National Park Service
Cultural Landscapes Inventory

2015

Revised: 1/2026



Fort Harrison

Richmond National Battlefield Park

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Introduction

The Cultural Landscape Inventory (CLI)

The Cultural Landscape Inventory (CLI) is a comprehensive inventory of all cultural landscapes in the National Park System. Landscapes that are listed, or eligible for listing, on the National Register of Historic Places, or are otherwise managed as cultural resources and in which the National Park Service has, or plans to acquire, legal interest are included in the inventory. The CLI identifies and documents each landscape's location, size, physical development, landscape characteristics, character-defining features, and condition. Cultural landscapes have approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into the Cultural Resources Information System (CRIS-CL) database. In addition, for landscapes not currently listed on the National Register and/or without adequate documentation, concurrence is required from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or the Keeper of the National Register.

Scope of the CLI

The information contained within the CLI is compiled from primary and secondary sources and through on-site surveys of the landscape. The level of investigation is dependent upon scoping the need for information. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape. Documentation and analysis of the existing landscape identifies character-defining characteristics and features and allows for an evaluation of the landscape's integrity and an assessment of the landscape's condition. The CLI also includes historic maps, drawings, and images; photographs of existing conditions; and a site plan that indicates major features. The CLI documents the existing condition of park landscape resources and identifies impacts, threats, and measures to stabilize condition. This information can be used to develop strategies for improved stewardship. Unlike a Cultural Landscape Report (CLR), the CLI does not provide management recommendations or treatment guidelines for the cultural landscape, but it may identify stabilization measures.

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources, and cultural landscapes. Cultural Resources Inventory System (CRIS) replaces three legacy inventory systems: ASMIS (archeology), CLI (cultural landscapes), and LCS (historic structures); and it reinstates the former ERI (ethnographic resources). This Cultural Landscape Inventory document reflects the information in a corresponding CRIS Cultural Landscape record.

Statutory and Regulatory Foundation

The legislative, regulatory, and policy directives for conducting and maintaining the CLI within CRIS are:

- National Historic Preservation Act (NHPA) of 1966 (16 USC 470h-2(a)(1)) Sec. 110
- Executive Order 13287: Preserve America, 2003. Sec. 3 (a and c)
- Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs
- Pursuant to the National Historic Preservation Act, 1998. Std. 2
- Cultural Resource Management Guideline, 1997, Release No. 5, page 22; issued pursuant to Director's Order #28 (DO-28)

The NHPA requires the identification, evaluation, and nomination of historic properties to the National Register of Historic Places and the maintenance and expansion of an inventory of cultural resources. DO-28 requires a cyclic assessment of the current condition of cultural landscapes based on an assessment interval, with a default of six years.

Use

Beyond fulfilling legal and policy requirements, park staff can use the Cultural Landscape Inventory in the following ways:

- To learn about park cultural landscapes (all staff)
- To inform management decisions (park managers)
- To inform project planning and development (park managers, facility managers, project managers, compliance specialists)
- To monitor the condition of the cultural landscape and take measures to protect its significance and integrity (cultural resource managers, facility managers)
- To recognize the stabilization and treatment needs of landscape features and plan work within cultural landscapes to address the needs (facility managers, cultural resource managers)
- To understand the cultural value of natural systems in a cultural landscape (natural resource managers)
- To create programming and educational materials based on site history (interpretation and education specialists)
- To recognize impacts within cultural landscapes and enforce protection measures (visitor and resources protection staff)

General Information

Property Level and CLI Numbers

Inventory Unit Name: Fort Harrison

Resource Classification: Component Landscape

CLI Identification Number: 300096

Parent Landscape: 300092

Inventory Status: Complete

Park Information

Park Name: Richmond National Battlefield Park

Alpha Code: RICH

Park Organization Code: 4800

Park District: RICH

Region: Northeast

Restricted: Yes

Landscape Description:

Fort Harrison is located approximately 6 miles southeast of downtown Richmond, Virginia. It is part of Richmond National Battlefield Park, which preserves, protects, interprets, and commemorates Richmond Civil War battlefield landscapes, struggles for the capital of the Confederacy associated with the 1862 Seven Days' Battles, the 1864 Overland Campaign, and the 1884-1865 Richmond and Petersburg Campaigns, including the American military, social, and political history as exemplified by the New Market Heights Battlefield. A portion of the property was initially conserved in 1927 and was included in the establishment of the national park in 1936.

Fort Harrison is associated with the Intermediate and Outer Lines of Richmond's defenses, built between 1862 and 1864, and the Battle of Chaffin's Farm/New Market Heights, September 29–30, 1864. In concert with Major General Benjamin Butler's army at Bermuda Hundred, General Grant launched a number of feints or concerted attacks on the Confederate defenses around Richmond, including Parker's Battery and Fort Harrison. Using siege tactics to overextend Confederate resources, Grant was able to force the breakthrough resulting in the abandonment of Petersburg and Richmond on April 2, 1865, and the surrender of General Lee's army a week later at Appomattox Court House.

The 475-acre property comprises a narrow strip of land roughly six- miles in length, from the intersection of Battlefield Park Road and New Market Road at the north end to Fort Brady and the James River at the south end. The majority of the extant historic resources were present during the battle, including seven forts, eight batteries, and numerous linear-shaped earthworks. The fortifications are covered in a mix of grass and woody vegetation, and several are accessible to the public from roadside parking areas and trails. A log cabin dating to the early development of the park by the Richmond Battlefield Parks Corporation houses a visitor center, while a picnic area constructed by the Civilian Conservation Corps (CCC) is nearby. Other features include historic commemorative markers installed by the Battlefield Markers Association, and non-historic offices, housing, and maintenance buildings. Encroaching suburban residential development surrounds the entire site, although the houses are generally set well back from the park roads and screened by roadside vegetation and successional forest growth.

SIGNIFICANCE SUMMARY

Fort Harrison, part of the Richmond National Battlefield Park Historic District, is significant under National Register of Historic Places Criteria A, C, and D. The site is nationally significant in the areas of Military and Ethic History-Black for its associations with the Battle of Chaffin's Farm/New Market Heights on September 29-30, 1864, as well as the critical role of United States Colored Troops (USCTs). The site is nationally significant in the areas of Commemoration and Conservation for its associations with the Civil War battlefield memorialization and preservation movement, including work by the Civilian Conservation Corps (CCC). The site is nationally significant in the area of Engineering for the well-preserved earthworks that are important examples of Civil War field fortifications built in 1862-1864. Lastly, the site is nationally significant under Criterion D in the area of Archeology–Historic (Non-Aboriginal) for its surviving earthworks and the potential to investigate the evolution of nineteenth-century military engineering, design techniques, and technology over the course of the war. The overall period of significance for Fort Harrison property is 1862 to 1944, beginning with the construction of the interconnected system of Confederate earthworks, and ending when the NPS officially accepted management of Richmond NBP.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION

The historic integrity of Fort Harrison is evaluated by comparing landscape characteristics and features present during the period of significance, 1862-1944, with the existing conditions as assessed in 2023. The majority of defensive features that comprise the Fort Harrison landscape have remained generally undisturbed since the war. The spatial organization of the military landscape remains intact, although it has been diminished by adjacent suburban residential development. The Civil War-era fortifications of forts, batteries, and earthworks remain intact, with the exception of Fort Hoke that was reconstructed by the Civilian Conservation Corps (CCC) in the early twentieth century. Other extant features constructed by the CCC include roadways that meander amongst the linear defenses, and a picnic area. A historic log cabin built by the Richmond Battlefield Parks Corporation (RBPC) remains in use as a visitor center. There are also several historic twentieth-century features on site including two Freeman Markers installed by the Battlefields Markers Association (BMA). Plantings installed around the log cabin and along the roadsides remain today.

Since 1944 all CCC-era camp buildings have been removed. The continued growth of successional forests and nearby suburban development have encroached on historic views and vistas, obscuring views to the James River as well as the historically open views across unobstructed farmland. While these changes have altered the overall wartime setting and feeling, a clear battle story can still be told from the preserved earthworks.

Condition:
The condition of the Fort Harrison Unit landscape is "Good." There is no evidence of major negative disturbance or deterioration by natural and/or human forces. The cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Landscape Hierarchy Description:

Fort Harrison is a component landscape within the Richmond National Battlefield Landscape, which comprises the entire Richmond National Battlefield Park. In addition to Fort Harrison, there are nine park units categorized as component landscapes: Beaver Dam Creek Battlefield, Chickahominy Bluff, Cold Harbor Battlefield, Drewry's Bluff, Gaines' Mill Battlefield, Glendale Battlefield, Malvern Hill Battlefield, Parker's Battery, and Totopotomoy Creek Battlefield at Rural Plains. Pending additional research, future component landscapes may include North Anna Battlefield and Chimborazo.

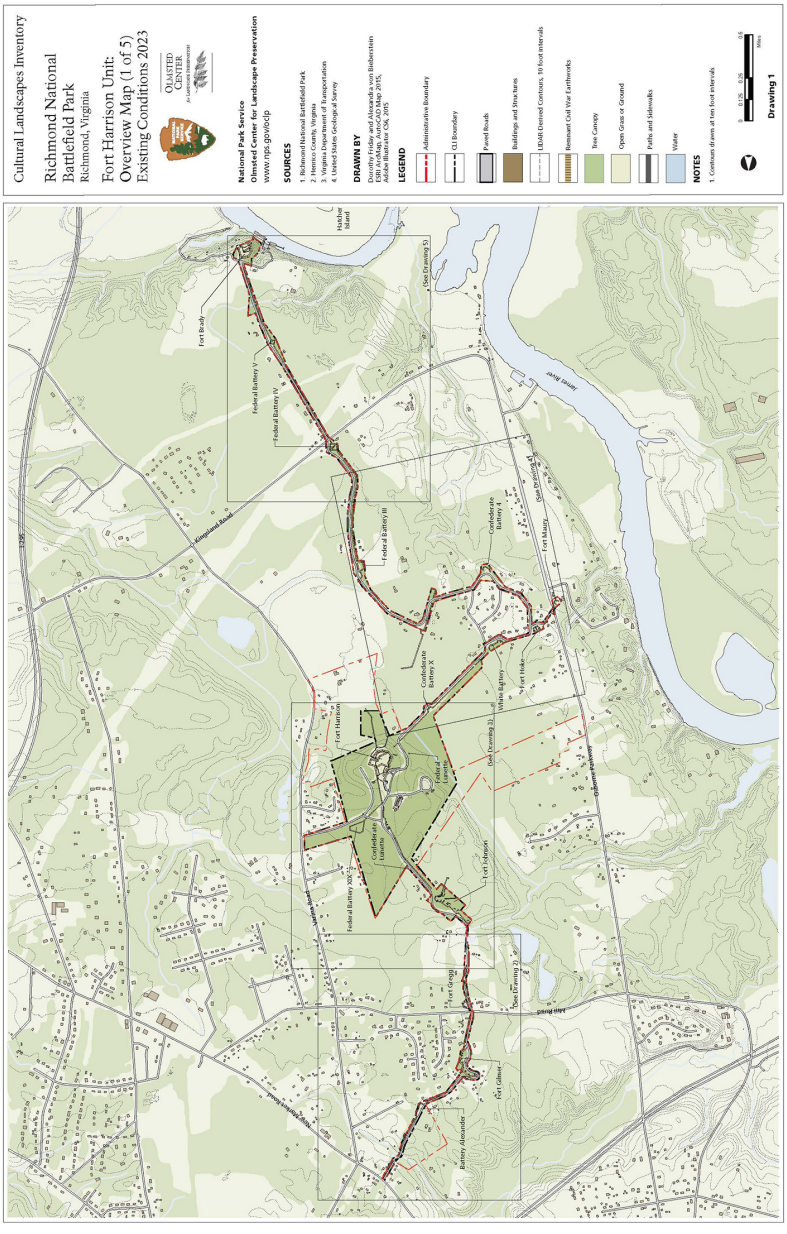
Landscape Type:

Historic Site

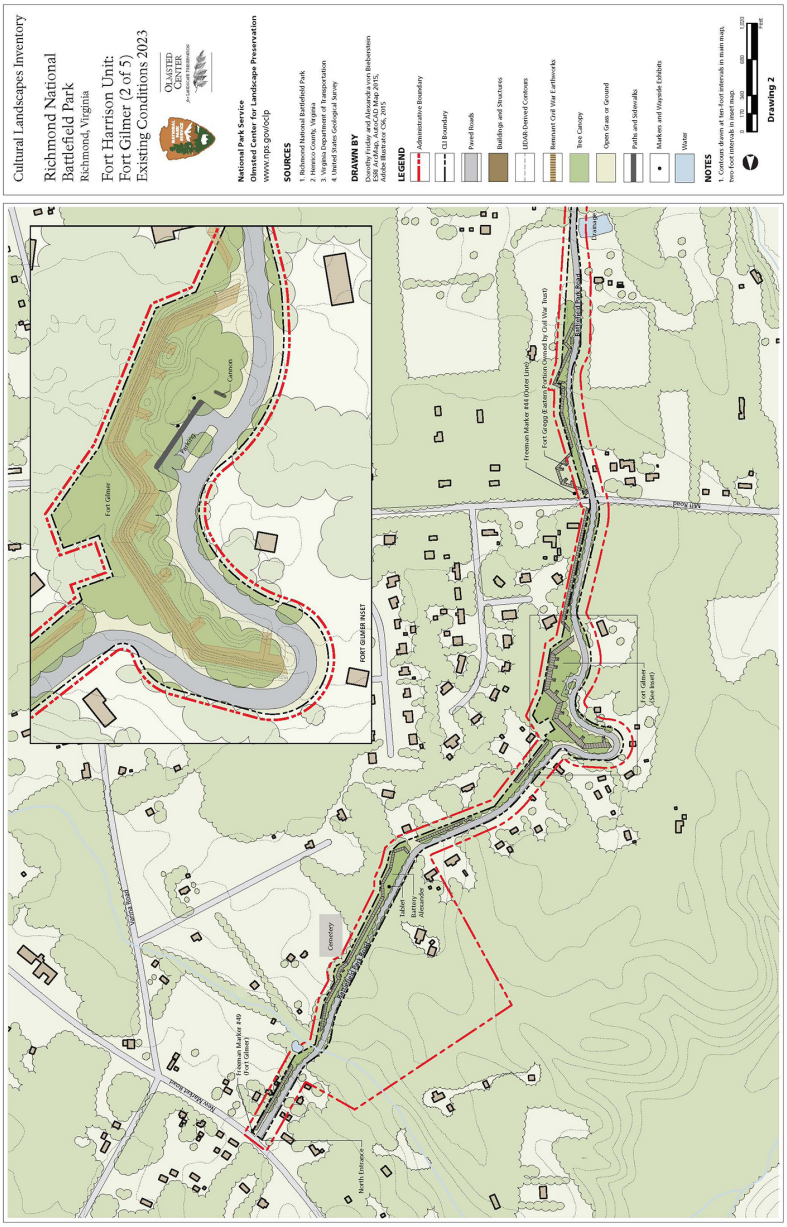
Other Names:

Other Name:	Fort Harrison	**Other Name Type:**	Both Current And Historic
Other Name:	Fort Burnham	**Other Name Type:**	Historic

Site Plan



Site map, 1 of 5.



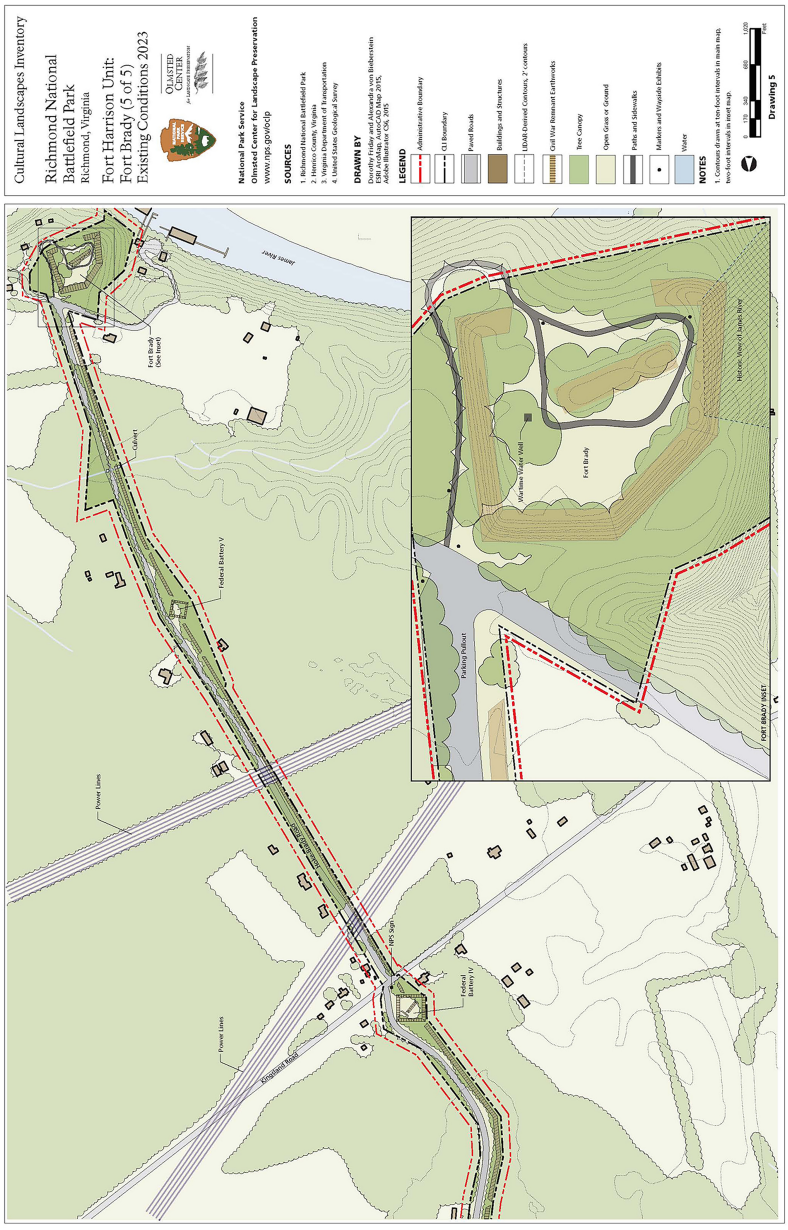
Site map, 2 of 5.



Site map, 3 of 5.



Site map, 4 of 5.



Site map, 5 of 5.

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 09/22/2015

Completion Status Explanatory Narrative:

The original CLI for Fort Harrison was approved by the Superintendent on September 22, 2015. Site visits to document the existing conditions of the Fort Harrison component landscape were conducted in October 2014. Eliot Foulds, Alexandra von Bieberstein, and Jeff Killion, Historical Landscape Architects, and Dorothy Friday, Student Conservation Association (SCA) intern, with the Olmsted Center for Landscape Preservation in Boston, contributed to the project.

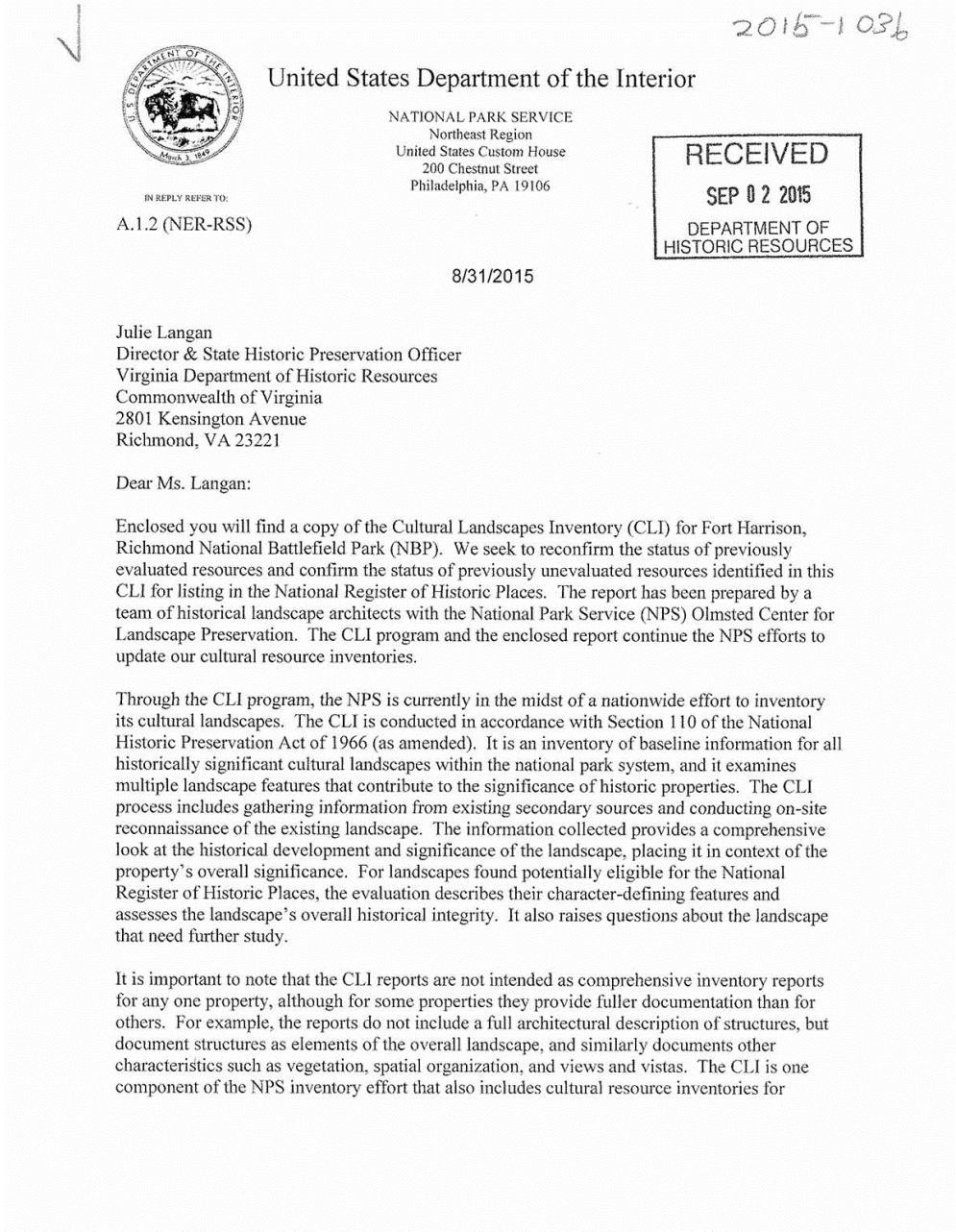
This update was completed by Meaghan Papeika, Architectural Historian, and Tim Layton, Historical Landscape Architect, and reviewed by Jeff Killion, Historical Landscape Architect, at the Olmsted Center for Landscape Preservation. Field work was completed in February 2023 by Layton and Papeika. The cultural resource contact for the park is Lexie Lowe, Park Archeologist, who may be reached at alexandra_lowe@nps.gov or 804-904-7443.

SUMMARY OF CLI REVISIONS, 2026

Three levels of effort have been developed for CLI Updates: A, B, and C. Level C is limited to a condition reassessment of the landscape; Level B includes C and is a targeted update of select data fields; Level A includes C and is a comprehensive update of all data fields. This 2026 update to the Fort Harrison CLI has been conducted at a Level B effort. The following edits have been made:
• The management category for the landscape remains, “Must be Preserved and Maintained.”
• The areas and period of significance are Military, Ethnic History-Black, Commemoration, Conservation, Engineering, and Historic Archeology (Non-Aboriginal) for 1862-1944. The areas and periods of significance align with the 2018 National Register documentation. The state-level of significance for the areas of Conservation and Commemoration in the 2015 CLI is changed to national level in this CLI Update, per the National Register. The 1941 end date in the 2015 CLI, which marked the end of CCC improvements, is changed to 1944 in this CLI Update, the year the NPS officially accepted management of Richmond NBP, per the National Register. National significance in the area of Historic Archeology (Non-Aboriginal) has been added.
• Updates to the Chronology and Physical History sections document changes in the landscape since 2015.
• Inventoried features in the Analysis and Evaluation chapter are consistent with the findings of the 2018 National Register. Maintenance Way, a road evaluated in the 2015 CLI as contributing, is evaluated as noncontributing in the National Register and this CLI; an aerial photograph from the 1930s indicates it was not present. Federal Battery X, evaluated in the 2015 CLI as contributing, is no longer present and has been removed from the feature table. The Maintenance Garage, evaluated as a ca. 1950 noncontributing building in the National Register may actually date to the CCC period; it is evaluated in this CLI as Undetermined until additional research is completed.
• The Archeological Sites section is revised to direct readers to the 2018 National Register documentation.
• The overall landscape condition was evaluated as “Good” in 2015. The proposed landscape condition evaluation for 2025 is “Good.”
• Updates to existing condition photographs and the site map.

Concurrence Graphic Information:

Attachment File Path



2015-1036

United States Department of the Interior

NATIONAL PARK SERVICE
Northeast Region
United States Custom House
200 Chestnut Street
Philadelphia, PA 19106

RECEIVED
SEP 0 2 2015
DEPARTMENT OF
HISTORIC RESOURCES

IN REPLY REFER TO:
A.1.2 (NER-RSS)

8/31/2015

Julie Langan
Director & State Historic Preservation Officer
Virginia Department of Historic Resources
Commonwealth of Virginia
2801 Kensington Avenue
Richmond, VA 23221

Dear Ms. Langan:

Enclosed you will find a copy of the Cultural Landscapes Inventory (CLI) for Fort Harrison, Richmond National Battlefield Park (NBP). We seek to reconfirm the status of previously evaluated resources and confirm the status of previously unevaluated resources identified in this CLI for listing in the National Register of Historic Places. The report has been prepared by a team of historical landscape architects with the National Park Service (NPS) Olmsted Center for Landscape Preservation. The CLI program and the enclosed report continue the NPS efforts to update our cultural resource inventories.

Through the CLI program, the NPS is currently in the midst of a nationwide effort to inventory its cultural landscapes. The CLI is conducted in accordance with Section 110 of the National Historic Preservation Act of 1966 (as amended). It is an inventory of baseline information for all historically significant cultural landscapes within the national park system, and it examines multiple landscape features that contribute to the significance of historic properties. The CLI process includes gathering information from existing secondary sources and conducting on-site reconnaissance of the existing landscape. The information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the property's overall significance. For landscapes found potentially eligible for the National Register of Historic Places, the evaluation describes their character-defining features and assesses the landscape's overall historical integrity. It also raises questions about the landscape that need further study.

