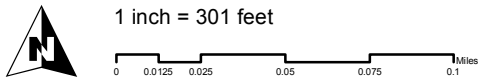
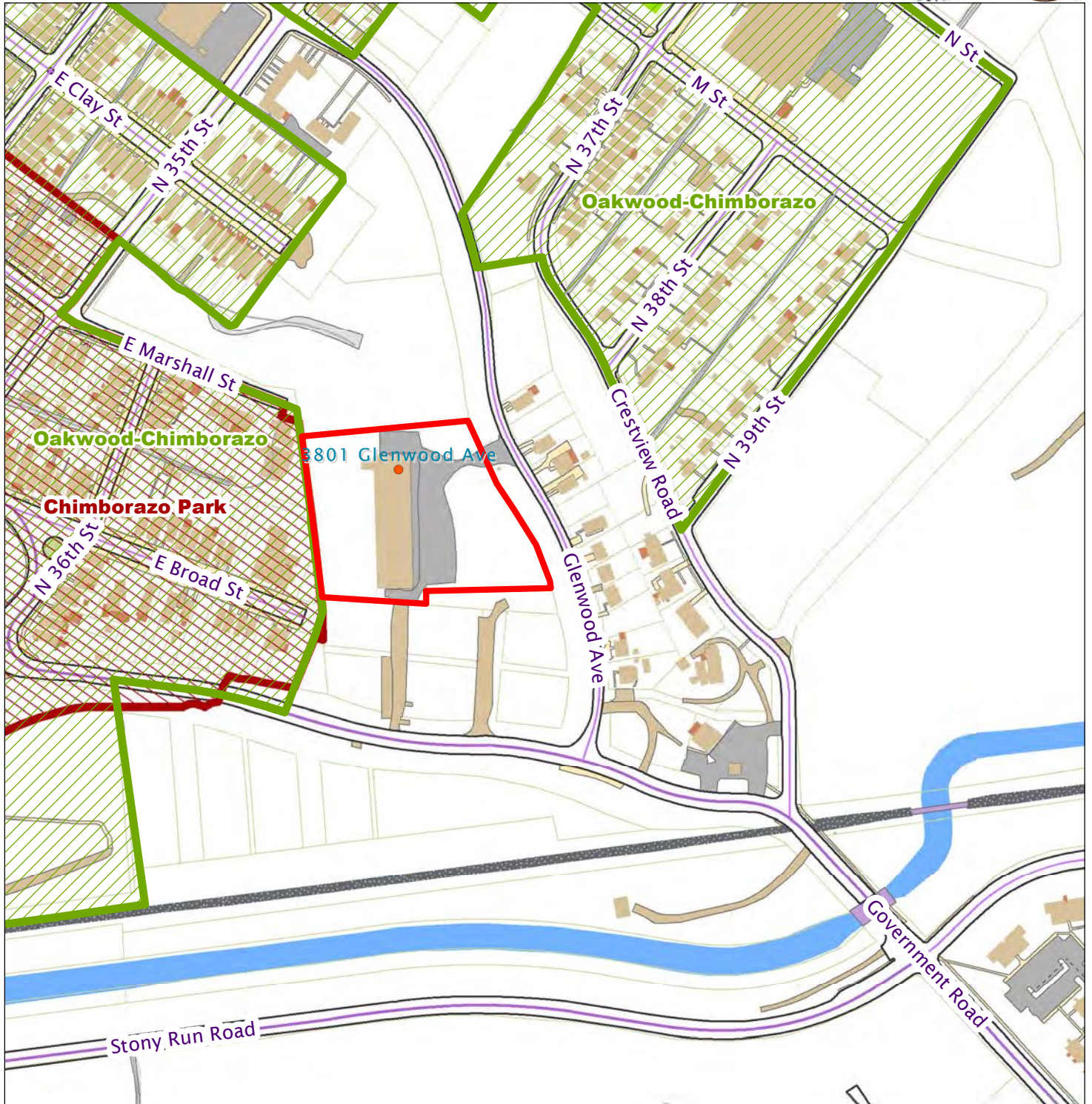


3801 Glenwood Avenue - Section 106 Basemap

City of Richmond, VA




Geographic Information Systems



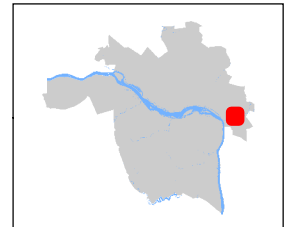
Map printed by chenkm on 2017.07.27.

Disclaimer:
 The City of Richmond assumes no liability either for any errors, omissions, or inaccuracies in the information provided regardless of the cause of such or for any decision made, action taken, or action not taken by the user in reliance upon any maps or information provided herein.

Legend

-  National Register Historic Districts
-  City Old & Historic Districts
-  Potential Historic Areas

Location Reference



*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken on 5-9-2017*



Glenwood Avenue looking SE

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken on 5-9-2017*



Glenwood Avenue looking SW

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken on 5-9-2017*



Glenwood Avenue looking NE

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken on 5-9-2017*



Glenwood Avenue looking NW

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken on 5-9-2017*



Glenwood Avenue, new construction at top of hill beyond, looking W

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken on 5-9-2017*



Entrance to site, looking SE

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken on 5-9-2017*



Retaining Wall at NW corner, looking W

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken on 5-9-2017*



East Elevation, new construction at top of hill beyond, looking SW

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken on 5-9-2017*



East Elevation, looking NW

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken on 5-9-2017*



South Elevation, stairs to trolley line, looking NW

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken on 5-9-2017*



West Elevation, looking NE

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken on 5-9-2017*



Location of trolley line (embankment to west of building) looking N

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken on 5-9-2017*



Location of trolley line, west of building, looking S

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken in 2008*



North Elevation, looking SW

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken in 2008*



Northeast Corner, looking SW

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken in 2008*



SE Corner, looking NW

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken in 2008*



South Elevation, looking NW

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken in 2008*



SW Corner. looking NE

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken in 2008*



Walkway from trolley track to Office on roof, looking NE

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken in 2008*



Roof, looking NW

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken in 2008*



West Elevation, looking SE

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken in 2008*



Stair to trolley track, looking W

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue taken in 2008*



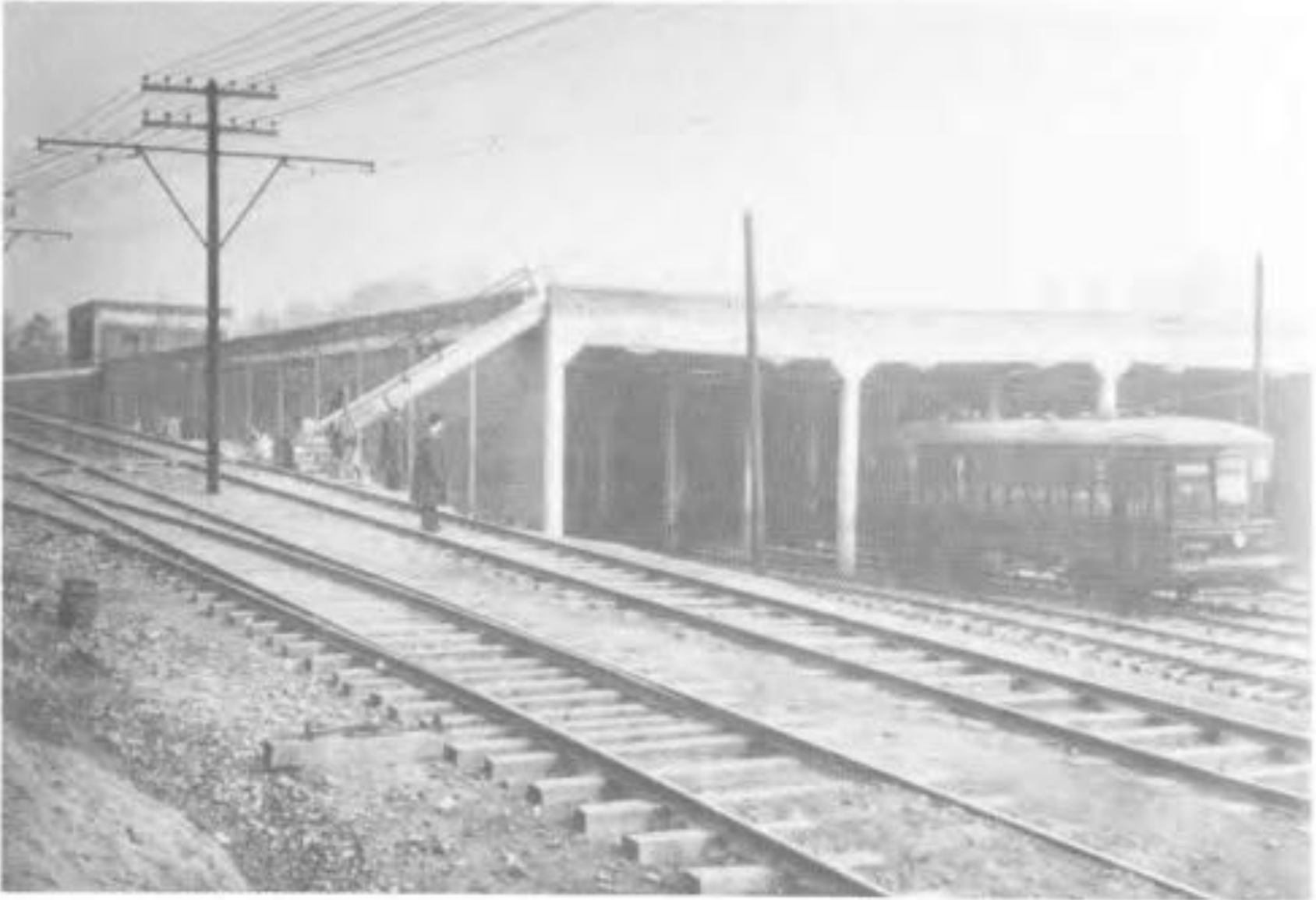
Trolley path (between poles), looking N

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue Historic Images*



Ca. 1925

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue Historic Images*



Ca. 1911

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue Historic Images*



Government Road Crossing, ca. 1925

*City of Richmond Photographic Survey for Undertaking at
3801 Glenwood Avenue Historic Images*



Interior Ca. 1925

DRAFT

REPORT >

Cultural Resource Assessment
Of the Richmond and Henrico Railway Company
Car Barn Property

LOCATION > City of Richmond, Virginia

DATE > MAY 2017

PREPARED FOR >

The Humanities
Foundation, Inc.



Richmond and Henrico Railway Company Car Barn, 1925. Source: VDHR

PREPARED BY >

Dutton + Associates, LLC

Dutton + Associates

CULTURAL RESOURCE SURVEY, PLANNING, AND MANAGEMENT

**PHASE IA CULTURAL RESOURCE ASSESSMENT
OF THE RICHMOND AND HENRICO RAILWAY COMPANY
CAR BARN PROPERTY**

RICHMOND, VIRGINIA

PREPARED FOR:

The Humanities Foundation, Inc.
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Mt. Pleasant, South Carolina 29464

PREPARED BY:

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Midlothian, Virginia 23113

PRINCIPAL INVESTIGATOR:

Robert J. Taylor, Jr., M.A.

MAY 2017

ABSTRACT

In May 2017, Dutton + Associates, LLC (D+A), completed a Phase IA cultural resources assessment of the former Richmond and Henrico Railway Company Car Barn property, in Richmond, Virginia. The study involved a review and summary of known historic and cultural resources in the area, collection of research and historic context data, field inspection of existing conditions, and preparation of a summary report.

The former Richmond and Henrico Railway Company Car Barn property is located at 3801 Glenwood Avenue in the City of Richmond, Virginia. It is situated within the portion of Richmond commonly referred to as Chimborazo. The study area consists of a 3.2-acre property (City of Richmond PIN E0001116035) on the west side of Glenwood Avenue just north of the intersection with Government Road.

The study area was previously surveyed and evaluated in 2008 as part of the preparation of a Virginia Department of Historic Resources (VDHR) Preliminary Information Form (PIF) for the Richmond and Henrico Railway Company Car Barn (VDHR# 127-6270). As part of that effort, the property was subject to intensive level documentation and investigation and a historic context, a statement of significance, and NRHP eligibility were prepared. The PIF noted that the extant building was constructed in 1911 by the Richmond and Henrico Railway Company to serve as a storage and maintenance facility for streetcars. The VDHR reviewed the PIF and determined that the building was potentially eligible for listing in the NRHP for its association to the streetcar history of Richmond.

*Background research has demonstrated that the study area remained undeveloped until the early-twentieth century and before that activity would have been limited to short-term activity leaving minimal to no archaeological signature. When the extant car barn building was constructed in 1911, it is believed a substantial amount of cutting, filling, and grading of the sloped property occurred to construct the building and adjacent trolley line. Such soil movement would have significantly disturbed any earlier archaeological deposits and features if they had existed. The removal of the adjacent trolley rails following the abandonment of the streetcar system in 1949 would have also led to further ground disturbance on the property. **As such, it is D+A's recommendation that there is a low potential for any intact archaeological deposits or features to remain on the property, and no further archaeological investigation of the study area is warranted.***

*The car barn building constructed in 1911 on the property remains extant and previous investigation found it possesses significant associations to the streetcar heritage of Richmond and is eligible for listing in the NRHP. As part of this effort and assessment of the building found that no substantial change to the historical integrity of the building has occurred since the previous determination by VDHR in 2008. This effort also found that the property does not appear to have the potential to contribute to any existing or new historic districts due to physical and historical separation. **As such, it is D+A's recommendation that the car barn building in the study area be treated as an individually NRHP-eligible resource; however no further consideration of adjacent properties or historic districts is warranted.***

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1. INTRODUCTION

In May 2017, Dutton + Associates, LLC (D+A), completed a Phase IA cultural resources assessment of the former Richmond and Henrico Railway Company Car Barn property, in Richmond, Virginia. The study involved a review and summary of known historic and cultural resources in the area, collection of research and historic context data, field inspection of existing conditions, and preparation of a summary report.

The study was undertaken to aid in understanding the prehistoric and historic use and settlement of the study area, along with the types, nature, and extent of the representative resources that may remain. The study is intended to be used as a planning document to aid in the development of appropriate identification, documentation, and treatment strategies for significant historic property that may be present. This study does not comply with Section 106 of the *National Historic Preservation Act of 1966, as amended* (Public Law 89-655), nor does it satisfy any other state or federal compliance requirements. All work was, however, carried out in conformity with the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (Federal Register, Vol. 48, No. 190, 1983) and the VDHR's *Guidelines for Conducting Cultural Resources Survey in Virginia* (Revised October 2011).

D+A Senior Architectural Historian Robert J. Taylor, Jr. M.A. served as Principal Investigator and oversaw the general course of the project and supervised all aspects of the work. He was assisted by D+A Architectural Historian Dara Friedberg M.S., who performed field observations and analysis. Copies of all notes, maps, correspondence, and historical research materials are on file at the D+A main office in Midlothian, Virginia.

STUDY AREA LOCATION

The former Richmond and Henrico Railway Company Car Barn property is located at 3801 Glenwood Avenue in the City of Richmond, Virginia. It is situated within the portion of Richmond commonly referred to as Chimborazo (Figure 1-1). The study area consists of a 3.2-acre property (City of Richmond PIN E0001116035) on the west side of Glenwood Avenue just north of the intersection with Government Road (Figure 1-2).



