon College Historic District
- 166-0001-0008 Ashland Station Depot, 112 N. Railroad Avenue
- 166-5041 Priddy House, 107 Stebbins Street
- 166-0001-0055 Emily Gray House, 702 S. Center Street
- 166-0001-0060 Fleming Fox House, 708 S. Center Street
- 166-0036 MacMurdo House, 713 S. Center Street
- 166-0037 Hugo House/Lefebvre House, 904 S. Central Street
- 166-0001-0077 House, 1005 S. Center Street
- 043-0694 Hunton Treasures, 11701 Greenwood Road
- 043-0690 Lewis-McLeod House, 2945 Mountain Road
- 127-6730 Hermitage Road Warehouse Historic District
- 127-0354 Virginia Union University Historic District, 1500 North Lombardy Street
- 127-0822 Carver Residential Historic District
- 127-0428 George W. Carver Elementary School, 1110 West Leigh Streets
- 127-6171 Richmond and Chesapeake Bay Railway Barn, Richmond-Ashland Railway Company Car Barn
- 020-5474 DuPont Spruance
- 020-0013 House, 3619 Thurston Road
- 020-5378 VEPCo Power Transmission Line

Given these recommendations, the Virginia SHPO therefore agrees that the project will have an **overall adverse effect on historic properties.**

---

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

---

Date

## Appendix A:

### List of Cultural Resource Reports Completed on the DC2RVA Project Area

#### Archaeological Sites/Resources (in publication order)

Klein, Mike, Emily Calhoun, Marco González, and Earl E. Proper

2015 *Archaeological Background Review and Predictive Model for the Washington, D.C. to Richmond, Virginia, Southeast High Speed Rail Corridor.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

McCloskey, Kevin, Earl Proper, Curtis McCoy, Emily Calhoun, Morgan MacKenzie, and Joseph Blondino

2016 *Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

McCloskey, Kevin, Emily Calhoun, Kerry González, and Mike Klein

2018 *Phase IB Archaeological Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Preferred Alternative Limits of Disturbance.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

#### Buildings, Structures, Objects, and Districts (in publication order)

Staton, Heather Dollins, and Adriana Lesiuk

2015 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Dahlgren Junction to Fredericksburg (DJFB) Segment, City of Fredericksburg and Stafford County.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, Adriana Lesiuk, and M. Chris Manning

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Arkendale to Dahlgren Junction (ARDJ) Segment Stafford County.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather D., Adriana T. Lesiuk, and Emily K. Anderson

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) Segment Arlington County and the City of Alexandria.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, Adriana T. Lesiuk, Emily K. Anderson, and Earl P. Proper

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Alexandria to Franconia (AFFR) Segment City of Alexandria and Fairfax County.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Manning, M. Chris, Earl Proper, Adriana Lesiuk, and Heather Dollins Staton

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Franconia to Lorton (FRLO) Segment Fairfax County.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Staton, Heather Dollins, M. Chris Manning, and Adriana Lesiuk

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Lorton to Powells Creek (LOPC) Segment Prince William and Fairfax Counties.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Anderson, Emily K., and Heather D. Staton

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Fredericksburg to Hamilton (FBHA) and Hamilton to Crossroads (HAXR) Segments, Spotsylvania County.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Manning, M. Chris, and Michelle Salvato

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Crossroads to Guinea (XRGU), Guinea to Milford (GUMD), and Milford to North Doswell (MDND) Segments Spotsylvania, Caroline, and Hanover Counties.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Lesiuk, Adriana T., and M. Chris Manning

2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Elmont to Greendale (ELGN) Segment, Hanover and Henrico Counties.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Sylvester, Caitlin C., and Heather D. Staton

- 2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Greendale to SAY/WAY (GNSA), SAY/WAY to AM Jct (SAAM) and Buckingham Branch/Hospital Wye (BBHW) Segments, Henrico County and City of Richmond.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Anderson, Emily K., and Heather D. Staton

- 2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project AM Jct to Centralia - S Line (AMCE) and AM Jct to Fulton Yard (AMFY) Segments, City of Richmond and Chesterfield County.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Lesiuk, Adriana T., and Heather D. Station

- 2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project WAY to Centralia – A Line (WACE) Segment, Chesterfield County and City of Richmond.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Peckler, Danae

- 2016 *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project North Doswell to Elmont (NDEL) Segment, Hanover County.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Chase, Kristine A.

- 2017 *Architectural Reconnaissance Survey of Structures for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Rosslyn to Alexandria (ROAF) through Buckingham Branch/Hospital Wye (BBHW) Segments.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Moss, Adriana T., and Kerri S. Barile

- 2018 *Addendum: Architectural Reconnaissance Survey of the LOD Expansion Area for the Washington, D.C. to Richmond, High Speed Rail Project, Arlington, Caroline, Chesterfield, Hanover, Henrico, Fairfax, Prince William, Stafford, and Spotsylvania Counties and the Cities of Alexandria, Fredericksburg, and Richmond, Virginia.* DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Kristine A. Chase, Sean Maroney, Adriana T. Moss, Danae Peckler, and Heather Dollins Staton

2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report A)*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Melissa Butler, Adriana T. Moss, Danae Peckler, Heather Dollins Staton, Caitlin Sylvester, and Lenora Wiggs

2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report B)*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

Barile, Kerri S., Melissa Butler, Adriana T. Moss, Heather Dollins Staton, Caitlin Sylvester, and Lenora Wiggs

2018 *Architectural Intensive Investigations for the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) Project (Report C)*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.






### **Combined Cultural Resources/Reconnaissance Studies (in publication order)**

Staton, Heather Dollins, and Earl E. Proper

2016 *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Ashland Bypass (ASBP) Segment, Hanover County*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.



Staton, Heather Dollins, D. Brad Hatch, and Emily Calhoun

2017 *Archaeological and Architectural Phase IA Study for the Washington, D.C. to Richmond, Virginia High Speed Rail Project Fredericksburg Bypass (FBBP) Segment, Stafford, Caroline, and Spotsylvania Counties*. DC2RVA Project Team/Dovetail Cultural Resource Group, Fredericksburg, Virginia.

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	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	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	




N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	No Adverse	
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building is a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquan River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862-1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	 111-0132-0025
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	 111-0132
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	 44SP0688
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	 111-0067
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	 111-0132-0458
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	 111-0132-0147
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	 44SP0687
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	 111-0132-0704

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880-1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	





N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early-nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
54	166-0001-0015	Business Office, Randolph-Macon , 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	



N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resources is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
85	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
86	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
87	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
88	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	
89	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	



N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
90	44HE0357	Privy/Pit Complex	City of Richmond	18th to 19th century	Archaeological site recorded as a privy/pit complex. The site underneath a paved parking lot to the east of Main Street Station. Potential for intact remains below pavement is high.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
91	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	Adverse	
92	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
93	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
94	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
95	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
96	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
97	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	
98	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	



N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
99	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	 127-6193
100	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D	No Adverse	 127-6245
101	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	 127-6248
102	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	 127-6213
103	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959–1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company's tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	 127-5818
104	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	 020-5474
105	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	 043-0307
106	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	 020-0063
107	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	 020-5320

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
108	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	
109	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
110	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
111	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
112	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
113	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
114	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
115	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	
116	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	



N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
117	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	
118	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	

The Virginia SHPO concurs that the Preferred Alternative for the DC2RVA project (DHR #2014-0666) will have an **adverse effect** on the following 23 resources (listed north to south):

- 500-0001 Richmond, Fredericksburg, and Potomac Railroad
- 500-0001-0022 RF&P Bridge over Occoquon River
- 076-0023 Rippon Lodge
- 44ST1223 Civil War Campsite
- 111-0132-0025 Rappahannock River Railroad Bridge and Associated Structures/Platform
- 44SP0187 Bridge/Marye's Mill
- 111-0132 Fredericksburg Historic District
- 44SP0688 Block 49/Train Station
- 44SP0687 Block 48/Train Station
- 44SP0468 Earthwork/ Jackson's Earthwork
- 042-5448 Doswell Historic District
- 042-0093 Doswell Depot and Tower, 10577 Doswell Rd
- 166-5073 Berkleytown Historic District
- 043-0292 Laurel Industrial School Historic District, Hungary Road
- 043-0292-0001 Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road
- 127-0344 Shockoe Valley & Tobacco Row Historic District
- 44HE1098 Main Street Station Parking Lot/Railroad
- 44HE1097 Railroad, Warehouse
- 127-0172 Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot
- 127-6271 Seaboard Air Line Railroad Corridor
- 44HE0357 Privy/Pit Complex
- 127-0344-0123 Railroad Y.M.C.A., 1552 East Main Street
- 44HE1094 Warehouse

They also concur that the project will have **no adverse effect** on the following 65 resources (listed north to south):

- 029-0218 Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)
- 000-0045 Washington National Airport (Reagan National Airport)
- 100-0133 Parker-Gray Historic District/Uptown
- 100-0137 Rosemont Historic District
- 100-0124 Alexandria Depot, 110 Callahan Drive

100-0277	Phoenix Mill, 3642 Wheeler Avenue
029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road
111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive
111-5295	Battle of Fredericksburg I
111-5296	Battle of Fredericksburg II
111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard
111-0132-0020	Purina Tower
111-0132-0522	House, 314–316 Frederick Street
111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard
111-0009	Fredericksburg Historic District Extension
088-5181	Salem Church Battlefield (Banks Ford Battlefield)
088-5364	Virginia Central Railway Historic District
111-0145	Fredericksburg Gun Manufactory
088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)
088-0039	La Vue, 3232 LaVue Lane (Prospect View)
016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road
016-5165	Excelsior Industry of Caroline County MPD
016-0223	First Woodford Post Office
016-0222	Woodford Freight & Passenger Depot, Woodford Road
016-5136	Milford Historic District
016-0270	Milford State Bank, 15461 Antioch Road
016-0286	Coghill-Jeter Store
042-0123	North Anna Battlefield
042-5307	Taylorsville Road Historic District
166-0001	Ashland Historic District
042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road
043-5108	Yellow Tavern Battlefield
127-6136	Scott's Addition Historic District
127-6188	Movieland Bowtie Cinema, 1331 North Boulevard
127-5978	Todd Lofts, 1128 Hermitage Road
127-6145	Southern Stove Works, 1215 Hermitage Road
127-0414	Governor's School, 1000 North Lombardy Street
127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James Street/ 1100 N 2nd Street
127-5679	Barton Heights Cemetery, 1600 Lamb Avenue
127-0353	Richmond Nursing Home, 210 Hospital Street

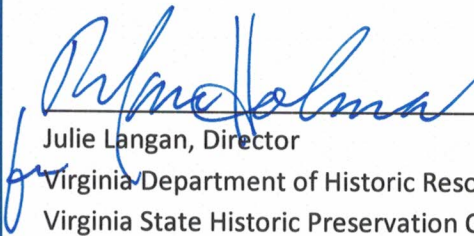
127-6166	Hebrew Cemetery, 320 Hospital Street
127-6129	Winfree Cottage, East Main Street
127-0219	Shockoe Slip Historic District and Expansions
127-6793	Chesapeake & Ohio (C&O) Railroad Segment
127-0171	James River and Kanawha Canal Historic District
127-5809	Bridge #1857, North 14th Street; Mayo Bridge North
127-6792	Southern Railway
127-0457	Manchester Warehouse Historic District
127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave
127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street
127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne
127-6213	Davee Gardens Historic District
127-5818	Philip Morris Operations Complex, 3601 Commerce Road
043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road
020-0063	Falling Creek Ironworks Archaeological Site
020-5320	Proctor's Creek Battlefield
020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road
123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)
020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District
020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy
44CF0680	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks (020-0022)
020-5351	Richmond & Petersburg Electric Railway
127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad
020-0140	Circle Oaks/4510 Centralia Road
020-0552	Centralia Post Office

The further concur that the project will have **no effect** on the following 30 resources (listed north to south):

100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue
100-0128	George Washington National Masonic Memorial
029-0953	Old Colchester Road, Potomac Path, King's Highway
111-0067	Dr. Charles Mortimer House, House, 213 Caroline Street
111-0132-0458	Robert Adams Residence, 528 Caroline Street