It is important to note that the CLI reports are not intended as comprehensive inventory reports for any one property, although for some properties they provide fuller documentation than for others. For example, the reports do not include a full architectural description of structures, but document structures as elements of the overall landscape, and similarly documents other characteristics such as vegetation, spatial organization, and views and vistas. The CLI is one component of the NPS inventory effort that also includes cultural resource inventories for

SHPO concurrence letter, September 28, 2015 (7 pages).

historic structures, archeological sites, ethnographic resources, and museum objects. For example, the NPS List of Classified Structures inventory includes structural features of cultural landscapes, but the CLI takes a more encompassing approach to the properties, inventorying all above-ground features in each park in which the NPS has a legal or mandated interest.

Beginning in 1927, the Richmond Battlefields Parks Corporation began purchasing battlefield property in the Richmond area as land developments threatened to destroy battlefield sites and earthworks. One of the initial purchases was 200 acres at Fort Harrison, followed by portions of the battlefields at Cold Harbor, Gaines' Mill, Malvern Hill, and Beaver Dam Creek. These sites were transferred to the federal government as part of Richmond NBP, which was authorized on March 2, 1936 "for the purpose of protecting, managing, and interpreting the resources associated with the Civil War battles in and around the City of Richmond, Virginia." After the legal process was completed, the park was established on July 14, 1944.

Richmond NBP was administratively listed without documentation in the National Register of Historic Places on October 15, 1966 with the passage of the National Historic Preservation Act. Initial documentation of resources occurred on January 16, 1973 when the park was listed on the Virginia Landmark Register under the name "Richmond National Battlefield Park." For this listing, a National Register form was prepared but was not approved by the Keeper of the National Register. The documentation accepted by your office indicated that the site was significant under Criterion A in the areas of politics and social/humanitarian, Criterion C in the area of architecture, and Criterion D for archeology (historic-aboriginal). The period of significance was identified as the nineteenth century, but no specific dates were given. The documentation itemized resources under four headings: earthworks (11 areas), monuments (approximately 80), Watt House, and Garthright House. Under the earthworks category, Fort Hoke was identified as one of the defenses that had been altered, by the Civilian Conservation Corps. Documentation of park resources for inclusion in the National Register is currently underway.

On February 18, 2000, the Multiple Property Documentation Form (MPDF) "The Civil War in Virginia, 1861-1865: Historic and Archeological Resources" was accepted by the Keeper of the National Register. The MPDF identified property types and historic contexts with which to evaluate historic and archeological resources related to the Civil War. The six property types were battlefields, earthworks, campsites, military hospitals, military headquarters, and military prisons. Richmond NHB was identified under the battlefields and earthworks property types under Criteria A, C, and D. The historic contexts were organized by the Civil War campaigns in Virginia, most of which were conducted along the principal transportation routes. The events at Fort Harrison (September 29-30, 1864) were described as part of the Richmond and Petersburg Campaign.

On July 1, 2004, your office concurred with the NPS that the Fort Harrison Secondary Visitor Center was not eligible for listing in the National Register. The 1959 building was evaluated using the context study and registration requirements prepared by the NPS entitled, "Mission 66 Visitor Centers: The History of a Building Type," by Sarah Allabeck. The building was removed in 2007.

On October 5, 2009, your office concurred with the NPS on the eligibility of numerous resources at the park as part of as an update to the List of Classified Structures. At Fort Harrison, two resources were identified as significant under criteria A, C, and D and contributing to the

significance of the MPDF's battlefields property type: Fort Burnham Supply Road and Federal "Listening" Wells. Twenty-three resources were identified as significant under criteria A,C, and D and meeting the MPDF's registration requirements for earthworks: Confederate Earthworks New Market to Fort Gilmer, Fort Gilmer, Confederate Earthworks Fort Gilmer to Fort Gregg, Fort Gregg, Confederate Earthworks Fort Gregg to Fort Johnson, Fort Johnson, Confederate Lunette, Confederate Earthworks Fort Johnson to Fort Harrison, Federal Earthworks NE of Fort Harrison, Fort Harrison, Federal Battery XIX, Federal Lunette, Federal Earthworks South of Fort Harrison, Confederate Earthworks Fort Harrison to White Battery, White Battery, Fort Maury, Confederate Battery #4, Confederate Earthworks Fort Harrison to Fort Maury, Federal Battery No. III, Federal Earthworks Fort Harrison to Fort Brady, Federal Battery No. IV, Federal Battery No. V, and Fort Brady. Four resources were identified at Fort Harrison as significant under Criterion A for their association with the commemoration of the Civil War at Richmond NBP by the Battlefields Markers Association and the Richmond Battlefields Park Corporation: Freeman Marker #49 (Fort Gilmer), Freeman Marker #44 (Outer Line), Log Cabin, and Battlefield Park Road. Two resources were identified as significant under Criterion A for their association with the CCC and the New Deal, and work to enhance park resources: Fort Hoke and Hoke-Brady Road.

The enclosed CLI for Fort Harrison fully evaluates the cultural landscape, particularly the associated landscape characteristics and features. As noted previously, thirty-one of the property's features compiled on the attached list have been determined as eligible for listing in the National Register. The CLI identifies twenty-one additional features related to topography, spatial organization, natural systems, land use, vegetation, circulation, buildings and structures, views and vistas, and small-scale features that also contribute to the significance and historic character of the property's landscape.

We call your particular attention to the Landscape Description, National Register Information and the Statement of Significance, and Analysis and Evaluation Summary in the enclosed CLI.

Based on the CLI, we seek to reconfirm our agreement on previously evaluated resources and your concurrence on the status of resources and features identified in this CLI:

- Fort Harrison property is significant at the national level under Criterion A in the area of Military History for its association with the Civil War. In concert with Major General Benjamin Butler's army at Bermuda Hundred, General Grant launched a number of feints or concerted attacks on the Confederate defenses around Richmond, including Parker's Battery and Fort Harrison. Using siege tactics to overextend Confederate resources, Grant was able to force the breakthrough resulting in the abandonment of Petersburg and Richmond on April 2, 1865 and the surrender of General Lee's army a week later at Appomattox Court House.
- The property is nationally significant under Criterion A in the areas of Military History and Ethnic Heritage-Black as the site of the Battle of Chaffin's Farm/New Market Heights, one of the most important engagements involving United States Colored Troops in combat during the Civil War.
- The property is significant at the state level under Criterion A in the areas of Commemoration and Conservation for early twentieth-century efforts to memorialize and preserve Richmond area battlefields. The efforts of the Battlefield Markers Association, Richmond Battlefield Park Corporation, Civilian Conservation Corps, Commonwealth of Virginia, and the National Park Service were concurrent with trends in the veneration and protection of Civil War battlefields.

CULTURAL LANDSCAPES INVENTORY
CONCURRENCE FORM

Fort Harrison
Richmond National Battlefield Park

Richmond National Battlefield Park concurs with the findings of the Cultural Landscape Inventory (CLI) for Fort Harrison, including the following specific components:

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

CONDITION ASSESSMENT: Good

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscape Inventory for Fort Harrison is hereby approved and accepted.

Superintendent, Richmond National Battlefield Park — Date 9/22/2015

Park concurrence form, September 22, 2015.

- The property is nationally significant under Criterion C in the area of Engineering for the well-preserved earthworks that are important examples of Civil War field fortifications.
- The overall period of significance for Fort Harrison property is 1862 to 1941, beginning with the construction of the interconnected system of Confederate earthworks, and ending when the Civilian Conservation Corps completed work at Fort Harrison.
- Overall, the landscape retains integrity to its period of significance.
- The categorization of contributing, non-contributing, and undetermined landscape characteristics and features (see attached list).

If you concur with these findings, we ask that you please sign on the space provided and return this letter to Jeff Killion, CLI Coordinator (Address: National Park Service, Olmsted Center for Landscape Preservation, 15 State Street, 6th Floor, Boston, MA 02109). We would appreciate your response at your earliest convenience. Thank you for your attention to this inventory. Should you have any questions, please feel free to contact Mr. Killion at 617-223-5053.

Sincerely,

Jim Comiskey
Acting Associate Regional Director
Resource Stewardship & Science

Enclosure

cc:
Superintendent, Richmond National Battlefield Park

I concur with the National Park Service categorizations of the landscape resources and features at Fort Harrison, Richmond National Battlefield Park, as contributing, non-contributing, and undetermined.

for M. Amanda Lee
Virginia State Historic Preservation Officer

28 September 2015
Date

M. Amanda Lee
Historic Preservationist
Division of Review and Compliance

Land Use
Picnic Area

Vegetation
Fort Harrison Roadside Vegetation
Specimen Oak Trees at Forts
Pine Stands at Log Cabin
Red Cedar Rows along Park Roads

Circulation
*Battlefield Park Road
*Hoke-Brady Road
*Fort Burnham Supply Road
Picnic Road
Maintenance Way
Parking Area-Fort Brady
Parking Area-Fort Hoke
Parking Area-Fort Gilmore
Parking Area-Picnic Area

Buildings and Structures
*Log Cabin (Visitor Center)
Pump House
Maintenance Garage

Views and Vistas
View from Overlook at Fort Brady
Views from Battlefield Park Road and Hoke-Brady Road

Small-Scale Features
*Freeman Marker #49 (Fort Gilmer)
*Freeman Marker #44 (Outer Line)
Well at Fort Harrison
Well at Fort Brady

Non-Contributing Landscape Characteristics & Associated Features

Vegetation
Hardwood Forests
Vines and Japanese Stilt Grass

Circulation
Fort Harrison Interpretive Trail
Fort Brady Interpretive Trail
Parking Area-Fort Harrison

Buildings and Structures

Vehicle Maintenance Shop
Pump House at Resource Management Area
Resource Management Office
Seasonal Quarters
Equipment Shelter (semi-enclosed)
Equipment Shelters (open sided)
Wood Frame Equipment Shelter
Pump House and Water Tank
Utility Shed
Picnic Shelter
Footbridge at Fort Harrison

Small-Scale Features

Cannon at Fort Harrison
Cannon at Fort Gilmer
Flagpole at Fort Harrison
Picnic Tables
Trash Cans
Security Lights
Markers and Wayside Exhibits
Fences

Undetermined Landscape Characteristics & Associated Features

Small-Scale Features

Stone Fireplaces

NPS Cultural Landscapes Inventory – Fort Harrison
Richmond National Battlefield Park
List of Contributing and Non-Contributing Landscape Features
August 2015

Contributing Landscape Characteristics & Associated Features

The following landscape characteristics and associated features contribute to the property's historic character, though not all are considered countable resources according to the National Register of Historic Places. Features marked with a (*) were identified as contributing resources by the Virginia State Historic Preservation Office on October 5, 2009.

Topography

*Confederate Earthworks New Market to Fort Gilmer
*Fort Gilmer
*Confederate Earthworks Fort Gilmer to Fort Gregg
*Fort Gregg
*Confederate Earthworks Fort Gregg to Fort Johnson
*Fort Johnson
*Confederate Lunette
*Confederate Earthworks Fort Johnson to Fort Harrison
*Federal Earthworks NE of Fort Harrison
*Fort Harrison
*Federal Battery No. XIX
*Federal Lunette
*Federal "Listening" Wells
*Federal Earthworks South of Fort Harrison
Federal Battery No. X
*Confederate Earthworks Fort Harrison to White Battery
*White Battery
*Fort Maury
*Confederate Battery #4
*Confederate Earthworks Fort Harrison to Fort Maury
*Federal Earthworks Fort Harrison to Fort Brady
*Fort Hoke
*Federal Battery No. III
*Federal Battery No. IV
*Federal Battery No. V
*Fort Brady

Spatial Organization

Linear Shape of Combined Fortifications

Natural Systems and Features

James River
Wetlands

Cultural Landscapes Inventory
CLI Updates Certification Form
2026

Richmond National Battlefield Park

Chickahominy Bluff, Drewry's Bluff, Fort Harrison, Glendale Battlefield, Malvern Hill Battlefield, Parkers' Battery

Richmond National Battlefield Park certifies the CLI updates for the following sites, including:

CONDITION ASSESSMENT:
Fair – Chickahominy Bluff
Poor – Drewry's Bluff
Good – Fort Harrison
Fair – Glendale Battlefield
Good – Malvern Hill Battlefield
Fair – Parkers' Battery

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements, will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The CLI updates for the sites listed above at Richmond National Battlefield Park are hereby approved and accepted.

JENIFER EGGLESTON Digitally signed by JENIFER EGGLESTON
Date: 2026.01.12 18:58:50 -05'00'

Superintendent, Richmond National Battlefield Park Date

Park concurrence form, January 12, 2026.

Revision:

Revised By	Type of Revision	Revision Date	Revision Narrative
Jeff Killion	CLI Update	01/12/2026	Three levels of effort have been developed for CLI Updates: A, B, and C. Level C is limited to a condition reassessment of the landscape; Level B includes C and is a targeted update of select data fields; Level A includes C and is a comprehensive update of all data fields. This 2026 update to the Fort Harrison CLI has been conducted at a Level B effort.

Geographic Information

State and County:

State	County
Virginia	Henrico County

Size (Acres): 474.83

Land Tract Number(s)

The Fort Harrison Unit is comprised of eight parcels. Five parcels are owned in fee simple by the National Park Service and include (02-102, 446.57 acres), (02A-100, 9.23), (02-101, 9.28), (02-113, 1.00), (02-103, 1.60), tract 02-152, 7.15 acres). Three parcels owned less than fee included (02-105, 19.02 acres), (02-104, 0.00), and (02-117, 0.01). The authorized park boundary encompasses eighteen additional parcels.

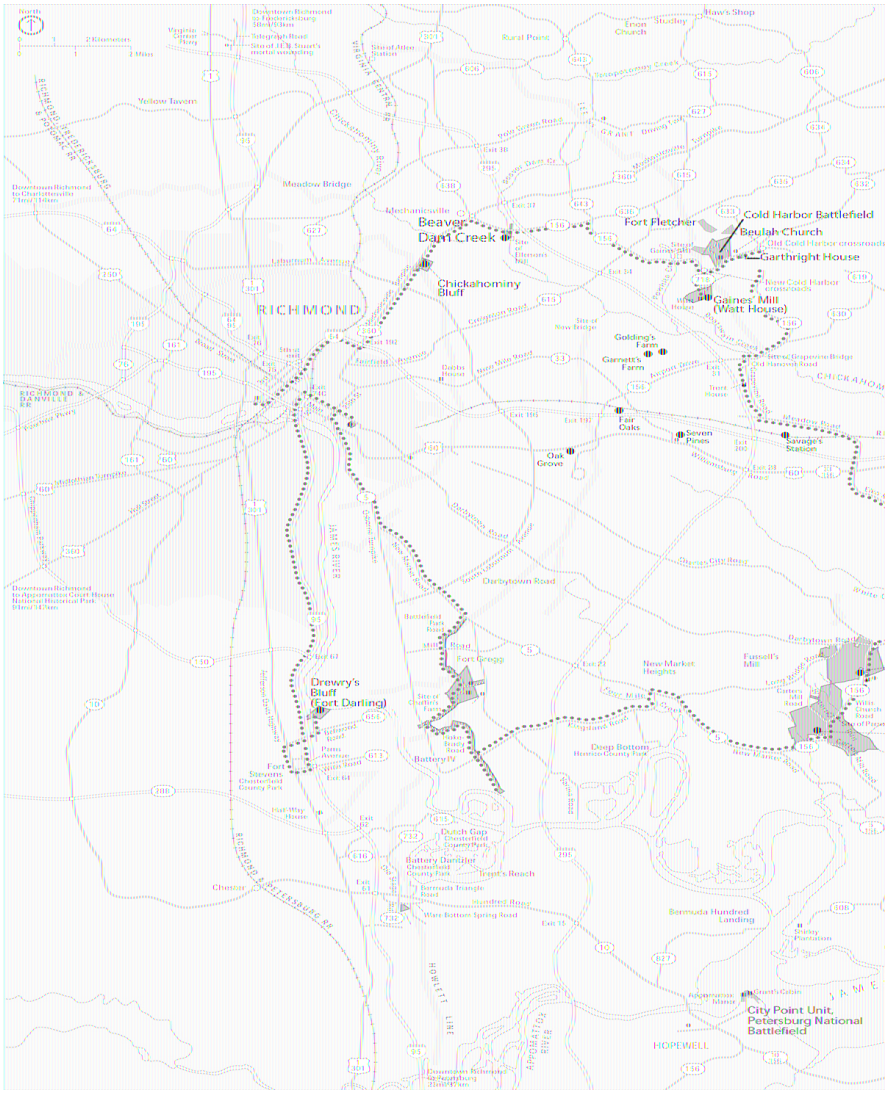
Boundary Description:

The Fort Harrison Unit is an irregular-shaped 474.83-acre parcel extending from the intersection of Battlefield Park Road and New Market Road at the north end to Fort Brady at the south end. The boundary essentially follows the two main north-south park roads (Battlefield Park Road and Hoke-Brady Road) and the earthen defensive structures on either side of the roadways, widening in the center at Fort Harrison to for park maintenance and administrative facilities and a picnic area.

Boundary Coordinates

Source	Type of Point	Latitude	Longitude	Narrative
	Area	37.455689	-77.373379	
	Area	37.437386	-77.372426	
	Area	37.433024	-77.365853	
	Area	37.426653	-77.368574	
	Area	37.418134	-77.376791	
	Area	37.390462	-77.361664	
	Area	37.407087	-77.370876	
	Area	37.415829	-77.388393	
	Area	37.428271	-77.379415	
	Area	37.437462	-77.38106	
	Area	37.448129	-77.381364	

Location Map:



Fort Harrison, a unit of Richmond National Battlefield Park (NBP), is located approximately ten miles southeast of Richmond, Virginia. (National Park Service--hereafter NPS)

Regional Landscape Contexts:

Type of Context: Physiographic

Description:

This context concerns the large-scale physical forms and patterns of the landscape such as hill, plateau, ravine, drumlin, etc. Richmond NBP is located in the Piedmont Region of Virginia along the fall line of the James River, at the highest navigable point of the river. The park's administrative units form a wide arc that stretches from Totopotomoy Creek north of Richmond southeastward to Parker's Battery on the James River south of the city (see Regional Landscape Context Graphic).

Henrico County and the City of Richmond are part of a transition zone between the Tidewater region and the Piedmont Plateau region, where the coastal flats turn into the Appalachian foothills. In the Tidewater Region of Virginia (an alluvial terrace), land is relatively flat except for escarpments along tributaries and rivers. The Fort Harrison Unit is located atop one of these high escarpments and is bordered by the meandering James River to the south and west.

Type of Context: Cultural

Description:

This context concerns the general human overlay on the physical form of the landscape. The area around Richmond is heavily developed with suburban housing, light industrial sites, and major transportation corridors, including U.S. Interstates 95 and 295. The presence of major highways has accelerated housing and industrial development throughout the area. The units of Richmond NBP are located in predominantly suburban settings, with the exception of Parker's Battery, which is surrounded by light industrial sites, and the Civil War Medical Museum, which is near the center of Richmond. These areas were predominantly farmland during the war. Since that time, extensive suburban, commercial, and light industrial development has altered the landscape and prompted efforts by the Civil War Battlefield Trust and other private and public organizations to preserve battlefield sites outside Richmond NBP. (NR 2018, Sec.7: 5-6)

The area surrounding the Fort Harrison Unit was predominantly agricultural until the late twentieth century when the growth of Richmond led to increased suburban residential development in surrounding areas, including Henrico County. The county's population as of 2014 was estimated to be 321,924, with a growth rate of 4.9% in the last five years (census.gov 7/20/2015). Despite continued development, the area remains somewhat rural with some surviving farms and strips of forest. Henrico and neighboring county, Hanover, contain dozens of parks, recreation areas, and historic sites—including more than ten site units under National Park management.

Type of Context: Political

Description:

This context concerns the overlay imposed on the landscape through general land use, zoning, legal restrictions, transportation, utilities, population, and political jurisdiction (e.g., state, county, city, borough, or village). The Fort Harrison Unit is located in the Varina magisterial district of Henrico County, southeast of the City of Richmond. Fort Harrison is a unit of Richmond National Battlefield Park, itself a unit of the National Park Service.

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 09/22/2015

Management Category Explanatory Narrative:

As approved on September 22, 2015, the Fort Harrison Unit meets the “Must be Preserved and Maintained” management category because the property is related to the park’s legislated significance and is nationally significant as defined by National Register of Historic Places criteria.

The 1936 enabling legislation for Richmond National Battlefield Park, amended in 1995, states, “In order to preserve the site of the 1862 Peninsula Campaign and the 1864-65 battle of Richmond, in the vicinity of Richmond, Virginia, as a national battlefield park for the benefit and inspiration of the people of the United States, there is hereby established, subject to existing rights, the Richmond National Battlefield Park” (Act of March 2, 1936, Chapter 113; 49 Stat. 1155). Fort Harrison was part of the park’s original acreage. In 2018 the property was identified as nationally significant under Criteria A, C, and D of the National Register of Historic Places, as part of the Richmond National Battlefield Park Historic District. (Act of March 2, 1936, Chapter 113; 49 Stat. 1155; NR 2018, Sec.8: 41-43)

Management Agreements:

Type of Agreement: None

Management Agreement Expiration Date:

Management Agreement Explanatory Narrative:

Legal Interests:

Type of Interest: Fee Simple

Narrative: Tracts 02-102, 02A-100, 02-101, 02-113, 02-103, and 02-152

Type of Interest: Less Than Fee Simple

Narrative: Tracts 02-105, 02-104, and 02-117

Located in managed wilderness?: Unknown

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Narrative:

Adjacent lands are lands outside the cultural landscape boundary, including lands inside or outside the park. Skirmishes took place on lands beyond the Fort Harrison Unit boundaries, and extensive areas have been lost to development. Other areas are protected by easements or are otherwise undeveloped, which has preserved the views from some of the earthworks.

National Register Information

National Register of Historic Places

Documentation Status: Keeper - Documented

Documentation Narrative Description:

Fort Harrison is part of Richmond National Battlefield Park (NBP), which encompasses a series of non-contiguous sites authorized on March 2, 1936, “for the purpose of protecting, managing, and interpreting the resources associated with the Civil War battles in and around the City of Richmond, Virginia,” and established on July 14, 1944. The Fort Harrison site belonged to the original state park established in 1932 and was transferred to the NPS in 1960.

Richmond NBP was administratively listed without documentation in the National Register of Historic Places on October 15, 1966, with the passage of the National Historic Preservation Act. Initial documentation of resources occurred on January 16, 1973, when the park was listed on the Virginia Landmark Register under the name “Richmond National Battlefield Park.” For this listing, a National Register form was prepared but was not approved by the Keeper of the National Register. The documentation accepted by Virginia indicated that the site was significant under Criterion A in the areas of politics and social/humanitarian, Criterion C in the area of architecture, and Criterion D for archeology (historic-aboriginal). The period of significance was identified as the nineteenth century, but no specific dates were given. The documentation itemized resources under four headings: earthworks (11 areas), monuments (approximately 80), Watt House, and Garthright House.

On February 18, 2000, the Multiple Property Documentation Form (MPDF) “The Civil War in Virginia, 1861-1865: Historic and Archeological Resources” was accepted by the Keeper. The MPDF identified property types and historic contexts with which to evaluate historic and archeological resources related to the Civil War. The six property types were battlefields, earthworks, campsites, military hospitals, military headquarters, and military prisons. Richmond NBP was identified under the battlefields, earthworks, military hospitals, and military headquarters property types under Criteria A, C, and D. The historic contexts were organized by the Civil War campaigns in Virginia, most of which were conducted along the principal transportation routes.
The events at Fort Harrison (September 29-30, 1864) were described as part of the Richmond and Petersburg Campaign.

On July 1, 2004, the Virginia State Historic Preservation Office (SHPO) concurred with the NPS that the Fort Harrison Secondary Visitor Center was not eligible for listing in the National Register. The 1959 building was evaluated using the context study and registration requirements prepared by the National Park Service entitled, “Mission 66 Visitor Centers: The History of a Building Type,” by Sarah Allabeck. The building was removed in 2007.

On October 5, 2009, the Virginia SHPO concurred with the NPS on the eligibility of numerous resources at the park as part of as an update to the Historic Structures Inventory (formerly List of Classified Structures). At Fort Harrison, two resources were identified as significant under Criteria A, C, and D and contributing to the significance of the MPDF’s battlefields property type: Fort Burnham Supply Road and Federal “Listening” Wells. Twenty-three resources were identified as significant under criteria A,C, and D and meeting the MPDF’s registration requirements for earthworks: Confederate Earthworks New Market to Fort Gilmer, Fort Gilmer, Confederate Earthworks Fort Gilmer to Fort Gregg, Fort Gregg, Confederate Earthworks Fort Gregg to Fort Johnson, Fort Johnson, Confederate Lunette, Confederate Earthworks Fort Johnson to Fort Harrison, Federal Earthworks NE of Fort Harrison, Fort Harrison, Federal Battery XIX, Federal Lunette, Federal Earthworks South of Fort Harrison, Confederate Earthworks Fort Harrison to White Battery, White Battery, Fort Maury, Confederate Battery #4, Confederate Earthworks Fort Harrison to Fort Maury, Federal Battery No. III, Federal Battery No. IV, Federal Battery No. V, and Fort Brady. Four resources were identified at Fort Harrison as significant under Criterion A for their association with the

commemoration of the Civil War at Richmond NBP by the Battlefields Markers Association and the Richmond Battlefields Park Corporation: Freeman Marker #49 (Fort Gilmer), Freeman Marker #44 (Outer Line), Log Cabin, and Battlefield Park Road. Two resources were identified as significant under Criterion A for their association with the CCC and the New Deal, and work to enhance park resources: Fort Hoke and Hoke-Brady Road.

On September 28, 2015, the Virginia SHPO concurred with the findings of the Fort Harrison CLI. The CLI identified twenty-one additional features related to topography, spatial organization, natural systems, land use, vegetation, circulation, buildings and structures, views and vistas, and small-scale features that also contribute to the significance and historic character of the property's landscape. The CLI also identified areas of significance at the national level under Criteria A (Military, Military and Ethnic Heritage-Black) and C (Engineering), as well as at the state level under Criterion A (Commemoration and Conservation). The overall period of significance was listed as 1862-1941, beginning with the construction of the interconnected system of Confederate earthworks, and ending when the CCC completed work at Fort Harrison.

On April 27, 2018, the Keeper accepted the first comprehensive park-wide National Register documentation for Richmond NBP (the Virginia SHPO approved an earlier draft on March 7, 2017). The Richmond National Battlefield Park Historic District (the District) is eligible for listing in the National Register at the national level under Criteria A (Military and Ethnic Heritage: Black), B (Military), C (Commemoration, Conservation, and Engineering), and D (Archeology: Historic, Non-Aboriginal). The District's contributing commemorative monuments meet Criteria Consideration F because they possess significance engendered from their age, design, and symbolic values. The period of significance for the district was listed as c.1720-1944, beginning with the construction of the Garthright house and ending when the NPS officially accepted management of Richmond NBP. The period of significance for historic archeology was listed as c.1725-1864. The documentation identified the entire site as a contributing resource, along with thirty-three other contributing features (see Analysis and Evaluation chapter). An amendment to the National Register documentation is currently underway, which will address 635 acres of North Anna Battlefield (new park unit, acquired from ABT c. 2016/2017); a 50-acre tract at Cold Harbor, which includes Fort Fletcher; 380 acres at Malvern Hill; and 15 acres at Glendale.