Figure 1-1: Former Richmond and Henrico Railway Company Car Barn property general location



Figure 1-2: Study area setting. Source: Google Earth 2016

2. METHODOLOGY

The first step in completing this study was to undertake a literature review and background search of previously conducted cultural resource studies covering the area to identify known and documented historic sites and properties. This entailed a search of the VDHR archives, the Virginia Cultural Resource Information System (VCRIS) database, and local repositories. Information gleaned from this search was used in conjunction with additional research in order to gain a thorough understanding of the history of the study area.

Background research was undertaken in traditional state archival repositories including the Virginia Department of Historic Resources, Virginia Historical Society, Library of Virginia, Library of Congress, and assorted online repositories. Materials examined included Mutual Assurance policies, newspaper articles and advertisements, census data, city directories, historic maps and aerials, photographs, journal and magazine articles, and books. All resources were reviewed in an effort to develop an overall understanding of the study area's development and history.

Lastly, a field inspection of the study area was conducted to document the existing conditions in order to provide an assessment of the retention of historic properties, or the likelihood for intact archaeological deposits.

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PREVIOUSLY IDENTIFIED ARCHAEOLOGICAL SITES

VCRIS records reveals that 24 previously recorded archaeological sites are located within 1.0 mile of the study area; none of which are located within or adjacent to the study area (Table 3-1, Figure 3-2). These sites include both prehistoric and historic period resources, and include campsites, domestic, commercial, industrial, and transportation-related components. Of these, four have been determined to be potentially eligible for listing in the NRHP, one has been determined not eligible, and the remaining sites have not been formally evaluated by the VDHR.

Table 3-1: Previously identified archaeological sites located within 1.0 mile of the study area (bold font denotes site has been determined potentially eligible for listing in the NRHP).

VDHR ID#	Site Type	Cultural Designation	Temporal Association	NRHP Status
44CF0461	Mill	Indeterminate	18th Century: 2nd half (1750 - 1799), 19th Century (1800 - 1899)	Not Evaluated
44HE0671	No Data	Indeterminate	18th Century (1700 - 1799), 19th Century (1800 - 1899)	Not Evaluated
44CF0039	No Data	Native American	Woodland (1200 B.C. - 1606 A.D.)	Not Evaluated
44HE0413	Village/Town	No Data		Not Evaluated
44HE0407	Canal lock	Indeterminate	Historic/Unknown	Not Evaluated
44CF0411	Dwelling, single, Well	Indeterminate	18th Century (1700 - 1799), 19th Century (1800 - 1899)	Not Evaluated
44HE0806	Kiln, pottery	Indeterminate	19th Century (1800 - 1899)	Not Evaluated
44HE0236	Other	Indeterminate	19th Century: 2nd half (1850 - 1899)	Not Evaluated
44HE0057	Camp, temporary	Native American	Middle Archaic (6500 - 3001 B.C.), Woodland (1200 B.C. - 1606 A.D.)	DHR Staff: Potentially Eligible
44HE0725	Canal, Wharf	Indeterminate	20th Century (1900 - 1999)	Not Evaluated
44HE0774	Railroad	Indeterminate	19th Century (1800 - 1899), 20th Century (1900 - 1999)	Not Evaluated
44HE1079	Camp, Trash scatter	Native American	Late Archaic (3000 - 1201 B.C.), Woodland (1200 B.C. - 1606 A.D.), 19th Century (1800 - 1899)	DHR Staff: Potentially Eligible
44CF0342	Camp, base	Native American	Woodland (1200 B.C. - 1606 A.D.)	Not Evaluated
44HE0854	Other	Indeterminate	18th Century (1700 - 1799)	Not Evaluated
44HE0058	Camp, temporary, Dwelling, multiple	Native American	Woodland (1200 B.C. - 1606 A.D.), 19th Century: 3rd quarter (1850 - 1874), 20th Century (1900 - 1999)	Not Evaluated
44HE0082	Dwelling, single	Indeterminate	19th Century (1800 - 1899)	Not Evaluated
44HE0433	Other	Indeterminate	Historic/Unknown	Not Evaluated
44HE0997	Hospital, Park, Trash pit	Indeterminate	19th Century (1800 - 1899), 20th Century (1900 - 1999)	Not Evaluated
44HE0592	Kiln, pottery	Indeterminate	Historic/Unknown	Not Evaluated
44HE1081	Camp	Native American	Prehistoric/Unknown (15000 B.C. - 1606 A.D.)	DHR Staff: Potentially Eligible
44HE1080	Dwelling, single	Indeterminate	19th Century (1800 - 1899)	DHR Staff: Potentially Eligible

VDHR ID#	Site Type	Cultural Designation	Temporal Association	NRHP Status
44HE1162	Factory	Indeterminate	19th Century: 2nd half (1850 - 1899), 20th Century (1900 - 1999)	Not Evaluated
44HE1177	Railroad bed	Indeterminate	Reconstruction and Growth (1866 - 1916), World War I to World War II (1917 - 1945)	DHR Staff: Not Eligible
44HE1189	Cemetery, Church, Lithic scatter	Native American	Middle Archaic Period (6500 - 3001 B.C.E), Late Archaic Period (3000 - 1201 B.C.E), Contact Period (1607 - 1750), Colony to Nation (1751 - 1789), Early National Period (1790 - 1829), Antebellum Period (1830 - 1860), Civil War (1861 - 1865), Reconstruction	Not Evaluated



Figure 3-2: Previously identified archeological resources within 1.0 mile of the study area.

PREVIOUSLY IDENTIFIED ARCHITECTURAL RESOURCES

Review of VCRIS records identifies eight previously recorded architectural resources located within 0.25 mile of the project area, including one of which, the Richmond and Henrico Railway Company Car Barn (VDHR# 127-6270), is located within the study area (Table 3-2, Figure 3-3). This resource is discussed further in the next section.

Table 3-2: Previously identified architectural resources located within 0.25 mile of the project area. Bold font denotes resource is listed in or determined eligible for listing in the NRHP. Orange highlight indicates resource is located within the study area

VDHR ID#	Resource Name	Type	NRHP Status
043-0033	Richmond National Battlefield Park (NRHP Listing)	Park	NRHP Listing, VLR Listing
127-0417	Chimborazo Manor (Current), Chimborazo School (Historic)	Dwelling	null
127-0418	East End Junior High School (Historic), Onslow Minnis Middle School (Current)	School	null
127-0821	Oakwood-Chimborazo Historic District (NRHP Listing)	Historic District	NRHP Listing, VLR Listing
127-0878	East End Middle School Sculpture (Descriptive)	Artwork	null
127-6049	Single dwelling, 522 Chimborazo Boulevard (Function/Location)	Dwelling	null
127-6073	Fulton Hill Historic District (Historic/Current)	Historic District	null
127-6270	Commercial Building, 3801 Glenwood Avenue (Function/Location), Richmond and Henrico Railway Company Car Barns (Historic/Current)	Commercial Building	DHR Board Det. Eligible



Figure 3-3: Previously recorded architectural resources within 0.25 mile of the study area.

Of the nearby historic districts, the study area is located in a pocket between the Oakwood-Chimborazo Historic District (VDHR #127-0821) and the Fulton Hill Historic District (VDHR 127-6073) (Figure 3-4). The Oakwood-Chimborazo Historic District encompasses portions of several historic neighborhoods located on the flat plateau between Bloody Run and Gillie Creek. The large district is anchored by Chimborazo Hill and Park to the south and Oakwood Cemetery to the north. The eastern and western boundaries are defined by topography and retention of historic properties. The district contains a mixture of medium-density single dwellings and rowhouses interspersed with small-scale commercial buildings. The district period of significance is from 1820 to 1950. The Fulton Hill Historic District encompasses portions of the neighborhood of the same name. The boundaries are preliminary, and defined by development historically associated with the neighborhood. The study area is situated in a gulley just downhill from the Oakwood-Chimborazo Historic District, and across Gillie Creek from the Fulton Hill Historic District. It is located within a small pocket of property excluded from either district due to its physical separation and lack of contemporary resources.

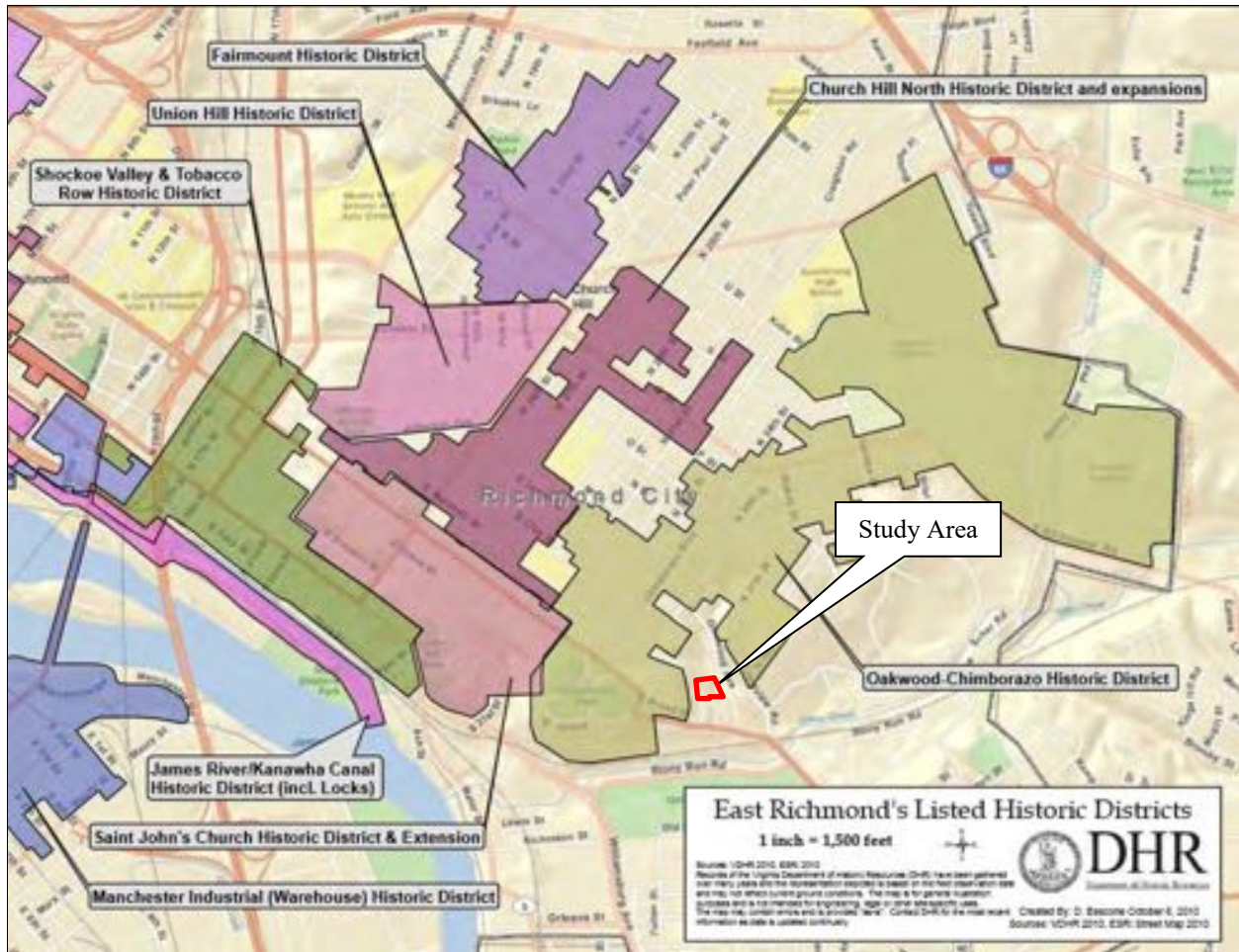


Figure 3-4: East Richmond's listed historic districts. Source: VDHR

PREVIOUSLY IDENTIFIED RESOURCES LOCATED WITHIN THE PROJECT AREA

The study area was previously surveyed and evaluated in 2008 as part of the preparation of a VDHR Preliminary Information Form (PIF) for the Richmond and Henrico Railway Company Car Barn (VDHR# 127-6270) (Figure 3-5). As part of that effort, the property was subject to intensive level documentation and investigation of historic context, and a statement of significance and NRHP eligibility were prepared. The PIF noted that the extant building was constructed in 1911 by the Richmond and Henrico Railway Company to serve as a storage and maintenance facility for streetcars. The VDHR reviewed the PIF and determined that the building is potentially eligible for listing in the NRHP for its association to the streetcar history of Richmond.



Figure 3-5: Previously recorded resources within the study area. Source: VCRIS

4. CULTURAL CONTEXT

The following section provides a brief summary of the general overarching regional prehistoric and historic themes relevant to Virginia, Richmond City, and the Chimborazo area, with a focus on the history and development of the study area. The primary emphasis of this context focuses on the anthropological and material culture trends in prehistory and history, and describing how people throughout time could have left their archaeological mark on the landscape. Prehistoric and historic occupation statistics and trends were analyzed, as were historic maps and available first-hand accounts which aided in establishing the appropriate cultural context for the study area as defined by the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* and the Virginia Department of Historic Resources' *Guidelines for Conducting Historic Resources Survey in Virginia* (VDHR 2011).

PALEOINDIAN PERIOD (PRIOR TO 8000 B.C.)

The Paleoindian Period extends up to 8000 B.C. and is characterized by an ice-age environment. The lower temperatures created a very different environment than that encountered today. Paleoindians survived by opportunistic hunting and gathering. They were seasonally mobile, utilizing different food sources at different times of the year. The paleoindian's scattered settlement pattern, and simple material culture contribute to the limited number of paleoindian sites in the region, fewer than 75 sites have been identified in present-day Virginia and only 25 have been positively identified in the entire Chesapeake (Turner 1989; Dent 1995). Paleoindian sites are often identified by their distinctive projectile points.

Despite the relative dearth of paleoindian sites within Virginia, Henrico and Hanover Counties have a few sites. On the south side of the Chickahominy River, site 44HE0251 had seven paleoindian points as well as remains from later prehistoric periods. Additionally, a paleoindian point was discovered at the Posnik Site (44HE0003), a large multi-component archaic camp on the south side of the Chickahominy River. In Hanover County, a paleoindian site (44HE0251) was found associated with a high-grade chalcedony deposit near the fall line, west of Rockville (Magoon et al. 2007: 10).

ARCHAIC PERIOD (8000 – 1200 B.C.)

The rise of global temperatures eventually led to a more recognizable warmer and dryer climate creating more diverse food sources. To exploit these new resources, archaic people likely intensified their seasonal movement, splitting their time between a semi-permanent base camp, and smaller, dispersed hunting and gathering camps. Archaic people began to use stone technology to produce a larger variety of tools.

The highest concentration of prehistoric sites in Henrico County dating to the Archaic Period are along primary drainage systems. Sites in Henrico near Richmond include 44HE0062, 44HE0084, 44HE0493, 44HE1016, 44HE1029, 44HE0674, 44HE0792, and 44HE0798 (Magoon et al. 2007: 11). It should be noted that prehistoric sites that consist of lithic debitage, no diagnostic artifacts, and an absence of ceramic artifacts likely date to the Archaic Period. These

sites are described in the records as “Prehistoric/Unknown,” however they are most likely to date to this period despite not having a specific temporal designation.

WOODLAND PERIOD (1200 B.C. – 1600 A.D.)