- 111-0132-0147 Shiloh Baptist Church New Site, 521 Princess Anne Street
- 111-0132-0126 The 1770 House, 227 Princess Anne Street
- 016-0208 House, 12096 Guinea Drive
- 016-0220 Carolina Mansion, 11146 Woodford Road
- 042-0556 Hoopers, 11108 McConnell Lane
- 166-0001-0015 Business Office, Randolph-Macon College, 310 N. Center Street
- 166-5072 Randolph-Macon College Historic District Expansion
- 166-0002 Randolph-Macon College Historic District
- 166-0001-0008 Ashland Station Depot, 112 N. Railroad Avenue
- 166-5041 Priddy House, 107 Stebbins Street
- 166-0001-0055 Emily Gray House, 702 S. Center Street
- 166-0001-0060 Fleming Fox House, 708 S. Center Street
- 166-0036 MacMurdo House, 713 S. Center Street
- 166-0037 Hugo House/Lefebvre House, 904 S. Central Street
- 166-0001-0077 House, 1005 S. Center Street
- 043-0694 Hunton Treasures, 11701 Greenwood Road
- 043-0690 Lewis-McLeod House, 2945 Mountain Road
- 127-6730 Hermitage Road Warehouse Historic District
- 127-0354 Virginia Union University Historic District, 1500 North Lombardy Street
- 127-0822 Carver Residential Historic District
- 127-0428 George W. Carver Elementary School, 1110 West Leigh Streets
- 127-6171 Richmond and Chesapeake Bay Railway Barn, Richmond-Ashland Railway Company Car Barn
- 020-5474 DuPont Spruance
- 020-0013 House, 3619 Thurston Road
- 020-5378 VEPCo Power Transmission Line

Given these recommendations, the Virginia SHPO therefore agrees that the project will have an **overall adverse effect on historic properties.**

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

28 June 2018  
 Date  
 2014-0666





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

July 12, 2018

Mr. Marc Holma  
Division of Review and Compliance  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

RE: Project Effect- Addendum  
Southeast High Speed Rail (DC2RVA) Project, Washington, D.C. to Richmond Segment  
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). On June 20, 2018, the DC2RVA team submitted a summary of historic properties located in the Area of Potential Effects (APE) (n=118) and recommendations on project effect. Subsequent to the submittal of this document, three consulting party meetings were held to discuss the list of historic properties and effect determinations. The results of these meetings were discussed with you during a conference call between FRA, DRPT, your office, and the project team on July 2, 2018. During the dialogue, it was determined that one additional historic property is located in the APE based on consulting party comments: Masons' Hall in Richmond (127-0019). This brings the total number of historic properties for the DC2RVA project to 119 (see attached revised list). This letter presents a project effect recommendation for this additional resource. The recommendation is based on our July 2, 2018 dialogue.

Masons' Hall, located at 1815 Franklin Street, is a two-story, three-bay frame structure on a brick English basement built in 1785. It is the oldest continually operating Masonic lodge in the country. It is listed in the National Register of Historic Places (NRHP) under Criteria A and C. The lodge faces north onto Franklin Street. Current project plans include the possible construction of a parking garage one and a half blocks west of the resource. The closest point of the NRHP boundary to the proposed deck parcel is approximately 470 feet. While the upper segment of the parking garage may be partially visible from portions of the property, based on our July 2 call, it is believed that the project will not have the potential to diminish the characteristics that led this resource to be listed in the NRHP. Distance, vegetation, and other multistory buildings in the immediate area and the viewshed mask most of the proposed garage area from the primary viewshed of this resource. The tenants applied to this analysis



parallel those used on other resources in this area as well as along other portions of the project area, such as in Fredericksburg where a parking garage is also proposed.

The remainder of the effect recommendations on individual resources and the project's overall effect on historic properties presented on June 20, 2018 remain unchanged.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about these effect recommendations or cultural resource studies for this project in general, please do not hesitate to contact Ms. Emily Stock, DRPT Project Manager, at (804) 591-4433 or via email at [Emily.stock@drpt.virginia.gov](mailto:Emily.stock@drpt.virginia.gov), or me at (540) 899-9170 or via email at [kbarile@dovetailcrg.com](mailto:kbarile@dovetailcrg.com).

Sincerely,



Kerri S. Barile, Ph.D.  
President, Dovetail Cultural Resource Group

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



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

The Virginia SHPO concurs that the Preferred Alternative for the DC2RVA project (DHR #2014-0666) will have **no adverse effect** on Masons' Hall (127-0019).


The project will have an **overall adverse effect on historic properties.**

---


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

---

Date

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	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	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building is a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquan River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862-1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A	No Adverse	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	



N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880-1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early-nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	
54	166-0001-0015	Business Office, Randolph-Macon, 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resource is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	





N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
85	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
86	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
87	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
88	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	
89	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	
90	44HE0357	Privy/Pit Complex	City of Richmond	18th to 19th century	Archaeological site recorded as a privy/pit complex. The site underneath a paved parking lot to the east of Main Street Station. Potential for intact remains below pavement is high.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
91	127-0019	Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Mason's Hall, a two-story, three-bay frame structure on a brick english basement, is the oldest building in the United States erected for Masonic purposes that has continually been used as a Masonic Hall since its construction.	Listed under Criteria A and C	No Adverse	
92	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	Adverse	
93	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
94	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
95	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
96	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
97	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
98	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	
99	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
100	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	 127-6193
101	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars.	Eligible under Criteria A, C, and D	No Adverse	 127-6245
102	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	 127-6248
103	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	 127-6213
104	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959-1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company's tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	 127-5818
105	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	 020-5474
106	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	 043-0307
107	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	 020-0063
108	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	 020-5320

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
109	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	
110	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
111	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
112	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
113	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
114	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
115	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
116	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	
117	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
118	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	
119	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	



The Virginia SHPO concurs that the Preferred Alternative for the DC2RVA project (DHR #2014-0666) will have **no adverse effect** on Masons' Hall (127-0019).

The project will have an **overall adverse effect on historic properties.**



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

18 July 2018  
Date



600 E. Main Street, Suite 1200  
Richmond, VA 23219

November 20, 2018

Mr. Marc Holma  
Division of Review and Compliance  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

RE: Project Eligibility and Effect- Addendum #2  
Southeast High Speed Rail (DC2RVA) Project, Washington, D.C. to Richmond Segment  
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). On June 20, 2018, the DC2RVA team submitted a summary of historic properties located in the Area of Potential Effects (APE) (n=118) and recommendations on project effect. This list of historic properties was based on three years of technical studies and correspondence and meetings with consulting parties. Your agency concurred with the list of historic properties and effect determinations in a letter dated June 28, 2018.

Three additional consulting party meetings were concurrently held in June 2018 to discuss this list of historic properties and effect determinations. Based on these meetings, one additional historic property was added to the roster: Masons' Hall in Richmond (127-0019). The total number of historic properties was revised to be 119. A revised effect determination letter was submitted on July 9, 2018 and your concurrence was received on July 18, 2018.

Since submitting the revised effect determination, one design change has been made to the Project. A three-story parking deck proposed to be constructed east of Main Street Station in Richmond has been removed, along with associated roadway modifications. In addition, a third round of consulting party meetings and associated conference calls was held in October 2018 and additional feedback on historic properties and effect were received. All feedback received in meetings, via email, through telephone calls, and as hard-copy letters has been evaluated and thoroughly discussed with the FRA, DRPT, Advisory Council on Historic Preservation (ACHP), and the Virginia Department of Historic Resources (DHR), as well as with the consulting parties.

Dialogues associated with the Project redesigns and extensive feedback have resulted in additional modifications to the list of historic properties and project effect. In sum, two related resources have been evaluated as a potential Traditional Cultural Property (TCP) (Lumpkin's Jail/Devil's Half Acre Site [44HE1053] and "Burial Ground for Negroes" [44HE1089]), two archaeological sites have been added to the list of historic properties (Lumpkin's Jail/Devil's Half Acre Site [44HE1053] and Grave Yard for Free People of Color and Slaves [44HE1203]), one resource has been removed from the list of historic properties (site 44HE0357), and one resource has a recommended effect change (Railroad Y.M.C.A. [127-0344-0123]). Additional details on these resources are below. In total, with these changes, the number of historic properties in the APE has increased to 120.

### **Lumpkin's Jail/Devil's Half Acre site (44HE1053) and "Burial Ground for Negroes" (44HE1089)**

The Lumpkins Jail/Devil's Half Acre site (44HE1053) is located west of Main Street Station in Shockoe Bottom (Figure 1 and Figure 2). The "Burial Ground for Negroes" (44HE1089) is located nearby, north of Broad Street and east of I-95. On July 20, 2018, the National Trust for Historic Preservation (NTHP) submitted a letter to DRPT stating that they believed that the two sites, as well as several to-be-recorded resources, comprised a TCP representing the Richmond slave trade. Since receipt of their letter, FRA and DRPT have held numerous meetings with the DHR, ACHP, and consulting parties to evaluate this area as a potential TCP. They have also conducted extensive research and coordination on TCPs in general, TCPs in Virginia, and the Shockoe area as a TCP in particular, to assure that all avenues have been explored. According to the National Park Service (NPS), a TCP is: "a property that is eligible for inclusion in the National Register based on its associations with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of a living community. TCPs are rooted in a traditional community's history and are important in maintaining the continuing cultural identity of the community." Data gathered as part of the TCP review has been discussed with the FRA, DRPT, ACHP, and DHR to solicit their input and ascertain the path forward. Based on this consultation, FRA recommends that the Shockoe area does not meet the definition of a TCP based on the extant information at hand and its interpretation of this type of resource.

Beyond considering this area as a TCP, the NTHP also requested that both Lumpkin's Jail/Devil's Half Acre and Burial Ground for Negroes should be included in the (APE). The APE was initially coordinated with the DHR in February 2015. The extent was based on the previous Richmond to Raleigh High Speed Rail study and included different APEs for above- and below-ground resources. Based on cultural resource studies, modifications to the project design, and input from consulting parties, the APE has been modified since that time to include resources wherein the Project has the potential to impact character-defining features of a resource. The NTHP stated that the APE is inconsistent with Section 106

regulations and requested that the APE in Shockoe be enlarged to include the Lumpkin's Jail Site (44HE1053) and the Burial Ground for Negroes (44HE1089).

Expansion of the APE in this area was discussed extensively with involved agencies and presented to consulting parties on October 12, 2018. Through these dialogues, it is recommended that the APE should be expanded to include the Lumpkin's Jail Site but not the Burial Ground for Negroes. Although numerous archaeological studies have been completed to locate the Burial Ground for Negroes, no physical evidence of this site has yet to be uncovered. As such, the data potential and significance of this site is unknown, and this site is not included in the APE. Archaeological studies at Lumpkin's Jail/Devil's Half Acre occurred in 2006 and 2008 and features and artifacts representing Richmond's slave trade were uncovered beneath over 10 feet of fill. Although the site has not received a formal eligibility determination from the DHR, based on numerous dialogues and meetings regarding this resource, the FRA and DRPT are including the site in APE and assuming eligibility of this site under Criterion A for its association with the slave trade industry and under Criterion D as an archaeological site for its ability to provide information on area history.

In addition to examining its inclusion in the APE, FRA also evaluated the potential project effect on this historic property. As a resource assumed eligible under Criterion A, the applicable aspects of integrity that render an association with the slave trade are location, design, materials, workmanship, and association. None of these aspects will be altered by the current Project. While the Project may alter the integrity of setting and feeling of the resource due to the widening of one rail platform by approximately 15 feet and increase in train traffic, these two aspects of integrity do not contribute to the overall eligibility of the site as they have been severely impacted over many years by the channeling of Shockoe Creek, construction of I-95, and other large-scale development and re-development in this area (Figure 3 and Figure 4).

Regarding Criterion D, the site is located over 300 feet west of the closest project element, and no subsurface disturbance will occur within or near the site boundaries (see Figure 2). Regardless, FRA and DRPT are committed to completing archaeological monitoring and data recovery in all areas where subsurface construction activities for the Project are required in the vicinity of this site and Main Street Station. Archaeological excavations will be completed prior to construction should artifact-bearing deposits associated with this site, or the slave trade in general, be located in the Project's limits of disturbance. Through this commitment and due to the extant diminished setting and feeling of the resource site, it is recommended that the Project will have no adverse effect on this resource. This recommendation reflects National Park Service Bulletin 36 (p. 19) regarding archaeological sites that are eligible under multiple criteria. Despite this recommendation, the FRA and DRPT recognize the importance of this site and acknowledge the history of this area, specifically as it relates to the slave trade. As such, the site is being considered a contributing element to the surrounding Shockoe Valley

and Tobacco Row Historic District (127-0344) as part of this Project, and mitigation to the adverse effects on this district (as determined by your office in June 2018) will include stipulations associated with this significant site and its value as an important piece of Richmond's past.