According to research conducted for this CLI and the categories of National Register documentation outlined in the "CLI Professional Procedures Guide," Fort Harrison at Richmond NBP is adequately documented based on the existing National Register documentation and previous correspondences with the Virginia SHPO. Therefore, for purposes of the CLI, the property is considered "Entered – Documented."

Eligibility: Eligible - Keeper

Concurrence Eligibility Date: 04/27/2018

Concurrence Narrative:

Significance Level: National

Contributing: Contributing

Classification: Site

Statement of Significance for National Register of Historic Places:

Richmond National Battlefield Park:
The Richmond National Battlefield Park Historic District (the District) is significant at the national level under National Register of Historic Places Criteria A, B, C, and D. The District is primarily significant under Criterion A in the area of Military as the site of major Civil War battlefields and related properties associated with the Union's attempts to take the Confederate capital city of Richmond during the Peninsula Campaign of 1862, the Overland Campaign of 1864, and the Richmond-Petersburg Campaign of 1864–1865. The District has additional significance under Criterion A in the areas of Military and Ethnic Heritage: Black for the valiant role played by United States Colored Troops in the September 29–30, 1864, Battle of Chaffin's Farm/New Market Heights. Under Criterion B in the area of Military, the District is significant for its associations with Union Major General George B. McClellan and Lieutenant General Ulysses S. Grant and Confederate General Robert E. Lee, each of whom devised the strategy and tactics that led to and determined the outcome of the battles fought around Richmond in 1862 and 1864–1865. (NR 2018: Sec.8: 43)

The early twentieth-century efforts to commemorate and preserve the Richmond battlefields are related to national trends in the veneration and protection of Civil War battlefields and lend the District significance under Criterion A in the areas of Commemoration and Conservation. The Richmond Weather Station at Chimborazo, as an example of a purpose-built observation station constructed during the early twentieth century by the United States Weather Bureau, has significance under Criterion A in the area of Science and under Criterion C in the area of Architecture. The well-preserved earthworks within the District are highly important examples of Civil War field fortifications that are significant under Criterion C in the area of Engineering. The Garthright House, Watt House, and Shelton House are significant under Criterion C for their representative eighteenth- and nineteenth-century architecture. Under Criterion D, the District possesses significance in the area of Archeology: Historic, Non-Aboriginal for the data it has yielded, and has the potential to yield, about the military and medical experiences of the Union and Confederate armies during the Civil War. The District also possesses significance for its demonstrated and potential ability to provide information about the evolution of the agrarian economy and landscape in antebellum Piedmont Virginia and the enslaved and free black people who lived on it. Lastly, the District's contributing commemorative monuments meet Criteria Consideration F because they possess significance engendered from their age, design, and symbolic values. (NR 2018: Sec.8: 43)

The period of significance for the District extends from ca. 1720, the earliest date associated with a standing historic resource within the District, to 1944, the end of the initial national park development period. The primary period of significance for the District corresponds to the years between the construction of the Richmond defensive fortifications in 1861 and the conclusion of the Richmond-Petersburg Campaign in 1865. The period of significance for commemorative activities associated with the District begins in 1866, almost immediately after the Civil War ended, and extends through 1944 to encompass the initial development of the battlefield lands as a national park under the NPS. After 1944, austerity measures throughout the National Park System curtailed development at the park for several decades, and the System-wide Mission 66 initiative of the 1950s and 1960s had little impact at Richmond. Additional land acquisition and resource rehabilitation has occurred only within the last two decades, i.e. the late–1990s to the present (2015). The period of significance for historic archeology under Criterion D is ca. 1725–1864. (NR 2018: Sec.8: 43)

Fort Harrison:
Fort Harrison, part of the Richmond National Battlefield Park Historic District, possesses national-level significance under Criterion A in the areas of Military, Ethnic Heritage-Black, Commemoration, and Conservation, under Criterion C in the area of Engineering, and under Criterion D in the area of Archeology-Historic (Non-Aboriginal). The Fort Harrison property also meets Criteria Consideration F: Commemorative Properties, for its commemorative monuments.

The overall period of significance for Fort Harrison property is 1862 to 1944, beginning with the construction of the interconnected system of Confederate earthworks, and ending when the NPS officially accepted management of Richmond NBP. Within the overall period of significance are two distinct time periods related to the various areas of significance. For its association with the Civil War and the Battle of Chaffin's Farm/New Market Heights, and the numerous engineered fortifications, the period of significance is 1862-1864. For its association with commemorative and conservation projects, the period of significance is 1925-1944.

CRITERION A

Military and Ethnic Heritage-Black:
Fort Harrison is nationally significant in the areas of Military History and Ethnic Heritage-Black for its associations with the Battle of Chaffin's Farm/New Market Heights on September 29-30, 1864, as well as the critical role of United States Colored Troops (USCTs). Confederate engineers had worked feverishly to build permanent defenses around Richmond since the beginning of the war, and by 1864 they had created a system anchored south of the capital on the James River at Chaffin's Farm, a large open bluff named for a local resident. This outer line was supported by an intermediate and inner system of fortifications much closer to the capital. (RICH website, accessed 5 June 2015)

The strength of these lines remained untested until September 1864 when Union Gen Ulysses S. Grant tried to capture Richmond or Petersburg by attacking simultaneously north and south of the James River. The attack north of the river occurred on September 29. Federal Gen. Benjamin Butler commanded the attackers who captured the strategically important New Market Heights in the early morning. Other elements of Butler's forces then overwhelmed the Confederate defenders inside Fort Harrison. However, uncoordinated attacks against Forts Gilmer, Gregg, and Johnson all encountered dismal failure, leaving Butler and Grant chagrined at only partial success. A Confederate counterattack on September 30 proved equally futile, and the two armies settled into trench warfare that continued until the end of the war. The fighting around Chaffin's Farm cost the nation nearly 5,000 casualties. (RICH website, accessed 5 June 2015)

The Fort Harrison was key to General Butler's plan of attack, as it represented the strongest point on the Confederate line of defenses. From it, one could see all the way to the James River. However, in 1864 most of the Confederate forces were in Petersburg and here the Confederate defenders numbered barely 200. Their guns were mostly so poor as to be scorned by the main field artillery. The Union attack pierced the fort quickly, although casualties numbered near 500 men. Confederate Gen. Robert E. Lee personally organized a major effort to recapture the lost fort. His attack also lacked coordination, and the well-prepared Union defenders, some of them armed with multiple shot weapons, crushed the Confederate effort and inflicted great loss on the attackers. The victors abolished the Confederate title for the fort and renamed it Fort Burnham. (RICH website, accessed 5 June 2015)

The Battle of Chaffin's Farm/New Market Heights involved the United States Colored Troops (USCTs) in combat during the Civil War. The Third Division of the Union Eighteenth Corps comprised entirely of USCTs led a valiant charge up New Market Road from Deep Bottom Landing. Butler chose the division because he wanted to see the USCTs redeemed in the eyes of the public following their resounding defeat at the Crater during the Siege of Petersburg and prove they were capable under the pressures of battle. While the battle did not result in Butler's desired outcome of capturing Richmond, it did force Lee to weaken his Petersburg lines by redeploying troops north to defend the Confederate capitol, allowing Grant to mount an attack against the South Side Railroad, a crucial Petersburg supply line. (NR 2018, Sec.8: 68)

Commemoration and Conservation:
Fort Harrison is nationally significant under Criterion A in the areas of Conservation and Commemoration for its associations with the Civil War battlefield memorialization and preservation movement. Veterans and their families erected few commemorative objects on the battlefield sites at Richmond, unlike the many erected at sites in Petersburg and Fredericksburg. Richmond's battlefield sites also did not benefit initially from the federal battlefield preservation efforts in the 1890s that resulted in the creation of the country's first four national military parks, all at other Civil War sites, under the management of the War Department. However, over the next few decades, numerous individuals and groups petitioned Congress for additional parks and memorials at other deserving American battlefields. To assist in prioritizing these requests, in 1926, Congress authorized a study of all the nation's battlefields. At about the same time, Richmond journalist and historian Douglas Southall Freeman led a group of interested residents in forming the Battlefield Markers Association (BMA) to raise money for the identification and erection of 59 commemorative markers at various battlefield sites in and around the city. In 1927 the BMA and others organized as the non-profit Richmond Battlefield Parks Corporation (RBPC) "to preserve and make accessible the battlefields around Richmond." Within a year, the RBPC raised $50,000 and purchased or received donations of land at Fort Harrison, Parker's Battery, Beaver Dam Creek, Gaines' Mill, Malvern

Hill, and Drewry's Bluff totaling approximately 550 acres. (NR 2018, Sec.8: 81,92-93, quoting RBA 2010)

In 1932 the Commonwealth of Virginia took over ownership of the lands, establishing the Richmond Battlefield Park as its first state-managed public park. The following year, President Roosevelt's New Deal relief and funding programs—specifically, the Civilian Conservation Corps (CCC) created by the Emergency Conservation Work Act of 1933—enabled the state to begin maintenance and development work. Although the Richmond Battlefield Park did not belong to the national park system, the federal government established a CCC camp near Fort Harrison in 1933 to provide the state with a means to accomplish some interpretive and administrative improvements. Under NPS supervision, the CCC initially focused on clearing brush and trees from the earthworks in the Fort Harrison area and covered them with pine needles to prevent erosion. Workers carefully graded the roadsides along the Battlefield Park Road, replacing steep banks in cuts and grades with rolling grades, flattening steep slopes, filling in stump holes, and seeding the banks with grass. The section of the road south of Fort Harrison was paved. The CCC also built the Picnic Road in 1934 to provide access to the picnic area and connect Battlefield Park Road with Varina Road. The CCC also constructed several wood-frame utility buildings and a superintendent's residence at Fort Harrison, none of which are extant. (NR 2018, Sec.8: 81,94-95)

The CCC camp devoted much of 1935 to the rehabilitation of Fort Hoke, a large fortification located about 1 mile southwest of Fort Harrison. NPS historical staff provided research on Civil War field fortification construction to enable the men to rebuild the fort in conformity with the specifications set forth in historical field manuals. The following year, the CCC started work on Hoke-Brady Road, which extended due southeast from Battlefield Park Road near Fort Hoke to Fort Brady. The workers cleared the Federal earthworks along the alignment, finished rough grading of the road in November 1936, and opened it to public access in early 1938. (NR 2018, Sec.8: 95)

In 1933 the country's national military parks were transferred from the War Department to the NPS. At the same time, Virginia's government initiated the transfer of the Richmond Battlefield Park lands to the federal government. Congress passed legislation authorizing Richmond National Battlefield Park (NBP) on March 2, 1936. Following a lengthy legal process, the NPS accepted management responsibility for the park on July 14, 1944. From 1927 to 1944, the Commonwealth of Virginia, together with the CCC under the supervision of the NPS, developed the battlefield park according to the prevailing principles of battlefield preservation and commemoration. Austerity measures associated with World War II curtailed NPS development at Richmond, as at most national parks, after 1944. (NR 2018, Sec.8: 81)

CRITERION C

Engineering:
Fort Harrison is nationally significant in the area of Engineering for the well-preserved earthworks that are important examples of Civil War field fortifications built in 1862-1864. The structures were built as part of an extensive network of permanent defenses around the City of Richmond during the Civil War. The sophisticated systems of trenches and forts, constructed by both the Confederate and Union armies, represent the state to which field fortification engineering advanced during the Civil War and are generally regarded as the forerunners of the static trench warfare methods employed in World War I. In addition to the permanent fortifications, numerous examples of temporary field fortifications are located in the Fort Harrison area. Representative of the military tactic of an active defense espoused most prominently by West Point engineering professor and author Dennis Hart Mahan, field fortifications were hastily established lines of defense scouted and selected by military engineers based on the natural advantages a position offered. The fortifications themselves were dug or otherwise constructed by the troops as they arrived at the select position, and convey through their location, design, and setting the pivotal role that military engineering played in determining battlefield strategy. (NR 2018, Sec.8: 97)

Fort Harrison's Confederate fortifications were built as part of a series of inner, intermediate, and outer defensive lines around Richmond. Portions of the Intermediate Line and Outer Line of the city's permanent defenses are in the vicinity of Chaffin's Bluff. Lieut. Col. Jeremy Gilmer, head of the Confederate Engineer Bureau, directed construction of the Intermediate Line's Fort Gilmer in 1863. Located north of Mill Road between Osborne Turnpike and Varina Road, the works consisted of 8-foot-high parapets fronted by a deep ditch and banquette, and a stockade covering the fort's rear. In the fall of 1864, after the Battle of Chaffin's Farm, the line was extended northward to a new fort called Battery

Alexander. A Confederate earthwork connected Fort Gilmer to a similar earthwork to the south, initially known as the Mill Road Battery and later as Fort Gregg. A Confederate earthwork connected Fort Gregg, armed with four guns, to Coles Run Battery, a small battery to the south today referred to as Fort Johnson. In the winter of 1864–1865, a Confederate lunette was built east of the Intermediate Line, just forward of the center of the connecting earthworks. W.P. Smith's men laid out the Confederate earthworks from Fort Johnson to Fort Harrison in 1862 to connect the Intermediate Line with the Outer Line near Fort Harrison. (NR 2018, Sec.8: 100)

The surviving portions of the Outer Line are in the vicinity of Fort Harrison. In June 1862, the Confederate Army, with Robert E. Lee in command, laid out the Outer Line of defenses from Chaffin's Bluff on the south to the Chickahominy River at New Bridge, with shorter unconnected stretches of works covering portions of the Chickahominy River, the north stretches of the city along Brook Run, and the south approach to Richmond near Chesterfield Court House. (NR 2018, Sec.8: 100)

Beginning in 1862, Confederate engineer William Ellzey Harrison laid out the first fortifications of the Outer Line at Chaffin's Bluff, which consisted of a series of 15 small batteries running east and north from the west side of the Osborne Turnpike across Varina Road, Mill Road, and New Market Road. Henry A. Wise's Virginia brigade and a crew of black workers built the line, laid out as a series of five unconnected batteries running east from the west side of Osborne Turnpike, followed by a line of infantry entrenchments with interspersed batteries running north from Confederate Battery No. 5 to New Market Road. Two of Harrison's free-standing batteries remain: Confederate Battery No. 1 on the west side of Osborne Turnpike, likely what is today known as Fort Maury, and Confederate Battery No. 4. Portions of the Confederate earthworks from Fort Harrison to Fort Maury run northeast of Confederate Battery No. 4 and immediately southwest of Fort Harrison. (NR 2018, Sec.8: 100)

In 1863 Confederate troops strengthened Harrison's initial line by consolidating and reworking Battery Nos. 7, 8, and 9 into Fort Harrison and built a secondary line of earthworks from Fort Harrison to White Battery, stretching southwest from Confederate Battery No. 7 to Battery No. 2 and including White Battery, just east of Osborne Turnpike. The Wartime Well at Fort Harrison was likely also constructed at this time. The secondary line was 12 feet higher than Harrison's original line, and a portion of the line became the northwestern side of Fort Harrison. Confederate Battery Nos. 7, 8, and 9 had three-gun emplacements when they were constructed but were reconfigured with four artillery platforms and multiple traverses. Brig. General Eppa Hunton's Virginia brigade replaced Wise's brigade and did most of the reconfiguration work. The Confederate Army also constructed three defensive gun emplacements north of Richmond and east of the Mechanicsville Turnpike at Chickahominy Bluff (see Chickahominy Bluff CLI). (NR 2018, Sec.8: 101)

The systems of fortifications that Confederates had constructed south of Richmond in 1862–1864 drew the admiration of Grant. During the Battle of Chaffin's Farm/New Market Heights, September 29–30, 1864, Grant accompanied Birney after the breakthrough of the New Market Line as far as the junction of Mill Road and New Market Road and reported to Halleck that the "whole country is filled with field fortifications thus far." (NR 2018, Sec.8: 101)

Following the capture of Fort Harrison by Federal troops during the Battle of Chaffin's Farm/New Market Heights on September 29–30, 1864, Barnard ordered the First New York Engineers under the command of Colonel E.W. Serrell to construct a line of earthworks south from Fort Harrison, which the Federals renamed Fort Burnham, to the James River. This federal system, including the Federal earthworks from Fort Harrison to Fort Brady, consisted of shallow rifle trenches that extended south from Fort Harrison and connected a series of five artillery batteries, three of which are extant: Federal Battery Nos. III, IV, and V. The Federal troops armed the batteries with artillery looted from seized Confederate works in the area. Fort Brady, including the Wartime Well, formed the southern terminus of the Federal line and occupied a prominent location on Cox's Hill above the James River. To supply the newly established line, the Federals constructed Fort Burnham Supply Road. (NR 2018, Sec.8: 102)

The Union Army also built or refaced defenses north of Fort Harrison, including the Confederate earthworks northeast of Fort Harrison to Confederate Battery No. 10, a large triangular battery laid out by the Confederate Army near Varina Road (renamed Federal Battery No. XIX), to fill in perceived holes in the Federal defense. Smaller reconnaissance and defensive works built west of Fort Harrison, including

the Federal listening wells and a lunette, provided Federal troops with safer positions for observing Confederate movements along the nearby Intermediate Line. (NR 2018, Sec.8: 102)

CRITERION D

Archeology – Historic (Non-Aboriginal):
Fort Harrison is nationally significant under Criterion D in the area of Archeology – Historic (Non-Aboriginal) for its surviving earthworks and the potential to investigate the evolution of nineteenth-century military engineering, design techniques, and technology over the course of the war. The construction and elaboration of field fortifications is the most visible relic of the Civil War on the extant landscape, and perhaps one of the most important contributions that the war made to the field of military engineering. Championed by Confederate General James Longstreet and adopted by both armies as the war dragged on, these fortifications created a durable “defensive” military landscape. The earthworks at Fort Harrison, as well as Chickahominy Bluff, Cold Harbor, Drewry’s Bluff, Parker’s Battery, and Totopotomoy Creek, provide particularly valuable resources for examining those issues as they were variably constructed at the beginning and near the end of the war. In many cases, the earthworks were captured by the opposing army, which then reconfigured them to meet specific offensive or defensive needs. (NR 2018, Sec. 7: 109)

National Register Significance Criteria:

Significance Criterion A - Associated with events significant to broad patterns of our history

Significance Criterion C - Embodies distinctive construction, work of master, or high artistic values

Significance Criterion D - Has yielded, or is likely to yield, information important to prehistory or history

National Register Criteria Consideration:

Consideration F -- A commemorative property

National Register Periods of Significance (with Historic Context Themes):

Time Period: CE 1862 - CE 1864

Historic Context Theme	Subtheme	Facet	Other Facet
Shaping the Political Landscape	The Civil War	Battles In The North And South	

Time Period: CE 1925 - CE 1944

Historic Context Theme	Subtheme	Facet	Other Facet
Expressing Cultural Values	Other Expressing Cultural Values	Other Expressing Cultural Values	Commemoration
Transforming the Environment	Historic Preservation	The Federal Government Enters The Movement	

Area of Significance:

Area of Significance Category: Archeology

Area of Significance Subcategory: Historic-Non-Aboriginal

Explanatory Narrative:

Area of Significance Category: Conservation

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Engineering

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Ethnic Heritage

Area of Significance Subcategory: Black

Explanatory Narrative:

Area of Significance Category: Military

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Other

Area of Significance Subcategory:

Explanatory Narrative: Commemoration

NRIS Information:

NRIS Name:	Richmond National Battlefield Park
NRIS ID:	66000836
Primary Certification Date:	04/27/2018

State Register Documentation:

Identification Number:	043-0033
Name:	Richmond National Battlefield Park
Listed Date:	01/16/1973

National Historic Landmarks:

National Historic Landmark? No

Theme:

Contributing:

NHL ID:

NHL URL:

Date:

Statement of Significance for National Historic Landmark:

World Heritage Site:

World Heritage Site? No

Category:

WHS ID:

WHS URL:

Date:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
BCE 4000 - 1000	Inhabited	Paleoindians, early inhabitants of the Henrico County land, live in loosely organized bands typically occupying small, seasonal camps, subsisting by hunting, fishing and gathering wild plants.
CE 1000 - 1600	Inhabited	Significant changes take place in the lives of local Native Americans. Agriculture appears and gradually became increasingly prevalent. Corn, beans, squash, pumpkins and gourds are cultivated. Semi-permanent villages with populations reaching several hundred develop.
CE 1200 - 1607	Settled	Native American groups, primarily Algonquian-speaking Powatan, settle in the region.
CE 1607	Explored	Pocahontas, reportedly one of Chief Powhatan's favorite children, begins visiting Jamestown with other Native American children.
CE 1607	Inhabited	Native Americans living in the area, the Arrohateck, number about 250. The Powhatan Chiefdom had developed into one of the most complex societies existing in the Middle Atlantic region of North America.
CE 1607 - 1775	Colonized	Jamestown is settled in 1607 and English settlers colonize the region.
CE 1607 - 1609	Explored	Between 1607 and 1609 explorers led by Captain Christopher Newport, including Captain John Smith, leave Jamestown on an exploratory mission. They travel up Powhatan's River, now known as the James River, stopping at what is now Osborne Landing.
CE 1610	Established	John Rolfe settles at Varina Farm.
CE 1611	Established	Sir Thomas Dale establishes Henricus, the colony's second settlement.
CE 1612	Inhabited	One major village and five smaller settlements are situated on both sides of the James River.
CE 1612	Farmed/Harvested	John Rolfe cultivates a strain of mild tobacco. Rolfe's tobacco is shipped to England, and Virginia's economy begins to prosper.
CE 1614	Established	Pocahontas (Powhatan's daughter) and John Rolfe marry in April 1614. Powhatan signs a peace treaty with English settlers that lasts until March 22, 1622.
CE 1616	Settled	Private land ownership is instituted by Sir Thomas Dale, altering the development of Henricus. By 1616 approximately fifty people remain within its walls. The others have established private farms along the James River. The number of colonists continues to climb, further straining the relationship with the local Native Americans.

Year	Event	Major Event Narrative
CE 1619	Established	The Virginia Company institutes reforms leading to the establishment of representative government within the colony, the first of its kind within a British colony. Virginia is divided into settlements or 'plantations,' including the City of Henrico. Each settlement is represented within the General Assembly of 1619.
CE 1620	Farmed/Harvested	The Virginia Colony ships 40,000 pounds of tobacco to England annually.
CE 1622	Inhabited	Twenty-five English settlements are inhabited in Virginia.
CE 1622	Demolished	Opechancanough, Powhatan's younger brother and successor, leads a raid against English settlements up and down the James River. The Cities of Henricus and Varina Farm are destroyed. Many settlements are abandoned, including portions of Henricus.
CE 1624	Land Transfer	Virginia becomes an English colony.
CE 1625	Inhabited	Efforts to reestablish the town of Henricus fail. Only 22 inhabitants reside in ten "dwelling-houses."
CE 1627	Land Transfer	The site of the failed Henricus settlement is included in a 2,000-acre tract patented by William Farrar. The site of the settlement becomes known as Farrar's Island.
CE 1633	Built	Virginia general assembly orders highways to be laid out "as they might seem convenient."
CE 1634	Established	Henrico County, one of eight shires or counties, is established. Varina Farm becomes a village called Varina in Henrico Parish.
CE 1640	Established	Henrico Court is held at Varina.
CE 1658	Established	The first surveyor of roads is appointed.
CE 1691	Expanded	Varina becomes a port of entry for cargo ships.
CE 1752	Moved	Henrico Court is moved to Richmond.
CE 1776	Established	Richard Adams and Nathaniel Wilkenson, representing Henrico, participate in the Fifth Virginia Convention, vowing to send delegates to the Continental Congress to propose separation from the British.
CE 1780	Moved	Richmond becomes the capitol of Virginia.
CE 1781	Damaged	British General Benedict Arnold surprises the Virginia Navy at Osborne's Landing in the river channel by Farrar's Island (present site of Henricus Historical Park) on April 21, 1781. The American Navy retreats and burns vessels that could not be moved.
CE 1781	Inhabited	Benedict Arnold and troops occupy Richmond.
CE 1790	Engineered	The James River Company opens the first commercial canal in the United States. The canal parallels the James River for seven miles connecting Richmond to Westham.
CE 1800	Built	The first turnpike is constructed in Henrico, sparking a wave of roadway development
CE 1800 - 1860	Developed	Industry supported by slave labor, such as coal mining, grows in Henrico County.
CE 1818	Built	The Osborne Turnpike connecting Richmond and Osborne Landing is constructed.

Year	Event	Major Event Narrative
CE 1824	Built	Osborne Turnpike, previously the quickest route from Richmond to Petersburg is replaced by the construction of the Manchester and Petersburg Turnpike.
CE 1830	Inhabited	Population of Henrico reaches 16,000.
CE 1834	Built	The Richmond, Fredericksburg, and Potomac Railroad, the first railroad in Henrico County, is chartered.
CE 1840	Expanded	The canal along the James River is extended 156 miles to Lynchburg.
CE 1851	Expanded	The canal along the James River is extended to Buchanan, where the James River and the Kanawha Turnpike provide access to the Kanawha and Ohio Rivers.
CE 1860	Inhabited	Population of Henrico reaches 37,000.
CE 1861 - 1864	Built	Inner, intermediate, and outer Lines of Richmond defenses are constructed during the American Civil War.
CE 1862 - 1864	Built	Confederates begin building Fort Harrison and other defenses.
CE 1864	Built	Construction begins on the canal at Dutch Gap near Henricus.
CE 1864	Altered	Union forces capture and reconfigure Fort Harrison, and rename it Fort Burnham.
CE 1864	Built	Union Troops construct the Fort Burnham Supply Road.
CE 1864	Established	Richmond becomes the focal point of Union strategy. The fall of Richmond would ensure the end of the war, and the river around Farrar’s Island held the key to a safer, shorter route up the James River for Federal naval forces.
CE 1864	Altered	On September 29, Union Army attacks and takes Fort Harrison in the Battle of Chaffin’s Farm/New Market Heights.
CE 1864 - 1865	Expanded	Union Army adds more earthworks near the captured Fort Harrison.
CE 1864 - 1865	Built	Union Army builds Fort Brady and associated works.
CE 1865	Built	The opening of the Dutch Gap Canal fails and the project is abandoned due to wartime battle. Two weeks later heavy rain cause the James River to swell, clearing debris and opening the canal for limited use by small vessels.
CE 1870	Expanded	The James River is sufficiently diverted and widened to allow steamships to reach the Port of Richmond through improvements to the Dutch Gap Canal.
CE 1925	Memorialized	Sixty roadside ‘Freeman Markers’ are placed in Richmond area battlefields, including two in the Fort Harrison Unit.
CE 1927	Established	Richmond Battlefield Parks Corporation (RBPC) established.
CE 1927	Purchased/Sold	RBPC purchases battlefield lands, including 200acres at Fort Harrison.
CE 1925	Memorialized	Two Freeman markers are installed in the Fort Harrison area.
CE 1930	Built	RBPC Corporation constructs a log cabin for use as headquarters.

