

Jarratt House, Pocahontas Island



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In addition to spreading the word and getting involved, another excellent way to show your support and save these endangered places is by making a meaningful gift. Each contribution directly supports Preservation Virginia's work with Virginia's Most Endangered Sites Listing program.

Help Preservation Virginia save these endangered places. Please visit www.preservationvirginia.org/give or contact Will Glasco at (804) 648-1889, ext. 303, or wglasco@preservationvirginia.org.



Preservation Virginia
204 West Franklin Street
Richmond, VA 23220-5012
(804) 648-1889
www.preservationvirginia.org



Virginia's Most Endangered Historic Sites 2014

ENDANGERED

For the tenth consecutive year, Preservation Virginia presents a list of Virginia's Most Endangered Historic Sites to raise awareness of places that face imminent or sustained threats to their integrity, or, in some cases, their very survival. This listing is intended to bring attention to the threats described and to encourage individuals and organizations to continue to advocate for and come to reasonable solutions for the protection and preservation of Virginia's historic places.

On the following pages are the 2014 most endangered sites in Virginia. There is a brief description of each site as well as the particular threat it faces and

Preservation Virginia's proposed recommendation to counter each challenge. Individual and community support are integral to rescuing each endangered site. Saving each site starts with identifying the challenge and bringing resources to resolve the issues.

Help us find solutions to these endangered sites by getting involved.

To learn what you can do to help save these important places, please contact Justin Sarafin at (804) 648-1889, ext. 317, or jsarafin@preservationvirginia.org.



Waterloo Bridge, which crosses the Rappahannock River between Culpepper and Fauquier
COVER: Bristoe Station Battlefield



Bristoe Station Battlefield

VIRGINIA CIVIL WAR BATTLEFIELDS

SIGNIFICANCE: The Bristoe Station and Williamsburg Battlefields are examples of Virginia's oft-threatened Civil War landscapes. Bristoe Station Battlefield is the site of two significant battles: the August 27, 1862 Battle of Kettle Run, and the October 14, 1863 Battle of Bristoe Station. The Battle of Williamsburg was the first major land battle of the Civil War's Peninsula Campaign.

THREAT: Both battlefield sites are threatened by encroaching development, both immediate and longer term. Since the early 1990s, over 2,000 acres of the Williamsburg Battlefield have disappeared, which prompted the Civil War Trust to list the site as "at risk" in 2010.

SOLUTION: Revisiting the zoning contexts in which these cultural landscapes appear may help to more effectively align the goals of local governments, citizenry, the development community, and historically-minded organizations. The local community should continue to work together toward a solution that will allow for development without destroying this hallowed ground. Overall, community-based solutions are needed to adequately balance landscape preservation with modern development.

SOUTHSIDE ROLLER MILL

SIGNIFICANCE: Southside Roller Mill is a rare surviving example of an early 20th century commercial/industrial building with all of its functional interior elements intact. The mill played a key role in the life of Chase City, stimulating the local economy by providing agricultural milling services and employment.



THREAT: The Southside Roller Mill's private owner struggles to maintain and shield the structure from the ravages of time and weather, but, as in many rural towns, funds are generally insufficient for feasibility planning and rehabilitating the structure for a new community use.

SOLUTION: Historic rehabilitation tax credits (worth up to 45% of eligible expenses) could provide the economic incentive needed to successfully finance a project to repurpose the mill for a new community use.

VIRGINIA'S "SIDE STEPPED" TOWNS: COLUMBIA AND PAMPLIN CITY

SIGNIFICANCE: Modes of transportation and routes of commerce have affected settlement patterns and the growth and decline of communities over the course of Virginia's history. From waterway travel and trade on rivers and canals, to the railroad network, to the major roadways of the 20th century, towns reliant on agricultural or industrial commerce have faced declining employment and population due to the shifts in patterns of circulation.

The Town of Pamplin City was once a thriving center of commerce located at the confluence of two major rail lines at the Appomattox and Prince Edward county line, and once home to the Pamplin Pipe Factory, the largest manufacturer of clay pipes in the United States at the time. The historic resources of Pamplin City include ten brick buildings located along Main Street, built after a fire swept through the town in 1909, and the vacant Park Hotel, located nearby.

Columbia was chartered as a town in 1788 with the first post office established in 1793. From the opening of the James River and Kanawha Canal in 1836 until the start of the Civil War in 1861, Columbia experienced its most successful economic period. Subsequent development of the railroad and floods in 1880 and 1887 contributed to Columbia's slow decline, followed by the filling in of the canals by late 1888. The 20th century brought two more large floods and the cessation of rail service.