### **Grave Yard for Free People of Color and Slaves (site 44HE1203)**

The Grave Yard for Free People of Color and Slaves (site 44HE1203) is located north of Hospital Street. The site represents a cemetery established around 1816 and in use until the mid-nineteenth century. The area has been repeatedly modified in the twentieth century, including the construction of a gas station on a portion of the lot. There is no above-ground evidence of the site. Archaeological studies to identify portions of the cemetery were conducted several times by the Virginia Department of Transportation, but no physical evidence was uncovered. Due to its presence on numerous historic maps, though, the resource was recorded as an archaeological site during the DC2RVA Project and determined to be potentially eligible for the NRHP under Criterion D; the site's boundaries were determined based on historic map projections. Although the DHR concurred with DRPT's initial eligibility assessment in a letter dated June 12, 2018 that the portion of the site within the APE does not contribute to the eligibility of this resource, FRA and DRPT have elected to include the overall site within the roster of historic properties based on consulting party comments.

Using available data on the site's boundaries, the project team reworked roadway plans in this area to avoid any portion of the site that may have intact soils (Figure 5). The northern limit of disturbance for modifications to Hospital Street was reduced to parallel the existing street cut—an area that is already disturbed. Through this action, the Project now avoids areas of the site with any likely potential to contain interments or other significant archaeological deposits. It is recommended that the Project will have no adverse effect on this resource.

### **Site 44HE0357**

Site 44HE0357 represents the archaeological remains of a late-eighteenth through nineteenth century privy and backyard complex. The site is located east of Main Street Station in Shockoe Bottom. The original effect determination was predicated on the construction of a parking deck in this area, which would have resulted in adverse effects to significant archaeological deposits. With the removal of the parking deck, this site is no longer in the APE as no construction activities are located within or near the site (see Figure 1 and Figure 2).



**Railroad Y.M.C.A. (127-0344-0123)**

The Railroad Y.M.C.A. (127-0344-0123) at 1552 East Main Street is a circa 1907 building constructed to provide recreational space for railroad workers and their families in the area. Previous plans for the Project included a multistory parking deck immediately to the rear of this building, which had the potential to diminish its integrity of setting, feeling and association resulting in an adverse effect determination. Due to the removal of the parking deck from project plans, no major project structural elements are in the general viewshed of this resource. Project plans do include addition of new platforms extending outward 15 feet alongside the existing rail viaduct and train shed on both the east and west sides of Main Street Station. These minimal changes will not diminish the characteristics that render this resource eligible for the NRHP (see Figure 2 for limits of disturbance in this area). As such, it is recommended that the Project will now have no adverse effect on this resource.

The remainder of the effect recommendations on individual resources and the Project's overall effect on historic properties presented on June 20, 2018 and July 9, 2018 remain unchanged. The attached table represents a full compendium of all 120 resources and effect determinations.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about these effect recommendations or cultural resource studies for this Project in general, please do not hesitate to contact Ms. Emily Stock, DRPT Project Manager, at (804) 591-4433 or via email at [Emily.stock@drpt.virginia.gov](mailto:Emily.stock@drpt.virginia.gov), or me at (540) 899-9170 or via email at [kbarile@dovetailcrg.com](mailto:kbarile@dovetailcrg.com).

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

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

The Virginia SHPO concurs that Lumpkin's Jail/Devil's Half Acre, Burial Ground for Negroes, and the surrounding area do not meet the criteria of a Traditional Cultural Property. They also concur that Lumpkin's Jail/Devil's Half Acre is within the APE of the DC2RVA Project (DHR #2014-0666) but Burial Ground for Negroes is not within the APE. The SHPO additionally concurs that the Preferred Alternative for the DC2RVA project will have no adverse effect on the Lumpkin's Jail/Devil's Half Acre site (44HE1053), Grave Yard for Free People of Color and Slaves (site 44HE1203), and Railroad Y.M.C.A. (127-0344-0123). Site 44HE0357 has been removed from the APE.

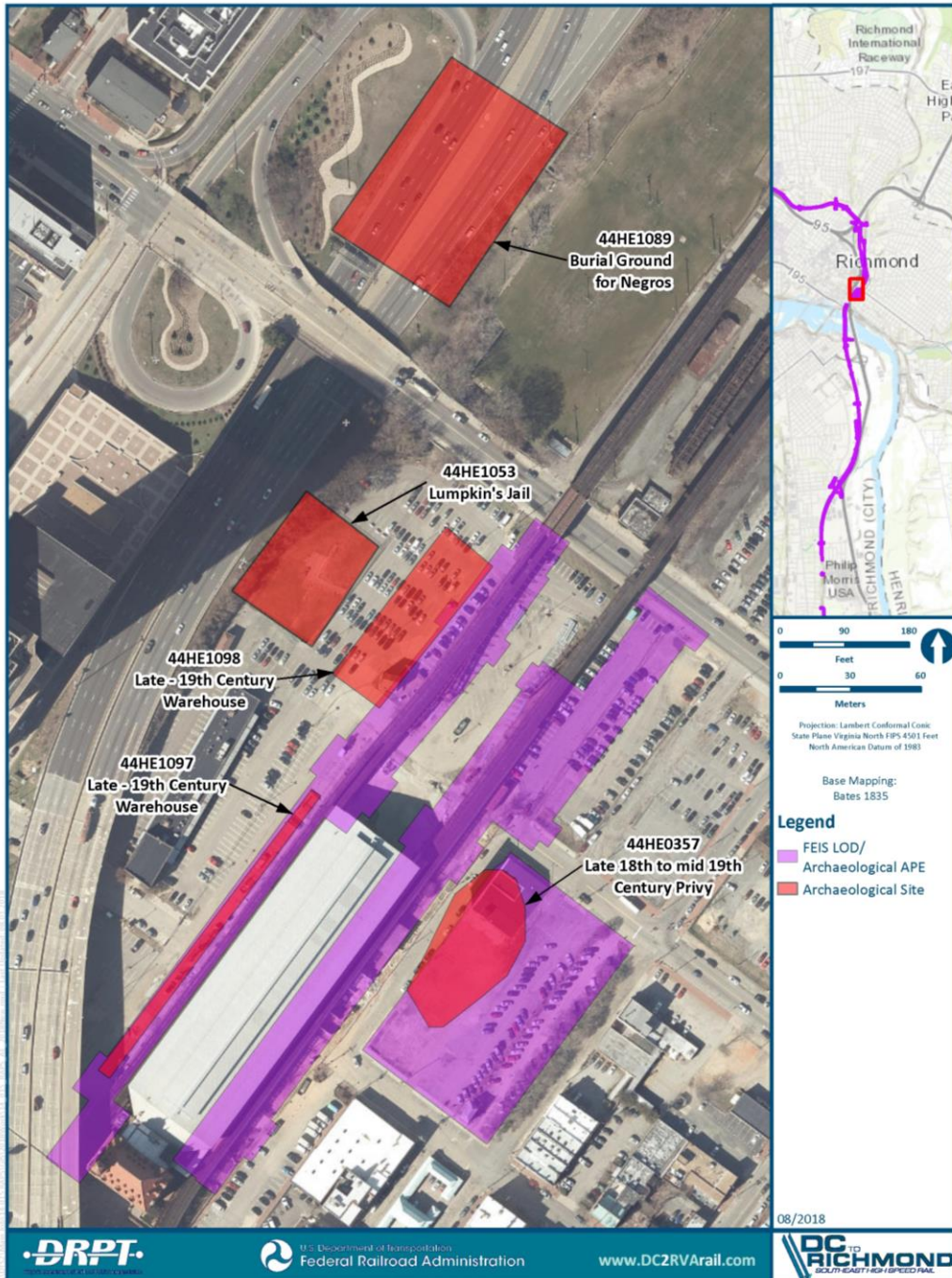
The project will continue to have an overall adverse effect on historic properties.

---

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

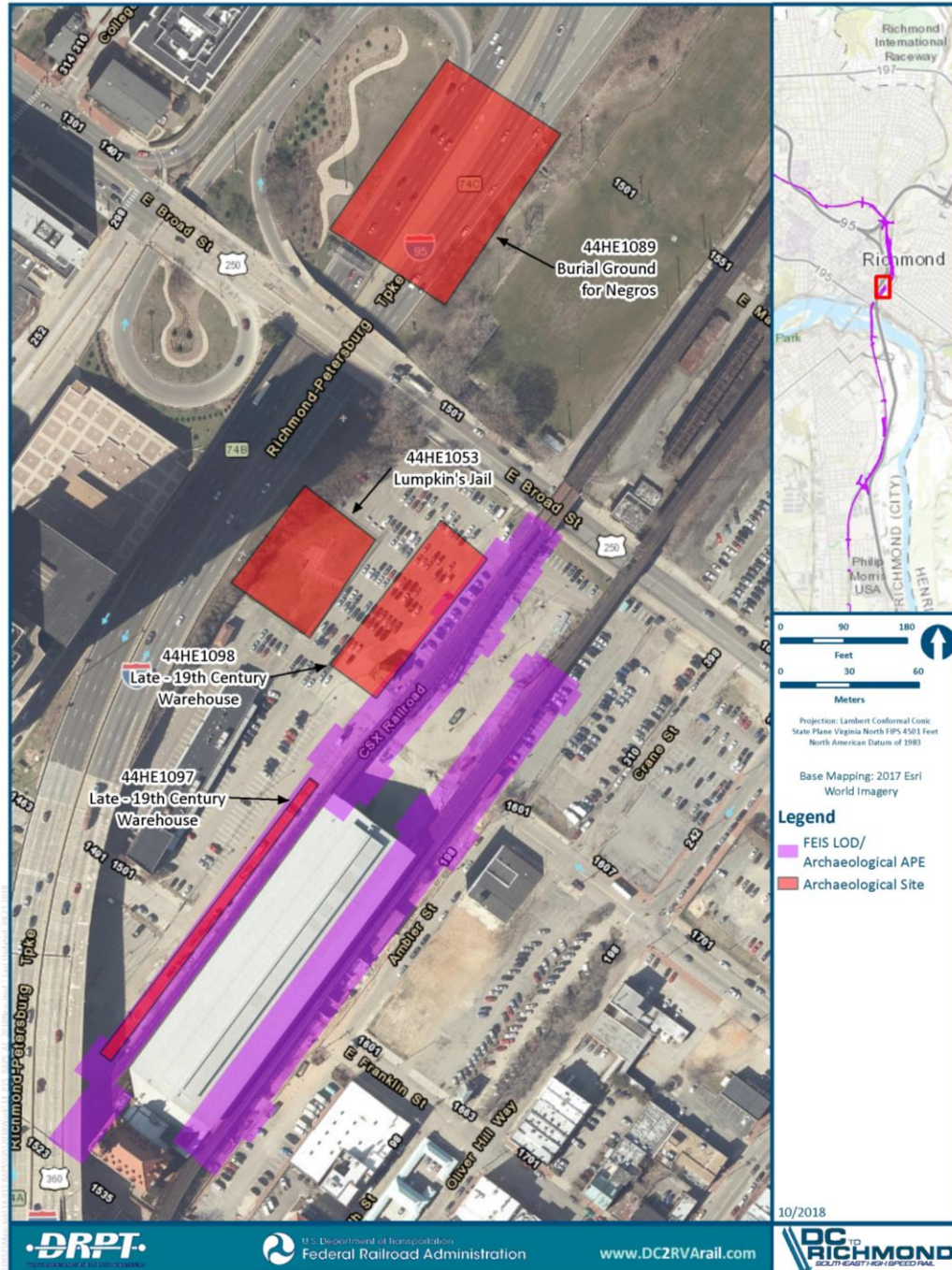
---

Date



**FIGURE 1: PREVIOUS PROJECT LOD WITH THE PARKING DECK SHOWING THE LOCATIONS OF RECORDED SITES WITHIN THE GENERAL AREA.**