Year	Event	Major Event Narrative
CE 1930	Built	Battlefield Park Road is built as part of Route 156.
CE 1932	Land Transfer	State of Virginia purchases RBPC land and establishes the first state park of Virginia.
CE 1933	Established	Civilian Conservation Corps (CCC) African-American Company 1375 arrives at Fort Harrison.
CE 1934	Rehabilitated	CCC enrollees rehabilitate Fort Hoke assisted by National Park Service (NPS) historians.
CE 1934	Built	Picnic Road constructed by the CCC.
CE 1935 - 1938	Built	Hoke-Brady Road is constructed.
CE 1936	Established	President Franklin D. Roosevelt signs enabling legislation establishing Richmond National Battlefield Park (NBP).
CE 1937	Developed	CCC enrollees construct a picnic area north of Fort Harrison.
CE 1940	Removed	The majority of CCC buildings within the park are dismantled.
CE 1941	Removed	CCC leaves park.
CE 1944	Land Transfer	July 14th, NPS officially accepts management of Richmond NBP.
CE 1944	Built	The pump house and maintenance garage are constructed near Fort Harrison.
CE 1958 - 1959	Planned	Site plan for a new Visitor Center is proposed as part of the NPS Mission 66 program.
CE 1960	Built	The new Visitor Center is built.
CE 1972	Built	Resource Management Office is constructed.
CE 1974	Built	Seasonal Quarters are built east of the Resource Management Office.
CE 2000	Built	The equipment shelter is constructed directly south of the Maintenance Garage.
CE 2005	Altered	A small wood-frame addition to the Log Cabin is constructed.
CE 2007	Removed	Mission 66 Visitor Center is removed and the Log Cabin becomes new visitor center.
CE 2010	Built	Vehicle Maintenance Shop is constructed at the north end of the maintenance yard.
CE 2014	Built	The equipment shelter closest to the maintenance yard entrance is constructed.
CE 2014	Built	A small utility shed constructed southwest of the Resource Management Office.
CE 2015 - 2023	Developed	External development on James River by Richmond Yacht Basin, Inc., in view of the river from Fort Brady, occurs.
CE 2015 - 2023	Altered	Sometime between 2015 and 2023 the access road from the Picnic Area to behind Fort Harrison is gated.
CE 2015	Land Transfer	A minor boundary revision includes acquiring the eastern half of Fort Gregg. The Civil War Trust owns the tract and is willing to convey said tract to the NPS, once it is included in the boundaries of the park. The park already owns the western half of the fort. (PEPC #56441)

Year	Event	Major Event Narrative
CE 2016	Rehabilitated	The Log Cabin is repaired and rehabilitated. Exterior repairs include replacement of one log face, repair to deteriorating crown ends, and re-staining the entire building. (PEPC #64604)
CE 2019	Repaired	Park repairs the porch roof on Log Cabin. (PEPC 89730)
CE 2022	Built	The park installs a beaver exclusion device at culvert along Battlefield Park Road to mitigate flooding and burrowing damage to earthworks. (PEPC 105467)
CE 2024	Altered	The park relocates the herbicide shed from maintenance to west side of driveway of Resource Management Office. Plan to install another pole barn with concrete footers behind Maintenance Building (next to exit gate). (PEPC 125558)
CE 2024	Purchased/Sold	NPS closes on the Fort Gregg land donation.
CE 2024 - 2025	Repaired	The NPS contracts to replace failing water systems in several structures across the park, including the Log Cabin/Fort Harrison Visitor Center. A new well and pump is drilled and installed and the waterline to the Visitor Center is replaced. This contract is not yet complete (work is ongoing). (PEPC 117597)

Physical History:

INTRODUCTION

The following section provides information on the physical development and evolution of the site, organized by time periods. The Pre-contact-1607 narrative was developed by Dutton and Associates for the “Cultural Landscape Report, Part I, Totopotomoy Creek Unit, Richmond National Battlefield Park,” a nearby component landscape of Richmond National Battlefield Park. Sources are as cited in the original document.

PRE-CONTACT to 1607

Pre-contact settlement of eastern Virginia consisted of three discrete periods during which American Indian settlement patterns varied depending on environmental contexts. These periods are traditionally divided into the Paleoindian, Archaic, and Woodland periods, each of which displayed varying population levels and distribution throughout the Tidewater region. As environmental conditions improved throughout the region and population levels increased correspondingly, inhabitants faced unique and changing pressures resulting from evolving resource availability and cultural adaptation. Settlement patterns transitioned from diverse ecozone locations (particularly near the Atlantic coastline) during the Paleoindian period, to interior upland and wetland locations during the Archaic period, to locations along fertile inland flood plains associated with major rivers during the Woodland period. These developments reflected the increase in population and efforts to maximize resource utilization throughout the various periods.

Settlement patterns in Virginia during the Paleoindian period (c.11000 BCE to c.8000 BCE) directly correlated with the environmental conditions presented during the end of the Pleistocene epoch. The Laurentide ice sheet covered much of northern North America during this time, depressing temperatures in the region and leading to a boreal forest dominated by jack pine and spruce. It is likely that Paleoindian populations maintained seasonal base camps located either in diverse ecozones where flora and fauna were easily procured or near lithic sources that contained the cryptocrystalline stone, a statistically favored material for creating projectile points and other lithic tools such as gravers, adzes, and scrapers. Wider ranging satellite camps would have been seasonally occupied to exploit other natural resources, be they lithic material, flora, or fauna. (Pielou 1991: 108; Anderson and Sassaman 1996: 5,7)

During the Archaic period (c.8000 BCE to c.1200 BCE), Native populations in region began to alter their settlement patterns as a result of the retreat of the Laurentide ice sheet at the end of the Pleistocene epoch and the beginning of the Holocene epoch. As sea levels rose (resulting in gradual flooding filling the Chesapeake Bay estuary), native peoples spread inland along major rivers and within rich environmental areas associated with the Fall Line separating the Tidewater and Piedmont regions of Virginia. Likely organized into band-level social groups, the range of movement for these early inhabitants would have occurred over relatively large regions. Utilizing larger base camps located near sources of lithic material during a portion of the year, smaller groups of families would have dispersed to smaller satellite camps in order to take advantage of seasonally available resources located within upland terraces and resource-rich wetland areas (Anderson and Sassaman 1996: 24-25).

The Woodland period (c.1200 BCE to c.CE 1600) is traditionally differentiated from the Archaic period by the development of a ceramic technology, as well as a greater reliance on horticulture and agriculture crops such as beans, corn, and squash, which evoked increased sedentism and the nucleating of societies. Populations during this time began to consolidate into villages near rivers and floodplains with fertile soil, favorable terrain, and access to fauna, where communities would clear areas for agricultural development with “slash and burn” techniques. These larger base camps were serviced by smaller resource extraction sites. (Anderson and Mainfort 2002: 1-2; Dent 1995: 231)

Native American tribes known to have lived in the area during the contact period were predominantly represented by Algonquian-speaking groups located throughout the Maryland and Virginia Tidewater as far south as Albemarle and Pamlico Sounds in eastern North Carolina and as far north as the Potomac River. Most tribes were under the political influence of the Powhatan chiefdom centered on the James and York River watersheds. Although himself a Pamunkey, Chief Powhatan’s political influence extended over all Algonquian speaking tribes in the Tidewater Virginia area. The Chickahominy tribe was a notable exception to Powhatan’s governance, living within the boundaries of the Powhatan influence but maintaining an independent governing body. These tribes, along with the Patowomecke Indians to the north, were instrumental to the survival of the English settlement during the early years of its establishment. (Wasselkov et.al. 2006: 215-216, 218)

Fort Harrison is located along the James River about thirty miles upstream from Jamestown, the first

permanent English colony in America established in 1607. Prior to the arrival of the English, the area currently surrounding the Fort Harrison area was occupied for thousands of years by mostly Algonquian-speaking Powatan Native American groups. These groups hunted and lived in temporary camps along the ecologically abundant rivers, and it is likely that the Fort Harrison area retains archeological evidence of Native American habitation.

EARLY CONTACT AND SETTLEMENT OF REGION, 1607-1774

Settlement:
Early contact between English settlers and Native populations began with the establishment of Jamestown. The settlers were met by Native Americans, including Pocahontas, reportedly one of Chief Powhatan's favorite children, who visited Jamestown on several occasions with other children. English interest in the area extended beyond Jamestown, and explorers ventured inland following the major rivers. Between 1607 and 1609, Captain Christopher Newport led a group of explorers, including Captain John Smith, on an exploratory mission from Jamestown up Powhatan's River, now known as the James River. The group explored the river corridor, amicably interacting with the Native Americans and making numerous stops, including the future site of Osborne Landing. (Henricus Historical Park; Ibikunle et.al., 2012: 22; Henrico County Virginia)

Sir Thomas Dale arrived in Virginia in May 1611 with instruction from the London Company to locate a suitable site for the establishment of a new town and principal seat for the colony. Five months later Dale moved approximately thirty miles up the James River from Jamestown and established Henricus, Virginia's second settlement. Henricus was also known as the city or town of Henrico (Henrico County Virginia). Appointed High Marshall of the colony, Dale was responsible for law enforcement and military defense. Henricus stood "upon a neck of very high land, three parts thereof environed with the main River." Expecting Henricus to replace Jamestown as the principal seat of the colony, Dale believed its upriver location offered more security from attack. The high bluffs offered both a defensive advantage and a healthier environment than the swamps of Jamestown (Figure 1). (Henricus Historical Park)

Under Dale's direction the men of the settlement were assigned specific tasks that included clearing the land in preparation for dwellings and agriculture and construction of defenses and buildings, while others were assigned as guards. The area surrounding the settlement was home to more than two hundred and fifty Arrohateck Native Americans. Relationships with the local native population had steadily deteriorated since 1607 and the settlers of Henrico faced near constant risk of attack. Dale instructed the men to construct a long fence across the narrow end of the neck of land to make it an island. The English settlers continued to be harassed by Powhatan's skilled bowman as the settlement took shape. Within four months frame houses, storehouse, watchtowers, and huts lined three streets. A wooden church had been constructed and the brick foundation for a permanent church had been laid. (Henricus Historical Park; Henrico County Virginia)

Dale introduced the concept of private land ownership to the new settlement. Thereafter many settlers enthusiastically established private farms along the James River. By 1616 approximately only fifty people remained within the original wall. The growing population further strained the relationship with the local Native Americans. Early settlers built homes beside bays, rivers, creeks and inlets which were critical to transportation within the region. The first roads in the region followed Native American trails, but passage was difficult and water remained the primary method of transportation (Henricus Historical Park).

Tobacco and Economic Growth:
In 1610 John Rolfe settled at Varina Farm near Henrico where he cultivated a strain of mild tobacco that was soon shipped to England. As tobacco became a cash crop Virginia's economy began to flourish. Within a decade the colony was shipping 40,000 pounds of tobacco to England. When Rolfe married Powhatan's daughter Pocahontas in April 1614, Powhatan signed a peace treaty with the English settlers that lasted until March 22, 1622. (WPA, Transportation: 1; Henrico County Virginia; Ibikunle et.al., 2012: 20; Henricus Historical Park)

As the population of the colony grew and settlement expanded along the course of the James River and other waterways, shipping vessels from England became a common sight on the navigable waters (see Figure 1). By 1612, one major village and five smaller settlements were situated on either side of the James River Settlers continued to expand agriculture and crop production, especially tobacco. Land transportation remained poorly developed within Tidewater Virginia for the first one hundred and fifty years of settlement. The first horses arrived in the colony in 1610, and

intermittently thereafter. The gradual growth in availability of horses provided the primary means for distant overland travel. Inland settlements were first reached by horseback over Native American trails and later by carts. Waterways remained the primary method of transportation, and via waterways communication and news traveled between settlements. In 1633, the Virginia general assembly ordered highways to be laid out "according as they might seem convenient." The expansion of roadways was necessary to connect to developing inland settlements. As the population rose through the mid-seventeenth-century, new counties formed and churches, courthouses, ferries, and taverns became the focal points for roads that led from crude inter-plantation lanes. The first surveyors of roads were appointed in 1658, and five years later vestries were given the power to 'order out laborers in proportion to the tithables.' Working under surveyors, these men kept the roads forty feet wide. (Henricus Historical Park; WPA, Transportation, 1)

Development of Henrico:
In 1619 the Virginia Company instituted reforms leading to the establishment of representative government within the colony, the first of its kind within a British colony. The Virginia Colony was divided into settlements, or 'plantations,' one being the City of Henrico. Each settlement sent representatives to the General Assembly of 1619 in Jamestown. The Henrico Settlement included a parcel of 10,000 acres intended to become the University of Hernricus, the first English University in America. The site of the Henricus settlement was included in a 2,000-acre tract patented by William Farrar in 1627. The site of the settlement becomes known as Farrar's Island. (Henrico County, Virginia; Henricus Historical Park)

On March 22, 1622, the peace established between settlers and the Native Americans suddenly ended. A raid led by Opechancanough, Powhatan's younger brother and successor, against English settlements up and down the James River abruptly changed the course of the City of Henrico and surrounding land. During what became known as the Great Massacre of 1622, Henricus and Varina Farm were almost completely demolished. Men, women, and children were killed and houses were burned. The city of Henricus was abandoned and the majority of survivors retreated to the safety of Jamestown and other nearby settlements. Subsequent efforts to reestablish the city of Henricus were not fruitful, and after 1622 only twenty-two inhabitants were reported residing in ten "dwelling-houses." Tensions between colonists and Native Americans continued to increase as the population of colonists grew and Native Americans were displaced. (Henricus Historical Park; Henrico County, Virginia)

By 1630, much of the Native American population had been pushed westward and posed less of a threat to the growing colony. In 1624 England assumed control of the colonies following the 1622 attack and trouble within the Virginia Company. Henrico County was established in 1634 as one of the eight original shires or counties of Virginia. Henrico County's initial boundaries incorporated an area from which ten counties were later formed as well as the cities of Richmond, Charlottesville, and Colonial Heights Varina Farm became a village called Varina within Henrico County (see Figure 1). By 1635 the population of Virginia colony had grown to 4,914. (Henrico County Virginia; Ibikunle et.al., 2012: 20; Bruce 1896: 319).

Tobacco farming built successful and prosperous communities that developed where deep rivers made shipping possible. Large plantations developed along the James River during the early eighteenth-century (Figure 2). The marshes in front of the grand homes overlooking the James River were spanned with wharves "that welcomed ships of commerce ready to exchange the luxuries of Europe for a cargo of golden leaf." Varina established itself as a busy port for cargo ships, and by the 1740s its economy, supported by trade, was flourishing. Goods were transported overland from the western regions to Richmond, and then loaded onto ships that traveled the James River to the Chesapeake Bay and beyond. Henrico was a major trading center and port town. Through the mid to late seventeenth-century, Varina continued to develop as the county seat. By 1640 the Henrico court was held at Varina until it was permanently relocated to Richmond in 1752. (WPA, Transportation: 1; Henrico County, Virginia; Henrico and the Land Around Us 2010: 7)

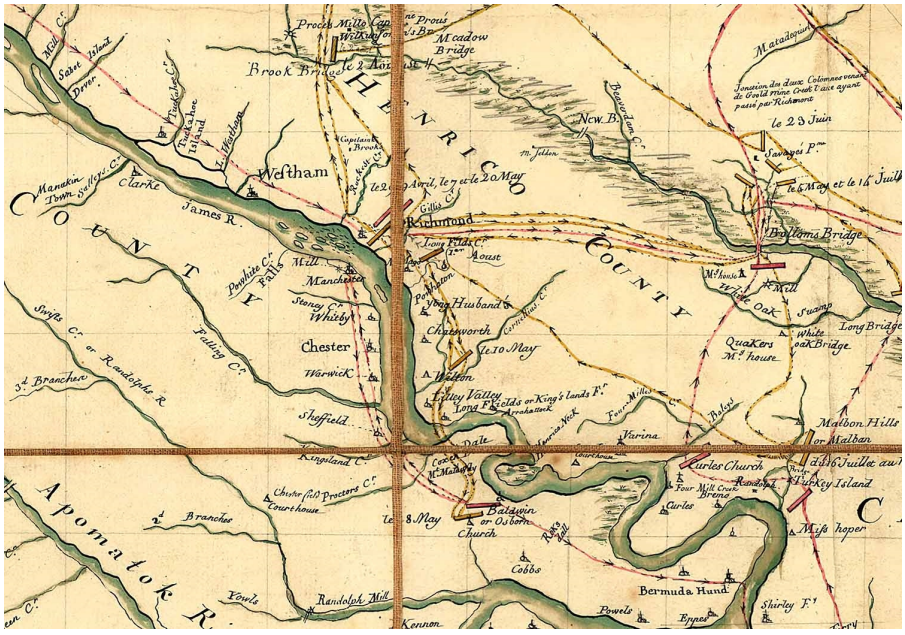
During the first half of the eighteenth-century, small-scale agriculturalists in the Tidewater area were unable to compete with the land and labor demands of large-scale tobacco production driven by low-priced labor and slavery. Many moved westward to untouched land and fresh fields. Settlers used

Native American trails to move west to fresh fields, and over time these pathways would become roads. Westward movement expanded the transportation system beyond rivers, and the heads of navigation at the fall line of the principal rivers became cargo transfer points, developing into the cities of Petersburg, Richmond, Fredericksburg, and Alexandria. (WPA, Transportation: 2)

The need to transport and move tobacco spurred the development of early roads. Once dry, tobacco leaves were packed in huge casks, or “hogsheds,” and the unwieldy containers were rolled along the ground drawn by a horse or ox. The general assembly recognized these paths in 1712 and 1720. The early ‘rolling roads’ led to ‘public warehouses’ located in Tidewater ports, which became an increasingly common part of the landscape as tobacco was transferred to the growing ferry system. By the mid-1700s, more than 330 ships and 3,000 sailors were involved in the tobacco trade transporting goods between Virginia and England. Horsepack travel made the movement goods from earlier settlements to the growing number of frontier posts easier and more efficient. Horses and riders moved in single file along narrow trails called ‘toteroads,’ ‘pack-roads,’ or ‘horse-ways.’ (WPA, Transportation: 2)



Figure 1. Detail of 1770 map of Virginia drawn by John Henry and Thomas Jefferys. Note the numerous settlements along the James River corridor including Henrico County, Varina, and Osborne (Library of Congress, g3880 ct000431).


Brook Bridge
Meadow Bridge
Westham
James R.
Richmond
Gillies Cr.
Long Fields Cr.
Mill
Manchester
Whitby
Chester
Warwick
Swifts Cr. or Randolphs R.
Falling Cr.
3d Branches
Sheffield
Dale
Kingsland Cr.
Chesterfield Court house
Proctors Cr.
Branches
Baldwin or Osborn Church
8 May
Cobbs
Bermuda Hund.
Shirley F.
Powells
Eppes
Randolph Mill
Kennon
Apomatox R.
HENRICO
COUNTY
New B.
Bellona Furn. Cr.
Mr Jellon
Sawyers P.m
Bellams Bridge
Mr Louis
White Oak
Mill
Swamp
Long Bridge
White oak Bridge
Quakers Mr. house
Charsworth
Corn Mill Cr.
Varina
Curles Church
Four Mile Creek Branch
Curles
Turkey Island
Miss Japer
Malbon Hills or Malban
Metadequin
le 23 Juin
le 15 May et le 15 Juil
le 10 May
le 2 April, le 7 et le 20 May
Manakin Town
Clarke
Tuckahoe Island
Capitain Brooks
Gillies Cr.
Long Fields Cr.
Poythite Cr.
Falls
Swifts Cr. or Randolphs R.
Falling Cr.
3d Branches
Chester field Court house
Proctors Cr.
Baldwin or Osborn Church
Cobbs
Randolph Mill
Kennon
Bermuda Hund.
Shirley F.
Powells
Eppes
Varina
Curles Church
Four Mile Creek Branch
Curles
Turkey Island
Miss Japer
Malbon Hills or Malban
Long Bridge
White oak Bridge
Quakers Mr. house
Bellams Bridge
Sawyers P.m
le 15 May et le 15 Juil
le 23 Juin
Metadequin
New B.
Bellona Furn. Cr.
Mr Jellon
Corn Mill Cr.
Charsworth
le 10 May
le 8

Colonial dissatisfaction under British rule grew from the mid-1700s through the outbreak of the Revolution. In 1776 Richard Adams and Nathaniel Wilkenson, representing Henrico, participated in the Fifth Virginia Convention, voting to send delegates to the Continental Congress to propose separation from the British, leading to the Declaration of Independence. (Henrico County, Virginia)

During the Revolution, Henrico County suffered significant loss and destruction. The Westham Munitions Foundry was destroyed, historic documents and records were lost, and grand houses and outbuildings were burned. British General Benedict Arnold's invading force occupied Richmond in January 1781. General Arnold surprised the Virginia Navy at Osborne's Landing in the old river channel by Farrar's Island (present site of Henricus Historical Park) on April 21, 1781. The American Navy retreated and set vessels afire that could not be moved (Figure 3). Arnold's men, now part of British forces led by General William Phillips, approached Richmond for a second time. Local militia men and American Continental Troops led by General Marquis de Lafayette intercepted the British forces. General Lafayette and his troops marched from eastern Henrico to Yorktown in 1781, where they assisted in the defeat of the British army and the end of the American Revolution. The route taken by General Lafayette's men closely paralleled the future location of the Osborne Turnpike (see Figure 2). This ground proved easiest for the movement of infantry and later for construction of the turnpike, attesting to its natural topographic advantage that offered higher ground less susceptible to seasonal flooding. (Henrico County, Virginia)

Shifts in Transportation and Agriculture:
Transportation routes within Tidewater Virginia were slow to develop, and waterways remained the primary mechanism to move people and goods. At the close of the revolution, Henrico County's roads were primarily unimproved, including New Market Road. Travelers between 1776 and 1782 noted the lack of maintenance and repair of roadways. Impassible portions of roads were bypassed with another roadway. During wet seasons the roads, as observed by an English traveler were "hopeless seas of mud with archipelagoes of stumps." Through the second half of the eighteenth-century, the popularity of private coaches and stagecoaches grew throughout the region, although travel remained difficult. (WPA, Transportation: 2)

George Washington noted the importance of commercial routes connecting the waters of eastern Virginia with the Ohio River in the eighteenth-century, but the Revolutionary War intervened with initial canal construction projects. In 1790 the James River Company opened the first commercial canal in the United States. The canal paralleled the James River for seven miles from Richmond to Westham. The highly used canal proved to be a profitable venture until the economic recession of 1820. There was also a rise in manufacturing at the end of the Revolution. After years of trade with England, independence made local manufacturing and processing more important than ever. Throughout the eighteenth century the intensive cultivation of settlers had depleted the soil quality and many farmers were forced to switch from tobacco to grain. It is likely that the land surrounding Fort Harrison was used for grain production at this time. (WPA, Transportation: 3)



Figure 3. Sketch of April 1781 action at Osborn's Landing by John Graves Simcoe. British General Benedict Arnold surprised the Virginia Navy at Osborne's Landing. Chaffin's Bluff is depicted east of the James River (Library of Congress, cph 3a50555).

BARRENNESS OF THE TIDEWATER DISTRICT & GROWTH OF INDUSTRY, 1800-1860

The degradation of soil fertility in the 1800s was the consequence of agricultural processes that did not provide for long term vitality. Edmund Ruffin, a noted agriculturalist and politician, had a strong interest in rejuvenating the depleted soils and restoring productivity to the land of Tidewater Virginia. Ruffin's observations of the landscape, including the land surrounding the future site of Fort Harrison are documented in his 1832 book, "Essay on Calcareous Manures." The portion of land along the river margins with the richest soils was cleared and tilled without cessation for many years. After exhausting the river's edge, early farmers cleared slopes near the river for agriculture, a process which continued through the first half of the nineteenth-century. The soils on the slopes naturally contained less nutrients, and failed much sooner than soils adjacent to the river had. If the slopes were not rich enough to grow tobacco when first cleared, or when they later failed to produce tobacco, the land was typically planted with corn for two to three years in succession. As the productivity of the soil declined, corn was then planted every other year. During the intermediate years between corn crops fields were "rested" under a crop of wheat which produced four to five bushels per acre. If the soil became too poor to produce wheat, the field was used for close grazing in-between corn crops. Manure was applied to tobacco crops, but not other crops. The successive pattern of grain crop production was maintained until the field would not produce five bushels of corn to the acre. Once exhausted of its ability to produce, the land was abandoned to recover, and pines and scrub grew. After twenty to thirty years of successional growth, the field would be cleared by the farmer and put under similar tillage. However, the ability of the land to produce would decline far faster this second time. This practice led to a patchwork pattern of cultivated fields, abandoned fields, and successional vegetative growth. Some farms were abandoned all together. It is likely that the area surrounding the site of Fort Harrison consisted of this pattern formed by over-cultivation of soils. (Ruffin 1852: 35-36)

Uplands, such as the site of For Harrison, often consisted of poorer soil. Common vegetation included both pines and whortleberry bushes. Shallow basins punctuated ridge lands and formed seasonal ponds that collected water in the winter and dried in the summer. These shallow ponds are

likely what early settlers described as marshes and contributed to the struggle of early overland transportation when they turned to mud in the springtime. Ruffin describes the only rich and durable soils below the falls of the rivers as narrow strips of high-land along river banks and the alluvial low-lands. Although highly productive, the alluvial bottoms lessened in value because they were often too sandy and were at risk for inundation by floods. (Ruffin 1852: 37)

Traveling from Washington to Richmond in 1852, Frederick Law Olmsted, a noted landscape architect and journalist, made use of both steamboat and rail travel. Olmsted observed, "not more than a third of the country, visible on this route …is cleared; the rest mainly a pine forest. Of the cleared land, not more than one quarter seems to have been lately in cultivation; the rest is grown over with briars and bushes, and a long, course grass of no value."