Horticulture activity, along with the development of ceramics, and a dense, increasingly-stratified social structure differentiate the Woodland Period from previous ones. Chiefdom-level societies began to form in coastal Virginia during this time. The Powhatan Chiefdom expanded from a core of six to nine districts in the mid- to late sixteenth century to eventually encompass the coastal portion of the James and York River Valleys. This vast area is indicated on John Smith’s map of Virginia in 1610 (Figure 4-1). A number of these fortified villages occupied high ground near rivers and major tributaries while small seasonal camps and satellite camps were along smaller streams in the interior. The site of Powhatan Town (043-01721; 44HE0413) is located southeast of Richmond. Other important late woodland sites are near the confluence of the James and Chickahominy Rivers (44JC0308), along the Appomattox River (44PG0004 and 44CF0014), on the floodplain of the James River (44PG0302, 44PG0307, and 44HE0493), and the outer Piedmont and fall zone (44GO0030) (Magoon et al. 2007: 18-20).

SETTLEMENT TO SOCIETY (1607 – 1750)

At the time of European contact, the area encompassing Richmond was occupied by the Algonquian-speaking people, the Powhatans and Arrohattecks, both under the control of the ruler Wahunsunacaugh, better known as Chief Powhatan (Magoon 2007: 20). In the early seventeenth century, these people occupied the shorelines of the major rivers east of the fall line (Tyler-McGraw 1994: 11). Land near the falls was an ideal location for a village. Investigations reveal that the King’s Village of Powhatan likely stood in the vicinity of Fulton Bottom or Tree Hill Farm with approximately 50 warriors and the King’s Village of Arrohatteck was likely near Osborne’s Landing, about 3 miles below Wilton, with approximately 60 fighting men (Magoon 2007: 20) (Figure 4-1). The Village of Powhatan served as the western limit to the Powhatan Chiefdom; west of the falls was occupied by the Monacans (Mouer 1992: 71).

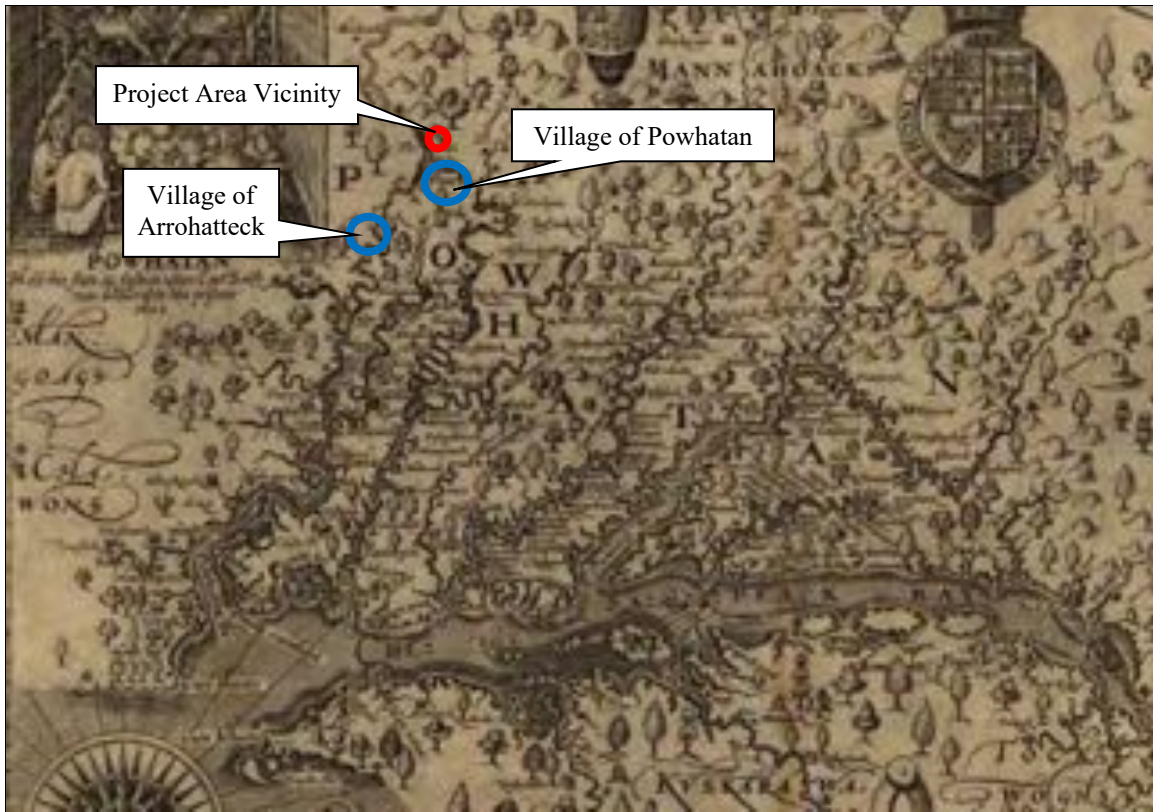


Figure 4-1: Detail of *Virginia, Discovered and Discribed*, by John Smith in 1610, showing the vicinity of the study area in the vast land under control of the Powhatan. Source: Library of Congress

In May 1607, Capt. Christopher Newport led an expedition up the James River and upon reaching the falls he erected a cross on one of the small islands in the middle of the river at the approximate location of present-day Richmond's downtown. On their journey to and from erecting this cross, the explorers stayed at Powhatan Village which was described as twelve houses "pleasantly seated on a hill" (Dabney 1992: 2). Between the hill and the river was a plain covered with "wheate, beane, peaze, tobacco, pompions, gourdes, Hempe, flaxe &c [sic]" (Dabney 1992: 2). According to Daniel Mouer, "the Gilly's Creek Valley and surrounding margins were undoubtedly loci of Indian house, gardens, fishweirs, and graveyards for many centuries before English settlement" (Mouer 1992: 72).

In 1609, the first permanent settlement in the vicinity of the future Richmond began in the district that would become known as Rocketts. Later that year, Capt. John Smith purchased the tract of land with the Powhatan village from the Native Americans. This tract was located about three miles from the initial settlement. Smith named it "Nonesuch" for its unparalleled beauty and attempted to establish a small garrison. Perpetual attacks by the local Native Americans, however, forced abandonment of the land and the English took up residence along the river, probably in present-day Fulton Bottom, for a short time before returning back to Jamestown (Mouer 1992: 71). Despite the hardships endured, the English continued to attempt a permanent settlement along the James River. The village of Henricus was established in 1611 followed by Henrico County which encompassed 11 present-day counties (HCHS n.d.).

Soon after the founding of Henricus, a wealthy English businessman and investor named John Rolfe claimed a large plantation just east of the town to grow tobacco for the purpose of undercutting the high Spanish prices. He became one of the earliest tobacco growers in the colony on his plantation known as Varina. It was here that Rolfe later married and lived with Pocahontas, the daughter of Chief Powhatan (HCHS n.d.).

This union helped ease the tensions that continued to simmer between the local native tribes and the English; however the peace was short lived and in 1622 the tribes staged a massive coordinated attack against villages and plantations throughout the colony. Despite these adverse conditions, the Virginia Company continued to order settlers to re-occupy abandoned land for fear of losing their investment in the colony. People clustered initially along rivers and navigable creeks, then moved inland as the most desirable land was exhausted (Moore 1976). Tobacco and its subsequent profits determined the pattern of nearly every aspect of early life in Virginia, encompassing the economy, the cultural landscape, and social relations (Kulikoff 1986; Moore 1976).

On April 18, 1644, the natives of the Powhatan Confederacy made another attempt to drive the colonists back east. The colonists responded by erecting forts at the fall lines of the major rivers, including Fort Charles at the falls of the James River. A year later, however, a peace treaty was made with the Indians which helped to quell the violence (Hening 1809-1823).

In the spring of 1656 the Native Americans and English formed an uneasy alliance. An aggressive band of Native Americans, the Rickohockans (also seen as Rechahecrean and Rechacbeck), who were possibly members of the Cherokees, Senecas, or Monacans, moved east from the Piedmont and settled on the north side of the James River. Virginia's General Assembly passed an act enabling Col. Edward Hill, Speaker of the House of Burgesses, to recruit men and create an alliance with local tribes to remove the Rickohockans from the region. With Col. Hill, Chief Totopotomoi of the Pamunkey Tribe attempted peaceful persuasions. When non-violent attempts failed, a horrific battle ensued in the vicinity of the 200 and 300 blocks of present-day N. 30th Street. The voracity of the fighting was so intense it would cause the natural spring in the area to be named Bloody Run. Col. Hill prematurely withdrew his troops and abandoned the allied Pamunkey fighters, most of whom were killed including Chief Totopotomoi (Noel 2014). The study area lies southeast of the presumed battleground; later maps depict the battle ground and Bloody Run.

Between 1659 and 1663 Thomas Stegg, Jr acquired 1,800 acres on the south side of the James River, on which his home "Falls Plantation" stood, and 1,280 acres on the north side of the river (James et al. 2007: 14). The study area lies within his large landholdings. It appears that the rough topography of "steep hills and rocky ravines" led him to abandon his land on the north side of the James River (Mouer 1992: 80). Following his death in 1671, Stegg's nephew William Byrd inherited the land. Byrd established a trading post at the fall line and increased his landholdings to 26,000 acres (TCC 1989). In 1702, William Byrd I sold 100 acres to Gilly Gromarrin who lends his name to Gillie Creek, south of the study area. It appears that a large portion of the study area was part of this sale (Bates n.d.).

As population slowly increased in Virginia and the western frontier shifted farther west, settlers cleared uplands and drained wetlands for tobacco cultivation (James et al. 2007: 15). The early-eighteenth century landscape along the James River was a haphazard assortment of worn and working tobacco fields and frame dwellings; small villages began to form around tobacco warehouses (Tyler-McGraw 1994: 35).

The Warehouse Act of 1730 designated the falls of the James River as a required location for a tobacco inspection station. This increased the importance of the area and Byrd built a tobacco warehouse. By 1730, Robert Rocketts established a ferry near the confluence of Gillie Creek and the James River, across from Falls Plantation and just downstream from the James River falls. (James et al. 2007: 15). This area became known as Rocketts Landing.

Seeing the potential of his land flanking the fall line of the river, Col. William Byrd II had a town laid out in 1737 (Figure 4-2). The land that Byrd chose for the town was reasonably flat and extended along the uppermost tidal section of the James River, east of Shockoe Creek. The early topography of Richmond rose sharply east of the town. Even as most of the town's homes and activities were down near the river bank, the town's first church, St. John's Church, was erected on the hill to its east in 1741 (Scott 1950: 29). The study area is approximately one mile east of the church.

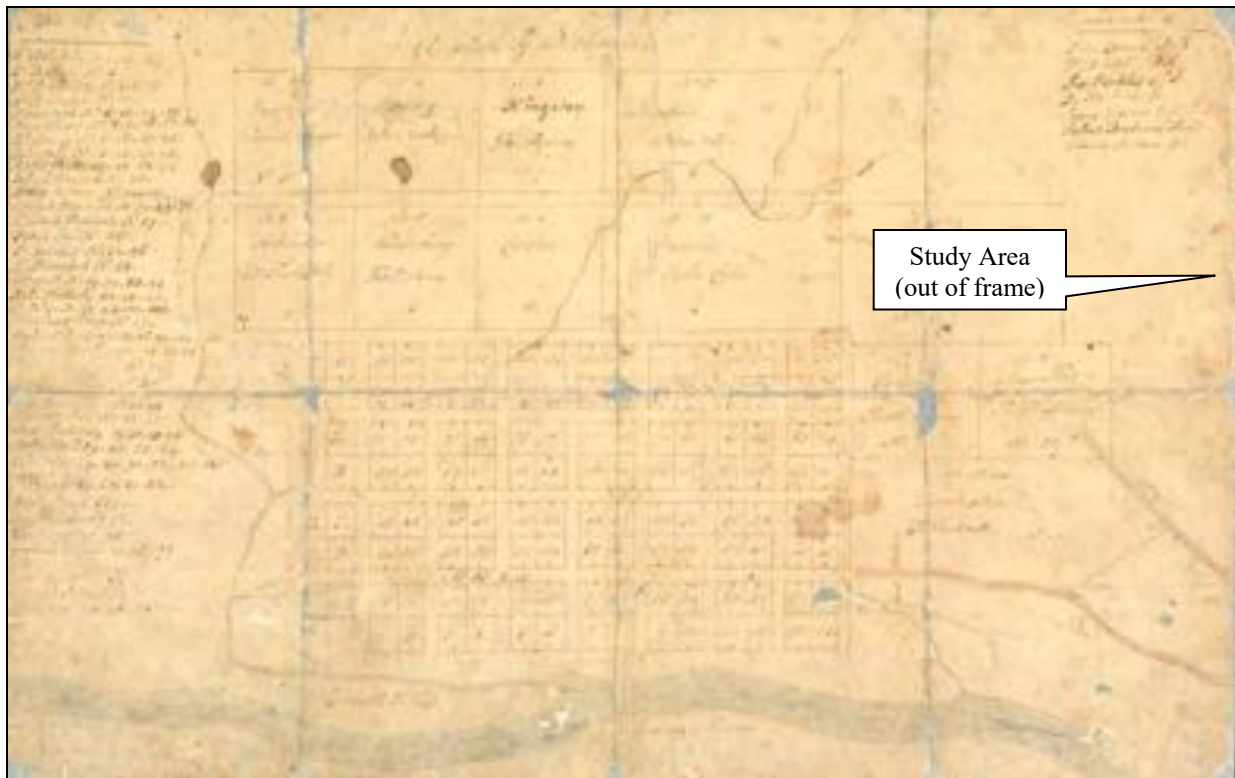


Figure 4-2: *A Plan of Richmond, 1737*. As drawn by Major William Mayo. Source: Library of Virginia

Closer to the study area, a small settlement developed around Gillie Creek and Rockett's ferry; this was outside of the original boundaries of Richmond which extended as far east as present-day 25th Street. As the town of Richmond grew, Rocketts became a bustling port town itself. The study area was situated between and to the rear (further inland) of the two towns.

COLONY TO NATION (1750 – 1789)

In 1751, when Joshua Fry and Peter Jefferson first published their well-known map of the most inhabited parts of Virginia, they depicted Richmond as a settled town between Shockoe Creek to the west and Gilley's [sic] Creek to the east (Figure 4-3). By 1752, the early success of Richmond was exemplified by its selection as the seat of Henrico County, replacing the earlier location at Varina. A courthouse was then constructed on what is now 22nd Street, just north of Main Street.