**FIGURE 2: CURRENT LOD SHOWING THE REMOVAL OF THE PARKING DECK AND SITES IN THE AREA.**



**FIGURE 3: OVERVIEW OF LUMPKIN'S JAIL/DEVIL'S HALF ACRE SITE (44HE1053),  
LOOKING NORTHWEST.**






**FIGURE 4: VIEW LOOKING FROM LUMPKIN'S JAIL/DEVIL'S HALF ACRE SITE (44HE1053)  
SOUTHEAST TO MAIN STREET STATION.**





**FIGURE 5: BOUNDARIES OF GRAVE YARD FOR FREE PEOPLE OF COLOR AND SLAVES (SITE 44HE1203) AS SHOWN ON MODERN AERIAL AND 1835 BAIST MAP. NOTE THE REDUCTION IN LOD BETWEEN 2017 (GOLD) AND 2018 (PURPLE).**

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	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	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building is a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquan River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862-1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A	No Adverse	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	



N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	 111-0132-0020
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	 111-0132-0522
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	 111-0009-0795
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	 111-0009
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	 088-5181
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	 088-5364
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	 111-0145
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	 088-0254
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	 44SP0468



N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880-1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early-nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	
54	166-0001-0015	Business Office, Randolph-Macon, 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resources is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	



N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	






N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	44HE1203	Grave Yard for Free People of Color and Slaves	City of Richmond	1816	Historic maps from the early-nineteenth century represent this cemetery, used after the closing of the "Burial Ground for Negroes" in Shockoe Bottom. The cemetery was in use from 1816 until the mid-nineteenth century. No above-ground evidence of the cemetery exists, and its integrity is unknown.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
85	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
86	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
87	44HE1053	Lumpkins Jail/Devil's Half Acre Site	City of Richmond	1830s-1850s	Site is the former location of a jail for enslaved individuals in operation during the decades before the Civil War. Archaeological excavations completed in 2006 and 2008 revealed features and artifacts under over 10 feet of fill. Site is within the visual APE but will not be physically impacted by the project.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
88	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
89	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
90	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
91	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	
92	127-0019	Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Mason's Hall, a two-story, three-bay frame structure on a brick english basement, is the oldest building in the United States erected for Masonic purposes that has continually been used as a Masonic Hall since its construction.	Listed under Criteria A and C	No Adverse	
93	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	No Adverse	
94	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
95	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
96	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
97	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
98	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
99	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
100	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	
101	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	
102	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D	No Adverse	
103	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	
104	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	
105	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959-1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company's tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	
106	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	
107	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	
108	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
109	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	
110	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	
111	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
112	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
113	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
114	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
115	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
116	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
117	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
118	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	
119	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	
120	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	





600 E. Main Street, Suite 1200  
Richmond, VA 23219

November 20, 2018

Mr. Marc Holma  
Division of Review and Compliance  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

RE: Project Eligibility and Effect- Addendum #2  
Southeast High Speed Rail (DC2RVA) Project, Washington, D.C. to Richmond Segment  
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). On June 20, 2018, the DC2RVA team submitted a summary of historic properties located in the Area of Potential Effects (APE) (n=118) and recommendations on project effect. This list of historic properties was based on three years of technical studies and correspondence and meetings with consulting parties. Your agency concurred with the list of historic properties and effect determinations in a letter dated June 28, 2018.

Three additional consulting party meetings were concurrently held in June 2018 to discuss this list of historic properties and effect determinations. Based on these meetings, one additional historic property was added to the roster: Masons' Hall in Richmond (127-0019). The total number of historic properties was revised to be 119. A revised effect determination letter was submitted on July 9, 2018 and your concurrence was received on July 18, 2018.

Since submitting the revised effect determination, one design change has been made to the Project. A three-story parking deck proposed to be constructed east of Main Street Station in Richmond has been removed, along with associated roadway modifications. In addition, a third round of consulting party meetings and associated conference calls was held in October 2018 and additional feedback on historic properties and effect were received. All feedback received in meetings, via email, through telephone calls, and as hard-copy letters has been evaluated and thoroughly discussed with the FRA, DRPT, Advisory Council on Historic Preservation (ACHP), and the Virginia Department of Historic Resources (DHR), as well as with the consulting parties.

Dialogues associated with the Project redesigns and extensive feedback have resulted in additional modifications to the list of historic properties and project effect. In sum, two related resources have been evaluated as a potential Traditional Cultural Property (TCP) (Lumpkin's Jail/Devil's Half Acre Site [44HE1053] and "Burial Ground for Negroes" [44HE1089]), two archaeological sites have been added to the list of historic properties (Lumpkin's Jail/Devil's Half Acre Site [44HE1053] and Grave Yard for Free People of Color and Slaves [44HE1203]), one resource has been removed from the list of historic properties (site 44HE0357), and one resource has a recommended effect change (Railroad Y.M.C.A. [127-0344-0123]). Additional details on these resources are below. In total, with these changes, the number of historic properties in the APE has increased to 120.

### **Lumpkin's Jail/Devil's Half Acre site (44HE1053) and "Burial Ground for Negroes" (44HE1089)**

The Lumpkins Jail/Devil's Half Acre site (44HE1053) is located west of Main Street Station in Shockoe Bottom (Figure 1 and Figure 2). The "Burial Ground for Negroes" (44HE1089) is located nearby, north of Broad Street and east of I-95. On July 20, 2018, the National Trust for Historic Preservation (NTHP) submitted a letter to DRPT stating that they believed that the two sites, as well as several to-be-recorded resources, comprised a TCP representing the Richmond slave trade. Since receipt of their letter, FRA and DRPT have held numerous meetings with the DHR, ACHP, and consulting parties to evaluate this area as a potential TCP. They have also conducted extensive research and coordination on TCPs in general, TCPs in Virginia, and the Shockoe area as a TCP in particular, to assure that all avenues have been explored. According to the National Park Service (NPS), a TCP is: "a property that is eligible for inclusion in the National Register based on its associations with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of a living community. TCPs are rooted in a traditional community's history and are important in maintaining the continuing cultural identity of the community." Data gathered as part of the TCP review has been discussed with the FRA, DRPT, ACHP, and DHR to solicit their input and ascertain the path forward. Based on this consultation, FRA recommends that the Shockoe area does not meet the definition of a TCP based on the extant information at hand and its interpretation of this type of resource.

Beyond considering this area as a TCP, the NTHP also requested that both Lumpkin's Jail/Devil's Half Acre and Burial Ground for Negroes should be included in the APE. The APE was initially coordinated with the DHR in February 2015. The extent was based on the previous Richmond to Raleigh High Speed Rail study and included different APEs for above- and below-ground resources. Based on cultural resource studies, modifications to the project design, and input from consulting parties, the APE has been modified since that time to include resources wherein the Project has the potential to impact character-defining features of a resource. The NTHP stated that the APE is inconsistent with Section 106

regulations and requested that the APE in Shockoe be enlarged to include the Lumpkin's Jail Site (44HE1053) and the Burial Ground for Negros (44HE1089).

Expansion of the APE in this area was discussed extensively with involved agencies and presented to consulting parties on October 12, 2018. Through these dialogues, it is recommended that the APE should be expanded to include the Lumpkin's Jail Site but not the Burial Ground for Negros. Although numerous archaeological studies have been completed to locate the Burial Ground for Negros, no physical evidence of this site has yet to be uncovered. As such, the data potential and significance of this site is unknown, and this site is not included in the APE. Archaeological studies at Lumpkin's Jail/Devil's Half Acre occurred in 2006 and 2008 and features and artifacts representing Richmond's slave trade were uncovered beneath over 10 feet of fill. Although the site has not received a formal eligibility determination from the DHR, based on numerous dialogues and meetings regarding this resource, the FRA and DRPT are including the site in APE and assuming eligibility of this site under Criterion A for its association with the slave trade industry and under Criterion D as an archaeological site for its ability to provide information on area history.

In addition to examining its inclusion in the APE, FRA also evaluated the potential project effect on this historic property. As a resource assumed eligible under Criterion A, the applicable aspects of integrity that render an association with the slave trade are location, design, materials, workmanship, and association. None of these aspects will be altered by the current Project. While the Project may alter the integrity of setting and feeling of the resource due to the widening of one rail platform by approximately 15 feet and increase in train traffic, these two aspects of integrity do not contribute to the overall eligibility of the site as they have been severely impacted over many years by the channeling of Shockoe Creek, construction of I-95, and other large-scale development and re-development in this area (Figure 3 and Figure 4).

Regarding Criterion D, the site is located over 300 feet west of the closest project element, and no subsurface disturbance will occur within or near the site boundaries (see Figure 2). Regardless, FRA and DRPT are committed to completing archaeological monitoring and data recovery in all areas where subsurface construction activities for the Project are required in the vicinity of this site and Main Street Station. Archaeological excavations will be completed prior to construction should artifact-bearing deposits associated with this site, or the slave trade in general, be located in the Project's limits of disturbance. Through this commitment and due to the extant diminished setting and feeling of the resource site, it is recommended that the Project will have no adverse effect on this resource. This recommendation reflects National Park Service Bulletin 36 (p. 19) regarding archaeological sites that are eligible under multiple criteria. Despite this recommendation, the FRA and DRPT recognize the importance of this site and acknowledge the history of this area, specifically as it relates to the slave trade. As such, the site is being considered a contributing element to the surrounding Shockoe Valley

and Tobacco Row Historic District (127-0344) as part of this Project, and mitigation to the adverse effects on this district (as determined by your office in June 2018) will include stipulations associated with this significant site and its value as an important piece of Richmond's past.

### **Grave Yard for Free People of Color and Slaves (site 44HE1203)**

The Grave Yard for Free People of Color and Slaves (site 44HE1203) is located north of Hospital Street. The site represents a cemetery established around 1816 and in use until the mid-nineteenth century. The area has been repeatedly modified in the twentieth century, including the construction of a gas station on a portion of the lot. There is no above-ground evidence of the site. Archaeological studies to identify portions of the cemetery were conducted several times by the Virginia Department of Transportation, but no physical evidence was uncovered. Due to its presence on numerous historic maps, though, the resource was recorded as an archaeological site during the DC2RVA Project and determined to be potentially eligible for the NRHP under Criterion D; the site's boundaries were determined based on historic map projections. Although the DHR concurred with DRPT's initial eligibility assessment in a letter dated June 12, 2018 that the portion of the site within the APE does not contribute to the eligibility of this resource, FRA and DRPT have elected to include the overall site within the roster of historic properties based on consulting party comments.

Using available data on the site's boundaries, the project team reworked roadway plans in this area to avoid any portion of the site that may have intact soils (Figure 5). The northern limit of disturbance for modifications to Hospital Street was reduced to parallel the existing street cut—an area that is already disturbed. Through this action, the Project now avoids areas of the site with any likely potential to contain interments or other significant archaeological deposits. It is recommended that the Project will have no adverse effect on this resource.

### **Site 44HE0357**

Site 44HE0357 represents the archaeological remains of a late-eighteenth through nineteenth century privy and backyard complex. The site is located east of Main Street Station in Shockoe Bottom. The original effect determination was predicated on the construction of a parking deck in this area, which would have resulted in adverse effects to significant archaeological deposits. With the removal of the parking deck, this site is no longer in the APE as no construction activities are located within or near the site (see Figure 1 and Figure 2).

**Railroad Y.M.C.A. (127-0344-0123)**

The Railroad Y.M.C.A. (127-0344-0123) at 1552 East Main Street is a circa 1907 building constructed to provide recreational space for railroad workers and their families in the area. Previous plans for the Project included a multistory parking deck immediately to the rear of this building, which had the potential to diminish its integrity of setting, feeling and association resulting in an adverse effect determination. Due to the removal of the parking deck from project plans, no major project structural elements are in the general viewshed of this resource. Project plans do include addition of new platforms extending outward 15 feet alongside the existing rail viaduct and train shed on both the east and west sides of Main Street Station. These minimal changes will not diminish the characteristics that render this resource eligible for the NRHP (see Figure 2 for limits of disturbance in this area). As such, it is recommended that the Project will now have no adverse effect on this resource.

The remainder of the effect recommendations on individual resources and the Project's overall effect on historic properties presented on June 20, 2018 and July 9, 2018 remain unchanged. The attached table represents a full compendium of all 120 resources and effect determinations.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about these effect recommendations or cultural resource studies for this Project in general, please do not hesitate to contact Ms. Emily Stock, DRPT Project Manager, at (804) 591-4433 or via email at [Emily.stock@drpt.virginia.gov](mailto:Emily.stock@drpt.virginia.gov), or me at (540) 899-9170 or via email at [kbarile@dovetailcrg.com](mailto:kbarile@dovetailcrg.com).