Olmsted observed that maize and wheat were the primary crops. Impressive old plantation mansions, often standing in a grove of white oaks, stood on hilltops throughout landscape. Most of the plantation homes were constructed of wood, painted white, and had a dozen or so slave cabins scattered about. More common habitations of white people consisted of logs or loosely boarded frames. (Olmsted 1996: 31-32)

Farming and related industries such as milling continued to the primary occupation of Henricoans through the early nineteenth century. However, industry such as coal mining was growing, especially in northern and western Henrico. Growing industry was supported by an increase in slave labor. (Henrico County, Virginia)

Transportation:
In the early nineteenth century, it became evident that improvements were necessary for overland travel. Increased population and movement of goods made the narrow dirt roads nearly impassible, especially in winter and spring. Turnpikes constructed of hardened surfaces in the first half of the nineteenth century substantially improved overland travel. Turnpikes were constructed by chartered companies that charged a fee for use. Between 1802 and 1818, eight turnpike companies were incorporated to establish roads out of Richmond. Constructed in 1818, the Richmond-Osborne Turnpike was one of the last. The road connected Richmond to a ferry that crossed the James River to Osborne's Wharf. By 1815 commercial steamboats were operating on the Chesapeake Bay and its tributaries (Figure 4). The first railroad in Henrico County was charted in 1834. (WPA, Transportation: 1-6; Henrico and the Land Around Us 2010: 7)



Figure 4. Detail of 1862 map of Henrico County Virginia prepared for the Army of the Potomac. Osborne Turnpike, connects Richmond to Cox's Ferry. Buildings are represented by rectangles (Library of Congress, g3883h cw0559180).

AMERICAN CIVIL WAR, 1861-1865

Prior to the start of the American Civil War in 1862, Richmond emerged as the capital of the Confederate States of America. The industrial strength of the city contrasted with the agricultural economies of more southern states, and played a crucial role in maintaining the economies of the Confederacy. Control of Richmond became a key objective for both Union and Confederate forces.

In an effort to defend Richmond, an advanced system of earthworks was designed by Gen. Robert E. Lee, formerly of the Army Corps of Engineers. The system was built into the surrounding agricultural landscape by Confederate troops and impressed slave labor in 1862. The defensive system included three concentric lines of forts, batteries, and earthworks reflective of the most sophisticated military design of the time period. The forts and batteries of the Fort Harrison area were part of the third concentric line or final outer line of defense for Richmond, incorporating natural topography to the greatest extent possible (Figures 5 and 6).

These defenses were not tested until autumn of 1864, when Union Gen. Ulysses S, Grant implemented siege tactics outside of Petersburg and Richmond. The Federal Army Overland Campaign of 1864 had just been completed with the disastrous Battle of Cold Harbor. The Union army had moved south of the James River, and Grant changed tactics in an effort to end the war.

While the Federal army lost many more soldiers than the Confederates during the Overland Campaign, Grant knew that Lee's forces were weakening. Grant had learned that the Confederates were very adept at deflecting attacks utilizing their intricate earthworks and thus could likely hold the Federal army off until the arrival of reinforcements. Grant decided to invest in an attack on Petersburg, a critical supply line depot thirty miles south of Richmond in order to stretch Confederate forces as thinly as possible. By the fall of 1864, the Confederate line stretched thirty-two miles long with only about 53,000 troops. (Oculus 1996, 13:3)

In the autumn of 1864, Grant delivered a surprise attack north of the James River. In a movement conceived by Gen. Benjamin Butler, the Union planned to move north of the James River to launch an offensive on the Confederate defensive line at Chaffin Farm. By applying constant pressure in the Petersburg vicinity, Butler believed the defenses north of the James River might eventually be undermanned:
"The situation was even more favorable than Butler estimated. […] The five-mile perimeter of the Exterior Line at Chaffin's Farm held only about 800 poorly trained and inexperienced heavy artillerymen and infantry."

During the Battle of Chaffin's Farm/New Market Heights, the Third Division of the Union Eighteenth Corps, comprised entirely of United States Colored Troops (USCT) led a valiant charge up New Market Road from Deep Bottom Landing (Figures 7 and 8). (Oculus 1996, 13:5)

Battle of Chaffin's Farm/New Market Heights, September 29, 1864:
After Union Gen. George Meade's initial assault on Petersburg failed in June 1864, Grant launched a series of two-pronged assaults designed to push the Federal left flank further west around Petersburg. Most of these operations included participation of the Army of the James supported by the Army of the Potomac to move the Confederate lines north of the James around Richmond while a simultaneous push was made against Lee's right at Petersburg. By the end of the end of August 1864, Meade's forces had captured the Weldon Railroad, one of the chief supply lines into Petersburg. The next phase of the campaign was to extend the Federal line westward and ultimately cut the South Side Railroad, Petersburg's last remaining major supply line. In September, Grant developed plans that called for concerted efforts by Butler north of the James River and by Meade west of the Federal position at Petersburg. The goals for each were largely the same as in previous offensives: Butler was to move north to threaten Richmond, and Meade was to push west to threaten the South Side Railroad. In the event that Lee became stretched too thin to defend his lines, the Federal corps remaining in the Petersburg entrenchments were to assault at the point of weakness. (NR 2018, Sec.8: 66-67)

Gen. Butler's plan for his part in the operation called for a two-pronged attack using Maj. Gen. David B. Birney's Tenth Corps and Brig. Gen. Charles J. Paine's USCT division of Maj. Gen. Edward O.C. Ord's Eighteenth Corps to assault New Market Heights, while Ord's other two divisions attacked the outer line of the Richmond defenses at Chaffin's Farm (see Figure 8). The combined force consisted of about 26,000 men. The Confederates at the time had about 6,000 troops north of the James River under the overall command of Lieut. Gen. Richard Ewell. On September 29, Birney's force dislodged Brig. Gen. John Gregg's Texas brigade from New Market Heights, and Ord forced a lodgment in the Richmond line by seizing Confederate Fort Harrison (NR 2018, Sec.8: 68, citing Hess 2009: 160–161)

The charge against the Confederate defensive position at New Market Heights, held by Gregg's brigade was led by approximately 3,000 USCTs from Paine's division on the morning of September 29, 1864. Butler ordered the first wave of men, composed of the 4th and 6th USCTs, to remove the percussion caps from their rifles and attack with only the bayonets attached to avoid having to pause to reload (NR 2018, Sec.8: 75, citing Claxton and Puls 2006: 187; historynet.com n.d.)

When the battle began, the 5th, 36th, and 38th USCTs, all under Col. Alonzo Draper, were at the center of the attack with the 4th and 6th USCTs under Col. Samuel A. Duncan to their right. To reach the Confederate line, the Union troops had to cross Four-Mile Creek and make their way through underbrush and marshland before reaching a line of entanglement 150 yards in front of the works. The debris and underbrush created bottlenecks in their advance that allowed the defending troops to focus their fire. (NR 2018, Sec.8: 75, citing Claxton and Puls 2006: 188–189)

Duncan's brigade of 683 men rushed ahead with a roar the defending Confederates opened fire. As the lines broke and men fell to the ground, wave after wave of soldiers assumed their positions. After a half-hour the surviving USCTs, including Draper's brigade, fell back, reformed, and attacked again. The USCTs retreated into a ravine after the second attack, where they organized a third attack utilizing percussive caps on their rifles. The third charge ended in victory, although with heavy casualties. Despite the loss of much of their leadership, the enlisted USCTs urged their comrades on

and charged up and over the earthworks, as the Confederate forces fled. (NR 2018, Sec.8: 75, citing Claxton and Puls 2006: 198)

By continuing to engage the Confederate troops at New Market Heights, the USCTs prevented the Confederates from sending reinforcements to Fort Harrison, ensuring a Federal victory there. Fourteen of the sixteen Congressional Medals of Honor awarded to USCTs at war's end went to men who fought at New Market Heights. Many of the recipients had picked up and carried flags after the color bearers were slain, while others received the medal for rallying their comrades and taking charge after the loss of their commanding officers. (NR 2018, Sec.8: 75, citing Claxton and Puls 2006: 191,193; Hargrove 1988: 187,216–217)

The capture of Fort Harrison gave the Union forces a new stronghold for the remainder of the war, and the name was changed to Fort Burnham in memory of Gen. Hiram Burnham, who lost his life in the attack. They extended the earthworks around the fort and southward to Fort Brady—the Federal stronghold on the James River. The fall of Fort Harrison forced Lee to withdraw and build new entrenchments. These lines remained until the Confederates finally abandoned Richmond in April 1865 (Figures 9 and 10). (Cullen 1961: 39)

Below is a list of the defensive structures at what is now the Fort Harrison Unit, when they were constructed, and a brief statement describing their role in the battles for control of Richmond. Features described within this section are organized north to south. The following information was obtained from the NPS Historic Structures Inventory (formerly List of Classified Structures) unless otherwise noted.
--Confederate Earthworks New Market to Fort Gilmer, (Battery Alexander/ Alexander's Line), constructed 1864, was built by Confederate forces after the fall of Fort Harrison to block Union access to Richmond and protect the existing Confederate fortifications from a northern assault.

--Fort Gilmer, constructed 1863, as part of the intermediate line of fortification defending Richmond.

--Confederate Earthworks Fort Gilmer to Fort Gregg, constructed 1863, as part of the intermediate line of fortification defending Richmond. During the battle at Chaffin's Farm Confederate forces were able to repulse Union assault.

--Fort Gregg, (Battery Gregg), constructed 1863, as part of the intermediate line of fortifications defending Richmond. The fort protected both Mill Road to the northeast and Coles Run Creek to the south.

--Confederate Earthworks Fort Gregg to Fort Johnson, constructed 1862, as part of the intermediate line of fortification defending Richmond. The line was held by Confederate forces until 1865.

--Fort Johnson (Coles Run Battery /Battery Field), constructed 1862, was modified throughout the course of the war to meet Confederate needs. The defense was enlarged after the fall of Fort Harrison and the side moat was excavated to prevent Union troops from tunneling beneath the fort.

--Confederate Lunette, constructed 1864, in direct response to the capture of Fort Harrison between Fort Johnson and Harrison to strengthen Confederate defenses.

--Confederate Earthworks Fort Johnson to Fort Harrison, constructed 1862, as part of the Richmond line of defense running from the outer line, near Fort Harrison north to Fort Johnson (then called Coles Run Battery). A portion of the line was taken by Union forces along with Fort Harrison in the Battle of Chaffin's Farm.

--Federal Earthworks Northeast of Fort Harrison, constructed 1864, by Union forces after the successful capture of Fort Harrison (Union Fort Burnham). The line of earthworks aided in pressuring Confederate forces.

--Federal Battery No. XIX, constructed 1864, by Union forces after gaining control of Fort Harrison in the Battle of Chaffin's Farm. This battery aided in pressuring Confederate forces.

--Fort Harrison (Fort Burnham (Federal)/ Confederate Battery Nos. 7, 8, & 9), constructed 1862, was originally a series of batteries part of the Confederate outer line of fortifications to protect access to Chaffin's Bluff and the James River. The fort was overtaken by Union troops on September 29, 1864 and renamed and modified. Confederate attempts to retake the fort were unsuccessful.

--Federal Lunette, constructed 1864, by Union forces to the west of the northernmost listening well near Fort Harrison (National Register, draft 2015: Section7, 29).

--Federal Listening Wells, constructed 1864, by Union troops who were fearful of Confederate tunnels and mines. Listening wells were dug west of Fort Harrison as a countermeasure. The exact method for use of these features is unknown. Likely, Union troops would have laid mines in wells which would have exploded when Confederate tunnels intercepted them, or the wells were used as the name implies, to listen for tunnel digging.

--Confederate Earthworks Fort Harrison to White Battery, constructed 1862, as part of Confederate defenses of Richmond and modified by occupying Union troops after the capture of Fort Harrison.

--Confederate Earthworks Fort Harrison to Fort Maury, constructed 1862 as part of Confederate defenses of Richmond, includes Confederate Battery X.

--White Battery (Battery White), constructed 1862, by Confederate forces as part of Richmond's outer defense lines. The battery was abandoned after Union capture of Fort Harrison. Folklore says that the battery was named for the light colored material dug out of the ditch for the parapet.

--Fort Hoke, originally constructed in 1862, and rehabilitated in 1934 by the Civilian Conservation Corps (CCC) to interpret the appearance of the fort during the war. The original Fort Hoke was one of the line of forts protecting the southern approach to Richmond and became an integral part of the new Confederate defense line after the Union captured Fort Harrison.

--Confederate Battery No. 4 (Confederate Battery between Fort Maury and Fort Hoke), constructed 1862, this battery was part of the original confederate defensive line.

--Fort Maury, constructed 1862, anchored the southern end of the outer defenses of Richmond to the James River.

--Federal Battery No. III, constructed 1864, after Union capture of Fort Harrison as part of the Federal defensive line.

--Federal Battery No. IV, constructed 1864, after Union capture of Fort Harrison as part of the Federal defensive line.

--Federal Battery No. V, constructed 1864, after Union capture of Fort Harrison as part of the Federal defensive line.

--Federal Earthworks South of Fort Harrison, constructed 1864, aided in pressuring the Confederate forces protecting Richmond.

--Fort Brady, constructed 1864, after Union capture of Fort Harrison as part of the Federal defensive line and served as the southern anchor of the Union line. During the war, Fort Brady did not sit directly above the river channel as it does today, however since the historic period thirty to fifty feet of river bank has eroded.

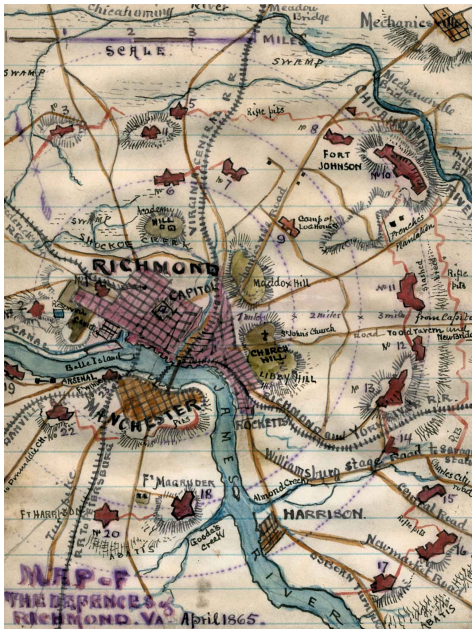


Figure 5. Detail of c.1865 map of defenses around Richmond drawn by Robert Knox Sneden. The map inaccurtly portrays twenty-three numbered forts around the city, including Fort Harrison (Library of Congress, gvhs01 vhs00052).



Figure 6. Detail of 1864 Confederate map by S.B. Linton. Patterns of field and forest cover with clearings near defenses are depicted. Red lines represent roads, and hatching indicates topography (University of North Carolina, Gilmer Collection).



Figure 7. Detail of map depicting the Battle of Chaffin's Farm, 1864. Topography, roads, houses, and trees are based on Campbell and Chambliss 1864 map. Positions and routes are assumed from official records (Library of Congress, glva01 lva00125).

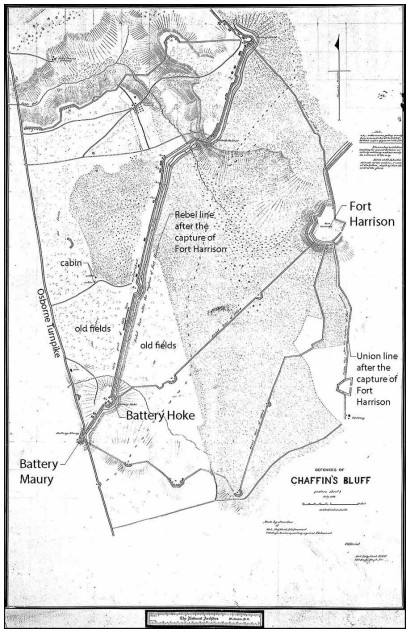


Figure 8. Defenses of Chaffin's Bluff, July 1865. Note 'old fields' and 'cabins' west of 'rebel line after the capture of Fort Harrison' (National Park Service, Electronic Technical Information Center, 60901; annotated by OCLP).

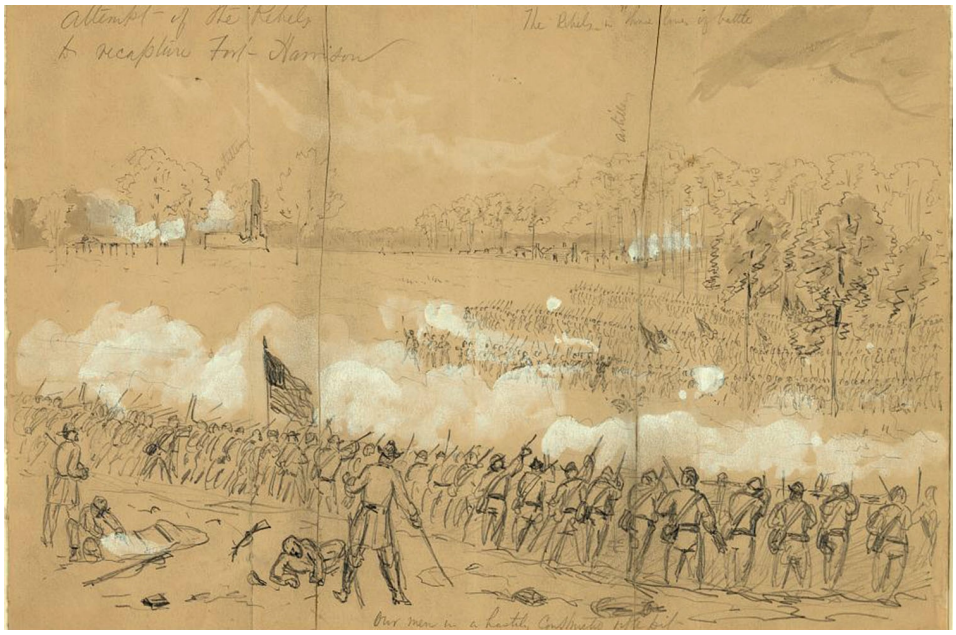


Figure 9. Drawing illustrating the 1864 attempt of the Confederate forces to recapture Fort Harrison. Note the majority of the land has been cleared, but singular and clusters of mature trees exist (Library of Congress, ppmsca 21749).



Figure 10. Union Fort Burnham (previously Confederate Fort Harrison) photographed between 1864 and 1865. Note the stark and barren landscape, with only a thin line of trees standing at the horizon line (Library of Congress, ppmsca 32969).

COMMEMORATING RICHMOND'S CIVIL WAR BATTLEFIELDS, 1866-1944

Confederate veterans and Ladies' Memorial Associations led the efforts behind the earliest Civil War memorials created in Richmond. These monuments were primarily located in city cemeteries where

Confederate soldiers who died fighting in and around Richmond were buried. Unlike places such as Petersburg or Fredericksburg, veterans and their families erected few commemorative objects on the battlefield sites at Richmond. The Veterans' Monument at Parker's Battery is the one exception within the Richmond National Battlefield Park. (NR 2018, Sec.8: 82-83,88-89)

The growth of automobile travel in the second decade of the twentieth century sparked new development in and around Richmond (Figure 11). By 1915, the dramatic decrease in the price of automobiles coupled with an increase in leisure time enabled many Americans to afford short automobile vacations. The burgeoning auto-tourism industry benefited from highway construction projects funded by state and local governments. Recognizing the economic opportunity presented by promoting Richmond as a tourist destination, the president of the Chesapeake and Ohio Railway proposed the construction of a roadway linking the significant Civil War battle sites east of the city in 1914. The onset of World War I prevented the implementation of this plan, however. (NR 2018, Sec.8: 90, citing McLean 1998: 178; Willett 1956: 27)

The first systematic project to identify Richmond's Civil War sites with commemorative markers developed in the city's prosperous post-World War I era. In the early 1920s, Richmond Rotary Club members Douglas Southall Freeman (1886–1953) and J. Ambler Johnston (1885–1974) started making regular Sunday outings to "tramp around the forlorn and desolate fields" of Richmond's battlefields. Freeman, born in Lynchburg, Virginia, had moved to Richmond as a child in the 1890s and returned there after obtaining his Ph.D. in history from Johns Hopkins University in Baltimore, Maryland. When he became editor of The Richmond News Leader in 1915 he had already edited two collections of Confederate documents and gained a following as a popular speaker and authority on Confederate history. Memorable experiences in his youth, including attending Confederate reunions with his father and witnessing the reinternment of Jefferson Davis in Richmond's Hollywood Cemetery (1893) and the reenactment of the Battle of the Crater in Petersburg (1903), sparked Freeman's interest in the subject. His multi-volume biography of Robert E. Lee, which won the Pulitzer Prize in 1935, solidified his reputation as a historian and scholar and played an instrumental role in shaping Lee's legacy. Johnston, a native of Rockbridge County, Virginia, and son of a Civil War veteran, studied architectural engineering at Virginia Polytechnic Institute and Cornell University. Outside his professional career, he pursued an avid interest in Civil War history through participation in numerous historical societies and volunteer organizations, including a Civil War Round Table he helped organize at the Virginia State Penitentiary. (NR 2018, Sec.8: 90, citing Fahs and Waugh 2004: 45; Janney 2013: 302; Johnson 2014: np; Virginia Polytechnic Institute and State University 2015: np)

Freeman encouraged the Richmond Rotary Club to sponsor an automobile tour of the Richmond battlefields on Labor Day 1921. A caravan of twenty-one cars containing Rotarians and Confederate veterans followed barely passable roads to locales throughout Hanover and Henrico counties, where Freeman used battlefield maps drawn on bed sheets to accompany his discussions of the historical events. Although a October 1915 New York Times article lauded improvements in Virginia's roadways for automobile touring, noting Richmond in particular as "a centre of good roads to many places of great historic interest…destined to become an important tourist gateway between the North and the South," many of the battlefields the Rotary Club visited remained difficult to access and lacked clear identification markers. In the spring of 1924, Freeman and Johnston spearheaded a Rotary Club plan to memorialize the area's important battles through commemorative markers. The club appointed a committee, collected $2,000, and incorporated the Battlefield Markers Association (BMA) in April with a board of trustees consisting of representatives from the city of Richmond, Hanover and Henrico counties, memorial societies, Confederate veterans groups, merchants associations, professional groups, and other civic organizations. The association raised $5,000, and the Richmond City Council matched those funds (NR draft 2015, Sec.8: 90-91, citing McLean 1998: 176–177; RBA 2010; Willett 1956: 27)

Between 1925 and 1928, the BMA erected over 60 numbered roadside markers in the Richmond area, thirteen of which are located within the current park boundary. Freeman Markers #44 and #49 are located within the boundaries of the Fort Harrison park unit. Freeman wrote the inscriptions for most of the cast iron tablets, which were set at an angle on granite bases with concrete capstones so as to be read easily from an automobile. Local companies donated components of the markers,

including manufacturing of the tablets, capstones, and rough granite bases. At a dedication ceremony held on Nov. 6, 1925, at Walnut Grove Baptist Church in Hanover County, the mayor of Richmond presented the markers to the governor of Virginia, who in turn gave custody of them to Hanover and Henrico counties. (NR 2018, Sec.8: 91-92, citing NPS 2014: 17; RBA 2010: np; Willett 1956: 28)

The Richmond Battlefield Parks Corporation:
The preservation of Richmond's Civil War battlefield sites evolved from a grassroots effort in the 1920s led by the same group of citizens that erected the Freeman markers. Despite increased public interest in battlefield parks in the early 1920s, Virginia lagged behind other states in setting aside battlefield lands for preservation. The population of Richmond doubled between 1890 and 1920 and economic and urban growth began to spread to outlying areas, where battlefield lands and fortifications had remained largely undisturbed since the end of the Civil War. Expanded automobile use led to development beyond the city limits and placed development pressure on and near Civil War sites. Recognizing potential threats, the members of the BMA joined with those involved in the 1914 tour road discussions to buy a 200-acre parcel of land at Fort Harrison in the fall of 1927. The group harvested trees from the site to defray the $18,000 purchase price. After acquiring an additional large tract at Cold Harbor, the members organized as the non-profit Richmond Battlefield Parks Corporation (RBPC) "to preserve and make accessible the battlefields around Richmond." Freeman served as the corporation's vice-president, and Johnston as secretary-treasurer. The RBPC raised $50,000 within the first year. The organization purchased or received donations of land at Beaver Dam Creek, Gaines' Mill, Malvern Hill, Drewry's Bluff, Parker's Battery, and Fort Harrison totaling approximately 550 acres. (NR 2018, Sec.8: 92-93, citing Levin 2012: 87-92; McLean 1998: 103,172-173,177; RBA 2010: np; Wallace 1983: 43; Willett 1956: 29-32)

The RBPC reinvigorated the idea of connecting the battlefield sites via a system of tour roads. Hanover, Henrico, and Chesterfield counties donated the annual proceeds from the 1929 gas tax toward the project. The new route was opened as part of the State Highway System (initially State Route 414, renumbered State Route 156 in 1933) in September 1930. The thirty-eight-mile network of improved roadways began near Beaver Dam Creek in Mechanicsville and followed the course of the Seven Days' Battle to Malvern Hill via Cold Harbor and Gaines' Mill, past Fair Oaks, Savage's Station, and White Oak Swamp. From Malvern Hill, the tour route ran west along State Route 41 (now State Route 5) to Battery Alexander before turning southwest to Osborne Turnpike. The road followed existing routes including Cold Harbor Road and Willis Church Road that were surfaced with "sand-clay with an oil dressing" replacing hard-packed dirt or gravel. Nineteen miles of new roads such as the Battlefield Park Road between New Market Road and Osborne Turnpike was constructed. The RBPC published an auto tour guide and constructed a small Log Cabin near Fort Harrison for use as its headquarters office. (NR 2018, Sec.8: 93, citing JMA 2004: 132; Johnston 1970: np; McLean 1998: 179; OCLP 1999b: 29; RBA 2010: np; Willett 1956: 37-38,71-72)

The RBPC's ambitious plans included creation of a small memorial park at Beaver Dam Creek and a battle museum at the Watt House; the restoration of the forts at Fort Harrison and Drewry's Bluff; and the provision of ferry access to Drewry's Bluff. But faced with financial difficulties following the stock market crash in 1929, the corporation began to explore the idea of a national military park on the battlefield sites. The Army War College's preliminary report on the country's historic battlefields, dated May 28, 1925, had recommended that the June 26-July 1, 1862, battles around Richmond and the Battle of Cold Harbor (June 1-June 12, 1864) be listed under the category Class IIa, "the idea being that limited areas of ground on the site of the battle could be purchased and appropriately marked and the whole aggregation of separate areas designated as a national monument." In May 1929, Congress passed legislation authorizing funds to "study, investigate, and survey for commemorative purposes battlefields in [the] Richmond vicinity" (46 Stat. 4). The War College sent Lieutenant Colonel Howard Landers, a representative of the History Section, to Richmond in August 1930 to undertake investigations related to the survey. (NR 2018, Sec.8: 93, citing McLean 1998: 182; NPS 1994: np; US House 1926; Willett 1956: 39)

Landers returned to Richmond in October 1931 to hold public hearings on his proposal for a national military park. He encountered a "marked reluctance on the part of the men I saw today to sanction transfer to the National Government." Consequently, the RBPC entered into negotiations with the

Commonwealth of Virginia, resulting in the transfer of 684.44 acres of battlefield lands to the state in January 1932. The formal dedication of Richmond Battlefield Park, Virginia's first state park occurred on June 22, 1932, at Fort Harrison, in conjunction with the 42nd Reunion of United Confederate Veterans. (NR 2018, Sec.8: 93-94, citing McLean 1998: 182; Willett 1956: 41-44)