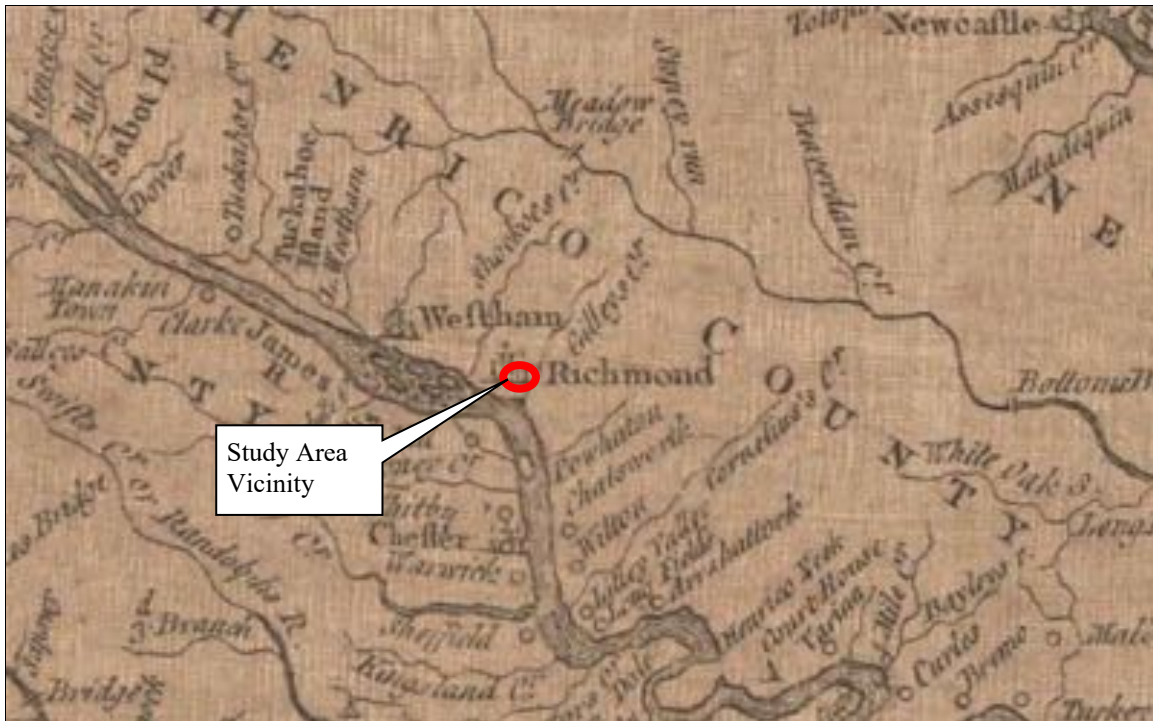


Figure 4-3: Detail of *A map of the most inhabited part of Virginia*, by Joshua Fry and Peter Jefferson in 1751, depicting study area. Source: Library of Congress

In anticipation of the city growing, a few individuals began purchasing land east of the original town limits. Col. Richard Adams bought land north and east of Church Hill; Thomas Rutherford owned large tracts to the south, west, and north, and Christopher Walthall, James Malone, and Samuel Pleasants owned large tracts east of 34th Street (Chen 2003: 149).

Rocketts Landing and Richmond were nearly destroyed in May 1771 when the James River flooded, destroying buildings and tobacco alike and demonstrating the fragility of the community and the strength of the waterways at the time (Christian 1912: 12; TCC 1989). This flood may have spurred those with the means to move to higher land in the late eighteenth and early nineteenth centuries leaving the low-lying land of Rocketts Landing to stores, warehouses, and tenements (Mouer 1992: 74). Richmond, especially Rocketts, at this time was described as a crudely made “shabby looking village of log houses, with wooden chimneys” (quoted in TCC 1989).

Upon moving to Richmond in 1779, Mrs. Edward Carrington described it thusly:

It is indeed a lovely situation, and may at some future period be a great city, but at present it will afford scarce one comfort of life. With the exception of two or three families, this little town is made up of Scotch factors, who inhabit small tenements from the river to the hill, some of which looking – as Colonel Marshall [afterward Judge Marshall] observes – as if the poor Caledonians had brought them over on their backs, the weaker of whom were glad to stop at the bottom of the hill; others a little stronger proceeded higher; while a few of the stoutest and boldest reached the summit, which, once accomplished, affords a situation beautiful and picturesque. One of these hardy Scots has thought proper to vacate his little dwelling on the hill; and though our whole family can scarcely stand up all together in it, my father has determined to rent it as the only decent tenement on the hill (Scott 1941: 2).

Settlement in the vicinity of St. John’s Church was extremely slow, due to difficulty in scaling the ungraded slopes surrounding the hill in the early days, and to the natural growth of the city to the west (VHLCS 1970). Even with the sparse population on Church Hill, it gained fame throughout the colonies in 1775. During the Second Virginia Convention, which took place at St. John’s Church, delegate Patrick Henry presented resolutions to raise a militia. He closed his fiery speech with the words “Give me liberty, or give me death”. The colony’s capital was relocated from Williamsburg to Richmond in 1780.

At the onset of the American Revolution, Richmond had a population of approximately 1,800 citizens, half of whom were slaves. With the coming of the war, many of the men in town did their patriotic duty by enlisting and leaving Richmond. In this weakened state, the war came to the town in January 1781 when British Brig. Gen. Benedict Arnold sailed up the James River. Arnold and his troops encamped at the Ropewalk in Rocketts Landing (Mouer 1992: 76). From there he marched his troops into the city and burned many of its public and private buildings, as well as a large quantity of tobacco. A 1781 map of the incident depicts the study area on Chimborazo Hill just north and west of Gillie Creek (Figure 4-4).



Figure 4-4: *Skirmish at Richmond Jan: 5th, 1781*, by Lt. Col. J.G. Simcoe in 1787, depicting the study area and the nearby military units. Source: Boston Public Library

The site chosen for the new capitol building was on Shockoe Hill, west of Shockoe Creek. This decision would have lasting impacts on the development of the town as it immediately began to pull development to the west. In addition to the presence of the capital, a transportation project undertaken in the 1780s would contribute to Richmond's importance in the region. This major infrastructure project was the construction of a canal on the north side of the river leading past the fall line; a massive undertaking first conceived of by George Washington that would connect to a larger system of canals and eventually meet the Ohio River.

With increasing development in the new capital came excessive silting of the James River at the confluence of Shockoe Creek making it difficult for ships to reach Shockoe Landing and the tobacco warehouses there. In 1781, Virginia's House of Delegates petitioned to establish a tobacco inspection station further down the James River at Rocketts Landing. This area proved to be the best place for oceangoing vessels to dock, just downstream from the developing Kanawha Canal (Gottlieb 2005: 39). As such, the City of Richmond annexed Rocketts Landing, in 1780 (ArcGIS 2011). The eastern border of the annexed area roughly followed Bloody Run, leaving the study area still outside municipal limits.

Prior to this time, the land around the new town of Richmond were the domains of middling and large plantations (Mouer 1992: 73). As trade and population of the region grew, large landowners subdivided their land into half acre parcels and the area continued to transition away from the plantation economy (Gottlieb 2005: 39). The City of Richmond was officially incorporated in 1782.

EARLY NATIONAL PERIOD (1789 – 1830)

Prior to the revolution, England generally discouraged the manufacturing of goods in the colonies, seeing them simply as a source of raw materials (TCC 1989). In the years following it, however, the situation changed dramatically. By 1794, the canal through Richmond had been completed to the point of removing the difficulty of passing the rapids and by 1822, the Richmond Dock, a long wooden lock extending between 14th Street and the navigation at Rocketts Landing at approximately 27th Street, was in operation (Christian 1912: 41; TCC 1989). The completion of the canal in addition to the abundant water power of the falls helped Richmond grow as an important commercial center. Though tobacco continued to form the backbone of its economy, other industries opened. By the early nineteenth century, the region surrounding Richmond began to flourish and expand and the city's population more than doubled between 1790 and 1800 (from 2,000 to 5,700 residents) (USCB).

The fledgling community around Rocketts Landing grew as a transition point between plantation society and the area's emergence as a multicultural mercantile center (Gottlieb 2005: 37). And Richmond also began to grow on the industrial and manufacturing front with Shockoe Valley becoming even more of an industrial core to Richmond fueled by the abundant waterpower of the falls and its long and accessible river frontage. The new canal system greatly influenced and is responsible for the growth of Richmond as a major tobacco center. The canal's heyday stretched from the 1820s through the 1850s (during which time it was reorganized as the James River and Kanawha Canal), which coincided with the rise of tobacco farming in the Piedmont area of Virginia which the canal served.

Topography was one of the largest impediments to the development of Richmond and its early topography has little association with what is seen today. In 1808, President John Tyler remembered Richmond as "untamed and unbroken [and that] almost inaccessible heights and deep ravines everywhere prevailed" (quoted in Potterfield 2009: 45). In fact grading the surface of the town was one of the first tasks of improving its infrastructure. This leveling began in the late eighteenth century and continued into the twentieth century (Potterfield 2009: 45-46). It appears that by 1796, there were houses on the bluff presently known as Libby Hill, a rise to the west of the study area. Likewise, on Church Hill sparse development was occurring in the late eighteenth and early nineteenth centuries (Scott 1950). However, the topography of Chimborazo Hill and Gillie Creek below completely restricted development near the study area. An 1817 map shows the area as part of unsubdivided or developed properties owned by William Banks (Figure 4-5).

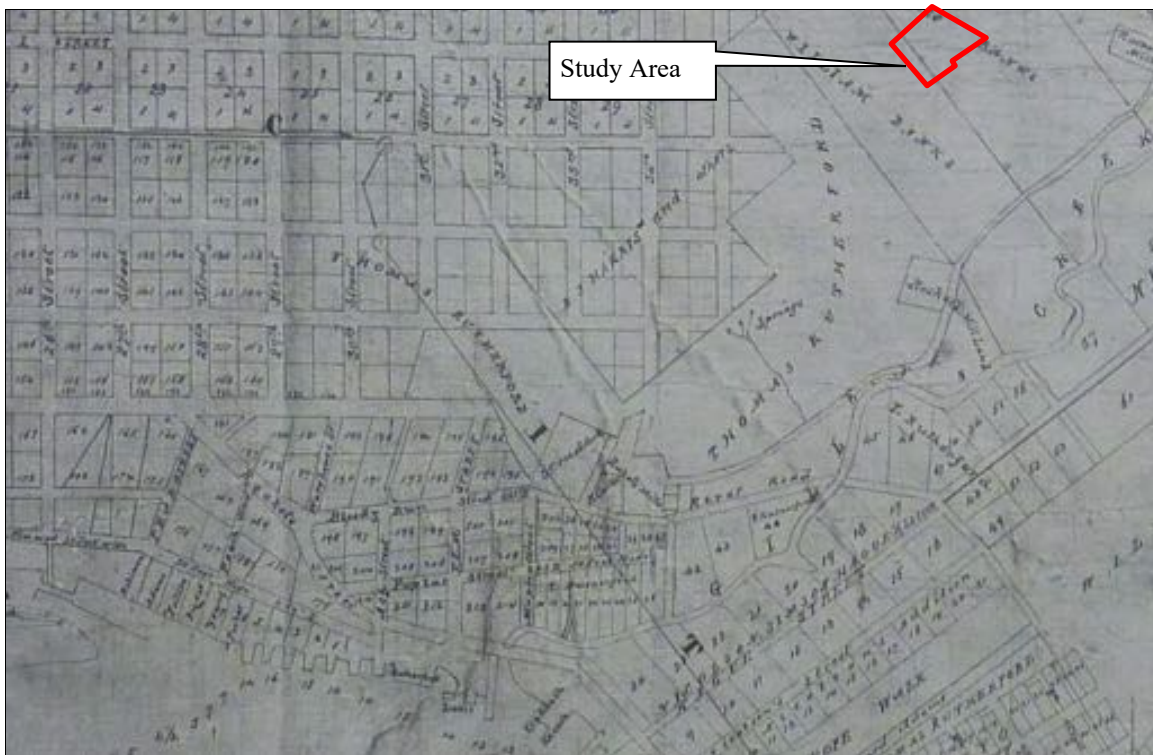


Figure 4-5: Detail of *Map of the City of Richmond*, by Young in 1817, depicting the project area.
Source: Library of Virginia

ANTEBELLUM PERIOD (1830 – 1860)

By the mid-nineteenth century, Richmond had achieved the commercial growth and industrial production it had sought and as the antebellum period approached, the city was flourishing. This prosperity drew in more northern workers, European immigrants, and hired-out slaves and was further stimulated by transportation and infrastructure developments, particularly the opening of several railroads serving the city (Tyler-McGraw 1994: 105).

The Richmond, Fredericksburg, and Potomac Railroad was chartered in 1834 to run between Richmond and Fredericksburg and the Potomac River and had its first train run in Richmond in 1836 (Sanford 1975: 70). The Richmond and Petersburg Railroad was chartered in 1836 and began construction in 1838. The Louisa Railroad, chartered in 1835 in Louisa County, entered Richmond in 1851 as the Virginia Central Railroad. The Richmond and Danville Railroad was chartered in 1848 and completed in 1856. The Richmond and York River Railroad, chartered in 1853 and completed in 1859, connected Richmond with the deep water port at West Point (Bowels n.d.).

Another major improvement taken on by the city was the wide scale introduction of gas. On November 29, 1849, Richmond adopted an ordinance to create a “Committee on Light” tasked to construct “suitable works for the manufacture and distribution of carbureted hydrogen gas from bituminous coal for the purpose of illumination through the streets, lanes, and alleys of the city” (quoted in Eastman 2008: 10). The first site of the gas works was on Cary Street between 15th and 16th Streets and operations began in 1851. The use of gas quickly became popular and a

larger plant was almost immediately required. Space limitations on Cary Street, and possibly the smell associated with the production of gas, led to the city purchasing a new site at Rocketts Landing in 1853; production there began in 1856 (Eastman 2008: 10). The Gas Works sat near the confluence of the James River and Gillie Creek, just downhill from the study area. On the Gas Works site, new structures were frequently built to replace older and possibly outdated structures and to keep pace with the rapidly changing gas manufacturing technology (UVA 2011).

As a result of these major improvements, industry and agriculture within Richmond and the surrounding region flourished. By 1858, there were 91 manufacturing establishments in the city which employed 11,811 people and produced \$19,488,896 worth of products. The tobacco industry was, by far, the most important, making up more than half of these numbers, followed by flour milling and thirdly the iron industry (Sanford 1975: 46).

The topography east of Shockoe Valley continued to restrict development. By the mid-nineteenth century, there was only one house in the vicinity of Chimborazo Hill, which had been named for Mount Chimborazo in Ecuador which had been explored by Alexander Humboldt around 1802 (NPS n.d.). This was the house of Richard Laughton. As evidenced by the 1848 map, the topography in the study area on the downhill and back side of Chimborazo prohibited development (Figure 4-6). The primary east-west streets, including Broad, Grace, Franklin, did not span the ravine to reach Chimborazo Hill and Main Street curved south around the hill.



Figure 4-6: Detail of Morgan's 1848 *Plan of Richmond* map depicting the project area. Source: Library of Virginia

CIVIL WAR (1861 – 1865)

On April 16, 1861, Virginia voted to secede from the Union. With Richmond being the capital of the Confederacy and its easy access by transportation, the city played an important role in the Civil War but did not directly witness any battles. On the April 22, Robert E. Lee accepted the post of major general commanding the Virginia forces. With its centralized location, young men began to arrive in Richmond to train under General Lee (Chen 2003: 149). Confederate use of Chimborazo Hill began as an encampment for troops. “All trains brought troops from some part of Virginia or from other Southern states, who were marched to the camps – one at the Fair Grounds..., one at Howard’s Grove..., one on Chimborazo Hill” (quoted in Green 1999: 57). Chimborazo specifically held the Richmond Howitzers and it also functioned as a prison for captured Union soldiers (Noel 2015). It would quickly transition to a hospital site.