Sincerely,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

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



The Virginia SHPO concurs that Lumpkin's Jail/Devil's Half Acre, Burial Ground for Negroes, and the surrounding area do not meet the criteria of a Traditional Cultural Property. They also concur that Lumpkin's Jail/Devil's Half Acre is within the APE of the DC2RVA Project (DHR #2014-0666) but Burial Ground for Negroes is not within the APE. The SHPO additionally concurs that the Preferred Alternative for the DC2RVA project will have no adverse effect on the Lumpkin's Jail/Devil's Half Acre site (44HE1053), Grave Yard for Free People of Color and Slaves (site 44HE1203), and Railroad Y.M.C.A. (127-0344-0123). Site 44HE0357 has been removed from the APE.

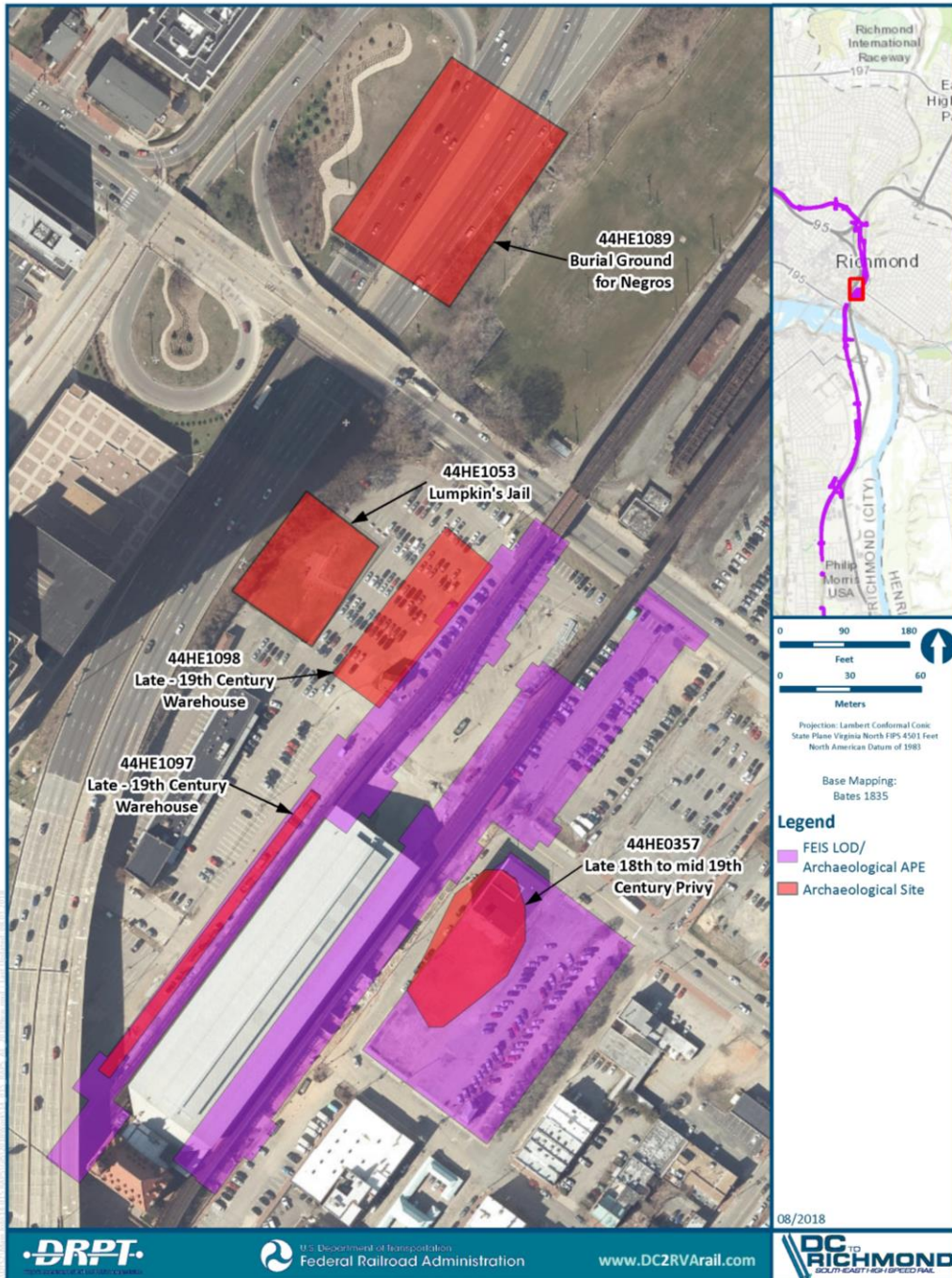
The project will continue to have an overall adverse effect on historic properties.

---

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

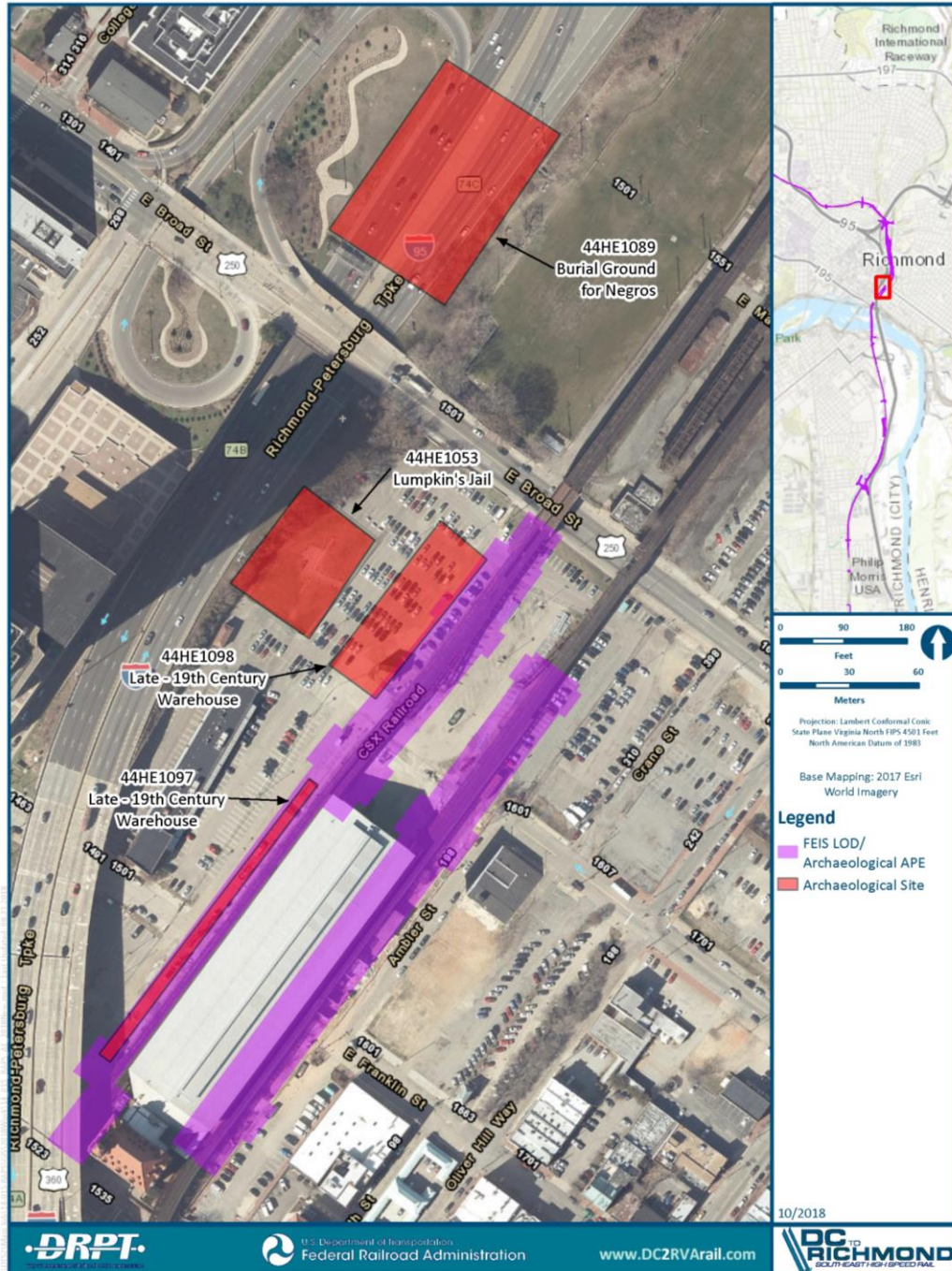
---

Date



**FIGURE 1: PREVIOUS PROJECT LOD WITH THE PARKING DECK SHOWING THE LOCATIONS OF RECORDED SITES WITHIN THE GENERAL AREA.**





**FIGURE 2: CURRENT LOD SHOWING THE REMOVAL OF THE PARKING DECK AND SITES IN THE AREA.**



**FIGURE 3: OVERVIEW OF LUMPKIN'S JAIL/DEVIL'S HALF ACRE SITE (44HE1053),  
LOOKING NORTHWEST.**





**FIGURE 4: VIEW LOOKING FROM LUMPKIN'S JAIL/DEVIL'S HALF ACRE SITE (44HE1053)  
SOUTHEAST TO MAIN STREET STATION.**





**FIGURE 5: BOUNDARIES OF GRAVE YARD FOR FREE PEOPLE OF COLOR AND SLAVES (SITE 44HE1203) AS SHOWN ON MODERN AERIAL AND 1835 BAIST MAP. NOTE THE REDUCTION IN LOD BETWEEN 2017 (GOLD) AND 2018 (PURPLE).**