Establishment of Richmond National Battlefield Park:
Initial management of Richmond Battlefield Park was overseen by the Virginia Commission on Conservation and Development. The state conducted preliminary studies on development plans, prioritizing "the preservation of remaining fortifications, locating troop movements and positions, marking these, and making the whole group of areas available to the student and tourist." However, the Commission lacked the funds to support this plan and soon returned to the idea of transitioning the park to the federal government. In the interim, President Roosevelt's New Deal relief and funding programs—specifically, the Civilian Conservation Corps (CCC) created by the Emergency Conservation Work Act of 1933—enabled the Commission to begin maintenance and development work. The NPS employed the CCC, largely composed of unskilled laborers, to perform clearing, grading, and other activities at national parks throughout the country. Most of the funding for CCC construction projects came through the Public Works Administration. Although the Richmond Battlefield Park did not belong to the national park system, the federal government established a CCC camp near Fort Harrison in 1933 to provide the state with a means to accomplish some interpretive and administrative improvements. The NPS supervised the CCC's work in Richmond between 1933 and 1941, first under the auspices of the state and after 1936 as part of the national park system. Consequently, the development of the Richmond park closely conformed to the concurrent development of the nearby national military parks at Fredericksburg and Petersburg. (NR 2018, Sec.8: 94, citing JMA 2004: 154)

NPS Junior Historian Floyd B. Taylor supervised the conservation efforts of the Richmond CCC camp, designated Colored Company 1375 (all CCC camps located in the south were segregated). Two hundred African-American men between the ages of eighteen and twenty-five arrived at Fort Harrison during the summer of 1933 and set up camp in tents around the site. By November enrollees had constructed temporary wood-frame barracks arranged in a U-shape around a central quadrangle in the western part of the park unit (near where the maintenance yard is located now). Over the following years they constructed several wood-frame utility buildings and a superintendent's residence at Fort Harrison (Figure 12). (NR 2018, Sec.8: 94)

The camp workers initially focused on clearing brush and trees from the earthworks in the Fort Harrison area, completing much of that work by July 1934. A photo essay produced for the park in April of that year illustrated the CCC's transformation of the Fort Harrison landscape. The men carefully graded the roadsides along the Battlefield Park Road, replacing steep banks with rolling grades, flattening steep slopes, filling in stump holes, and seeding the banks with grass. They also covered the earthworks along the road with a heavy layer of pine needles to prevent erosion. The section of the road south of Fort Harrison was paved, and a letter to the editor of the Richmond Times-Dispatch lauded their efforts:
"As one drives along the road, leading to the main fort, and sees long line of breastworks, trenches and moat, completely cleared of shrubs, weeds and the accumulated trash of 70 years, the magnitude of the job done by the conservation corps [sic] simply amazes." (Baril 1961: 9)

Another admirer called the CCC's work,
"a dream come true for that group of noble hearted and liberal minded Virginians who, some years before had given their time and means unstintingly in order to preserve the important battlefield areas around Richmond." (Baril 1961: 10)

The CCC camp also developed a picnic area north of the fort and built Picnic Road to provide access to the picnic area and connect Battlefield Park Road with Varina Road. (NR 2018, Sec.8: 94-95, citing Baril 1961: 9-16; Willett 1956: 57-63)

The CCC camp also spent part of 1934 in the rehabilitation of Fort Hoke, a large fortification located about one mile southwest of Fort Harrison. The NPS provided information regarding Civil War field fortification construction, enabling the men to rebuild the fort in conformity with the specifications

described in historic field manuals. The following year, CCC workers planted vegetation to improve aesthetics and to screen outside development (Figure 13). Planting plans from 1935 for the Battlefield Park Road indicate new plantings of pin oak, scarlet oak, willow oak, red maple, hickory, tulip poplar, sweet gum, red cedar, and pine as well as dogwoods, American holly, winter holly, redbud, sweetbay, summersweet, honeysuckle, Virginia creeper, aronia, and azalea. In 1935, the CCC crew began work on Hoke-Brady Road, which extended southeast from Battlefield Park Road near Fort Hoke to Fort Brady and the James River. Rough grading of the road was completed in November 1936, and the road was opened it to public in early 1938. Planting plans for this road were developed around 1940. (NR 2018, Sec.8: 95, citing Baril 1961: 13-17)

The CCC workers initiated projects at several other areas within the Richmond Battlefield Park, including Parker's Battery, Fort Darling at Drewry's Bluff, Malvern Hill Battlefield, Cold Harbor Battlefield, and the Garthright House. The CCC also erected more than 400 markers throughout the entire park, primarily explaining the fortification remains. (NR 2018, Sec.8: 95, citing Baril 1961: 12-16; Willett 1956: 57-63)

As the economy improved, however, the NPS found it more difficult to recruit CCC workers. In addition, some administrators felt that the African-American enrollees in the Fort Harrison camp were not suitable as interpretive guides for a Civil War battlefield site. In October 1938, the NPS moved the camp from Richmond to Seashore State Park, despite opposition expressed in a local newspaper, which praised the "well directed Negro boys" who "found a jungle and made a park." The government established a side camp at Fort Harrison composed of twenty-five to forty Caucasian World War I veterans that remained through December 1941. The side camp established additional pullouts along Battlefield Park Road, erected twelve cannons in the park, prepared and placed 164 log markers, and took care of general park maintenance needs. In 1940 they started dismantling the CCC buildings within the park. A second side camp, a branch of the Swift Creek camp consisting of five to seven men, finished the shutdown between January and June of 1942 after the United States entered World War II. (NR draft 2015, Sec.8: 95, citing Baril 1961: 19-20; Willett 1956: 66-67)

The Commonwealth of Virginia had initiated transfer of all land and assets within the Richmond Battlefield Park to the federal government for protection as a national military park in 1934. Bill HR1415 accepting the state park lands and establishing the Richmond National Battlefield Park passed the House Committee on the Public Lands on May 17, 1935, and the Senate Committee on January 16, 1936. President Roosevelt signed the enabling legislation (49 Stat. 1155) on March 2, 1936. The Act stipulated that when the United States acquired title to:
"all such lands, structures, and other property in the military battlefield area or areas in the city of Richmond, Virginia, or within five miles of the city limits of said city or within five miles of the boundary of the present Richmond Battlefield State Park…as necessary or desirable for national battlefield park purposes…provided, that such area or areas shall include, at least, the Richmond Battlefield Parks now belonging to the State of Virginia." (NR 2018, Sec.8: 95-96)

The Act also authorized the Secretary of the Interior to acquire property through donation, purchase using donated funds, or by condemnation and placed the battlefield park under the direction of the NPS. The prolonged legal process of transferring title to all the state park lands occupied eight years, concluding on July 14, 1944 (NR draft 2015, Sec.8: 107, citing Law 2011: 52–54; McLean 1998: 183)

From 1936 to 1951, a Coordinating Superintendent managed all NPS Civil War areas in Virginia, including Richmond NBP, the national battlefield park at Manassas, the national military parks in Petersburg and Fredericksburg/Spotsylvania, and Appomattox Court House National Historical Monument. Branch Spalding, the superintendent at Fredericksburg/Spotsylvania, held the coordinating position through 1942, followed by Edward Hummel, Tyler B. Kiener, and O.F. Northington, Jr. When the NPS officially accepted management responsibility for the entirety of the Richmond park lands in 1944, Floyd B. Taylor returned as Park Custodian and served as the park's first dedicated Superintendent from 1948 to 1953. The NPS had prepared the first Master Plan for Richmond NBP after its establishment in 1936, but virtually no park maintenance or development occurred after the CCC left at the end of 1941. The country's entry into World War II consumed the federal government's attention, and funding for most NPS projects disappeared as the agency faced drastic budget cuts that remained in place through the early 1950s. (NR 2018, Sec.8: 96, citing

Wallace 1983: 81-87; Willett 1956: 68)



Figure 11. Detail of 1901 map of Varina Magisterial District of Henrico County, Virginia (Library of Congress, g3883h la002082).

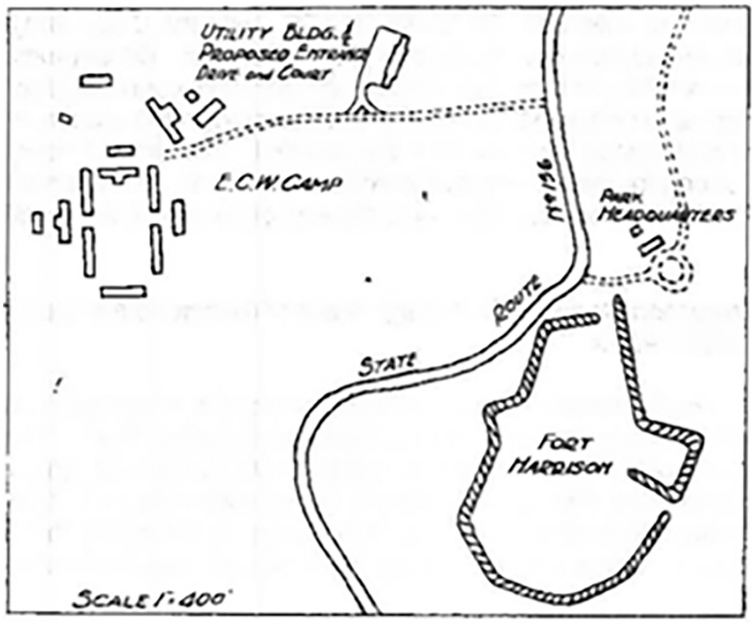


Figure 12. Plan of the CCC camp (ECW) at Fort Harrison (image top left corner) including the Maintanance Building (image top center). ("Entrance Drive and Court to Utiity Building," 1937)

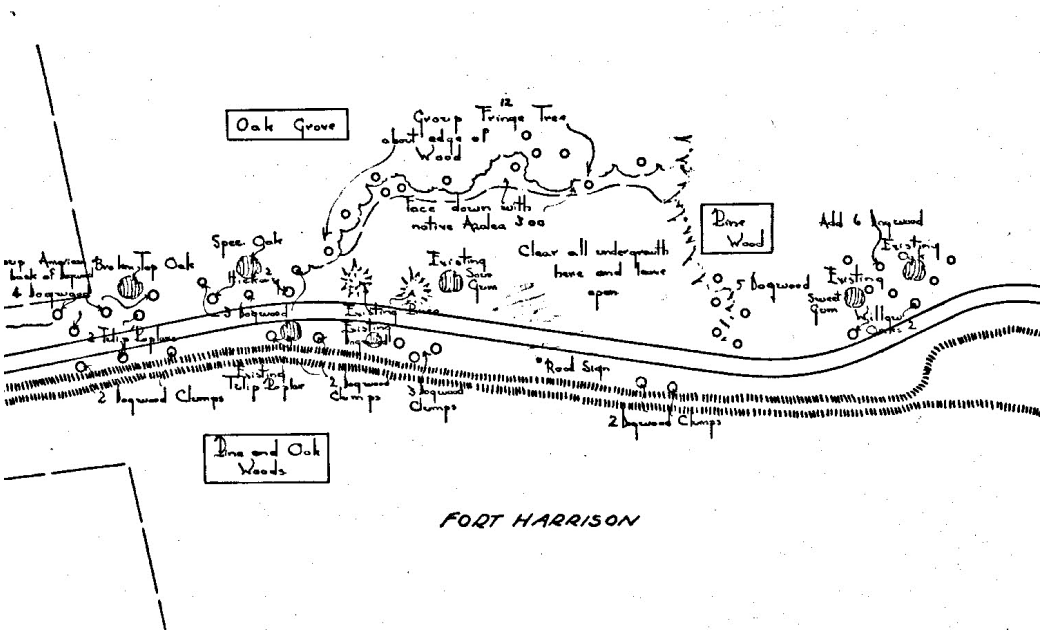


Figure 13. Detail of 1935 National Park Service Fort Harrison Roadside Planting Plan, between Fort Johnson and Harrison. Recommended plantings include dogwoods and holly (National Park Service, Electronic Technical Information Center, 1060).

NATIONAL PARK SERVICE, 1944-2025

The NPS took over the management of Fort Harrison in 1944, although the park was administered in conjunction with Fredericksburg and Spotsylvania County NMP until 1951. Few improvements were accomplished in the park until before the 1950s when the Fort Harrison Unit finally received its own dedicated administrative staff.

By the mid-1950s, meager budgets and increasing park visitation had affected parks nationwide. Recognizing this shortfall, NPS Director Conrad Wirth initiated the Mission 66 program, in which Congress agreed to allocate a billion dollars over ten years so that parks across the country could be developed and improved for the fiftieth anniversary of the park system. As part of the celebrations initiating this effort, Wirth held an open house at Fort Harrison on July 14, 1956.

To meet the ambitious goals of Mission 66, Richmond NBP developed a master plan to guide its improvements. As part of the master plan, the park sought to acquire a large building in Richmond, the Weather Bureau building Chimborazo, to serve as park headquarters and the main visitor center. Office and museum space in this building would mitigate the need for the Log Cabin, which was to be demolished. Smaller secondary “contact stations” were to be built at Fort Harrison and Cold Harbor. The new contact stations were to be designed to require minimal maintenance in an effort to reduce operational expenses.

By 1958, a site plan for a new Fort Harrison visitor center was drawn. The construction of the new visitor center was completed in the early 1960s, but by then the NPS had also decided to retain the Log Cabin. The site plan indicated that azaleas and dogwoods were to be planted near the Fort Harrison parking lot and visitor center (Figure 14). Through the second half the twentieth century, the area around Fort Harrison continued to face increased development pressure and impact form residential construction. (Figure 15).

During the later portion of the twentieth-century, the Mission 66 visitor center, log cabin, and earthworks at Fort Harrison Unit were carefully maintained as planned in the 1960s. To protect the earthworks, the park began to cover them with native grasses, but it was quickly determined that native grasses took longer to establish, and a mixture of native and non-native grasses were used to

cover and protect the features. A lookout platform was built at Fort Brady in order to exhibit the historic James River view.

Today, the native and non-native grass mix remains as a protective cover on the earthwork features. In 2007, the Mission 66 visitor center and the Fort Brady lookout platform were removed. The Log Cabin was updated to serve as the current visitor center, and trails at Fort Harrison and Fort Brady were coated with a conglomerate seal. Waysides were updated and handicapped access was improved at all parking pullouts and forts. In 2009 a footbridge was installed near Fort Harrison. Two cannons were placed inside Fort Harrison and a third canon was placed inside Fort Gilmer. Several new trails were installed. Overhead power lines were buried to enhance historic character. Beyond the park boundary, development pressure continued to grow, as residential homes surrounding the park increasingly impact the historic views and spatial organization.

Landscape Changes Since 2015:
Changes to the landscape since the original 2015 CLI was completed include:
• 2015: External development on James River by Richmond Yacht Basin, Inc., in view of the river from Fort Brady.
• 2015-2023: The access road from the Picnic Area to behind Fort Harrison is gated.
• 2015: A minor boundary revision includes acquiring the eastern half of Fort Gregg. The Civil War Trust owns the tract and is willing to convey said tract to the NPS, once it is included in the boundaries of the park. The park already owned the western half of the fort. (PEPC #6441)
• 2016: Rehabilitation and repair of the Log Cabin. Exterior repairs include replacement of one log face, repair to deteriorating crown ends, and re-staining the entire building. (PEPC 64604)
• 2019: Park repairs the porch roof on Log Cabin. (PEPC 89730)
• 2022: The park installs a beaver exclusion device at culvert along Battlefield Park Road to mitigate flooding and burrowing damage to earthworks. (PEPC 105467)
• 2024: The park relocates the herbicide shed from maintenance to west side of driveway of Resource Management Office. Plan to install another pole barn with concrete footers behind Maintenance Building (next to exit gate). (PEPC 125558)
• 2024: NPS closes on the Fort Gregg land donation.
• 2024- 2025: The NPS contracts to replace failing water systems in several structures across the park, including the Log Cabin/Fort Harrison Visitor Center. A new well and pump is drilled and installed and the waterline to the Visitor Center is replaced. This contract is not yet complete (work is ongoing). (PEPC 117597)

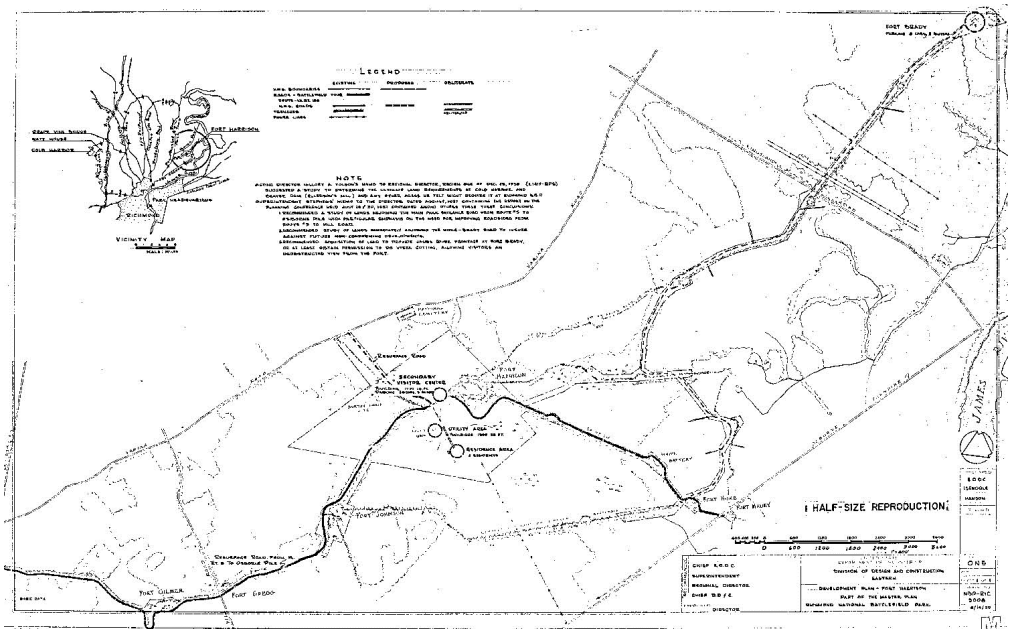


Figure 14. 1960 Development Plan, part of the Park Master Plan. Note the roadway system parallel to defenses. A location for maintenance and park housing near Fort Harrison is shown (National Park Service, Electronic Technical Information Center, 3008).

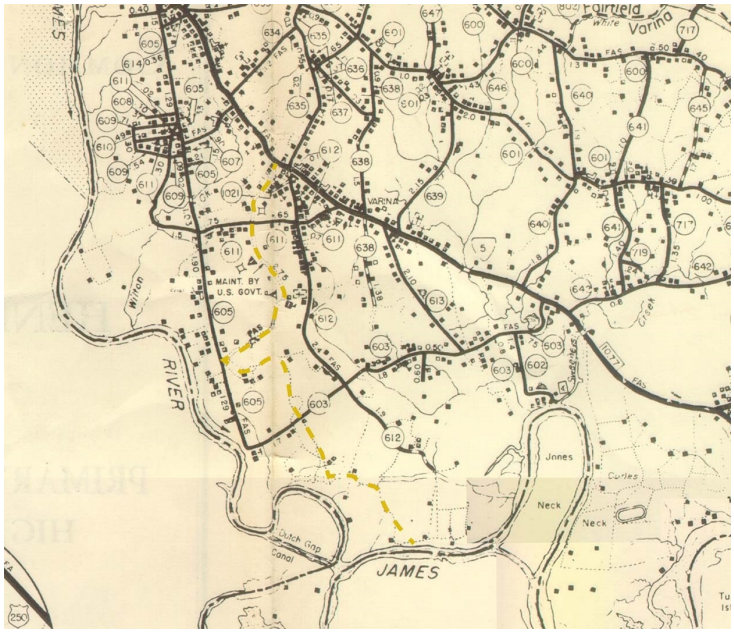


Figure 15. Detail of a 1958 Henrico County map. The Fort Harrison Unit is framed by Osborne Turnpike and Varina Road. Battlefield Park Road and the Hoke-Brady Road are highlighted (Henrico County Historical Society, annotated by OCLP).

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Agriculture/Subsistence	Agricultural Field		Yes	No	No
Defense	Fortification	Battery (Defense)	Yes	No	No
Defense	Battle Site		Yes	No	Yes
Domestic (Residential)	Camp		Yes	No	No
Recreation/Culture	Outdoor Recreation	Campground/Picnic Area	Yes	Yes	No
Recreation/Culture	Outdoor Recreation	Campground/Picnic Area	Yes	Yes	No
Transportation	Pedestrian-Related	Handicapped Trail	No	Yes	No
Education	Interpretive Landscape		No	Yes	Yes
Transportation	Pedestrian-Related	Interpretive Trail	No	Yes	No
Landscape	Leisure-Passive (Park)		Yes	Yes	No
Recreation/Culture	Monument (Marker, Plaque)		Yes	Yes	No
Transportation	Road-Related	NPS Class I Principal Road	No	Yes	No

Public Access:

Public Access: Other Restrictions

Public Access Narrative:

All units of Richmond NBP are closed from sunset to sunrise daily and all day on Thanksgiving Day, December 25, and January 1, but there are no gates, fences, or admission fees restricting public access to public roads, parking lots, and the trail system. Access to the Fort Harrison Unit is provided by the public Battlefield Park Road and Hoke-Brady Road, which run north-south through the park paralleling the defensive earthwork features. The Fort Harrison Visitor Center is temporarily closed due to water services issues.

Associated Ethnographic Group

Ethnographic Study Status: No Survey Conducted

Ethnographic Narrative:

Authors of this CLI update consulted with David Goldstein, Ph.D., Tribal and Cultural Affairs Lead, NPS, DOI-Region 1. No ethnographic study of Chickahominy Bluff, nor the Richmond NBP, has been conducted. The park currently consults with following Federally Recognized tribes: Delaware Nation, Catawba, Chickahominy East, and Pamunkey.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

The historic integrity of Fort Harrison is evaluated by comparing landscape characteristics and features present during the period of significance, 1862-1944, with the existing conditions as assessed in 2023. Many landscape characteristics and features from the period of significance remain today. Landscape characteristics identified for the Fort Harrison Unit include topography, spatial organization, natural systems and features, land use, circulation, vegetation, buildings and structures, views and vistas, and small- scale features. The features that contribute were either present during the period of significance or are in-kind replacements of such historic features.

Primarily significant for its association with the American Civil War, the majority of defensive features that comprise the Fort Harrison landscape have remained generally undisturbed since the war. The spatial organization of the military landscape remains intact, although it has been diminished by adjacent suburban residential development. The Civil War-era fortifications of forts, batteries, and earthworks remain intact, with the exception of Fort Hoke that was reconstructed by the Civilian Conservation Corps (CCC) in the early twentieth century. Other extant features constructed by the CCC include roadways that meander amongst the linear defenses, and a picnic area. A historic log cabin built by the Richmond Battlefield Parks Corporation (RBPC) remains in use as a visitor center. There are also several historic twentieth-century features on site including two Freeman Markers installed by the Battlefields Markers Association (BMA). Plantings installed around the log cabin and along the roadsides remain today.

Since 1944 all CCC-era camp buildings have been removed. The continued growth of successional forests and nearby suburban development have encroached on historic views and vistas, obscuring views to the James River as well as the historically open views across unobstructed farmland. While these changes have altered the overall wartime setting and feeling, a clear battle story can still be told from the preserved earthworks.

INTEGRITY

The National Register of Historic Places defines integrity as the ability of a property to convey its significance through physical resources. The National Register program identifies seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Retention of these qualities is necessary for a property to convey its significance; however, not all seven aspects must be present to retain integrity. The following evaluation is based on an 1862-1944 period of significance for Fort Harrison.

Overall, the Fort Harrison landscape retains integrity of location, design, materials, workmanship, feeling, and association. The cultural landscape has a diminished integrity of setting due to agricultural fields growing into mature woodlots as well as construction of residential housing and roads during the twentieth century.

Location:
Location is the place where the historic property was constructed or the place where the historic event occurred. The historic defenses are in their historic locations. The log cabin visitor center remains at its original location, while the CCC barracks have been removed. The historic Freeman Markers remain. The site's proximity to the James River played a critical role in the development of the site from the time of early settlers in 1611 through the course of the Civil War. The site's proximity to Richmond is also important to understanding Civil Water battle tactics.

Design:
Design is the combination of elements that create the form, plan, space, structure, and style of a property. The Fort Harrison Unit retains its historic spatial organization as a designed system of defenses. The intended form of the earthworks continues to reflect the knowledge and intent of Confederate and Union military troops and engineers. The Battlefield Park Road and Hoke-Brady Road retain their original curvilinear form and intent of providing access to the various defense sites. The Log Cabin is still used as the park visitor center.

Setting:
Setting is the physical environment of a historic property. During the nineteenth century, the landscape was set

in a rural agricultural context, surrounded by both active and abandoned agricultural fields and small woodlots. Views to the south and west included the James River. The landscape had an open and barren character during the Civil War as vegetation was used for construction of fortifications and to improve sightlines. Beginning in the twentieth century, the construction of residential housing and roads (including Interstate 295) has altered the setting. Many agricultural fields have been replaced with residential homes or have grown into mature woodlots.

Materials:
Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. Much original earthen materials remain in the defense landscape, including earthworks, fortifications, and batteries. Circulation systems and some structures built by the CCC remain. Roadside vegetation and other CCC-era plantings also remain.

Workmanship:
Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The Fort Harrison landscape demonstrates the unique workmanship of nineteenth-century labor. Common protective construction methods and innovative battle strategies are evident on the property, including the extensive earth-moving that was necessary to construct each of the large landscape features. The craftsmanship of the CCC workers is evident in the Hoke-Brady Road. Intermittent maintenance has been beneficial in preserving workmanship.

Feeling:
Feeling is the property's expression of the aesthetic or historic sense of a particular period of time. The Fort Harrison Unit continues to evoke the feeling of Civil War defenses and a commemorative military landscape. The largely intact defensive features and examples of CCC-era craftsmanship convey the historic character of the Unit. The overall feeling of the property as a system of defensives is evident, although changes in the setting make the overall context of the defensives seem very different from the period of significance.

Association:
Association is the direct link between an important historic event or person and a historic property. The Fort Harrison Unit continues to be directly associated with the history of the American Civil War and with the political histories that parallel the Civil War. The Unit also continues to be directly associated with the commemoration and preservation efforts undertaken by the Battlefield Markers Association (BMA), Richmond Battlefield Parks Corporation (RBPC), and the CCC.

Landscape Characteristics and Features.
The next section presents an analysis of landscape characteristics and their associated features and corresponding List of Classified Structures names and numbers, if applicable. It also includes an evaluation of whether the feature contributes to the property's National Register eligibility for the historic period (1862-1944), contributes to the property's historic character, or if it is noncontributing, undetermined, or managed as a cultural resource. If a feature is non-contributing, it is evaluated as "compatible" (visually congruent with the historic character of the landscape) or "incompatible" (visually incongruent with the historic character of the landscape).