At the establishment of the Confederacy in February 1861 at the Montgomery Convention, the South had no existing medical department; the Confederate Congress passed an act creating the Confederate Army Medical Department on February 26, 1861 (Green 1999: 44, 46). Richmond would become the medical center of the Confederacy. With the city’s “proximity to all the fighting in the east, more than 60 per cent of the Confederate wounded passed through its hospitals”; it was the largest city in the southeast, the Confederate capital, and a transportation hub (Green 1999: 51-52)

Chimborazo Hill would prove to be ideal for hospital purposes. It was on an elevated plateau of some forty acres. The “residential street on Church Hill did not extend eastward beyond the wide ravine of Bloody Run Gully” (quoted in Green 1999: 58). This topography allowed it to easily function as a secluded village and Dr. James B. McCaw chose this site to become the “hospital on the hill”, as it became nicknamed (Noel 2015; Green 1999: 58).

Before becoming the site of the hospital, only two buildings were located on the hill: a large house owned by Richard Laughton and a small office building. The Laughton House would serve as the hospital’s main headquarters (Green 1999: 58-59). The forty-acre complex was organized around five hospitals for each state represented (Virginia, North Carolina, South Carolina, Alabama, and Georgia) (Chen 2003: 150). Each hospital had thirty wards. These buildings were one-story, measuring eighty- by twenty-eight feet long with seven-foot tall sides; they were likely of balloon frame construction. The wards were built in rows and positioned so that the wind, which normally blew from the northwest to the southeast, would blow through the windows and doors for maximum ventilation. Several of the outside wards were built with a deviation from the rectangular arrangement because of their proximity to the edge of the hill, which dropped off sharply into Bloody Run (Green 1999: 60, 62). An 1862 map of the area showing the hospital depicts the study area as being undeveloped hillside, just down slope from a cluster of four hospital buildings (Figure 4-7).



Figure 4-7: Detail of Michler's *Richmond* depicting the project area. The temporary development of Chimborazo Hill itself occurred during the Civil War. Source: Library of Congress

In addition to the wards and hospital buildings, there were 100 Sibley tents, five soup-houses, a bakery, a bathhouse (supplied by water from Bloody Run), a brewery, and five icehouses (Chen 2003: 150; Noel 2014). Seven thousand to 10,000 loaves of bread were baked daily, and up to 400 kegs of beer brewed; natural caves along the side of the hill were adapted and used to keep the beer (Chen 2003: 150; NPS 2016).

The first patients were admitted in October 1861 and Chimborazo Hospital treated 76,000 patients; it was the largest military hospital in the world. As the war continued and Chimborazo's capabilities reached its limits, two nearby large hospitals helped alleviate the situation: Winder Hospital, on Cary Street at the western end of Richmond, and Howard's Grove, northeast of Richmond on Mechanicsville Turnpike (Green 1999: 69-70).

As the war reached its closing, Chimborazo Hospital and its sister institutions were in dire straits with a critical lack of supplies. By the end of March 1865, medical department officials were aware of the imminent surrender of Richmond and doctors were ordered to transfer all able patients to hospitals outside of the area. To defend Richmond all attendants and remaining patients were assigned to standby battalions (Green 1999: 319, 321, 322). In April 1865, General Robert E. Lee reported to President Jefferson Davis that he could no longer hold the line in Petersburg to the south and that the government should abandon Richmond. In the wake of the retreat, several stores of armament, cotton, tobacco, and other supplies, as well as the Navy Yard

at Rocketts Landing, were burned to prevent their capture by the Union army, however the flames spread and by the time they were extinguished, a substantial portion of the city lay in ruins. The City surrendered on April 3, 1865. Chimborazo Hospital was soon occupied by Federals and the facilities were cleared out, patients being removed to Jackson Hospital.

RECONSTRUCTION AND GROWTH (1865 – 1917)

Unlike many areas of Virginia, Richmond escaped much of the destruction caused by the war, its worst being from the evacuation fire. During the Civil War the city had gained in population and in industrial capacity. These factors promoted a quick recovery during Reconstruction compared to other cities in the south (Tyler-McGraw 1994: 172).

Within weeks of the surrender at Appomattox, Chimborazo Hospital and its buildings were turned over to the Bureau of Refugees, Freedmen, and Abandoned Lands (the Freedmen's Bureau). The facility would come to provide aid and education to newly freed slaves (Chen 2003: 151). By early 1866 it had become a refugee camp with its buildings housing over 1,500 former slaves (Green 1999: 329). In 1867, a large area around Richmond was annexed, and Broad Street and streets to its north were extended across the Bloody Run ravine to link to this area. The study area, on the opposing side of Chimborazo Hill, remained just outside of City limits at this time (Figure 4-8).



Figure 4-8: Detail of *Richmond and Manchester, Virginia* Depicting 1867 Annexation. Source: Library of Virginia

At that time, the property remained presumably undeveloped and owned by Samuel M. Pleasants, a wealthy landowner with additional holdings in the area (Figure 4-9).

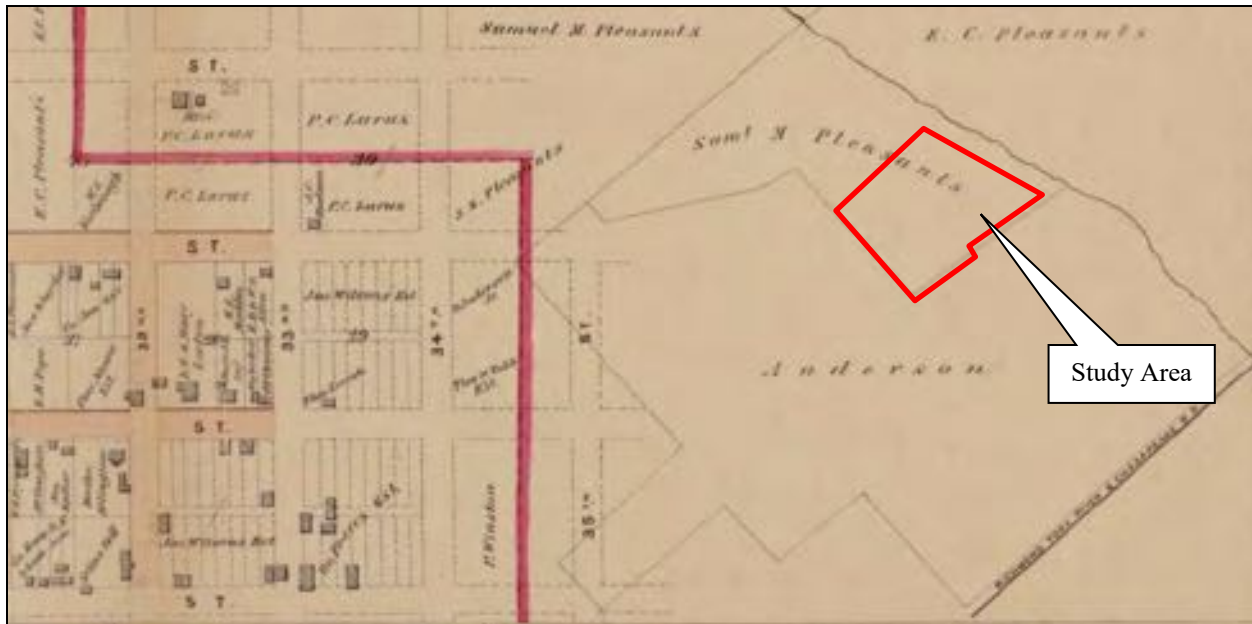


Figure 4-9: Detail of *Illustrated Atlas of the City of Richmond, VA*, by F.W. Beers in 1877. Source: Library of Congress

In 1874, the City of Richmond began acquiring property for a park in the eastern part of the city that included the old Chimborazo hospital site. City Engineer Wilfred Emory Cutshaw designed Chimborazo Park with a naturalistic aesthetic by integrating walking paths into the topography (UVA 2011).

In 1887, Chimborazo Park was described as “a park equal in beauty of elevation and perspective to any certainly in this part of the country” (“Cemetery Road” 1887) (Figure 4-10). The park had a bandstand for concerts, a pavilion for refreshments, and gorgeous views. Unfortunately, the Gas Works operating at the base of the hill emitted “disagreeable odors” and the park did not become that popular (UVA 2011). The park served as a conduit between Church Hill and Fulton Bottom and by 1900, a road connected Chimborazo to Fulton; a brick path extended from this road to the gas works (UVA 2011). At the end of the nineteenth century, a new trolley line along Broad Street was extended to draw people to Chimborazo Park (Green 199: 330; *Trolley Rides* n.d.). It appears that visitation to the park did not increase sufficiently and in 1909 the city turned the park over to the federal government for use as a Weather Bureau Station (Green 1999: 330).

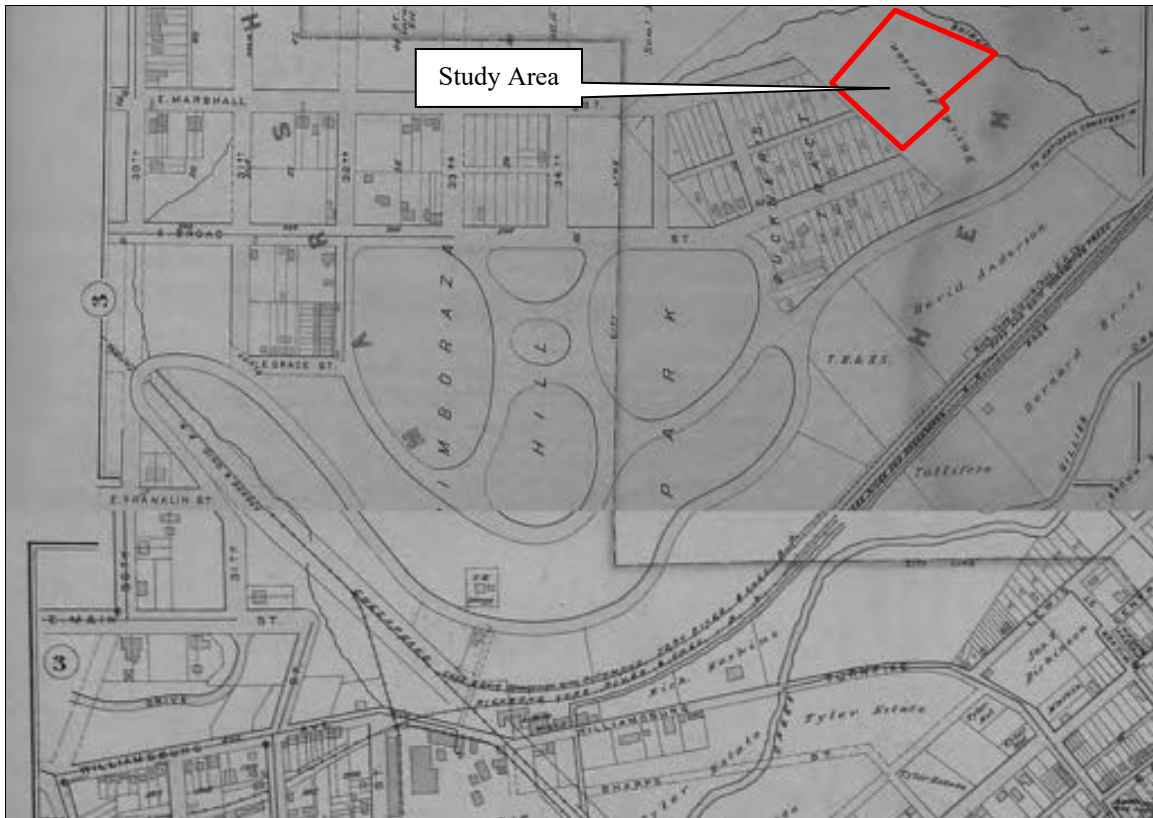


Figure 4-10: Detail of Baist's 1889 *Atlas of the City of Richmond* depicting the project area. Source: Library of Virginia

Although it was unsuccessful at increasing attendance to Chimborazo Park, the trolley system played a large role in the continuing development of the city's east end in the late-nineteenth and early-twentieth century. The earliest development was concentrated along Broad Street served by the trolley. Most of these homes were large and well detailed sitting on sizeable lots, owned by the wealthy (Huffstutler 2014). However, as the trolley gained in popularity and promoted suburban expansion, many of the large tracts of land in the area began to be subdivided into speculative buildings lots. As owners of large tracts of land began to subdivide the parcels, the eastern edge of Richmond, and particularly the area north of Chimborazo Hill began to see measured growth of moderate size homes and townhouses on densely developed streets (Chen 2003: 149). As such, the trolley line was largely responsible for the migration to the east of the emergent white middle class.

While Richmond was not the first city to experiment with the electric trolley, it was the first city in the United States to have a financially viable electric trolley system. In 1887, the Richmond Union and Passenger Railway Company made its first run from Church Hill to the new reservoir, Byrd Park. Following this successful journey, the number of small companies and lines proliferated in the 1890s until a number of them merged in 1900 to form the Richmond Passenger and Power Company (RP&P). In 1902, the RP&P split into two companies. The RP&P continued to operate all of the Richmond city lines while the newly formed Virginia Passenger and Power Company (VP&P) operated the lines outside of the city, including those in Manchester, Henrico and Chesterfield. The other major trolley line in the city was the Richmond Traction Company (RTC), established in 1895. The RTC operated lines in east Richmond on

Broad Street from Robinson to 34th streets with additional lines to Oakwood and Hollywood cemeteries. The RTC had major carbarns at Cary and Robinson streets and near Oakwood Cemetery in the city's east end (Chen 2003).

Another trolley company that emerged around this time was the Citizen's Rapid Transit Company, established in 1902. In 1906, an outgrowth of the company was created as the Richmond and Henrico Railway (RHR) Company. The RHR was established with the mission of providing a "high-speed" route crossing the city of Richmond and connecting Brook Road to Fulton in Henrico county to the east. The route began at Brook Road next to Bacon's Quarter Branch (the northern city limits), ran along Baker Street to 5th, then on Broad to 11th, and along 11th to Marshall, where it crossed the new "Marshall Viaduct". The Marshall Street viaduct provided a level span across Shockoe Valley that extended from College Street on the west to 21st Street on the east. The viaduct bypassed the hazardous Broad Street Hill route that had been the scene of numerous accidents. "Wagons, animals, bicyclists, and pedestrians found it an easier route from downtown Richmond to church Hill, even though tolls were collected" (McKenny, p. 173). The viaduct took the line over the valley to 21st Street, where the tracks continued on Marshall Street to 36th through the Buckner's Tract residential neighborhood atop Chimborazo Hill, replacing the Broad Street line. At the edge of Chimborazo, the line took a hard turn and descended down a private right-of-way in the Miles-Goode Ravine, immediately adjacent to the study area, leading to Government Road. Within the study area, a carbarn and shop were constructed by the RHR to service their fleet of trolleys (Chen 2008). Crossing Government Road the line crossed the Spring Street trestle for the level crossing to its loop in Fulton, where connections were made with the line of the VR&P." (Carlton Norris McKenny, *Rails in Richmond*, p. 34). Despite tolls collected on the Marshall Street viaduct, the tremendous cost of constructing the line was too high of a burden, and the line went into receivership in 1913, and was sold at auction in 1914 to the Richmond Railway and viaduct Company for \$700,000. In 1916, the line was acquired through merger by the Virginia Railway and Power Company. After the merger, the Virginia Railway and Power Company converted the former carbarn to its "Maintenance-of-Way" garage and storehouse. "Special-purpose streetcars were stored inside and appeared on the streets only when needed. There were motorized flatcars for sand and ballast, a crane car for lifting rails, and rotary snow sweepers for keeping tracks clear during winter storms" (McKenny, pg. 150).