N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
1	500-0001	Richmond, Fredericksburg, and Potomac Railroad	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	1836-1943	The RF&P opened in 1836 and eventually spanned from the Potomac River to Richmond. The corridor includes the main rail line, spurs, and associated elements such as station houses, bridges, and other structures.	Eligible under Criterion A	Adverse	
2	029-0218	Mount Vernon Memorial Highway (portion of George Washington Memorial Parkway)	Fairfax County, Arlington County	ca. 1929	The Mount Vernon Memorial Highway is an 8 ½-mile section of the George Washington Memorial Parkway from Fairfax County to the southern boundary of Alexandria. The four-lane wide highway was constructed with concrete slab construction and while much of the concrete remains intact.	Listed under Criteria A and C	No Adverse	
3	000-0045	Washington National Airport (Reagan National Airport)	Arlington County	1941	The primary/historic building is a four-story, multi-bay, airline passenger terminal constructed in the Moderne style. Property also includes six c 1941 airplane hangers and associated runways and other landscape elements.	Listed under Criteria A and C	No Adverse	
4	100-0160	George Washington Junior High School, 1005 Mt. Vernon Avenue	City of Alexandria	1935	The resource is a three-story, multi-bay school building constructed in the Art Deco style originally in a rectangular form. The building is constructed of large, cut, grey sandstone and brick laid in an irregular bond.	Potentially Eligible under C (Assuming eligible for undertaking)	No Effect	
5	100-0133	Parker-Gray Historic District/Uptown	City of Alexandria	ca. 1810	The district covers over 45 blocks in the northwestern quadrant of Old Town Alexandria and abuts the Alexandria Historic District. It consists mainly of small row houses and townhomes built in the mid-to-late nineteenth century.	Listed under Criteria A and C	No Adverse	
6	100-0137	Rosemont Historic District	City of Alexandria	ca. 1900	The district is a planned, residential subdivision that is located northwest of Old Town Alexandria. It consists mainly of small, middle-class houses built between 1908 and 1940.	Listed under Criteria A and C	No Adverse	
7	100-0124	Alexandria Depot, 110 Callahan Drive	City of Alexandria	1905	The train depot known as Alexandria Union Station at 110 Callahan Drive is a one-and-one-half-story, multi-bay, passenger depot constructed in the Colonial Revival style	Listed under Criteria A and C	No Adverse	
8	100-0128	George Washington National Masonic Memorial	City of Alexandria	ca. 1922	The resource at 101 Callahan Drive is a nine-story, multi-bay, memorial and museum sitting on a designed knoll constructed in the Classical Revival style.	Listed under Criterion C and Criteria Consideration F	No Effect	
9	100-0277	Phoenix Mill, 3642 Wheeler Avenue	City of Alexandria	ca. 1776	The building is a two-story, three-bay, industrial building. It is purportedly the "sole remaining example of a mill structure in Alexandria."	Eligible under Criteria A and C	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
10	029-0953	Old Colchester Road, Potomac Path, King's Highway	Fairfax County	ca. 1664	This two-lane asphalt road runs northeast from the Occoquan River for approximately 4 miles to the intersection with Route 1 in Lorton. Old Colchester Road played an important role in the county's early transportation history.	Eligible under Criterion A	No Effect	
11	029-0043	Colchester Arms, Fairfax Arms, 10712 Old Colchester Road	Fairfax County	ca. 1756	The building is a one-and-a-half story, four-bay tavern constructed with an irregular four-room plan. The timber-framed structural system rests on a continuous, raised-basement, stone foundation.	Listed under Criteria A and C	No Adverse	
12	500-0001-0022	RF&P Bridge over Occoquan River	Prince William County	1915	The resource is a through-truss, camelback railroad bridge constructed close to the middle of the height of this type of structure, 1870-1930. Although once common, few have survived.	Eligible under Criterion C; Contributing to RF&P HD	Adverse	
13	076-0023	Rippon Lodge	Prince William County	1747	One of the oldest houses in Prince William County, the vista from Rippon Lodge looking down Neabsco Creek (and future site of the railroad) was documented by Benjamin Latrobe.	Listed under Criteria A and B	Adverse	
14	44ST1223	Civil War Campsite	Stafford County	1862-1863	This site represents a Civil War campsite occupied during the winter of 1862-1863 when the Union Army was ordered into winter quarters.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
15	111-0147	Fredericksburg & Spotsylvania Co. Battlefields National Military Park & Cemetery, Lee Drive	City of Fredericksburg	1862	The resource is a Civil War battlefield park composed of earthworks, cannons, and informational markers in addition to a total of 429 non-archaeological cultural resources, 350 of which are considered contributing to its significance.	Listed under Criteria A and D	No Adverse	
16	111-5295	Battle of Fredericksburg I	City of Fredericksburg	1862	The battlefield is the location of a Civil War battle that occurred between December 11 and December 15, 1862. Union Major General Ambrose Burnside and his troops battled General Robert E. Lee's Confederate men, resulting in a Confederate victory. The battlefield continues to retain a high level of integrity.	Eligible/Potentially Eligible under Criterion A	No Adverse	
17	111-5296	Battle of Fredericksburg II	City of Fredericksburg	1863	The Battlefield is a 12,694.2-acre battlefield associated with a Civil War battle of the same name, which took place on May 3, 1863. Despite expansive residential, commercial, and industrial development around the battlefield and the Fredericksburg, it continues to retain a high level of integrity	Eligible/Potentially Eligible under Criterion A	No Adverse	
18	111-0132-0025	Rappahannock River Railroad Bridge and Associated Structures/Platform	City of Fredericksburg	1927	This multiple-span, open-spandrel, concrete-arch bridge is an excellent and rare surviving example of a reinforced-concrete arch railroad bridge within this region of Virginia. It was erected when the station and tracks were elevated for automobile traffic pass through in downtown Fredericksburg.	Eligible under Criterion C; Contributing to Fredericksburg HD and RF&P HD	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
19	44SP0187	Bridge/Marye's Mill	City of Fredericksburg	19th century	Terrestrial portion of the site occupies the location of Marye's Mill, depicted in an 1863 photograph taken during the Second Battle of Fredericksburg and mills identified on Gray's (1878) map of late-nineteenth-century Fredericksburg. Includes cut stone piers that are now located under the waters of the Rappahannock River, which may be associated with earlier railroad structures that are no longer extant.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
20	111-0132	Fredericksburg Historic District	City of Fredericksburg	post 1727	The district is a 200-acre area that comprises the city's downtown commercial area, adjacent industrial area, and some of the surrounding residential blocks. This part of Fredericksburg boasts a wide variety of infrastructure that ranges in date from the early eighteenth century throughout the late twentieth century	Listed under Criterion C	Adverse	
21	44SP0688	Block 49/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
22	111-0067/ 111-0132-0505	Dr. Charles Mortimer House, House, 213 Caroline Street	City of Fredericksburg	1764-1801	The home is a two-story, five-bay, Federal-style single-family dwelling built circa 1764 in the Georgian style. Dr. Charles Mortimer was an important figure in Fredericksburg's history. The house is also one of a handful of high-style Georgian buildings in Fredericksburg and it is the only example with its original outbuildings.	Eligible under Criteria B and C; Contributing to Fredericksburg HD	No Effect	
23	111-0132-0458	Robert Adams Residence, 528 Caroline Street	City of Fredericksburg	1891	The two story, two-bay resource was built in 1891 as a high-style Italianate dwelling. No other high-style, Italianate dwellings are located within the boundaries of the Fredericksburg Historic District.	Eligible under Criterion C; Contributing to Fredericksburg HD	No Effect	
24	111-0132-0147	Shiloh Baptist Church New Site, 521 Princess Anne Street	City of Fredericksburg	1890-1968	This 2-story, multi-bay, Colonial Revival-style church was constructed in 1890 and has been an important part of the ante- and post-bellum, African-American community, playing a role in early African-American education and the Civil Rights Movement in Fredericksburg.	Eligible under Criteria A and C and Criteria Consideration A; Contributing to Fredericksburg HD	No Effect	
25	44SP0687	Block 48/Train Station	City of Fredericksburg	Late Archaic; 19th/20th c	Archaeological remains of several dwellings, outbuildings, and industrial features as identified by UMW in the early 1990s	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	Adverse	
26	111-0132-0704	Fredericksburg Train Station, 200 Lafayette Boulevard	City of Fredericksburg	1910	The depot is a two-story, five-bay building constructed in the Neoclassical style designed by notable local architect Peck Heflin. The adjacent rail tracks were raised in 1927.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	
27	111-0132-0126	The 1770 House, 227 Princess Anne Street	City of Fredericksburg	1770	The home is a one-and-one-half-story dwelling constructed circa 1770 in the Tidewater tradition with some Georgian-style elements. It is a unique example of an eighteenth-century, working-class home in this part of town.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Fredericksburg HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
28	111-0132-0020	Purina Tower	City of Fredericksburg	1916	The resource is a one-and-one-half story commercial building with a tall grain elevator at the northwest corner. The tower has become an important landscape landmark within the community.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	 111-0132-0020
29	111-0132-0522	House, 314–316 Frederick Street	City of Fredericksburg	1851	This is a two-story, four-bay vernacular brick duplex. Oral history states that the building was used as a slave jail in the antebellum period.	Eligible under Criteria A and B; Contributing to Fredericksburg HD	No Adverse	 111-0132-0522
30	111-0009-0795	Pulliam's Service Station, 411 Lafayette Boulevard	City of Fredericksburg	ca. 1937	This resource is a one-story filling station constructed in the Spanish Revival style. It still retains its original materials and configuration.	Eligible under Criteria A and C; Contributing to Fredericksburg HD	No Adverse	 111-0009-0795
31	111-0009	Fredericksburg Historic District Extension	City of Fredericksburg	1794-1967	The district extension is a large area that includes a wide variety of resources immediately surrounding the city's downtown core including residences, commercial buildings, and churches dating to the 19th and 20th c.	Eligible under Criteria A and C	No Adverse	 111-0009
32	088-5181	Salem Church Battlefield (Banks Ford Battlefield)	Spotsylvania County, City of Fredericksburg	1863	The battlefield includes the land where Hay's and Hoke's brigades attacked the Union Sixth Corps in 1863. It includes Confederate earthworks, Salem Church, and the path of the Plank Road.	Eligible under Criterion A	No Adverse	 088-5181
33	088-5364	Virginia Central Railway Historic District	City of Fredericksburg, Spotsylvania County, and more	1853	The district is a 38-mile-long railroad corridor that extends west from the CSX railroad (formerly the RF&P) in Fredericksburg to the town of Orange encompassing rail-related structures, sites, and landscape features. The 3.5-mile long eastern section is eligible.	Eligible under Criterion A	No Adverse	 088-5364
34	111-0145	Fredericksburg Gun Manufactory	City of Fredericksburg	ca. 1775	The Fredericksburg Gun Manufactory is an archaeological site that is at least 75 percent intact. The remains of the manufacturing facility are located beneath a paved asphalt parking lot for a public school.	Listed under Criteria A and D	No Adverse	 111-0145
35	088-0254	Slaughter Pen Farm, 11232 Tidewater Trail (Wayside Farm or Pierson Farm)	Spotsylvania County	ca. 1861	Slaughter Pen Farm, also known as Wayside Farm or Pierson Farm, is a 19th century farm complex composed of a two-story, three-bay, Italianate-style, single-family dwelling, three agricultural outbuildings, a shed, one kitchen, a slave quarters, and a well.	Eligible under Criterion A	No Adverse	 088-0254
36	44SP0468	Earthwork/ Jackson's Earthwork	Spotsylvania County	1861	This resource includes a set of earthworks within a larger archaeological site. The area is almost totally enclosed by lines of military shelter trenches constructed prior to or following the First Battle of Fredericksburg.	Potentially Eligible under Criteria A, C and D (Assuming eligible for undertaking)	Adverse	 44SP0468