Landscape Characteristic:

This section presents an analysis of landscape characteristics and their associated features and corresponding List of Classified Structures names and numbers. It also includes an evaluation of whether the feature contributes to the property's National Register eligibility for the historic period (1862-1941), contributes to the property's historic character, or if it is noncontributing, undetermined, or managed as a cultural resource.

Landscape Characteristic: Topography

Historic Condition:
Topography is the three-dimensional configuration of the landscape surface characterized by features (such as slope and articulation) and orientation (such as elevation and solar aspect). During the Civil War, the natural underlying topographic advantages offered by the escarpment and hill northeast of the James River made the location of the defenses belonging to the Fort Harrison Unit an obvious choice. Fort Harrison itself, referred to simply as Fort Harrison in this inventory, is strategically located atop a knoll approximately sixty to seventy feet above the surrounding landscape. Fort Brady, the southernmost defense in the Fort Harrison Unit, was located on the edge of escarpment rising eighty-feet above the James River. Such escarpments are typical of Tidewater Virginia. Earthworks developed by Confederate and Union troops throughout the Fort Harrison Unit followed the rolling topography, a practice typical of military strategy and leadership at the time, when lack of resources forced a nuanced dependence on natural features. West of Fort Harrison on the east bank of the James River, sat Chaffin's Bluff. Mirroring Chaffin's Bluff on the west bank of the river was Drewry's Bluff.

Civil War-era earthworks are the primary built topographic feature of the Fort Harrison Unit. Between 1862 and 1864, the Confederates forces and impressed slave labor constructed a large network of outer defenses for the City of Richmond (see Figure 5). Describing construction of fortifications, new army chief Jefferson Davis wrote,
"My object is to make use of every means in our power to strengthen ourselves and to enable us to fight the enemy to the best advantage. It is not intended to construct a continuous line of defense or to erect extensive works."

Gen. Robert E. Lee planned to utilize advantages offered by local terrain to develop a system of overlapping and converged fire with his artillery. (Dickinson 1989: 4)

The Richmond Defensive Line, containing sections of the intermediate and outer lines constructed near Chaffin's Farm, consisted of a combination of linear earthworks, batteries, and fortifications running north-south from the intersection of Battlefield Park Road (constructed c.1930, not present during the Civil War) and New Market Road to the James River along the west side of the Osborne Turnpike. The 2,000-foot-long, four-foot-high, grass-covered Confederate Earthworks from New Market Road to Fort Gilmer ran south along the east side of Battlefield Park Road from the intersection with New Market Road to Gilmer and included Battery Alexander. Fort Gilmer featured a 600-foot-long, six-foot-high parapet with gun platforms, ramps, and bombproofs.

The Confederate earthworks Fort Gilmer to Fort Gregg incorporated a 1,280-foot-long, three-to-four- foot-high earthen berm along the east side of Battlefield Park Road connecting Fort Gilmer to Fort Gregg. Fort Gregg was a lunette-shaped fortification, ten-feet-high and eight-feet-wide, with multiple gun embrasures. Battlefield Park Road cuts through the curvilinear Confederate earthworks Fort Gregg to Fort Johnson, which ran for 0.5 miles south connecting Fort Gregg to Fort Johnson. Fort Johnson was a ten-foot by eight-foot lunette-shaped fortification with lower wall gun embrasures and an artillery pass-through on the northeast. The Confederate earthworks Fort Johnson to Fort Harrison, a 3,168-foot-long curvilinear structure southeast of Fort Johnson, included 528 feet of earthworks used by Union troops after they took control of Fort Harrison in

1864. A Confederate lunette was located on the northeast side of the earthworks between Forts Johnson and Harrison.

Fort Harrison was an 800-foot-by-700-foot earthen fortification surrounded by a moat, crossed by five traverses, and punctuated by several barbettes and gun platforms on the exterior wall. Confederate forces built the southern portion of the fort including a well on the south wall; Union troops constructed the northern portion in 1864, after which the fort was renamed Fort Burnham. The Confederate earthworks, Fort Harrison to White Battery, a 3,000-foot-long linear earthwork and small lunette shaped battery with a water-filled moat on the east side, extend southwest from Fort Harrison to White Battery, a 600-foot-long artillery emplacement northwest of Battlefield Park Road. A small portion of the Confederate Earthworks, Fort Harrison to Fort Maury, was located within the area: a small segment near Fort Harrison, west of a line of Federal earthworks; and a two-mile-long, three-foot-high linear earthwork running southeast across Hoke-Brady Road just east of Confederate Battery No. 4. Fort Maury was located on the west side of Osborne Turnpike south of the intersection with Battlefield Park Road. Confederate Battery No. 4 on the south side of Hoke-Brady Road, was free-standing from other earthworks or fortifications. The battery had a 600-foot-long parapet with gun emplacements interspersed in the six-foot-high walls and was fronted by a ten-foot-wide, six-foot-deep trench.

Fort Hoke, near the intersection of Hoke-Brady Road and Battlefield Park Road, was reconstructed c.1934 by the CCC. NPS staff provided documentation regarding Civil War field fortification construction techniques, enabling the men to rebuild the fort in conformity with the specifications set forth in historic field manuals. The 150-foot-by-250-foot, grass-covered fortification was rehabilitated to include five U-shaped parapets with three traverses between them and a water-filled moat surrounds the outside. Emplacements braced with concrete cast to look like sandbags suggested what the fort may have looked like during the Civil War (see Figures 6 and 7). (NR 2018, Sec.7: 20 and Sec.8: 95)

The system of federal works at Fort Harrison, constructed by Federal troops in 1864, were predominantly located in the southern portion of the site. The defensive network consisted of small batteries and earthworks with smaller ancillary structures nearby. Federal Battery No. XIX was a triangular fortification with five-foot-high, three-foot-wide walls located in the woods north of Picnic Road (not present during the war). The Federal earthworks northeast of Fort Harrison extended southwest from the battery across Picnic Road before turning south toward Fort Harrison. Three Federal listening wells, hand-dug shallow holes used by Federal troops during the 1864 battle, were located near Fort Harrison on the west side of Battlefield Park Road. One measured five-feet by six-feet across and three-feet deep; the other two measured eight-feet in diameter and five-feet deep. A Federal lunette just to the west of the northernmost listening well was a three-foot-high, crescent-shaped earthwork measuring approximately twenty-feet-long and six-feet-wide. The Federal earthworks, Fort Harrison to Fort Brady, ran south from the south wall of Fort Harrison, along Hoke-Brady Road for two-and-a-half miles before connecting three Federal batteries with Fort Brady. Federal Battery No. III, trapezoid-shaped battery on the west side of Hoke-Brady Road, was one hundred-feet-by-fifty-feet, with steep six-foot-high walls pierced by six-gun embrasures. Federal Battery No. IV, less than a mile south along Hoke-Brady Road, was a one hundred-foot-by-one hundred-foot, hexagonal-shaped battery with four gun embrasures, a traverse, and a bombproof. Federal Battery No. V was located midway between Federal Battery No. IV and Fort Brady. The one hundred-foot-by-one hundred-foot, pentagonal battery had two interior gun ramps but retains no extant evidence of exterior gun emplacements. The southernmost defense within the Fort Harrison Unit was Fort Brady, built by Federal troops in 1864 as an artillery battery. Seven embrasure openings pierced the ten-foot-high, five-foot-wide walls, and one bombproof traverse was located in the center of the fort.

Construction of the Battlefield Park Road and Hoke-Brady Road in the 1930s allowed visitor access and interpretation of the earthworks in the Fort Harrison Unit. However, construction of the road likely impacted the historic features. In the mid-1930s, the CCC camp at Fort Harrison carefully graded the roadsides along the Battlefield Park Road, replacing steep banks with rolling grades, flattened steep slopes, filled in stump holes, and seeded the banks with grass. They also covered the earthworks along the road with a heavy layer of pine needles to prevent erosion. (NR 2018,

Sec.8: 95, citing Baril 1961: 9-16 and Willett 1956: 57-63)

Post-Historic and Existing Conditions:
The majority of Civil War era defenses constructed during the period of significance remain today, although minor alterations have occurred. Development has impacted the linear earthworks in several places, while erosion and tree growth also affect the shape and integrity of earthworks. The north, east, and south walls of Fort Gilmer remain today (the west 'wall,' formed from sharpened stakes during the Civil War, was removed at an unknown time) (Figure 18). Tree growth and leaf litter obscure the semi-circular Fort Maury located on the west side of Osborne Turnpike south of the intersection with Battlefield Park Road. The portion of the Federal earthworks, Fort Harrison to Fort Brady, near Fort Harrison is largely obscured by leaf litter and tree growth (Figure 19). Topographic LIDAR surveys have emerged as new technology useful in inventorying, documenting, and understanding these historic features. Within the Fort Harrison Unit, Richmond NBP has acquired detailed 3-D LIDAR imaging surveys covering the study area of this inventory.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Confederate Earthworks New Market Road to Fort Gilmer (Battery Alexander, Alexander's Line)	174440	Contributing	006750		Asset	496561	Yes
Fort Gilmer	174442	Contributing	006746		Location	21574	Yes
Confederate Earthworks Fort Gilmer to Fort Gregg	174444	Contributing	006751		Asset	496569	Yes
Fort Gregg	174446	Contributing	006747		Location	21760	Yes
Confederate Earthworks Fort Gregg to Fort Johnson	174448	Contributing	006752		Asset	496630	No
Fort Johnson (Battery Field, Coles Run Battery	174450	Contributing	006741		Location	21576	Yes
Confederate Lunette	174452	Contributing	081646		Asset	496632	Yes
Confederate Earthworks Fort Johnson to Fort Harrison	174454	Contributing	006753		Asset	496614	Yes
Confederate Battery No. 10 (Federal Battery XIX)	174456	Contributing	081638		Asset	497107	Yes
Federal Earthworks Northeast of Fort Harrison	174458	Contributing	006756		Asset	496681	Yes
Fort Harrison (Confederate Battery 7, 8 & 9; Fort Burnham)	174478	Contributing	001229		Location	51690	Yes
Federal Lunette	174480	Contributing	651192		Asset	1491862	Yes
Federal Listening Wells	174482	Contributing	081647		Asset	497102	Yes
Federal Earthworks Fort Harrison to Fort Brady (South of Fort Harrison	174484	Contributing	654679				No

Confederate Earthworks Fort Harrison to White Battery	174486	Contributing	006754		Asset	496648	Yes
Confederate Earthworks Fort Harrison to Fort Maury	174488	Contributing	006755		Asset	496683	Yes
White Battery (Battery White)	174492	Contributing	006749		Location	21545	Yes
Fort Hoke	174494	Contributing	001230		Location	21130	Yes
Confederate Battery No. 4	174592	Contributing	081648		Asset	496680	Yes
Fort Maury	174594	Contributing	006748		Location	21762	Yes
Federal Battery No. III	174596	Contributing	081617		Asset	497110	Yes
Federal Battery No. IV	174598	Contributing	081618		Asset	496690	Yes
Federal Battery No. V	174600	Contributing	081619		Asset	497100	Yes
Fort Brady	174604	Contributing	006742		Location	21131	Yes

Landscape Characteristic Graphics:



Figure 18. View east from the Fort Gilmer pull-off to the remains of Fort Gilmer. Note the mature trees growing on the defenses. Two waysides interpret the site. (OCLP, 2023)



Figure 19. View northeast at the Fort Brady trail from the overlook. The trail crosses through the earthworks and a small wayside interprets the site. Note the mature trees. (OCLP, 2023)

Landscape Characteristic: Spatial Organization

Historic Conditions:
Spatial organization is the three-dimensional organization of physical forms and visual associations in a landscape, including the articulation of ground, vertical, and overhead planes that define and create spaces. The system of defensive fortifications and earthworks found within the Fort Harrison Unit, built by both Confederate and Union forces, ran north-south in a linear form for nearly six miles. Linear earthworks connected a series of strong points including forts and batteries. The initial fortifications at the Fort Harrison Unit were constructed by the Confederates between 1862 and 1864 and were part of a large group of outer and intermediate defenses for Richmond known as the Richmond Defensive Line (see Figure 5). The defenses constructed near Chaffin's Farm consisted of a combination of linear earthworks, batteries, and fortifications generally oriented north-south (see Figure 6). Generally, earthworks were constructed spanning long linear runs ranging from several hundred feet to over three thousand feet. Earthworks were typically three to four-feet-high and earthen forts and batteries were typically about ten-feet-high. The Richmond defense line included: Confederate Earthworks New Market to Fort Gilmer, Fort Gilmer, Confederate Earthworks Fort Gilmer to Fort Gregg, Fort Gregg, Confederate Earthworks Fort Gregg to Fort Johnson, Fort Johnson, Confederate Earthworks Fort Johnson to Fort Harrison, Confederate Lunette, Fort Harrison, Confederate Earthworks Fort Harrison to White Battery, White Battery, Fort Maury, Confederate Battery No. 4, Confederate Earthworks Fort Harrison to Fort Maury.

The system of Federal Works at Fort Harrison, predominantly located in the southern portion of the site was constructed by Federal troops in 1864. The Federal defenses consisted primarily of small batteries and earthworks with smaller ancillary structures nearby. The System of Federal Earthworks included: Federal Listening Wells, Federal Lunette, Federal Battery No. XIX, Federal Earthworks Northeast of Fort Harrison, Federal Battery No. III, Federal Battery No. IV, Federal Battery No. V, and Fort Brady.

The spatial organization of the Civil War defenses remained relatively static from the end of the war through the early 1920s. As public interest grew in commemorating and preserving Civil War battlefields, local organizations explored ways to improve visitor access to the defenses. As a result, in the 1930s the Battlefield Park Road and the Hoke-Brady Road were constructed. Both roads closely follow the serpentine form of the defenses. The Battlefield Park Road, constructed in 1930, ran south for 3.6 miles connecting New Market Road to Osborne Turnpike. The curvilinear road skirted the edges of Civil War earthworks and fortifications, and was designed with multiple roadside pull-offs and parking areas for visitors touring by automobile. The Hoke-Brady Road, constructed c.1935-1938, extended southeast from Battlefield Park Road near Fort Hoke for approximately 2.5 miles to terminate at a small parking lot near Fort Brady. The Hoke-Brady Road closely followed the course of the earthworks and fortifications. (NR 2018, Sec.7: 21)

Post-Historic and Existing Conditions:
The linear north-south spatial organization of the Fort Harrison Unit remains intact today. The NPS boundary follows the serpentine form of the earthworks and fortifications, protecting only a thin margin on each side. Battlefield Park Road and Hoke-Brady Road built in the 1930s continue to provide public access to the fortifications. Successional forest growth and surrounding suburban development have transformed the historically open landscape into a tunnel-like experience. At strategic sites, including Fort Harrison, the property boundary widens to include larger earthwork features (Figures 16 and 17).

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Linear Shape of Combined Fortifications	174608	Contributing					No

Landscape Characteristic Graphics:



Figure 16. View looking north at the Battlefield Park Road, in close proximity to Fort Gilmer. Mature cedar trees line the road. A portion of the defenses are visible at image right. (OCLP, 2023)



Figure 17. View of a curved section of Hoke-Brady Road between Fort Hoke and Confederate Battery No. 4. Woodland vegetation lines the right side of the road. (OCLP, 2023)

Landscape Characteristic: Natural Systems and Features

Historic Conditions:
Natural systems and features are the natural aspects that have influenced the development and physical form of the landscape, and can include geology, geomorphology, hydrology, ecology, climate, and native vegetation. Early European settlement of Virginia followed water courses such as the James River. Henrico, the second settlement in Virginia, was located on the shore of the James River near the future site of the Fort Harrison Unit. The site's proximity to water made transportation easier and the landform offered natural protective advantages. These made the site of the Fort Harrison Unit a critical location for construction of Civil War defensives. Fort Brady, the southernmost fortification of the Fort Harrison Unit, was constructed near the edge of a steep escarpment overlooking a large bend in the river. Natural topographic rises guided the location of other fortifications, including Fort Harrison that sat 150 feet above the James River and overlooked the surrounding landscape. Tributaries of the James River and associated wetlands meandered across the entire area. Coles Run, a tributary of the James River, crossed the Fort Harrison Unit north of Fort Johnson. Cornelius Creek near Battery Alexander and an unnamed creek north of Fort Brady also fed the James River. The area surrounding the fortifications was dotted by several small wetlands. The Fort Harrison Unit was surrounded primarily by open agricultural fields.

Post-Historic and Existing Conditions:
In general, the Fort Harrison Unit retains the complement of natural features and systems present during the historic period, including its hydrologic patterns of intermittent drainages, tributaries, proximity to the sharp "U" bend in the James River, and natural topographic forms. Beyond the park boundary, Chaffin's Bluff and Drewry's Bluff continue to overlook the James River. Small wetlands and seasonally wet areas remain present. Portions of these wetlands are filled with standing water and algae, while the slopes of the swales and the drier areas are inhabited by blackgums (Nyssa sylvatica), pin oak (Quercus palustris), sweetgums (Liquidambar styraiflua), ferns, mosses, and various water-loving sedges, grasses, and mushrooms. Coles Run, Cornelius Creek, and a third unnamed tributary continue to feed the James River. Much of the open agricultural land has been replaced by successional woodland growth, which has matured into small patches of woodland set amidst residential development.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
James River	174610	Contributing					No
Wetlands	174612	Contributing					No

Landscape Characteristic: Land Use

Historic Condition:
Land uses are the principal activities in a landscape that form, shape, and organize the landscape as a result of human interaction. Prior to the Civil War, the site of the Fort Harrison Unit was primarily used for agriculture. European settlers cleared woodland forest for agriculture, and the area was used widely for tobacco production. As soil fertility declined in the early 1800s, the landscape likely transitioned to a patchwork of abandoned fields, fields still in cultivation with wheat or corn, and young woodlots. During the Civil War, the Confederate defensive system was constructed amidst this agricultural landscape, and soldiers and slaves cleared vegetation as necessary for proper defense and sightlines.

In the early twentieth century, farms were subdivided into residential lots as the population grew. During the 1920s, growing development pressure in the area prompted efforts to preserve the battlefield landscape. Initially conceived as a state park in 1932, following a series of land purchases by the Richmond Battlefield Park Corporation (RBPC) beginning in 1927, Richmond National Battlefield Park was established by an act of Congress on May 2, 1936 (Public Law 49 Stat. 1155), and accepted by the Department of the Interior on July 14, 1944. The Fort Harrison Unit was developed as a military park between 1933 and 1941 by the RBPC and assisted by the NPS-supervised Civilian Conservation Corps (CCC). As a military park, the Fort Harrison Unit landscape was used for both commemorative and recreational purposes, including a picnic area north of Fort Harrison. (NR 2018, Sec.7: 4)

Post-Historic and Existing Conditions:
The Fort Harrison Unit remains in the stewardship of the NPS, and continues to be used for commemorative and recreational purposes. The picnic area constructed by the CCC remains. Encroaching suburban residential development surrounds the entire site, although the houses are generally set well back from the park roads and screened by trees and other vegetation. Where undeveloped land tracts exist near the park, successional growth has developed into woodland pockets although some agricultural use remains. Visitor uses include driving (or biking) tours along the park roads paralleling Civil War earthworks, as well as picnicking (see Figure 17). There are also park facilities for offices, maintenance, and housing.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Picnic Area	174614	Contributing			Location	21554	Yes

Landscape Characteristic: Circulation

Historic Condition:
Circulation refers to the spaces, features, and applied material finishes that constitute systems of movement in a landscape. Prior to the Civil War, the rural landscape consisted primarily of agricultural fields and homesteads. People and goods moved primarily by foot, horseback, or horsedrawn carts along main roads, likely one to two lanes wide, narrower lanes, and paths. Circulation systems connected to natural features such as the James River and were aligned to circumvent features like swamps and compliment natural topography. Roads were surfaced with hard-packed earth, which offered uneven surfaces that made long-distance travel difficult and slow.

The Osborne Turnpike was constructed in 1818, one of several turnpikes radiating out from

Richmond. By 1862, a network of regional and local roads provided access to the growing city, Osborne's Landing, and individual homesteads. When the defenses at Fort Harrison were constructed beginning in 1862, they were paralleled by Osborne Turnpike to the west and Varina Road to the east. Kingsland Road, located north of the James River "U" bend, connected east-west between Osborne Turnpike and Varina Road, bisecting the defenses near Battery IV. The Fort Burnham Supply Road, constructed by Union troops in 1864 was used to resupply Fort Burnham (known as Fort Harrison under Confederate control). The Fort Burnham Supply Road curved southeast around the rear wall of Fort Burnham and was likely single-lane and surfaced with hard-packed earth. The network of circulation systems remained relatively unchanged until the twentieth century.

The growth of automobile travel in the second decade of the twentieth century sparked new development in and around Richmond. By 1915, decreases in the price of cars coupled with increases in leisure time enabled many Americans to afford short automobile vacations. The burgeoning auto tourism industry also benefited from highway construction projects funded by state and local governments. Recognizing the intrinsic economic potential in promoting Richmond as a tourist destination, in 1914 the president of the Chesapeake and Ohio Railway proposed the construction of a roadway linking significant Civil War battle sites east of the city. However, the onset of World War I delayed the implementation of this plan. (NR 2018, Sec.8: 90, citing McLean 1998: 178; Willett 1956: 27)

The development of an auto-road within the Fort Harrison Unit finally occurred in the late 1920s. The RBPC was organized "to preserve and make accessible the battlefields around Richmond" and convinced Hanover, Henrico, and Chesterfield counties to donate the annual proceeds from the 1929 gas tax toward the project. A dedication ceremony held on September 28, 1930, marked the opening of the 38.25 mile-route, which was also part of the State Highway System. The network of improved roadways began near Beaver Dam Creek in Mechanicsville and followed the course of the Seven Days' Battle to Malvern Hill via Cold Harbor and Gaines' Mill, past Fair Oaks, Savage's Station, and White Oak Swamp. From Malvern Hill, the tour route ran west along State Route 41 (now State Route 5) to Battery Alexander then southwest to Osborne Turnpike. It followed some existing roads such as Cold Harbor Road and Willis Church Road—with new roadbeds constructed of "sand-clay with an oil dressing" replacing hard-packed dirt or gravel—and included 19 miles of new roads such as the Battlefield Park Road between New Market Road and Osborne Turnpike. (NR 2018, Sec.8: 93, citing JMA 2004: 132; Johnston 1970: np; McLean 1998: 179; OCLP 1999b: 29; RBA 2010: np; Willett 1956: 37–38,71–72)

The Battlefield Park Road was completed in 1930. The two-lane, sixteen-foot-wide, asphalt-paved road ran due south for approximately 3.6 miles from New Market Road to Osborne Turnpike. The curvilinear alignment was determined by the locations of the Civil War earthworks. Picnic Road, constructed in 1934, connected east from Battlefield Park Road north of Fort Harrison to Varina Road, and included a half-mile service road spur. Designed for practicality, the Picnic Road and spur crossed through a set of earthworks rather than skirting it. The Hoke-Brady Road was a twenty-foot-wide, asphalt-paved road that extended due southeast from Battlefield Park Road near Fort Hoke for approximately two-and-a-half miles to terminate at a small parking lot near Fort Brady. The road curved south from Fort Hoke, then east toward Federal Battery III before turning south again to run along Union fortifications south of Fort Harrison. All of the roads were predominantly edged with woods, beyond which laid large fields. The historic road circulation system included pull-offs and parking lots along Battlefield Park Road and the Hoke-Brady Road, built by the CCC including Fort Gilmer, the picnic area, Fort Harrison, Fort Hoke, and Fort Brady.

Post-Historic and Existing Conditions:
The circulation system at the Fort Harrison Unit exists largely as it did during the historic period, with a few alterations. The Battlefield Park Road and Hoke-Brady Road, complete with the original series of automobile pull-offs, retains its original alignment and continues to provide visitor access (see Figures 16 and 17). The service road constructed in 1934, called the Picnic Road today, retains its original alignment and features areas of aggregate roadside gutters/drains (installation dates unknown). A partially paved spur branches off of Picnic Road to the south at the picnic area and runs east of Fort Harrison to intersect with the Fort Burnham Supply Road. The 1864 supply

road, now a narrow earthen road trace, has been incorporated into the exterior fort trail and is used by park maintenance vehicles. A series of short and accessible walking trails provide access to several defensive features.

The CCC-era parking lots and pull-offs remain at Fort Gilmer, the picnic area, Fort Hoke and Fort Brady. The parking area in front of the Fort Harrison Visitor Center has been modified by the NPS, and now includes twenty car spaces, two handicap spaces, and three bus parking spaces. Parking within the maintenance area has expanded since the historic period to meet NPS needs. Pedestrian interpretive trails have been installed to allow visitors to view and understand the sites at Fort Harrison and Fort Brady. The trails at the earthworks are well-signed and interpreted with several waysides describing the historical events and conditions of the war period. Interpretive trails provide access to the interiors of Fort Harrison and Fort Brady. These trails are constructed of pea stone with a resin binder. An unsurfaced trail parallels a portion of the exterior of Fort Harrison (Figure 20, see also Figure 19).

Contemporary maintenance needs are accessed by Maintenance Way, constructed in c.1963 to access their camp. The narrow asphalt and road leads west from Battlefield Park Road to a cluster of park maintenance and administrative buildings. A chain link fence encloses the maintenance yard on the north side of the road, which is accessed by a pea gravel driveway loop (Figure 21). (NR 2018, Sec.7: 22)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Battlefield Park Road (Route 304/156)	174616	Contributing	081635		Location	15925	Yes
Hoke-Brady Road (Route 308)	174618	Contributing	081636		Location	21135	Yes
Fort Burnham Supply Road (Route 405, Ft. Harrison Service Road)	174620	Contributing	081650		Location	21553	Yes
Picnic Road	174622	Contributing			Location	21551	Yes
Fort Gilmer Parking Area	174626	Contributing			Location	22728	Yes
Fort Hoke Parking Area	174628	Contributing			Location	22731	Yes
Fort Brady Parking Area	174630	Contributing			Location	21757	Yes
Picnic Area Parking Area	174632	Contributing			Location	21552	Yes
Maintenance Way	174624	Noncontributing – Compatible			Location	21694	Yes
Fort Harrison Parking Area	174636	Noncontributing – Compatible			Location	21557	Yes
Fort Harrison Interpretive Trail	174638	Noncontributing – Compatible			Location	21691	Yes
Fort Brady Interpretive Trail	174640	Noncontributing – Compatible			Location	21758	Yes
Picnic Road Drainage Gutters	209943	Undetermined					No

Landscape Characteristic Graphics:



Figure 20. View south to the Fort Brady overlook. Mature vegetation obscures historically open views to the James River. A contemporary pedestrian trail is seen in the foreground. (OCLP, 2023)



Figure 21. View looking north at the maintenance area and enclosure of chain-link fencing. Mature trees are visible in the background. (OCLP, 2023)

Landscape Characteristic: Vegetation

Historic Condition:
Vegetation includes deciduous and evergreen trees, shrubs, vines, groundcovers, and herbaceous plants and plant communities, whether indigenous or introduced in the landscape. The landscape surrounding the Fort Harrison Unit was primarily in agricultural use prior to the Civil War. By the start of the nineteenth-century, reduced soil fertility caused farmers to abandon non-productive fields, or switch to crops such as corn or wheat. The landscape became a patchwork of productive agricultural land mixed with successional growth and woodlots. Fields that lay fallow for twenty to thirty years developed as second growth woodlands. A map documenting the 1864 Battle of Chaffin's Farm indicates a mixture of open land and forested areas. An 1865 map depicting the defense of Chaffin's Bluff notes 'old fields' in the vicinity of Forts Hoke and Maury. (Documenting Richmond's Civil War Battlefields, V II: 13-2)

Trees and shrubs were cleared wherever necessary to construct earthworks and create unrestricted views needed for defense. The stark and barren landscape surrounding Fort Harrison during the Civil War is documented in historic photographs taken at the time. Vegetation consists primarily of scrubby growth, with trees shown on the horizon line. Select mature trees amidst an open landscape are depicted in an 1864 sketch of the area around Fort Harrison. Between the end of the Civil War and the 1930s, successional growth overtook and surrounded the defenses.