WORLD WAR I AND WORLD WAR II (1917 – 1945)

During World War I, Richmond experienced growth to meet wartime needs. Large, temporary factories were erected and existing factories were expanded upon. With the new jobs created for wartime materials, Richmond's population increased by more than 25 percent from 127,628 in 1910 to 171,667 in 1920 (USCB). At the end of the war, Richmond eagerly entered the "roaring twenties" just like cities throughout the nation. In these flush times the city developed in many ways as new businesses opened and multi-story buildings were constructed. Much of this development, however, occurred on the west side of the city, no doubt aided by the rise in popularity of the automobile.

Development in the east end, and the vicinity of Chimborazo and the study area continued, but not at a pace consistent with previous decades. During this time, light-density residential

development occurred east of Glenwood Avenue, as well as across the creek in Fulton, aided in large part by the trolley line (Huffstutler 2014).

In 1925, the Virginia Railway and Power Company became the Virginia Electric and Power Company and continued to acquire and consolidate many of the city's trolley and streetcar lines. By that time, a fire insurance map depicting the study area and car barn notes that the building was "not in active use" (Sanborn 1925) (Figure 4-11). It is unclear if this is a result of the building only being used as storage for the occasionally used fleet of cars, or it implies the building was truly vacant at this time. The adjacent trolley line and viaduct leading to Fulton was still in operation at that time.

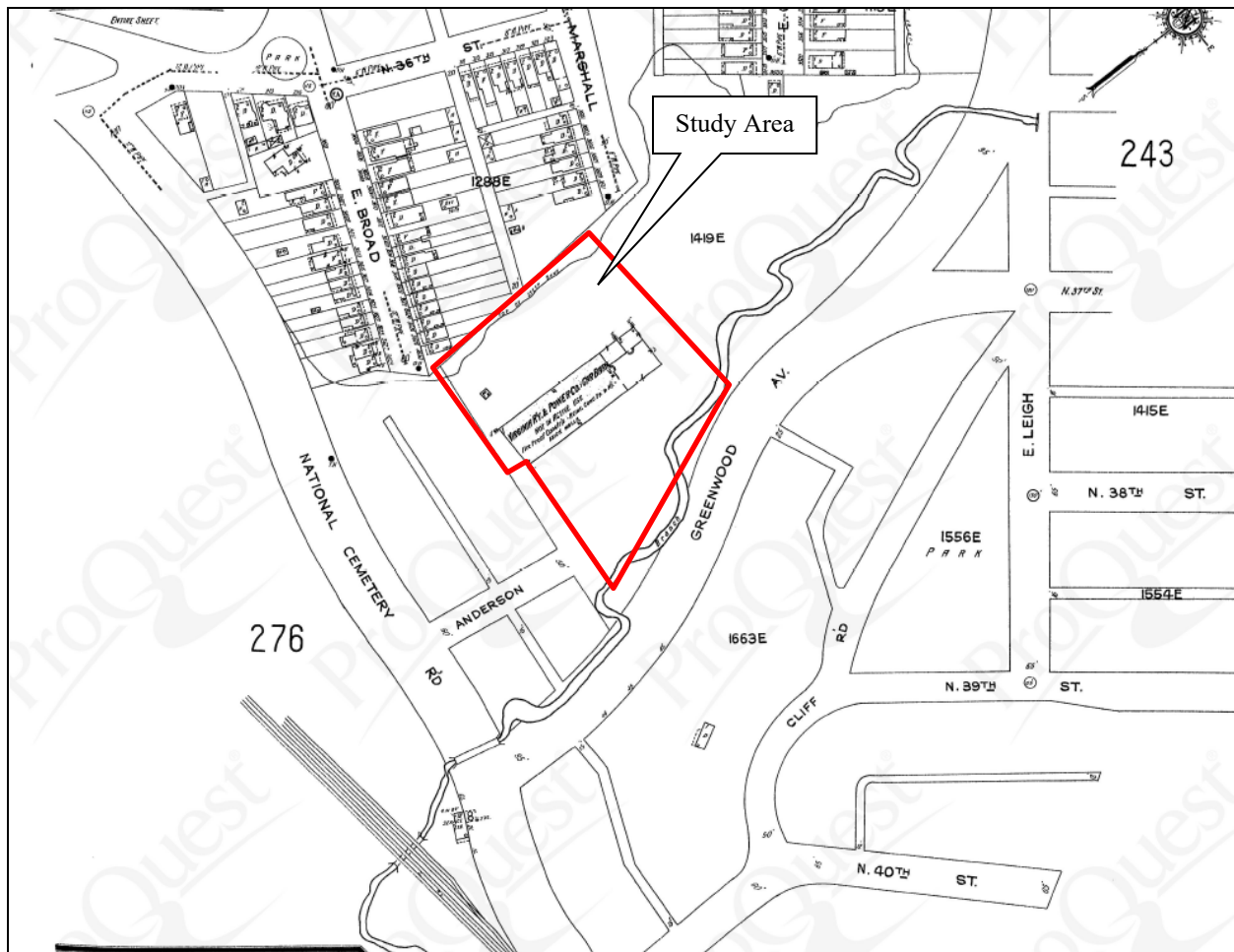


Figure 4-11: Detail of Sanborn Fire Insurance map of the City of Richmond, 1925. Source: Library of Virginia

Although the Great Depression of the 1930s hit Richmond hard, the city's diversified industry and tobacco industry aided in keeping the economy above average. Federal aid programs were undertaken around the city to make assorted municipal improvement for the sake of providing employment to those out of work. In the vicinity of the study area, federal aid and efforts were used to stabilize the slopes of Chimborazo Park with retaining walls and grading to address the long term problem of erosion along the edges of the park. Problems with landslides along the

slopes of the hill began as early as 1907 and in 1921 one of the park's roads fell twelve feet (UVA 2011). It appears that much of this slumping was occurring on the east and south sides of the hill along the roads to Fulton Bottom. How erosion or the subsequent stabilization may have impacted the trolley line leading down the bluff past the study area is unclear.

By 1942, the city had recouped most of the losses of the depression and business was forging ahead. Unlike the extreme growth during the First World War, during World War II, Richmond remained relatively steady in both population and economy (Sanford 1975: 156, 170, 175).

NEW DOMINION (1945 – PRESENT)

Following World War II, Richmond had a population of 304,541 people and was witnessing the construction of thousands of new homes, particularly north and west of the city. This expansion would create a downward spiral for much of eastern Richmond including Shockoe Bottom, Church Hill and Chimborazo, and the vicinity of the study area. The construction of the Richmond-Petersburg Turnpike just west of Shockoe Bottom further separated the eastern portion of the city from the thriving western.

Streetcar ridership declined and the rise of the automobile hurt the commercial core of the area as many businesses elected to relocate towards new shopping centers and malls on the west side of town. The same westward trend was true for many residents of the area who chose to move to new neighborhoods and subdivisions outside of the city.

The continued dependence on the automobile, coupled with the increase in public bus routes also negatively affected the city's streetcar system following World War II. Ridership had been on the decline since the 1920s, but increased slightly during World War II as a result of rubber shortages inhibiting tire production. In 1944, the Securities & Exchange Commission directed the Virginia Electric and Power Company (VEPCO) who had largely monopolized the city's trolley systems to confine activities to only its electricity service. As such, the Virginia Transit Company was formed to manage VEPCO's transit properties. However, the end of the war marked a permanent shift back away from the streetcar and in 1949, Richmond ceased all streetcar operations (McKenney 1986). Tracks were removed from city streets as well as both the Marshall Street and Spring Street viaducts. At that time, the car barn in the study area became a general storage warehouse for VEPCO (Huffstutler 2014).

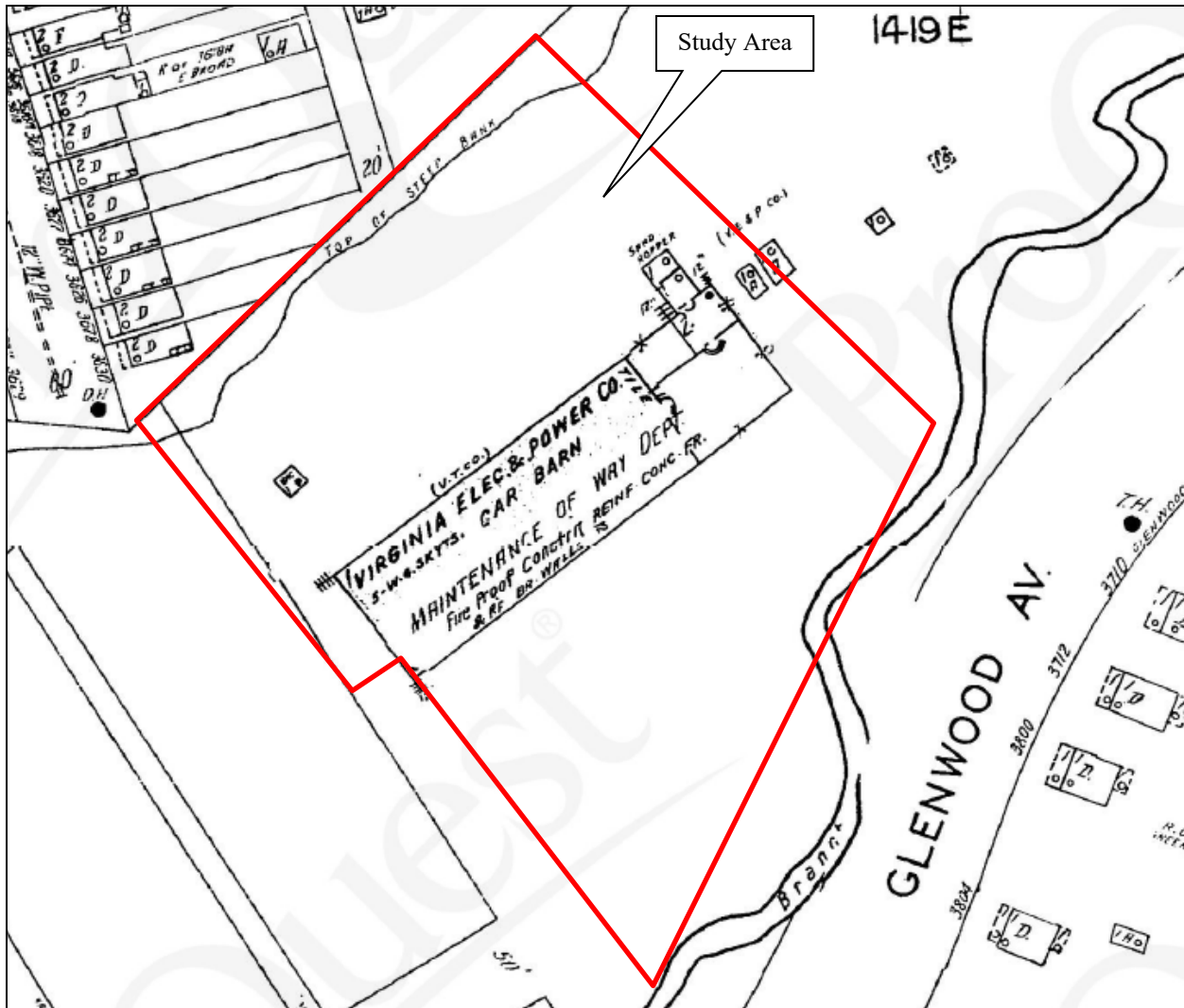


Figure 4-12: Detail of Sanborn Fire Insurance map of the City of Richmond, 1950. Source: Library of Virginia

The second half of the twentieth century saw a drastic decline in eastern Richmond. The 1970s, Fulton Urban Renewal Plan resulted in the demolition of more than 800 structures in the working class neighborhood and in Church Hill there was an exodus of the middle-class. With the razing of structures in Fulton Bottom and the closing of the gas works (1974) the road from Chimborazo to Fulton fell into obscurity (UVA 2011). In 1986, VEPCO sold the property within the study area, at which time the car barn became privately owned, but continued to function solely as a storage building.

As eastern Richmond fell, the remainder of the city declined and in 1994 it “recorded the nation’s 19th largest population decline since 1980” (Murden 2013). The downward spiral pursued through the beginning of the new millennium, however as the twenty-first century came, the area appears to have begun undergoing a rebirth with an influx of young professionals and students.

The biggest boon to eastern Richmond has been from the general “reurbanization” of many cities across the nation picking up in the first decades of the current century. Many people, particularly young business professionals, have begun to return to urban areas in search of closer proximity to jobs, walkability of neighborhoods, and density of entertainment and cultural venues. This trend is evident in the Shockoe Valley, Church Hill, Chimborazo, and much of the east end where new businesses are restoring many of the historic storefronts, additional bars and restaurants are opening, the farmers market is growing, and numerous buildings, including the large warehouses along the canal, are being converted to loft apartments.

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5. EXISTING CONDITIONS

SETTING

Currently, the former Richmond and Henrico Railway Company Car Barn property consists of a 3.4-acre property parcel located at 3801 Glenwood Avenue. To the west of the property is a steep bluff that leads uphill to the Chimborazo neighborhood. At the top of the bluff are two modern multi-unit residential buildings built in 2015 with older single family homes constructed in the late-nineteenth and early-twentieth century beyond (Figures 5-1 and 5-2). To the north of the property is a large wooded property that formerly was developed with multi-unit apartment buildings in the 1960s, but were demolished by the 1990s leaving the lot vacant (Figure 5-3). Immediately south of the property are four small vacant parcels between it and Government Road that were historically associated with the former Richmond and Henrico Railway Company Car Barn property but were subdivided off, presumably circa 1986 when VEPCO sold the property, and until recently, the site of a trailer home park (Figure 5-4). Further to the south, across Government Road, is open land that is part of Chimborazo Park, owned by the City of Richmond, and the right-of-way for the Norfolk Southern Railroad.



Figure 5-1: View of bluff and modern residential units, facing west



Figure 5-2: View of modern residential units and historic dwellings along Marshall Street, facing southeast



Figure 5-3: View of vacant wooded property to north of the study area, facing north



Figure 5-4: View of vacant property to south of the study area, facing north

Across Glenwood Avenue to the east is a row of ten, one-story dwellings (Figure 5-5). Four of the buildings date from the second quarter of the twentieth century and the remaining six dwellings date from the second half of the twentieth century, two of which appear to be of recent construction. Further east, beyond these homes and uphill is the site of the East Richmond Road landfill.



Figure 5-5: View of residences along east side of Glenwood Road, facing southeast

SITE

The property sits back from Glenwood Avenue with a narrow easement, between it and the road. The property parcel has a mix of open and wooded spaces. The portion nearest Glenwood Avenue is open with a manicured grassy lawn. As the property slopes gently uphill to the west, there is a narrow, overgrown treeline, cut by a gravel driveway from Glenwood Avenue that leads to the central area of the property (Figure 5-6). The central part of the property is open and is the site of the extant former car barn building. The building is surrounded by a gravel parking lot to the east, south, and north sides (Figure 5-7). Immediately to the west side of the building is a steep overgrown bluff that slopes uphill to a narrow flat and grassy terrace held by a poured concrete retaining wall (Figure 5-8 and 5-9). The property then slopes up a steep bluff along the western edge, before flattening out to a level terrace and the neighborhood above. The historically-associated but now separate property parcels to the south slope gently down to Government Road and are mostly open and grassy with the remnants of a paved driveway.