N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
37	088-0039	La Vue, 3232 LaVue Lane (Prospect View)	Spotsylvania County	ca. 1848	La Vue, also known as Prospect View, is a two-story, three-bay, single-family dwelling constructed in the Greek Revival style with an L-plan.	Listed under Criterion C	No Adverse	
38	016-0092	Fairfield Plantation Office, Jackson Shrine, 12019 Stonewall Jackson Road	Caroline County	1828	The resource is a one-and-a-half-story frame building; it once served as the office for the 740-acre Fairfield Plantation and is the only surviving building. On May 10, 1863, Confederate General Thomas Jonathan "Stonewall" Jackson died at the site after being wounded at the Battle of Chancellorsville.	Eligible under Criteria A and C	No Adverse	
39	016-0208	House, 12096 Guinea Drive	Caroline County	ca. 1900	The resource is a one-and-a-half-story vernacular dwelling with Queen Anne and Craftsman elements. The house was built from a kit purchased from the Sears & Roebuck Company.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
40	016-5165	Excelsior Industry of Caroline County MPD	Caroline County	ca. 1925-1960	This is a thematic collection of resources that are associated with the manufacture of excelsior, Caroline County's largest industry in the early twentieth century	Eligible under Criteria A and C	No Adverse	
41	016-0223	First Woodford Post Office	Caroline County	1874	This small frame office building is located immediately adjacent to the railroad and is associated with the Woodford Excelsior Company, Caroline County's first excelsior manufacturer. It was the focal point of the operation.	Eligible under Criteria A and C	No Adverse	
42	016-0222	Woodford Freight & Passenger Depot, Woodford Road	Caroline County	ca. 1900	The resource is a long, rectangular, one-story, framed building constructed circa 1900. The building served a combined function as both a freight depot and a passenger depot and was one of five original stops along the RF&P in Caroline County.	Eligible under Criteria A and C; Contributing to RF&P HD	No Adverse	
43	016-0220	Carolina Mansion, 11146 Woodford Road	Caroline County	ca. 1900	The ornate, two-and-a-half-story, wood framed dwelling was designed in the Queen Anne style with Classical detailing. The building represents housing constructed in the area in the early-twentieth century, when the RF&P and new manufacturing enterprises brought economic prosperity to the local region.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
44	016-5136	Milford Historic District	Caroline County	ca. 1880-1960	The district was originally established in the late-eighteenth century as a tobacco trading center. In 1836, the RF&P Railroad was constructed through the area and Milford soon became the largest of the small communities in the county situated along the railroad.	Eligible under Criteria A and C	No Adverse	
45	016-0270	Milford State Bank, 15461 Antioch Road	Caroline County	ca. 1910	The bank is a two-story brick building constructed in the Classical Revival style. The building's façade is divided into five distinct bays via brick pilasters. It is the only Classical Revival building as well as the only bank in the village of Milford.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
46	016-0286	Coghill-Jeter Store, 22275 Penola Road; Penola, 16095 Polecat Lane	Caroline County	1880	The resource is a two-story, wood-framed commercial building. It is the only surviving commercial building in the largely abandoned village of Penola and is representative of the small country stores once found in crossroads communities and railroad stops throughout the area.	Eligible under Criteria A and C	No Adverse	
47	042-0123	North Anna Battlefield	Hanover County	1864	The North Anna Battlefield was the location of one of the most important Civil War campaigns in the state. It was the culminating point of the 1864 Overland Campaign. The battlefield is composed of defensive earthworks and trenches, as well as other elements predating and contemporaneous with the battle.	Eligible under Criterion A	No Adverse	
48	042-5448	Doswell Historic District	Hanover County	ca. 1880-1940	Doswell Historic District encompasses a rural community that was once a center of major activity along road and rail networks. Nearly a dozen historic properties are located within the district's boundaries.	Eligible under Criteria A and C	Adverse	
49	042-0093	Doswell Depot and Tower, 10577 Doswell Rd	Hanover County	ca. 1928	The current depot is a well-balanced design with classical-styled architectural features. The nearby, contemporaneous "HN tower" housed electrical systems managing an interlocking device permitting safe crossing of trains over both railroads.	Eligible under Criteria A and C; Contributes to RF&P HD and Doswell HD	Adverse	
50	042-5307	Taylorville Road Historic District	Hanover County	ca. 1900-1935	The community was settled in the early-nineteenth century and has remained active to present day. Most built features are residential and agricultural in nature within the district and reflect architectural styles and construction methods from the late-nineteenth to mid-twentieth century.	Eligible under Criteria A and C	No Adverse	
51	042-0556	Hoopers, 11108 McConnell Lane	Hanover County	1810	Resource was recorded during the LOD survey document but it was not accessible during the study; DHR suggested that it be considered potentially eligible for the project on April 4, 2018	Not evaluated; Not accessible (Assuming eligible for undertaking)	No Effect	
52	166-5073	Berkleytown Historic District	Hanover County	ca. 1900-1965	The district is typical of many small-town, twentieth-century, African-American neighborhoods in that it was relatively isolated from the formal downtown core and is dotted by small vernacular dwellings.	Eligible under Criterion A	Adverse	
53	166-0001	Ashland Historic District	Hanover County	1850-1950	The Ashland Historic District, with its large collection of late-Victorian and Edwardian frame dwellings and its brick commercial core, all set among hundreds of trees, survives as a fine example of a railroad and streetcar suburb preserving much of its turn-of-the-century character.	Listed under Criteria A and C	No Adverse	
54	166-0001-0015	Business Office, Randolph-Macon, 310 N. Center Street	Hanover County	ca. 1895	Historically known as the Blackwell House, it is an elaborate and outstanding example of Queen Anne-styled architecture with Eastlake elements in this historic community.	Potentially Eligible under C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
55	166-5072	Randolph-Macon College Historic District Expansion	Hanover County	ca. 1900-1960	The Randolph-Macon College Historic District Expansion highlights a significant part of campus that developed between the early-twentieth century up to the mid-1960s when a substantial building boom occurred.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Effect	
56	166-0002	Randolph-Macon College Historic District	Hanover County	1872-1950	The district includes the 85-acre college campus and all associated buildings, structures and landscape features. This is the oldest Methodist-related college in the United States still in operation	Listed under Criteria A and C	No Effect	
57	166-0001-0008	Ashland Station Depot, 112 N. Railroad Avenue	Hanover County	1910	The one-story, five-bay, brick depot is said to have been designed by W. P. Lee to replace a previous circa-1890 station that had burned. The building appears little altered and is a good example of a Colonial Revival-styled depot.	Potentially Eligible under A and C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
58	166-5041	Priddy House, 107 Stebbins Street	Hanover County	ca. 1926	This one-and-a-half-story, four-bay, single-family dwelling is an outstanding example of Craftsman-styled domestic architecture in this community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
59	166-0001-0055	Emily Gray House, 702 S. Center Street	Hanover County	ca. 1850	Historically known as the Emily Gray House, this one-and-a-half-story, three-bay resource is an outstanding example of Second Empire-styled architecture.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
60	166-0001-0060	Fleming Fox House, 708 S. Center Street	Hanover County	ca. 1894	Historically known as the Fleming Fox House, this two-and-a-half-story, four-bay dwelling is an outstanding example of a Colonial Revival-styled dwelling with Free Classic elements.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
61	166-0036	MacMurdo House, 713 S. Center Street	Hanover County	ca. 1858	This two-story, three-bay, Greek Revival, single-family dwelling is one of the few buildings of its style in Ashland, and it has excellent historic integrity.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
62	166-0037	Hugo House/Lefebvre House, 904 S. Central Street	Hanover County	ca. 1886	This two-story, three-bay, Queen-Anne, frame dwelling is an elaborate and outstanding example of Queen Anne-styled architecture in the community.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	
63	166-0001-0077	House, 1005 S. Center Street	Hanover County	ca. 1890	This two-and-a-half-story, four-bay, Folk Victorian dwelling possesses characteristics of Queen Anne while its form and orientation suggest an earlier construction date.	Potentially Eligible under Criterion C (Assuming eligible for undertaking); Contributing to Ashland HD	No Effect	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
64	042-0113	Charles Gwathmey House, 11247 Gwathmey Church Road	Hanover County	1896	An outstanding example of the high Queen Anne style in a small crossroads community built for local Judge, Charles Gwathmey	Eligible under Criterion C	No Adverse	
65	043-0694	Hunton Treasures, 11701 Greenwood Road	Henrico County	1930	This resources is a two-story, three-bay commercial building constructed with attributes from the Spanish Revival/Eclectic style. It is an outstanding example of the style.	Eligible under Criterion C	No Effect	
66	043-5108	Yellow Tavern Battlefield	Henrico County	1864	The battlefield is the location of a Civil War battle that took place in May 1864. Major General J.E.B. Stuart was wounded and later died as a result of this injury; the battle ended in a Union victory.	Eligible/Potentially Eligible under Criterion A	No Adverse	
67	043-0690	Lewis-McLeod House, 2945 Mountain Road	Henrico County	ca. 1921	The dwelling is a two-story, three-bay, Colonial Revival-style single-family home. The building is an outstanding example of the Colonial Revival style and retains integrity of materials and design.	Potentially Eligible under Criterion C (Assuming eligible for undertaking)	No Effect	
68	043-0292	Laurel Industrial School Historic District, Hungary Road	Henrico County	1892	The district consists of a complex of buildings that were part of a school founded under the patronage of the Prison Association of Virginia, a group of private citizens who sought to reform the state's penal system, by establishing a self-supporting model industrial reformatory for boys.	Listed under Criteria A and C	Adverse	
69	043-0292-0001	Main Building/Robert Stiles Building/Bluford Office Building, 2900 Hungary Road	Henrico County	1895	This resource is a two-story, seven-bay, main school building constructed in the Romanesque Revival style. The resource, now used as an office building, acted as the main dormitory, chapel, school, and dining hall for the incarcerated boys during the school's tenure.	Eligible under Criteria A and C; Contributing to Laurel Industrial School HD	Adverse	
70	127-6136	Scott's Addition Historic District	City of Richmond	post-1900	This area is a 152 acre industrial and commercial district in Richmond featuring 287 contributing resources built primarily between 1900 and 1956 in the Colonial Revival, Classical Revival, Mission, Moderne, International, and Art Deco styles.	Listed under Criteria A and C	No Adverse	
71	127-6188	Movieland Bowtie Cinema, 1331 North Boulevard	City of Richmond	1887	The building, previously known as the Richmond Locomotive & Machine Works, the American Locomotive Company, and Richmond Works, is an industrial complex with two buildings, the brass foundry and the iron foundry, that are both steel framed resources with masonry walls.	Listed under Criteria A and C	No Adverse	
72	127-6730	Hermitage Road Warehouse Historic District	City of Richmond	1930-1958	This industrial district is characterized by roughly a dozen medium- to large-scale one-story warehouse buildings set on a gridded block pattern. Most of the buildings have large footprints that occupy the majority of the block on which they sit. The buildings are typically one-story, clad in brick, covered with flat roofs.	Listed under Criteria A and C	No Effect	



N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
73	127-5978	Todd Lofts, 1128 Hermitage Road	City of Richmond	1892	The structure is a five-story, multi-bay commercial building. Originally built as the Richmond Brewery, the E.M. Todd Company bought the building in 1919 and expanded it into a meat production facility. Until 1998 this resource housed the county's oldest meat processor in continuous business.	Listed under Criterion A	No Adverse	
74	127-6145	Southern Stove Works, 1215 Hermitage Road	City of Richmond	1905	This resource is an industrial complex of four brick buildings and a water tower built during the time of rapid industrialization in Richmond. Southern Stove Works was one of the two largest and most important stove making plants in Richmond and the South.	Listed under Criteria A and C	No Adverse	
75	127-0414	Governor's School, 1000 North Lombardy Street	City of Richmond	1938	The building, also known as the Maggie Walker School, is a three-story, multi-bay, school built in the Art Deco style. The school was designed by prominent Richmond architects Carneal, Johnson & Wright as the first vocational high school in Richmond for African-Americans.	Listed under Criteria A and C	No Adverse	
76	127-0354	Virginia Union University Historic District, 1500 North Lombardy Street	City of Richmond	1899	The district consist of 11 acres of the Virginia Union University campus that contain the original collegiate buildings built in a simplified Richardsonian Romanesque style. The university was originally established to educate newly emancipated freedman following the Civil War.	Listed under Criteria A and C	No Effect	
77	127-0822	Carver Residential Historic District	City of Richmond	1845-1920	This 57-acre district comprises primarily late-nineteenth-to-early-twentieth-century residential, commercial, and public buildings. The majority of buildings in the district were constructed during a period of rapid economic growth that took place in Richmond between the 1880s and early 1900s.	Listed under Criteria A and C	No Effect	
78	127-0428	George W. Carver Elementary School, 1110 West Leigh Streets	City of Richmond	1887	The resource is a two-and-a-half-story, five-bay, school built in the Italianate style. The school was purpose-built as a public school for African-American students and saw a notable increase in use in the early-20th century.	Eligible under Criterion C; Contributing to Carver Residential HD	No Effect	
79	127-6171	Richmond and Chesapeake Bay Railway Barn), Richmond-Ashland Railway Company Car Barn	City of Richmond	1907	The resource is a utilitarian industrial building with a T-plan building, structural steel frame, and a Fink Truss roof. It is one of the few surviving buildings associated with the independent electric railway that provided service between the City of Richmond and the Town of Ashland from 1907 to 1938.	Listed under Criteria A and C	No Effect	
80	127-6883	Gilpin Court Apartment Complex, 203 Charity Street West/ 4 E. Hill Street/1403 St. James St./ 1100 N 2nd Street	City of Richmond	1942	The complex consists of 21 buildings, including 18 apartment buildings, a community center, a central heating plant, and a concession building. It was constructed in the early 1940s by the Richmond Redevelopment and Housing Authority and is the first public housing complex constructed in the city.	Eligible under Criteria A and C	No Adverse	
81	127-5679	Barton Heights Cemetery, 1600 Lamb Avenue	City of Richmond	1814	This area is a 12-acre parcel that contains six contiguous, but originally separate, cemeteries laid out in a grid pattern with hundreds of markers of differing materials, sizes, and styles. The cemeteries are significant because they represent early efforts by the African-American population in Richmond to establish their own cemeteries.	Listed under Criteria A and B and Criteria Consideration D	No Adverse	