Columbia, Virginia

THREAT: The Towns of Columbia and Pamplin City are similar in that their historic periods of greatest prosperity are behind them, as a result of evolving patterns of circulation and modes of transportation. Today, the buildings along Pamplin's Main Street are currently used for storage. Together with the nearby Park Hotel, the historic fabric suffers from deferred maintenance or neglect, having been uninhabited for years. Similarly, the historic structures along St. James Street are sited in a federally recognized flood plain and remain in poor condition.



Pamplin City, Virginia

SOLUTION: Pamplin City should continue its work to make the town the terminus for the High Bridge Trail, which runs through Farmville almost to Burkeville. Both the Main Street storefronts and the Park Hotel could be rehabilitated to provide essential services for those accessing the trail and other attractions in the area. Listing these structures on the National Register of Historic Places would then make them eligible for the utilization of historic preservation tax credits. As for Columbia, Preservation Virginia urges the continued integration of federal Section 106 protocol while advocating for the most sensitive treatment of the historic resources that remain. If the structures cannot be rehabilitated, relocated or otherwise utilized, a thorough documentation of the town and its historic buildings is needed.

JAMES RIVER VIEWSHED

SIGNIFICANCE: The Historic Triangle — Jamestown, Williamsburg, and Yorktown — encompasses 175 years of our nation's formative history. Jamestown, America's first permanent English settlement was founded along the banks of the James River in 1607. The environmental landscape and waterway of the James River remains as evocative of the Colonial era now as it did hundreds of years ago.

THREAT: A proposed Dominion Virginia Power transmission line project would cross 4.1 miles of the river atop as many as 17 towers ranging in height of between 160 feet and 295 feet and would compromise the scenic integrity of historic cultural areas that comprise the James River.

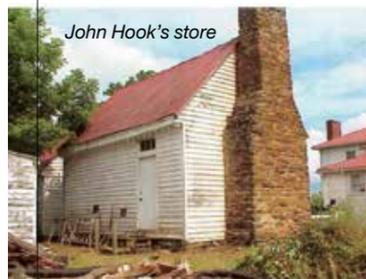


The James River

SOLUTION: The National Trust for Historic Preservation named this resource to its 2013 list of America's 11 Most Endangered Historic Places and recently as one of its 100 National Treasures. The Section 106 process with the Army Corps of Engineers should proceed properly and in a timely manner in order to find a suitable alternative that balances the need for more service to the region and the unique historic, scenic, and natural assets of the area. A coalition of groups is supporting this effort and includes Preservation Virginia, the National Trust for Historic Preservation, the National Parks Conservation Association, Colonial Williamsburg Foundation, Scenic Virginia, Chesapeake Conservancy, Virginia Conservation Network, James River Association, and the Save the James Alliance.

HOOK-POWELL-MOORMAN FARM

SIGNIFICANCE: The Hook-Powell-Moorman Farm complex is an intact 18th-19th century agricultural homestead and included John Hook's store, built circa 1784, one of Virginia's few remaining 18th-century mercantile structures. John Hook's store was the first recipient of Preservation Virginia's Preservation Pitch mini-grant in 2012.



John Hook's store

THREAT: The Hook-Powell-Moorman farmstead is threatened by encroaching development along Route 122 and nearby Smith Mountain Lake.

SOLUTION: The use of land conservation strategies and the tax

benefits that result with placing a portion of the site under easement could be explored; such easements would help avoid purchase for development and create funds for the ongoing maintenance of the site.

HISTORIC SCHOOLS IN VIRGINIA

SIGNIFICANCE: Approximately 800 historic school buildings exist throughout the Commonwealth. With the continued abandonment of historic, community-based school buildings for newer, centralized schools, this building type faces an unknown future.

THREAT: Increasingly frequent calls for the closure or demolition of historic school buildings across the state include specific examples in Loudoun County: Aldie Elementary and Middleburg Elementary have been under threat of closure for decades, while Arcola School, a 2008 Most Endangered Site listing, is still threatened with demolition by neglect.

SOLUTION: In 2014, Delegate Surovell offered legislation that would create an inventory of schools over 50 years old that would be used to determine, in consultation with the Department of Historic Resources, their register eligibility and possible re-use alternatives prior to demolition or transfer. The bill was deferred in committee but Preservation Virginia supports its reintroduction with appropriate funding for DHR to undertake the inventory and evaluations that would give local school systems and communities tools for making these decisions.



Arcola School

THE OLD CONCRETE ROAD

SIGNIFICANCE: The Old Concrete Road (Prospect Road) is the original access to the top of Mill Mountain (long a symbol of the City of Roanoke) where the Mill Mountain Star, a National Historic Landmark and a Most Endangered Site listing in 2008, is located. The Henritze brothers paved the road in 1922-24 to create the longest continuous concrete road built on a 6-10-% grade which also featured a "loop-the-loop" bridge, the only one east of the Rocky Mountains and the only one in the world built entirely of concrete.