Figure 5-6: View of study area from Glenwood Road, facing west



Figure 5-7: View of parking lot along east side of building, facing north



Figure 5-8: View of sloped and vegetated area to the west of building, facing north



Figure 5-9: View of concrete retaining wall along west side of building, facing west

BUILDING

Exterior

The former Richmond and Henrico Railway Company Car Barn building is situated centrally in the property and aligned generally north-south at the base of the steep bluff. The long, rectangular building is primarily one-story in height with a small two-story block in the northwest corner (Figure 5-10). It rests at-grade on concrete footers. The building has a concrete frame structural system that is enclosed with brick curtain walls and is topped by a concrete deck flat roof (Figure 5-11). Garage bay entries with replacement roll-up doors are located centrally on each end of the building and additional pedestrian entries are located along the east side, as well as ends (Figure 5-12). The small two-story block is accessed by a single doorway on the uphill side approached by a concrete bridge spanning the adjacent bluff. The bluff adjacent to the building is held by a historic poured concrete retaining wall. Access to the bluff is provided by an original flight of concrete stairs at the opposite end of the building (Figure 5-13). Fenestration on the main level of the building is limited and includes only a few replacement double-hung sash windows placed within partially brick-infilled historic openings. A number of other former window openings have been completely brick-infilled. Windows on the two-story block are original arched double-hung sash.



Figure 5-10: View of north end of building depicting one-story main block with two-story block, facing southwest



Figure 5-11: Concrete frame structural system with brick curtain walls on east side of building, facing west



Figure 5-12: View of three-bay front (south) end, facing northwest



Figure 5-13: Concrete stairs at south end of building leading to terrace, facing southeast

The building is primarily utilitarian in design with minimal embellishment. Visual interest is provided largely through the opposing materials employed as a result of the frame and curtain wall construction. The concrete roof girders at each end of the building are slightly wider than

others and are topped by a brick parapet (Figure 5-14). The two-story block is more adorned through arched openings and also topped by a brick parapet (Figure 5-15).

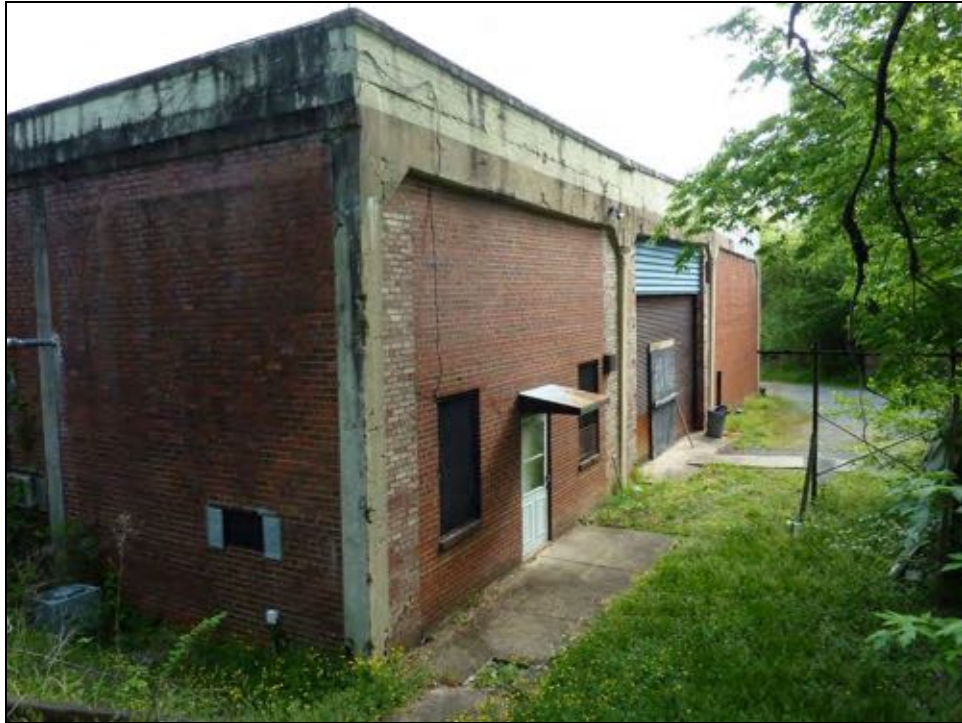


Figure 5-14: Concrete detail and parapet on south end of building, facing southeast



Figure 5-15: Arched openings and parapet on two-story block, facing east

Interior

The interior of the building is also primarily utilitarian in design and construction. The building contains several large open spaces divided by a concrete block wall that runs the length of the building between the western and central bays. The space on each side is further divided by non-original wood frame walls, and overall the building interior is interrupted by the grid of concrete support posts (Figure 5-16). A small office area has been partitioned in the front left corner of the building accessed by a non-original pedestrian door on the south end, and contains a bathroom, breakroom, and small storage room. Another bathroom and small storage room partition are located in the opposite rear corner of the building (Figure 5-17).



Figure 5-16: Interior space with concrete post bay divisions, facing north



Figure 5-17: Partitioned area at northeast corner of building, facing northeast

The majority of the interior is unfinished with the structural system exposed (Figure 5-18). The floors are concrete slab, walls are concrete frame with brick, and the ceiling is concrete roof deck. A depressed area of floor that appears to be related to an area for servicing the undercarriage of trolleys remains in the north end of the building (Figure 5-19). Other areas of concrete floor appear to be later as evidenced by differing floor levels (Figure 5-20). The former skylight openings remain evident, but have been closed with wood frame. Many of the original windows have also been infilled with the concrete block infill exposed (Figure 5-21) The later partitioned office and bathroom areas have been finished with a mix of non-original plaster, asbestos, and paneled walls.



Figure 5-18: Exposed concrete structural elements, facing south



Figure 5-19: Depressed ramp and service area, facing south



Figure 5-20: Differing poured concrete floor levels, facing northeast



Figure 5-21: Infilled windows and skylights, facing southeast

Integrity

In general, the building retains a moderate level of historic physical integrity, although a number of nonhistoric alterations have been made. On the exterior, the south end of the building was originally open with only concrete posts dividing the space into three separate bays (Figure 5-

22). All three bays have been infilled with brick curtain walls to some degree. The right bay is complete infilled, the central bay has been infilled around a roll-up garage door, and the left bay was been nearly completely infilled and pierced only by a pedestrian doorway with two flanking windows. On the north end, the originally open central bay has also been partially infilled around a roll-up garage door insert. The left bay on this end, as well as a number of bays down the east side originally held brick curtain walls with large industrial windows that have now been partially to wholly-infilled with brick. The roof of the building was historically pierced by a system of skylights which have also all been enclosed; these with plywood panels.



Figure 5-22: View of car barn building, circa 1925, facing north. Source: VDHR

The concrete flight of stairs leading from ground level at the south end of the building up to the bluff originally dog-legged and a second flight lead from the bluff up the roof of the building, however this flight has been removed (Figure 5-23). Set along this bluff was gently sloped section of streetcar right-of-way that has been removed. Beyond and around the building, the site has been altered through the removal of these streetcar tracks, as well as the tracks and overhead power lines that led into the building.

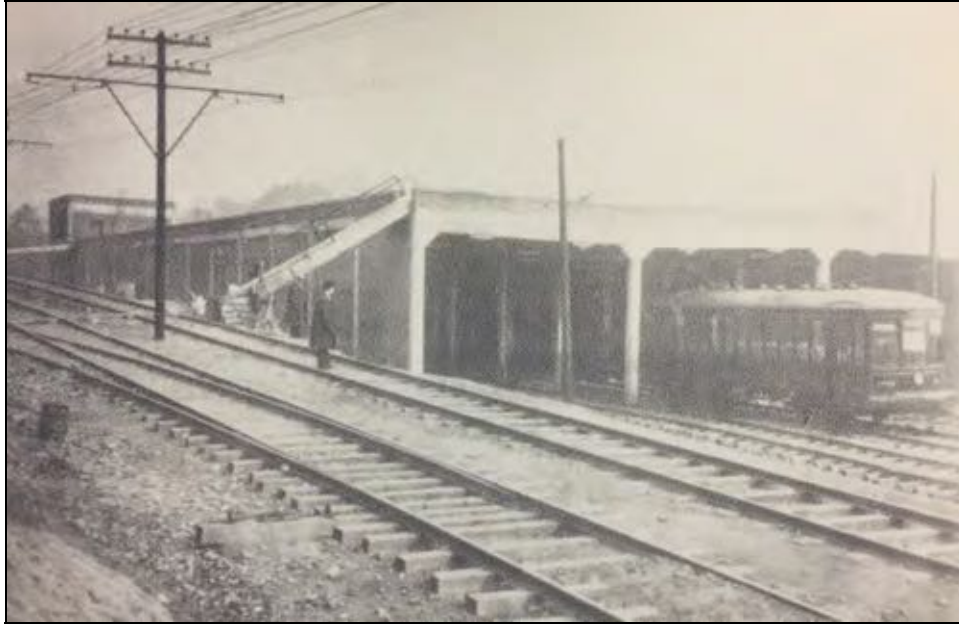


Figure 5-23: South end of building depicting adjacent streetcar tracks and stairwell to roof, circa 1911, facing northeast. Source: VDHR

The interior of the building has been divided by non-original partition walls and the floor covered with a poured concrete slab (Figure 5-24). It is unclear whether the streetcar tracks that historically extended into the building remain underneath or within the concrete slab, or if they were removed prior to its installation.



Figure 5-24: View of historic undivided interior, circa 1925, facing northeast. Source: VDHR

Condition

Overall, the building remains in relatively fair and stable condition, although it showing signs of onset deterioration. Many sections of the concrete frame on both the exterior and interior of the building are spalling with the metal rebar inside now exposed and rusting (Figure 5-25). Most of the doors and windows on the building are also deteriorated and do not close or seat within their

frames properly (Figure 5-26). The roof appears generally watertight, although some areas of moisture infiltration, particularly around skylights can be seen (Figure 5-27). The vegetation surrounding the building has become overgrown and has begun to attach itself to the brickwork, compromising the mortar, particularly on the west side adjacent to the bluff.



Figure 5-25: View of spalling concrete, facing west.

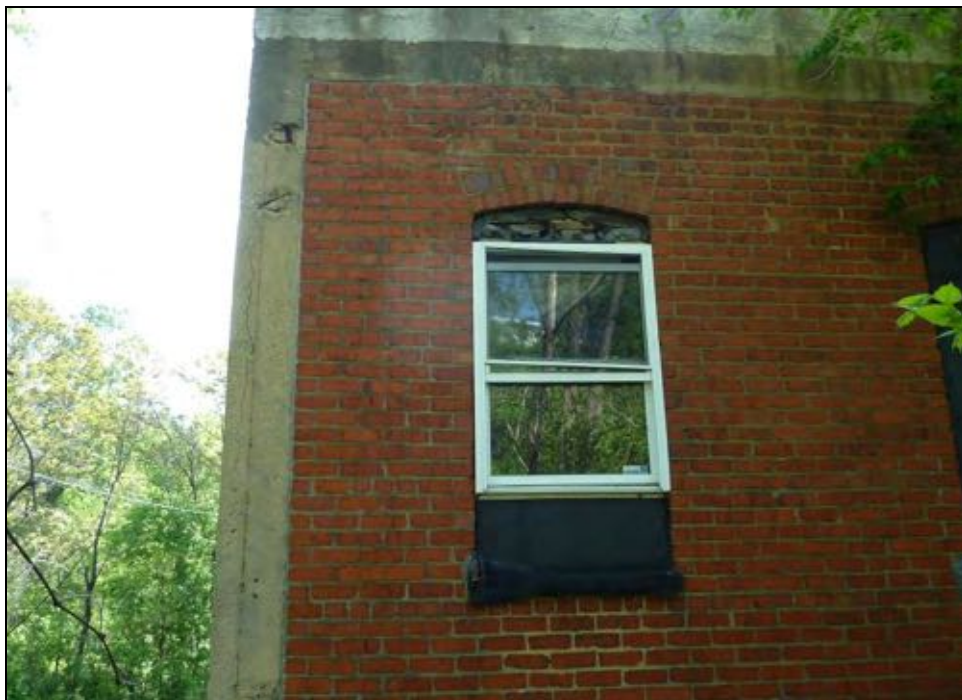


Figure 5-26: Window improperly seated in frame, facing east.



Figure 5-27: Moisture infiltration around infilled skylight opening, facing south.

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6. CONCLUSIONS AND RECOMMENDATIONS

NRHP ELIGIBILITY

The former Richmond and Henrico Railway Company Car Barn building was previously determined eligible for listing in the NRHP by the VDHR in 2008. The determination was based primarily upon the building's important association to the early streetcar history of Richmond, and particularly the Richmond and Henrico Railway Company which operated as an independent line between Richmond and the developing residential neighborhoods in Fulton Bottom beyond the city limits. The architecture of the building was also noted as representative of an early industrial construction form and technique, although, it was also noted that at that time, the building had compromised historical integrity as a result of nonhistoric alterations, but overall retained a sufficient level of character-defining features and aspects to convey its historic design and association.

As of this report, the building still retains those historic characteristics noted in the 2008 evaluation at a level sufficient to convey its historic use as a trolley car barn. Therefore, the building is still considered to be eligible for listing in the NRHP as an individual resource. However, to understand the full extent of the building's historical significance and NRHP eligibility, this effort also assessed whether or not the building has the potential to contribute to any historic districts, including the nearby Oakwood-Chimborazo Historic District or any other new districts.

The building is located downhill from the Oakwood-Chimborazo Historic District in a swale that was excluded from the district boundaries when it was created in 2005. The car barn and surrounding area was excluded due to its physical separation from the rest of the district by the steep bluff between that borders the property and the district, as well as a distinct change in development pattern. This bluff has historically, and continues, to create a developmental barrier for the neighborhood. The neighborhood street grid above ends at the bluff and only a select few streets navigate the edges of the hill to provide access to the valley below and Fulton Hill beyond. Therefore, while the former Richmond and Henrico Railway Company Car Barn is contemporary to many of the properties in the district, and was historically connected to it via a streetcar line, that connectivity is no longer present due to removal of the streetcar lines. It is further physically and visually separated by a complex of modern multi-unit residential buildings constructed at the edge of the historic district along the bluff, directly uphill from the car barn, between it and the historic neighborhood. As such, there is no justification to extend the boundary of the Chimborazo-Oakwood Historic District to include the car barn property.

Likewise, the row of 50-year old residences lining Glenwood Avenue across the street from the car barn are largely isolated and discontinuous from the Oakwood-Chimborazo Historic District to the west and north, Fulton Hill to the south and east, or any other neighborhood or collection of buildings in the immediate area, and thus do not collectively or in part represent a cohesive grouping of historic buildings that would comprise a historic district. As such, the former Richmond and Henrico Railway Company car barn does not appear to have the potential to contribute to any NRHP-eligible historic district.

ARCHAEOLOGICAL SITE POTENTIAL

The study area was also assessed for potential to contain intact archaeological features or deposits related to prehistoric or historic cultural activity. The property is situated along a slight rise bordering a small tributary of Gillie Creek just upstream from the confluence with the James River. The area is near several fresh water sources and would likely have been attractive to Native Americans prior to European settlement. However, because of the relative slope of the area, prehistoric activity would likely have been limited to short term hunting, fishing, and gathering whereas extended activities such as tool production, villages and campsites, as well as later agricultural areas, would have been limited to flatter terraces atop the surrounding ridges.