N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
82	127-0353	Richmond Nursing Home, 210 Hospital Street	City of Richmond	1860	This resource is a three-story, multi-bay, institutional building in the Italianate style. It was built by the city of Richmond as an almshouse for the poor and represents the social reform movements that were prevalent throughout Antebellum America	Listed under Criterion C	No Adverse	
83	127-6166	Hebrew Cemetery, 320 Hospital Street	City of Richmond	1816	Previously known as the Hebrew Burying Ground, this resource is a 8.4 acre cemetery with about 2,600 interments that is still in active use today. The Hebrew Cemetery is the oldest active Jewish cemetery in continuous use on the South as well as being the oldest cemetery in continuous use in Richmond.	Listed under Criteria A and C	No Adverse	
84	44HE1203	Grave Yard for Free People of Color and Slaves	City of Richmond	1816	Historic maps from the early-nineteenth century represent this cemetery, used after the closing of the "Burial Ground for Negroes" in Shockoe Bottom. The cemetery was in use from 1816 until the mid-nineteenth century. No above-ground evidence of the cemetery exists, and its integrity is unknown.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
85	127-0344	Shockoe Valley & Tobacco Row Historic District	City of Richmond	post 1737	This district encompasses the area of Richmond's earliest residential, commercial, and manufacturing activity; architectural styles ranging from Federal through twentieth-century industrial vernacular.	Listed under Criteria A and C	Adverse	
86	44HE1098	Main Street Station Parking Lot/Railroad	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
87	44HE1053	Lumpkins Jail/Devil's Half Acre Site	City of Richmond	1830s-1850s	Site is the former location of a jail for enslaved individuals in operation during the decades before the Civil War. Archaeological excavations completed in 2006 and 2008 revealed features and artifacts under over 10 feet of fill. Site is within the visual APE but will not be physically impacted by the project.	Potentially Eligible under Criteria A and D (Assuming eligible for undertaking)	No Adverse	
88	127-6129	Winfree Cottage, East Main Street	City of Richmond	ca. 1866	This dwelling is a one-story cottage constructed in no discernible style. The cottage was constructed for Emily Winfree by her former owner and moved to its current location in 2002.	Eligible under Criterion C and Criteria Consideration B	No Adverse	
89	44HE1097	Railroad, Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
90	127-0172	Main Street Station and Trainshed, New Union Station, Seaboard Airline & Chesapeake & Ohio Railroad Depot	City of Richmond	1901	This multi-story, multi-bay monumental structure symbolizes the importance of the rail terminal as an entrance gateway to Richmond; example of the influence of the French Ecole des Beaux Arts on American building	Determined NHL; Listed under Criteria A and C	Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
91	127-6271	Seaboard Air Line Railroad Corridor	City of Richmond	1900	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical.	Eligible under Criterion A	Adverse	
92	127-0019	Masons' Hall, 1805 Franklin Street	City of Richmond	1785	Mason's Hall, a two-story, three-bay frame structure on a brick english basement, is the oldest building in the United States erected for Masonic purposes that has continually been used as a Masonic Hall since its construction.	Listed under Criteria A and C	No Adverse	
93	127-0344-0123	Railroad Y.M.C.A., 1552 East Main Street	City of Richmond	1907	The resource is a three-story, three-bay, rectangular, French Renaissance Revival-styled commercial building. It is in good condition and was originally designed by Wilson, Harris and Richards to provide recreational space for railroad workers and their families in the area	Eligible under Criteria A and C; Contributing to Shockoe Valley and Tobacco Row HD	No Adverse	
94	127-0219	Shockoe Slip Historic District and Expansions	City of Richmond	1780	Circa late-nineteenth and early-twentieth century, erected as wholesale food or tobacco warehouses, with some serving light industry; buildings generally are modified Italianate in style.	Listed under Criteria A and C	No Adverse	
95	44HE1094	Warehouse	City of Richmond	19th century	Archaeological site of unknown date. Recorded based on map projections. Potential for intact remains below pavement is high. Railroad elevation structure is located in the parking lot. If the proposed rail is located on the structure, there will be no subsurface disturbances.	Potentially Eligible under Criterion D (Assuming eligible for undertaking)	Adverse	
96	127-6793	Chesapeake & Ohio (C&O) Railroad Segment	City of Richmond	pre-1851	The C&O Railroad that is primarily made up of two parallel steel tracks that is notable for its role in Richmond's transportation history.	Eligible under Criterion A	No Adverse	
97	127-0171	James River and Kanawha Canal Historic District	City of Richmond	1795	Circa 1785, canal improved navigation on the James River from Richmond to Botetourt County a distance of approximately 200 miles; District comprises of the canal and canal towpath.	Listed under Criteria A and C	No Adverse	
98	127-5809	Bridge #1857, North 14th Street; Mayo Bridge North	City of Richmond	1911	The Mayo Bridge is a closed spandrel reinforced concrete arch bridge. consists of two segments (127-5808, south segment, and 127-5809, north segment) extending between the north and south banks of the James River and separated in the middle by Mayo Island.	Potentially Eligible under Criteria A and C (Assuming eligible for undertaking)	No Adverse	
99	127-6792	Southern Railway	City of Richmond	ca. 1850	A railroad corridor that dates to the mid-nineteenth century and was key in Richmond's development for over a century	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
100	127-0457	Manchester Warehouse Historic District	City of Richmond	1880-1960	The district comprises 42 blocks of industrial development associated with the growth and development of the community of Manchester, an area south of the James River that was once a separate town but later incorporated within the City of Richmond.	Listed under Criteria A and C	No Adverse	
101	127-6193	J.P. Taylor Leaf Tobacco, Southern Stove Works, 516 Dinwiddie Ave	City of Richmond	1920	This resource mirrors other early-20th century factories in the area: all brick construction, with regularly spaced and relatively large windows, and sections of light monitor on the pitched roof apex for allowing natural light for the workers. It was used as a stove factory and then for tobacco processing.	Listed under Criteria A and C	No Adverse	
102	127-6245	Williams Bridge Company, Emergency Fleet Corporation Factory, 700 East 4th Street	City of Richmond	1919	Built in 1919 to assist with World War I war efforts; also used by the US government during World War II; eligible boundary contains main factory and apartment structures used to house workers during both world wars .	Eligible under Criteria A, C, and D	No Adverse	
103	127-6248	Pure Oil Company, 1314 Commerce Street, Transmontaigne	City of Richmond	1936	This property has been used to refine, store, ship, and process oil extracts for almost 80 years; founded in 1928 as Gulf Refinery Company; associated with the history of oil production and transport in Richmond	Eligible under Criteria A and C	No Adverse	
104	127-6213	Davee Gardens Historic District	City of Richmond	1947	This district is a planned, symmetrical suburb of Richmond, established in 1947. Homes in the neighborhood retain a high degree of historic integrity, and the street plan is emblematic of post World War II design.	Eligible under Criteria A and C	No Adverse	
105	127-5818	Philip Morris Operations Complex, 3601 Commerce Road	City of Richmond	1959-1974	This is a mid-twentieth-century, light-industrial complex that serves as headquarters for the company's tobacco production. They are unique industrial-related building constructed in the post-modern Neoexpressionist and Brutalist styles.	Eligible under Criteria A and C and Criteria Consideration G	No Adverse	
106	020-5474	DuPont Spruance	Chesterfield County	1929	The first of several buildings on the DuPont Spruance Plant was constructed under the ownership DuPont Rayon Co. This large factory has played a significant role in the development of textiles and plastics in the United States.	Eligible under Criteria A and C	No Effect	
107	043-0307	Battle of Chaffin's Farm (New Market Heights Battlefield), New Market Road	Chesterfield County, Henrico County, City of Richmond	1862	The Battle of New Market Heights is nationally significant because of the all-important role played by Black soldiers in this fight and the recognition of their gallantry by the United States government through the award of 14 Medals of Honor to participants.	Eligible under Criterion A	No Adverse	
108	020-0063	Falling Creek Ironworks Archaeological Site	Chesterfield County	1619	The Falling Creek Ironwork archaeological site was originally recorded as the location of the Virginia Company Ironworks. Subsequent investigation suggests that it could also be Cary's Ironworks, destroyed in 1781 during the American Revolution.	Listed under Criterion D	No Adverse	

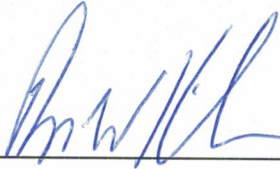


N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
109	020-5320	Proctor's Creek Battlefield	Chesterfield County, Colonial Heights	1864	Currently the battlefield consists of monuments, interpretive markers (state and freeman markers/park service interpretation at Fort Darling unit/county interpretation at Fort Stephens), a cemetery, historic road beds, period structures (Wooldridge, Willis, Halfway houses), and trenches/field fortifications.	Eligible/Potentially Eligible under Criterion A	No Adverse	
110	020-0147	Drewry's Bluff Battlefield (Fort Darling, Fort Drewry), Fort Darling Road	Chesterfield County, Henrico County	1862	Drewry's Bluff encompasses 42.4 acres of land. The CCC camp based at Fort Harrison rehabilitated the site in 1935, clearing brush and trees and stabilizing the earthworks.	Eligible under Criterion A	No Adverse	
111	123-5025	Assault on Petersburg (Petersburg Battlefield II), Bermuda Hundred Road (Alt Route 697)	Charles City County, Chesterfield County, City of Colonial Heights, City of Hopewell, City of Petersburg, Prince George County	1865	This resource includes a Civil War battlefield that represents part of the Richmond Petersburg campaign in and around Petersburg. Today, the battlefield consists of earthworks, roadways, and other features as well as interpretive materials.	Eligible under Criterion A	No Adverse	
112	020-5336	The Bellwood-Richmond Quartermaster Depot Historic District, US Department of Defense Supply Center Historic District	Chesterfield County	post-1942	The district is a group of residential, industrial, and military buildings dating from the construction Sheffield/Bellwood Manor (020-0007), circa 1804, to the development of the Korean Conflict era buildings in 1952	Eligible under Criteria A, B, C, D	No Adverse	
113	020-0007	Bellwood, Sheffields, Auburn Chase, Building 42, Defense Supply Center Richmond, 8000 Jefferson Davis Hwy	Chesterfield County	1804	This resource is significant as a representative of an early-nineteenth century antebellum plantation that has evolved into a modern, twentieth-century farm and dairying operation. The main house is an excellent example of vernacular interpretation of the Early Classical Revival style in the piedmont area constructed in an I-form. Numerous archaeological resources are located on the parcel.	Listed under Criteria A, C, and D	No Adverse	
114	44CF0680 / 020-0022	Fort Darling/Battlefield, Earthworks, Fort/ Centralia Earthworks	Chesterfield County	1861-1865	The earthworks were developed by Confederate troops as part of the Outer Line of defenses for Drewry's Bluff. Although some segments of the earthworks has been destroyed, the extant areas remain in excellent condition and the remaining elements of the artillery battery, trenches, and gun emplacements are representative of earthworks developed in this area during the Civil War.	Eligible under Criteria A, C, and D	No Adverse	
115	020-5351	Richmond & Petersburg Electric Railway	Chesterfield County	1902	This resource contains the alignment of the regional trolley system. Creation of this line was the direct impetus for large-scale modifications to settlement patterns in central Virginia.	Eligible under Criterion A	No Adverse	
116	020-0013	House, 3619 Thurston Road	Chesterfield County	1913	This resource is a 1.5-story Colonial Revival dwelling with a gambrel roof and flared eaves. It retains a high degree of architectural integrity.	Eligible under Criterion C	No Effect	
117	127-6251	Atlantic Coast Line Railroad Corridor, Richmond and Petersburg Railroad	City of Richmond, Chesterfield County	post 1833	Historic railroad corridor that represents the origins and growth of the railroad industry in the Richmond to Petersburg corridor; reflects the post-Civil War trend of merging smaller operations to provide better service while being more economical	Eligible under Criterion A	No Adverse	

N-S Order	DHR ID	Name/Description	City/County	Date / Time Period	Description	NRHP Eligibility	DHR Effect Determination	Image
118	020-5378	VEPCo Power Transmission Line	Chesterfield County	ca. 1910	The VEPCo Line was built The line was built sometime between 1910 and 1930, likely between 1925 and 1927, providing high-voltage electric power service to the people in the area. It is approximately one mile long, and it is the only remaining portion of the line that once extended from Richmond to Petersburg.	Eligible under Criteria A and C	No Effect	
119	020-0140	Circle Oaks/4510 Centralia Road	Chesterfield County	1840	This resource is a two-story, wood frame single-family dwelling featuring a two-story, wrap around veranda. Property includes a small tenant house (perhaps servant's quarters) and a kitchen. Circle Oaks is the oldest and largest building in the community.	Eligible under Criterion C	No Adverse	
120	020-0552	Centralia Post Office	Chesterfield County	1905	The one-story building was the center of the community of Centralia. It was constructed to face east onto the rail tracks to accommodate rail travelers through this area during the economic boom of the pre-World War I days.	Eligible under Criterion A	No Adverse	

The Virginia SHPO concurs that Lumpkin's Jail/Devil's Half Acre, Burial Ground for Negroes, and the surrounding area do not meet the criteria of a Traditional Culural Property. They also concur that Lumpkin's Jail/Devil's Half Acre is within the APE of the DC2RVA Project (DHR #2014-0666) but Burial Ground for Negroes is not wihtin the APE. The SHPO additionally concurs that the Preferred Alternative for the DC2RVA project will have no adverse effect on the Lumpkin's Jail/Devil's Half Acre site (44HE1053), Grave Yard for Free People of Color and Slaves (site 44HE1203), and Railroad Y.M.C.A. (127-0344-0123). Site 44HE0357 has been removed from the APE.

The project will continue to have an overall adverse effect on historic properties.



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

1/4/19

Date