The Old Concrete Road

THREAT: While the mountain is under conservation easement, and is well-loved by both Roanoke citizens and its caretakers, the City of Roanoke's Department of Parks and Recreation, it is

recognized that the "rubble" retaining walls lining the road are suffering from deterioration and damage in multiple spots, due to root intrusion, normal freeze/thaw cycles, and general wear and tear.

SOLUTION: We encourage park users and local partners like the Mill Mountain Advisory Committee to continue to work with the City of Roanoke to develop a proactive approach to a sustainable maintenance plan for this iconic landscape before deferred maintenance takes its toll.

POCAHONTAS ISLAND HISTORIC DISTRICT

SIGNIFICANCE: Pocahontas Island is one of the earliest free African American communities in the U.S. and the earliest known in Virginia. Free African Americans settled here, especially during the early-to-mid 19th century. Due to its location in the middle of the Appomattox River, it was a thriving economic center for generations until the railroad made river commerce obsolete. Pocahontas Island is also recognized for having two verifiable stops on the Underground Railroad, the banks of the Appomattox thus serving as the last point of bondage for many enslaved individuals before they liberated themselves and began new lives above the Mason-Dixon Line.



THREAT: Two Underground Railroad-associated houses are in need of stabilization and repair.

SOLUTION: This year is the 150th anniversary of the siege of Petersburg, which is focusing attention on the City's history. We encourage those working on the commemorations to include Pocahontas Island in their plans to help interpret and mark the somewhat hidden story of Petersburg and the Underground Railroad.

PHLEGAR BUILDING (OLD CLERK'S OFFICE)

SIGNIFICANCE: Listed in the National Register, The Phlegar Building is described as Montgomery County's best example of a late-19th-century law office, a rare example that contributes to the historic fabric of downtown Christiansburg. It consists of the one-story, two-room Montgomery County Clerk of Court Office built in 1812 in its front lower section with the second floor, Eastlake-style double porch, and rear section that were added circa 1898.

THREAT: Deferred maintenance has taken its toll on the exterior of the building and the lack of a preservation plan makes its future uncertain.

SOLUTION: We encourage Montgomery County and potentially interested purchasers to pursue ways of adaptively re-using the structure. As a commercial structure, the use of historic rehabilitation tax credits could help with financing its restoration.

SHOCKOE BOTTOM

SIGNIFICANCE: Shockoe Bottom has historic significance as the site of the center of the domestic commercial wholesale slave trade circa 1830 to 1865. The area bounded by Broad, Franklin, 18th and 16th Streets is also significant as the center of the original city of Richmond, and the governmental seat of Henrico once it moved from its original location at Henricus.



Shockoe Bottom (foreground)



THREAT: The public-private Revitalize RVA Plan contemplates intensive construction and redevelopment within the Shockoe Bottom flood plain, including a stadium and storm water flood-control infrastructure. These activities are likely to adversely impact historic and archaeological resources that are listed or eligible for listing on the National Register of Historic Places.

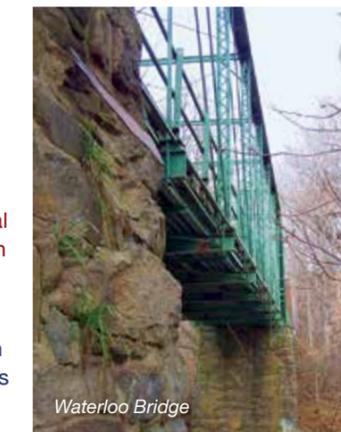
SOLUTION: The City of Richmond and its development partners are urged to avoid taking any action for the Revitalize RVA project that may disturb or harm resources before the federal Section 106 review and consultation process (which will allow for analyzing alternatives and ensuring a plan for appropriate development and preservation of the historic assets) is complete.

WATERLOO BRIDGE

SIGNIFICANCE: The Waterloo Bridge's history is deeply entwined with its setting as a Rappahannock River crossing between Culpeper and Fauquier Counties. The durable metal-truss bridge that is still standing today was installed in 1878. Waterloo Bridge is eligible for the National Register of Historic Places and is part of the Hedgeman-Rappahannock Rural Historic District nomination that has been submitted to the Virginia Department of Historic Resources.

THREAT: Waterloo Bridge was used for vehicular traffic until January 2014 when it was closed for reasons of safety; the wear and tear of sustained use and structural deficiencies in its iron material were no longer able to sustain a practical weight limit.

SOLUTION: The Virginia Department of Transportation (VDOT) is aware of the bridge's contribution to the rural character of the area, and is working with Culpeper and Fauquier Counties to determine the most cost effective option for balancing safety with preservation of the historic structure. VDOT, citizens, and local governments are encouraged to continue evaluating alternatives to meet safety and transportation needs while ensuring its stewardship.



Waterloo Bridge