The study area was near the area of early European settlement, although it is situated uphill and further inland from documented early development which was focused along the James River. As settlement ensued, the focus of development remained on the low areas along the James particularly near the confluence with Shockoe Creek to the west and Rockett's Landing to the east. When the plat of Richmond was laid out in 1737, the study area was located outside of the boundaries and was part of larger landholdings on the perimeter of town. Therefore, the property was likely used agriculturally; however, the sloped landscape of the study area would have limited its use or development.

The first mapped activity in the vicinity of the study area occurred in 1781 when British troops invaded Richmond during the Revolutionary War. A map from that time depicts Queen's Rangers positioned at the base of the bluff in the Gillie Creek valley and Continental regulars atop the Church Hill bluff. Whether either group of troops crossed the study area or if any engagements took place is unclear; however, any such activity would have been ephemeral in nature.

Throughout much of the nineteenth century, the study area remained outside of the town limits with no mapped development within its boundaries. It was located downhill from residential development in the Church Hill neighborhood, as well as Chimborazo which served as a large-scale hospital during the Civil War and was later converted to a public park. Again, the steep bluff leading down to the study area and the relatively sloped landscape within it would have limited its use by any of these developments.

The first known use and development of the study area occurred in 1911 when the Richmond and Henrico Railway Company constructed a car barn to support its cross-town trolley line. The line itself descended the bluff along a cut terrace that hugged the slope. The car barn was constructed at the base of the slope, although the retaining wall along its west side suggests the landform was cut and graded to allow for the building. The rest of the property was likely substantially graded and filled as well to permit a flat ground surface for the connector rails, service area, and other related features. Throughout the following decades, maps depict several additional small ancillary buildings and structures constructed around the main car barn, all of which likely required some extent of grading and filling.

No additional development is known to have occurred within the study area throughout the twentieth century as the property functioned as a storage area consistently up until it was sold to

a private owner in 1986. At that time and since, the building and property have continued to function as storage space and the only changes to the property have been minimal and related to driveway and parking lot maintenance and vegetative clearing.

RECOMMENDATIONS

Background research has demonstrated that the study area remained undeveloped until the early-twentieth century. Prior to that time, use of the project area if any would have been limited to short-term activity leaving minimal to no archaeological signature. When the extant car barn building was constructed in 1911, it is believed a substantial amount of cutting, grading, and filling of the sloped property occurred to construct the building and adjacent trolley line. Such soil movement would have disturbed any earlier archaeological deposits and features had they been present. The removal of the adjacent trolley rails following the abandonment of the streetcar system in 1949 would also have led to further ground disturbance on the property. ***As such, it is D+A's recommendation that there is a low potential for any intact archaeological deposits or features to be present on the property, and no further archaeological investigation of the study area is warranted.***

The car barn building constructed in 1911 on the property remains extant and previous investigation found it possesses significant associations to the streetcar heritage of Richmond and is therefore eligible for listing in the NRHP. As part of this effort an assessment of the building found that no substantial change to the historical integrity of the building has occurred since the previous determination by VDHR in 2008. As part of this effort it was also found that the property does not appear to have the potential to contribute to any existing or new historic districts due to physical and historical separation. ***As such, it is D+A's recommendation that the car barn building in the study area be treated as an individually NRHP-eligible resource; however no further consideration of adjacent properties or historic districts is warranted.***

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**DRAFT
MEMORANDUM OF AGREEMENT**

**BETWEEN THE ~~DEPARTMENT OF HOUSING AND URBAN
DEVELOPMENT~~ GLENWOOD RIDGE APARTMENTS, LLC, THE CITY OF
RICHMOND,
AND THE VIRGINIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE GLENWOOD RIDGE APARTMENTS**

WHEREAS the Richmond Redevelopment and Housing Authority ~~City of Richmond (City)~~ plans to issue Project-Based Vouchers ~~through the Richmond Redevelopment and Housing Authority~~ to the Glenwood Ridge Apartments project (undertaking) pursuant to Section 8(o)(13) of the U.S. Housing Act of 1937; and

WHEREAS, the administrating agency for the above program, in accordance with 24 CFR Part 58.1, is the City of Richmond which is thus responsible for certifying compliance with the National Environmental Policy Act (NEPA) of 1969, and with 36 CFR Part 800 of the regulations implementing Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended; and

WHEREAS the undertaking consists of the demolition of the Richmond and Henrico Railway Company Car Barn (VDHR# 127-6270) and the new construction of an apartment building and associated infrastructure on a parcel of land in the City of Richmond, Virginia identified as E0001116035; and

WHEREAS, the City has defined the undertaking's area of potential effect (APE) as all areas where ground disturbance associated with the project is proposed and adjacent parcels where views of the new building may be visible; and

WHEREAS the City has determined that the undertaking may have an adverse effect on the Richmond and Henrico Railway Company Car Barn (VDHR# 127-6270), which is eligible for listing in the National Register of Historic Places, and has consulted with the Virginia State Historic Preservation Officer (VASHPO) pursuant to 36 C.F.R. part 800, of the regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f); and

WHEREAS, the City has consulted with the Richmond Redevelopment and Housing Authority and Glenwood Ridge Apartments, LLC (Applicant) regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as invited signatories; and

WHEREAS, the City has consulted with Historic Richmond regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as a concurring party; and

~~WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), the City has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR § 800.6(a)(1)(iii); and~~

NOW, THEREFORE, the City and the VASHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

The City shall ensure that the following measures are carried out:

I. TREATMENT OF THE RICHMOND AND HENRICO RAILWAY COMPANY CAR BARN (VDHR# 127-6270)

- A. The southernmost bay of the existing building and a portion of the building's west wall shall be preserved for public interpretation and incorporated into the proposed project's site and development plan.
- B. ~~Prior to the issuance of a demolition permit,~~ The Applicant shall prepare plans and drawings illustrating preservation of the southernmost bay and west wall of the existing building and submit to the City and VASHPO for review and comment. The plans shall specify the following:
 - 1. Details regarding preservation of southernmost bay of the original building including how much will be preserved and in what form;
 - 2. Details regarding the height and length of the portion of the western wall of the original building to be preserved;
 - 3. ~~Details of the interpretation of the former trolley tracks approaching the southernmost bay and into the original building through the use of contrasting pavement materials or other means;~~
 - 34. Treatment of areas for public access and viewing of preserved structural features and illustration of the original building's footprint through ~~the~~ use of contrasting pavement materials in walkways; and

45. Details regarding repainting of the Virginia Electric & Power Company sign on the southern façade of the preserved bay as illustrated in the 1925 image of the property.

C. The Applicant shall address the comments received in accordance with Stipulation III below and implement the plans.

II. PUBLIC INTERPRETATION

A. The Applicant shall develop an interpretive sign plan for providing public interpretation of the Richmond and Henrico Railway Company Car Barn (VDHR# 127-6270) to the City and the VASHPO for review and comment. The plan shall include the following:

1. Location, number, design, and materials for interpretive signs; and
2. Sign content to include text and images that focus on the development of the car barn and its role in the community.

B. The Applicant shall address the comments received in accordance with Stipulation III and implement the interpretive sign plan.

III. PREPARATION AND REVIEW OF PLANS AND DOCUMENTS

A. Except as otherwise stated elsewhere in the stipulations, the Applicant shall submit a draft of all plans and other required documentation requested in this MOA to the City (one (1) copy) and the VASHPO (one (1) hard copy and one electronic copy in Adobe® Portable Document Format (.pdf)) for 30-day review and comment. The Applicant shall consider all comments received within thirty (30) days of confirmed receipt.

B. The City and the VASHPO agree to respond and provide comments on all plans and other documentation arising from this MOA within thirty (30) calendar days of receipt. If no comments are received within the thirty (30) day review period, the Applicant may assume the non-responding party has no comments.

IV. POST REVIEW DISCOVERIES

The Applicant shall ensure that the following provision is included in all construction contracts: “If previously unidentified historic properties or unanticipated adverse effects to historic

properties are discovered during construction, the construction contractor shall immediately halt all activity within a one hundred (100) foot radius of the discovery, notify the Applicant ~~and who~~ will notify the City of the discovery and implement interim measures to protect the discovery from looting and vandalism.”

- A. Immediately upon receipt of the notification required in Stipulation IV above, the Applicant shall:
1. Inspect the construction site to determine the extent of the discovery and ensure that construction activities have halted;
 2. Mark clearly the area of the discovery;
 3. Implement additional measures, as appropriate, to protect the discovery from looting and vandalism;
 4. Engage a professional archeologist to inspect the construction site to determine the extent of the discovery and provide recommendations regarding its NRHP eligibility and treatment; and
 5. Notify the City and the VASHPO of the discovery describing the measures that have been implemented to comply with this stipulation.
- B. Upon receipt of the information required in the above stipulation, the City shall provide the Applicant and the VASHPO with its assessment of the NRHP eligibility of the discovery and the measures proposed to resolve adverse effects. In making its evaluation, the City, in consultation with the VASHPO, may assume the discovery to be NRHP eligible for the purposes of Section 106 pursuant to 36 CFR § 800.13(c). The Applicant and the VASHPO shall respond to the City’s assessment within forty-eight (48) hours of receipt.
- C. The City ~~shall~~ take into account the VASHPO recommendations on eligibility and treatment of the discovery and will notify the Applicant of any appropriate required actions. The Applicant must comply with the required actions and provide the City and the VASHPO with a report on the actions when implemented. Any actions that the City deems appropriate for the Applicant to take with regard to such discovery will automatically become additional stipulations to this MOA. If the Applicant fails to comply with such actions, such failure will constitute a breach of this MOA.

- D. Construction may proceed in the area of the discovery when the City has determined that implementation of the actions undertaken to address the discovery pursuant to this stipulation are complete.

V. DURATION

This MOA will be null and void if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, the City may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VIII below.

VI. MONITORING AND REPORTING

Each year following the execution of this MOA until it expires or is terminated, the City shall provide all parties to this MOA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in the City's efforts to ~~carry out the terms~~ ensure the terms of this MOA are carried out by the Applicant.

VII. DISPUTE RESOLUTION

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the City shall consult with such party to resolve the objection. If the City determines that such objection cannot be resolved, the City shall:

- A. Forward all documentation relevant to the dispute, including the City's proposed resolution, to the ~~ACHP-VASHPO~~ ACHPVASHPO. The ~~ACHP-VASHPO~~ shall provide the City with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the City shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ~~ACHP-VASHPO~~ ACHPVASHPO, signatories and concurring parties, and provide them with a copy of this written response. The City shall then proceed according to its final decision.
- B. If the ~~ACHP-VASHPO~~ ACHPVASHPO does not provide its advice regarding the dispute within the thirty (30) day time period, the City may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the City shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide

them and the ~~ACHP-VASHPO~~ with a copy of such written response.

- C. The City's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

VIII. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ~~ACHP-VASHPO~~.

IX. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VIII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, the City must either (a) execute an MOA pursuant to 36 CFR § 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The City shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the City and the VASHPO and implementation of its terms evidence that the City has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.**

SIGNATORIES:

City of Richmond

_____ Date
[insert agency official name and title]

Virginia State Historic Preservation Officer

_____ Date

Julie V. Langan, Virginia State Historic Preservation Officer

INVITED SIGNATORIES:

Glenwood Ridge Apartments, LLC

_____ Date
[insert name and title]

CONCURRING PARTIES:

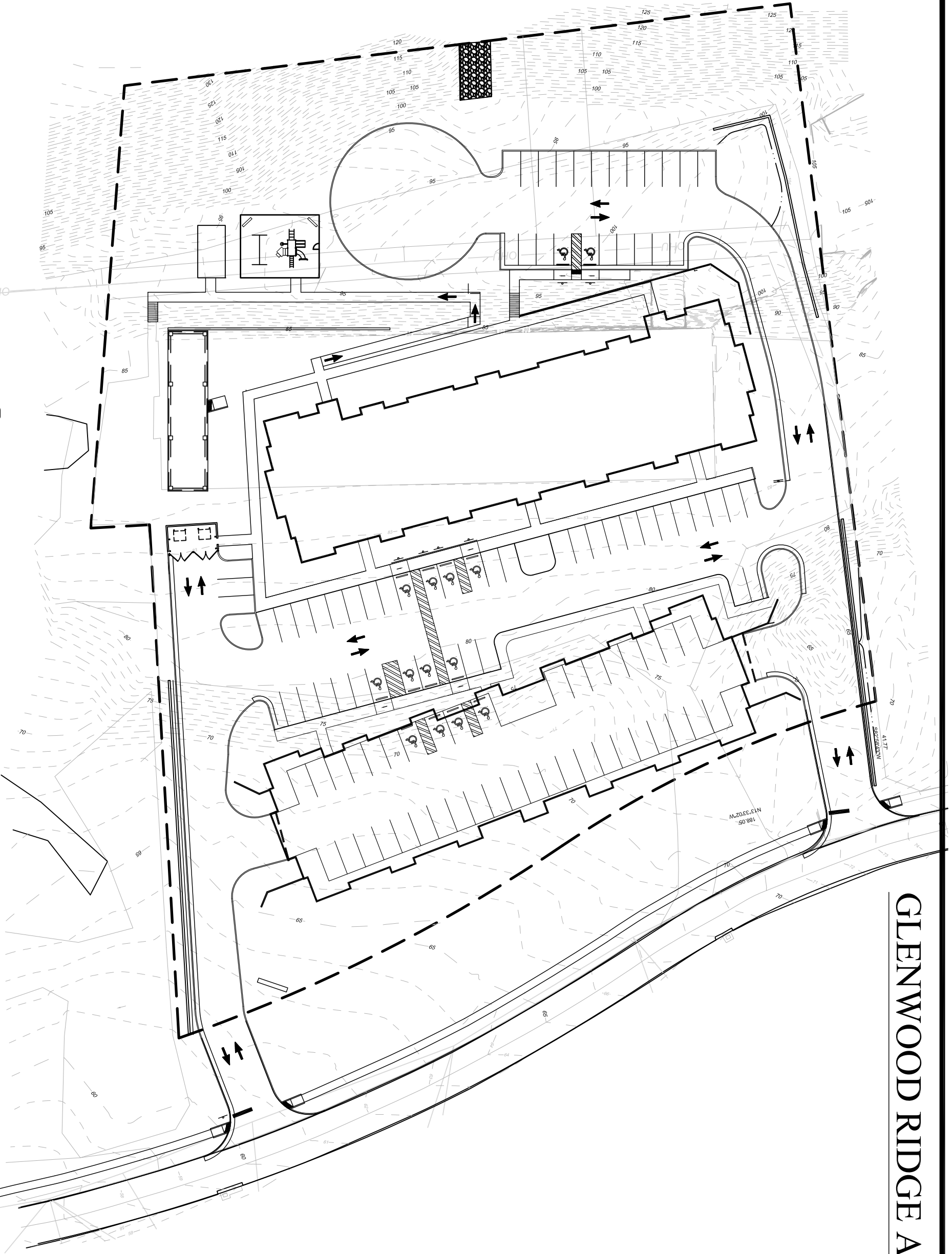
Historic Richmond

_____ Date
[insert name and title]

GLENWOOD RIDGE APARTMENTS

UNITS
TOTAL NUMBER OF UNITS: 82

PARKING:
TOTAL NUMBER OF PARKING: 105



1 SITE PLAN
SCALE: 1" = 50'