During the 1930s, the CCC was encamped adjacent to Fort Harrison and undertook a number of improvement and development projects. The CCC workers initially focused on clearing brush and trees from the earthworks in the Fort Harrison area, completing the majority of this work by July 1934. The men graded roadsides along the Battlefield Park Road before filling in stump holes and seeding the banks with grass, and applied at thick layer of pine needles over the earthworks along the roadway to prevent erosion. A letter to the editor of the Richmond Times-Dispatch lauded their efforts:
"As one drives along the road, leading to the main fort, and sees long line of breastworks, trenches and moat, completely cleared of shrubs, weeds and the accumulated trash of 70 years, the magnitude of the job done by the conservation corps [sic] simply amazes." (NR 2018, Sec.8: 94-95, quoted in Baril 1995: 9)

A planting plan developed by the NPS in 1935 documented existing vegetation surrounding fortifications along the Battlefield Park Road, and specified new plantings such as dogwoods, winter holly, American holly, redbud, sweetbay, summersweet, honeysuckle, Virginia creeper, and azalea to be planted. The plan also indicated installations of new trees, including pin oak, scarlet oak, willow oak, red maple, hickory, tulip poplar, sweet gum, red cedar, and pine. One area along the road specified a line of red cedars to screen the view of an adjacent house. A similar planting plan for Hoke-Brady road was developed by the park in 1940.

Post-Historic and Existing Conditions:
As illustrated in the 2008 report, "Vegetation Classification and Mapping at Richmond National Battlefield Park," Fort Harrison includes seven classes of vegetation: Mesic Mixed Hardwood Forest, Loblolly Pine-Hardwood Forest, Coastal Plains Mixed Oak/Heath Forest, Acidic Oak-Hickory Forest, Coastal Plain/Piedmont Acidic Seepage Swamp, Non-Riverine Saturated Forest, and Non-Riverine Saturated Forest-pine subtype. (Patterson 2008: 58)

The vegetation throughout the Fort Harrison Unit is characterized by woodlands consisting of mature trees such as oaks (Quercus sp.), hickories (Carya sp.), pines (Pinus sp.) and sweetgums (Liquidambar styraciflua). A significant portion of the earthworks is covered with canopy trees such as oaks and sweetgums. The lack of understory plants creates an open and park-like setting. Leaf litter from surrounding trees covers a significant portion of the earthworks. Clearings are typically found at intersections where roads cross the Unit. Other sites are heavily wooded such as Fort Gregg and Fort Maury. Along the Hoke-Brady Road, there are canopy trees on the earthworks and batteries, with minimal understory.

The red cedar trees (Juniperus virginiana), planted by the park and the CCC along both Battlefield Park Road and Hoke-Brady Road, and at Fort Hoke, remain (see Figure 16). The cedars are typically twelve-inch diameter, and evenly spaced beside the roads within NPS property. Along a section of Battlefield Park Road south of Fort Harrison, there are wetlands in the trenches and moats. Certain parts of these wetlands are filled with standing water and algae, while the slopes of the swales and the drier areas are inhabited by blackgum (Nyssa sylvatica), pin oak (Quercus palustris), sweetgum, ferns, mosses, and various water-loving sedges, grasses, and mushrooms.

A mature stand of pines, planted by the CCC, surrounds the Log Cabin visitor center. At Fort Harrison, a mature oak tree approximately seventy feet tall and three feet in diameter stands in the fort and is in good condition. Earthworks here are generally covered with grasses, while several shade trees surround the earthworks. Wildflowers are prominent along the Fort Harrison area trails in the summer. Additional vegetation in the Fort Harrison area includes sweetgums, hollies (Ilex opaca), and several maple trees (Acer sp.) The landscaped island in the parking lot at Fort Harrison is planted with oak trees and azaleas, while the picnic area features mown grass and scattered trees that provide shade for visitors.

Vegetation at White Battery and portions of Fort Gregg within the park boundary consists primarily of annually maintained woodland. Small brush and understory growth is removed from the area annually. Fort Maury and the portion of Fort Gregg beyond the park boundary are within fully developed woodland, complete with understory vegetation. Battery V is surrounded primarily by tall grass. Battery III's site is wooded with trees growing in the middle of the battery. The outer walls of Fort Gilmer are in unmaintained woodland, while vegetation within the interior walls for the defense is maintained annually through brush and undergrowth removal. At Fort Gilmer, trees, brush, and vines cover the parapet and moat of these earthworks, but the interior of the parapet, facing the road, is fairly clear.

At Fort Brady, the slopes of the battery are covered with turf and Japanese stilt grass (Microstegium vimineum), a plant on the NPS invasive plant list. The outer earthworks are wooded with little groundcover except for leaf litter. The central terreplein within the battery, which is on lower ground than the surrounding land outside the walls, is also wooded. The soil here is covered with leaf litter. Tree species include oaks, redbuds (Cercis canadensis), and red cedars. There are several large white oak (Quercus alba) trees, two-to-three-feet in diameter, on the earthworks on the west side. Tall red cedars grow in the area. Vines such as Virginia creeper (Parthenocissus quinquefolia) are growing on old stumps of felled trees.

Much of the roadside vegetation planted c.1935 by the CCC remains within the Unit. The undeveloped areas of the park unit are currently forested. Some areas are maintained to control the understory, while in other areas, the vegetation is impenetrable. The woodlands are made up of "secondary growth mixed pine and hardwood forests, with species typical of the oak-hickory association in the uplands." (Oculus 1996, Vol. II 13:14)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Fort Harrison Roadside Vegetation	174642	Contributing			Asset	1443432	No
Specimen Oak Trees at Forts	174644	Contributing			Asset	1443111	No
Pine Stands at Log Cabin	174646	Contributing			Asset	1443432	No
Red Cedar Rows along Park Roads	174648	Contributing			Asset	1443111	No
Hardwood Forests	174650	Noncontributing – Incompatible					No
Vines and Japanese Stilt Grass	174652	Noncontributing – Compatible					No

Landscape Characteristic: Buildings and Structures

Historic Condition:
Buildings are elements constructed primarily for sheltering any form of human activity in a landscape, while structures are elements constructed for functional purposes other than sheltering human activity. Historic buildings and structures within the Fort Harrison Unit primarily date to the 1920s and 1930s efforts to preserve the battlefield landscape and develop park infrastructure. The RBPC built the Log Cabin near the north side of Fort Harrison in 1930 for use as their headquarters. The one-story, T-shaped building faced southeast and was oriented with the top of the T at the northeast end. Constructed of nine-inch logs with white-mortar-chinking on a brick foundation, the building had a cross-gable roof clad in slate shingles and an exterior brick chimney at the center of the rear (northwest) elevation. A full-length, shed-roofed wood porch spanned the facade (southeast) elevation and sheltered the main entrance. The building featured regularly-spaced, six-over-six, double-hung sash windows. (NR 2018, Sec.7: 21)

CCC Company 1375 arrived at Fort Harrison during the summer of 1933 and initially set-up camp in tents around the site. By November, the enrollees had constructed temporary wood-frame barracks arranged in a U-shape around a central quadrangle in the western part of Fort Harrison. (NR 2018, Sec.8: 94)

The Maintenance Garage is a large one-story, rectangular, side-gable building that stretches nearly the length of the yard along the inner loop of the driveway and faces northwest. The garage has asphalt roof shingles and vinyl siding. The northwest elevation contains 11 garage bays with vertical rolling metal doors and two bays with steel entrance doors. The roof overhangs the main entrance. The National Register documentation evaluated this as a ca. 1950 noncontributing building, but recently discovered photographs and a map at the park indicate it was built by the CCC. Additional architectural research is recommended to determine if the building retains historic integrity to qualify as a contributing feature.

Post-Historic and Existing Conditions:
The Log Cabin built by the RBPC remains in its original location (Figure 22). The structure of the original building remains as it was during the historic period, although the interior has been updated for uses as a visitor center. A small, covered hyphen connects the east end of the porch to a small one-story wood-frame addition built in 2005 that houses visitor restrooms. The addition has a side-

gable, asphalt-shingled roof, clapboard and vinyl siding, a brick foundation, and six-over-six double-hung vinyl windows. A Mission 66 Visitor Center built in 1960 southwest of the log cabin was removed in 2007 (Figure 23).

A ca. 1960 Pump House at Fort Harrison (non-contributing building) is located near Fort Harrison, off the Picnic Road trace. The north end of the small, hip-roofed building has parged concrete walls and a concrete foundation. The south end is clad in vertical aluminum siding and sits on a wood frame supported by concrete piers.

An early twenty-first-century, semi-enclosed Equipment Shelter is located directly south of the Maintenance Garage. The shelter appears to have been constructed in two stages, with one section consisting of a flat corrugated metal roof supported by square metal poles, and the other constructed with wooden poles supporting the flat metal roof; three sides of the structure are sheathed in vertical metal siding. Two open-sided equipment shelters are located on the west side of the driveway loop, opposite the Maintenance Garage. The Equipment Shelter closest to the maintenance yard entrance, constructed ca. 2014, has a metal roof mounted on metal beams supported by nine square metal posts set in concrete footings. The Wood Frame Equipment Shelter to the north is constructed of heavy timbers braced with cross members at the corners and has an asphalt-shingled side-gable roof. The Vehicle Maintenance Shop (non-contributing structure) at the north end of the maintenance yard is a large end-gable building on a poured concrete slab constructed in 2010. Deep roof overhangs on the east and west elevations that are supported by seven wood posts shelter outdoor work/storage space. The south elevation contains two vertical rolling doors and a nine-light metal entrance door. In 2024 – the herbicide shed was moved to the west side of driveway of Resource Management Office. There are plans to install another pole barn with concrete footers behind Maintenance Garage (next to exit gate). (NR 2018, Sec.7: 22-23; PEPC 125558)

The Fort Harrison Resource Management area is a complex of buildings and structures at the west end of
Maintenance Way, built in the early 1960s. The Resource Management Office is a one-story ranch house constructed ca. 1972, with a one-car garage attached to the west side by a narrow hyphen. The asphalt-shingled roof has a 6-inch overhang with enclosed soffits and two brick chimneys in the north slope. The building is clad in vinyl siding and has a concrete foundation and six-panel metal doors covered with aluminum storm doors. A small ca. 2014 vinyl-clad Utility Shed (non-contributing building) southwest of the Resource Management Office has double doors in the southeast elevation accessed by a low portable vinyl ramp and a small four-over-four vinyl window in the center of the northeast elevation. The Seasonal Quarters, east of the Resource Management Office, is a one-story ranch house built ca. 1974 with a narrow carport attached to the west elevation (Figure 24). It has an asphalt-shingled roof, vinyl siding, a concrete block foundation, a centered six-panel steel door, and one-over-one vinyl sash. A small, late twentieth-century Pump House at Resource Management Area is located between the Seasonal Quarters and Resource Management Office. The low square building has an asphalt-shingled hipped roof and vinyl siding. The deep roof overhang shelters a steel door in the southeast elevation. (NR 2018, Sec.7: 23)

A Pump House and Water Tanks constructed in the mid- to late-twentieth century on the south side of Maintenance Way consists of a large cylindrical riveted metal tank attached to a pump house on the north by a small hyphen. The tank has a gauge on the side for measuring volume. The pump house is a low, one-story, rectangular, metal building with a gable roof. (NR 2018, Sec.7: 23)

Within the Fort Harrison picnic area is a non-historic picnic pavilion that provides shade for visitors (Figure 25). A non-historic wooden footbridge is located near Fort Harrison. Little evidence remains of the CCC era campsite, except for the foundation of a barracks building (Figure 26).

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Fort Harrison Visitor Center (Log Cabin)	174654	Contributing	006759		Location	21549	Yes
Pump House at Fort Harrison	174656	Noncontributing – Compatible					No
Vehicle Maintenance Shop	174660	Noncontributing – Compatible			Location	230949	Yes
Wood Frame Equipment Shelter	174662	Noncontributing – Compatible					No
Equipment Shelters (open-sided)	174664	Noncontributing – Compatible					No
Pump House at Resource Management Area	174666	Noncontributing – Compatible					No
Resource Management Office	174668	Noncontributing – Compatible					No
Utility Shed	174682	Noncontributing – Compatible					No
Seasonal Quarters	174684	Noncontributing – Compatible			Location	21700	Yes
Equipment Shelter (semi-enclosed)	174686	Noncontributing – Compatible					No
Pump House and Water Tank	174688	Noncontributing – Compatible					No
Footbridge at Fort Harrison	174692	Noncontributing – Compatible					No
Picnic Shelter	174690	Noncontributing – Compatible			Asset	8482	Yes
Maintenance Garage	174658	Undetermined			Location	21696	Yes

Landscape Characteristic Graphics:



Figure 22. View north to front of Log Cabin (visitor center). Note the contemporary addition at image right. The log cabin is situated in a grove of mature pines. (OCLP, 2023)



Figure 23. View east to former site of Mission 66 visitor center. Contemporary features include a flagpole, NPS park sign, and a wayside. Earthworks are visible in the middleground. (OCLP, 2023)



Figure 24. View north to staff housing along Maintenance Way, constructed c.1968. (OCLP, 2023)



Figure 25. View looking east at the Fort Harrison picnic area and contemporary picnic shelter. A parking lot and split-rail fence is visible in the background. (OCLP, 2023)



Figure 26. View of a former Civilian Conservation Corps (CCC) building site near the Resource Management Office. (OCLP, 2023)

Landscape Characteristic: **Views and Vistas**

Historic Condition:
A view is the expansive and/or panoramic prospect of a broad range of vision that may be naturally occurring or deliberately contrived. A vista is a controlled prospect of a discrete, linear range of vision, which is deliberately contrived. During the historic period, the rural agricultural setting surrounding the Fort Harrison Unit offered wide sweeping views necessary for defense. Troops removed trees as necessary to create open sightlines, which caused the landscape to have a generally open and barren character. The James River could be seen clearly from Fort Brady and Fort Harrison, and sightlines were clear between the linear set of defenses. After construction of the Battlefield Park Road and Hoke-Brady Road, the park developed planting plans in the 1930s for the roadsides to highlight views of some fortifications, either by retaining openings or framing new views with new vegetation.

Post-Historic and Existing Conditions:
The growth of successional vegetation and development of woodlots has reduced historically open views and vistas across open battle lines from Battlefield Park Road and Hoke-Brady Road, fortifications and earthworks are visible amidst a mixture of mature trees and scrubby vegetation (see Figures 16, 17, and 18). The historically open view of the James River from Fort Brady is obstructed by forest and private residences (see Figure 19). Contemporary development, consisting primarily of residences, is visible from the historic park roads. Historic views have also been impacted by powerlines that cross Hoke-Brady Road just south of the Kingsland Road intersection. (NR 2018, Sec.7: 5)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
View from Overlook at Fort Brady	174694	Contributing					No
Views from the Battlefield Park Road and Hoke-Brady Road	174696	Contributing					No

Landscape Characteristic: **Small Scale Features**

Historic Condition:
Small-scale features are elements that provide detail and diversity for both functional needs and aesthetic concerns in the landscape. Documentation has yet to be located to document small-scale features from the Civil War Era beyond the two water wells, located at Fort Harrison and Fort Brady. The Fort Harrison water well was located on the west side of the fort. The water well at Fort Brady was located on the east side of the fort.

In 1925, the Battlefield Markers Association placed roadside markers, all of similar design, at the sites of the Seven Pines battlefield, Seven Days battles, Stuart's ride around McClellan, the Cold Harbor campaign, Drewry's Bluff, Chaffin's Bluff, and the Defensive Fortifications around Richmond. Colloquially known as "Freeman Markers" after the Richmond historian and writer Douglas Southall Freeman, who was instrumental in their placement, the markers consist of an approximately two-foot by three-foot cast iron inscription set at an angle on a concrete capstone with a granite base. Raised lettering on the cast iron tables described the portion of the battle commemorated, and each has a unique identifying number at the lower left corner. Two Freeman markers are associated with the Confederate defenses in the northern portion of the Fort Harrison Unit. Freeman Marker #44, commemorating the Richmond Defenses, is located on the east side of Battlefield Park Road near Fort Gregg. Freeman Marker #49, commemorating Fort Gilmer, is set partially into a low earthen berm at the southeast corner of the intersection of New Market Road and Battlefield Park Road. (NR 2018, Sec.7, 21-22)

Post-Historic and Existing Conditions:
The Civil War-era water wells remain in their original locations. Today these features are surrounded by contemporary split-rail fencing to ensure visitor safety (Figure 27). Freeman Marker #44 and Freeman Marker # 49 also remain in their historic locations (Figure 28).

The NPS has installed contemporary directional, wayfinding, and interpretational signage in the Fort Harrison Unit. Examples include directional signs mounted on wood and interpretive waysides located at pullouts and on trails (Figure 29, see also Figures 18 and 19). Both contemporary decorative and utilitarian fences exist within the Fort Harrison Unit. A split-rail fence, which utilizes horizontal log members inserted into slots cut into posts, flanks the log cabin facility. A wire fence supported by metal posts located at the entrance to the trail at Fort Brady delineates the property boundary.

A cannon and flagpole are located at Fort Harrison (Figure 30, see also Figure 23). An additional cannon is located at Fort Gilmer, as well as one stored in the maintenance area. Picnic tables and trash receptacles surround the Log Cabin, and the grounds are equipped with modern security lighting. The picnic area includes three stone fireplaces, which may date to the CCC era. There are also picnic tables constructed of gray recycled plastic, a drinking fountain (inside pavilion), wooden benches (inside pavilion), and six trashcans with recycling bins. The fireplaces are spaced roughly equidistant in the middle of the clearing, while the picnic tables are located closer to the shade of the trees toward the rear of the picnic area. A wooden rail barricade separates the gravel parking lot from the turf.

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Freeman Marker #44: Outer Line	174698	Contributing	081634		Location	45772	Yes
Freeman Marker #49: Fort Gilmer	174716	Contributing	081616		Asset	19062	Yes
Wartime Water Well at Fort Harrison	174702	Contributing			Asset	1491863	Yes
Wartime Water Well at Fort Brady	174720	Contributing			Asset	1491864	Yes
Stone Fireplaces at Picnic Area	174722	Undetermined			Asset	8484	Yes
Cannon at Fort Gilmer	174708	Noncontributing – Compatible					No
Cannon at Fort Harrison	174710	Noncontributing – Compatible			Asset	8502	Yes
Flagpole at Fort Harrison	174712	Noncontributing – Compatible					No
Picnic Tables	174730	Noncontributing – Compatible			Asset	8485	Yes
Trash Cans	174732	Noncontributing – Compatible			Asset	8483	No
Security Lights	174734	Noncontributing – Compatible					No
Markers and Waysides	174736	Noncontributing – Compatible					No
Fences	174738	Noncontributing – Compatible					No

Landscape Characteristic Graphics:



Figure 27. View of Federal water well at Fort Harrison, surrounded by a contemporary split-rail fence. A small wayside panel interprets the feature. (OCLP, 2023)



Figure 28. View southwest of Freeman Marker # 49, 'Fort Gilmer,' at intersection of Battlefield Park Road and New Market Road. Earthworks are visible beyond the marker. (OCLP, 2023)



Figure 29. View to park and road signs at intersection of Battlefield Park Road and New Market Road. (OCLP, 2023)



Figure 30. View of the cannon at Fort Harrison. Note the background of woody vegetation and coniferous trees. (OCLP, 2023)

Landscape Characteristic: Archeological Sites

Archeological sites are the locations of ruins, traces, or deposited artifacts in the landscape and are evidenced by the presence of either surface or subsurface features. Only sites identified in approved National Register documentation are identified in this report.

The Richmond NBP Historic District encompasses more than 2,800 acres spread across multiple units, all
but two of which lie north and east of the James River. To date, only the Malvern Hill, Glendale, Gaines' Mill, and Totopotomoy Creek units have undergone systematic, unit-wide archeological review or survey. Smaller-scale, primarily compliance-related projects have been conducted at Totopotomoy Creek, Drewry's Bluff, Cold Harbor, Beaver Dam, and Fort Harrison, most of which resulted in the identification of low-density pre- and post-contact artifact scatters without clear temporal or cultural affiliations. (NR 2018, Sec.8: 107; Review comment, L. Lowe, 28 July 2025)

Although the Fort Harrison site has not been assigned an overall CRIS-CL number, there are twenty-eight specific contributing sites noted in the National Register documentation. For additional information on this site, see the 2018 National Register documentation. (NR 2018, Sec.7: 35-38)

Condition

Assessment Interval (Years): 4

Next Assessment Due Date: 01/12/2030

Condition Assessment and Impacts

Condition Assessment: Good

Assessment Date: 01/12/2026

Condition Assessment Explanatory Narrative:

Fort Harrison is in “Good” condition because ongoing preservation maintenance efforts have successfully protected historic earthworks and maintained visitor facilities. As published in the 2025 “CLI Professional Procedures Guide,” the definition of “Good” states:
The property shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The property’s cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Condition Assessment: Good

Assessment Date: 01/08/2024

Condition Assessment Explanatory Narrative:

Provisional. The condition reassessment for this CLI has been delayed due to Covid-19 travel restrictions and staffing shortages. In the meantime, the most recent condition assessment will remain in place until it is reassessed as part of a comprehensive update of the entire CLI. Planning and scheduling this update will occur in FY 2022.

Condition Assessment: Good

Assessment Date: 09/22/2015

Condition Assessment Explanatory Narrative:

The condition of the Fort Harrison Unit landscape is “good.” There is no evidence of major negative disturbances or deterioration by natural and/or human forces. The cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition

Ongoing efforts throughout the Unit to manage, protect, and restore earthworks should continue to ensure proper maintenance of the historic features. The National Park Service List of Classified Structures currently lists the majority of historic structures, including earthworks and fortifications, in “good” condition.

Impacts

Type of Impact: Adjacent Lands

Other Impact: n/a

External or Internal: External

Impact Narrative: Adjacent residential development has impacted historically open views and altered the historic character of the landscape. Some adjacent property owners have or have had deeded rights-of-way across linear earthworks from the park roads. The development of these rights-of-way adversely affected the cultural and archeological integrity of these earthworks (GMP 1996: 237)

Date Identified: 01/12/2026

Type of Impact: Erosion

Other Impact: n/a

External or Internal: Both Internal and External

Impact Narrative: Erosion caused primarily by weather and natural processes like wind and rain has negatively impacted the earthen defenses. Native and non-native grasses were planted to reduce this impact. Nonetheless the gradual accumulated effect of wind and rain continues to impact the earthen structures.

Date Identified: 09/11/2015

Type of Impact: Exposure to Elements

Other Impact: n/a

External or Internal: Both Internal and External

Impact Narrative: Exposure to the elements, including rain and wind, negatively impact the earthen structures. While native and non-native grasses planted on these structures helps to mitigate this impact, exposure to the elements will cause continual degradation of these resources.

Date Identified: 01/12/2026

Type of Impact: Release To Succession

Other Impact: n/a

External or Internal: Both Internal and External

Impact Narrative: The growth of successional vegetation has altered the historically open character of the landscape. Mature trees grow on portions of the Civil War earthworks and small woodlots are located within the Unit and on surrounding land. Prior to the start of the Civil War, the landscape was a patchwork of open agricultural land and abandoned fields with woody growth. A significant portion of extant vegetation was removed during the Civil War creating a stark and open landscape. Today successional vegetation has matured into trees and woody growth.

Date Identified: 01/12/2026

Type of Impact: Vegetation/Invasive Plants

Other Impact: n/a

External or Internal: Internal

Impact Narrative: Vegetation obscures the Civil War era features. The root systems of non-historic trees could impact the earthen structures.

Date Identified: 09/11/2015

Type of Impact: Visitation

Other Impact: n/a

External or Internal: Internal

Impact Narrative: The historic earthen defensive features and the CCC rehabilitated Fort Hoke are impacted by visitation, especially if visitors stray from designated paths. Visitors can harm the earthworks with foot traffic by increasing erosion and damaging groundcovers.

Date Identified: 01/12/2026

Treatment

Stabilization Measures

Treatment Documents

Treatment Type: Rehabilitation

Treatment Completed: No

Document Type: General Management Plan

Document Date: 1996-06-07

Title:

IRMA Link:

Narrative:

The management objective outlined in the park's 1996 General Management Plan (GMP) is, "to identify, evaluate, protect, restore, and preserve park cultural resources important to the understanding of the military actions during the 1862 Peninsula Campaign and the 1864 and 1865 battle actions that resulted in the final struggle for Richmond." Regarding the Fort Harrison area, the GMP recommended relocating the visitor center so that it is out of the line of view between the parking lot and the fort, actively preserve and interpret the earthworks, clearing trees and brush from more of the earthworks, planting earthworks with native grasses, and maintaining earthworks through prescribed burning. (GMP 1996: 24,40)

The Fort Harrison Unit does not have a Cultural Landscape Report or Treatment Plan with in-depth information regarding landscape treatment philosophy, strategies, or tasks. The growing availability of digital geospatial data, including LIDAR point-cloud data and aerial photo data, has assisted in the documentation of the cultural landscape's physical attributes in the past several years.

Additionally, Fort Harrison is included in the park's Earthworks Management Plan and Fire Management Plan. The plan, based on earthwork management guideline documents, plant ecology, and soil science, describes the park's practices to preserve earthworks while showcasing key areas for visitors and minimizing maintenance costs. It outlines that full forest coverage is the best way to protect soil from erosion and to monitor for and remove hazard trees where applicable. (PEPC 115308; Review comment, K. Allen, 28 July 2025)

Approved Treatment Costs

Cost Narrative:

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Landscape Documents:

File Name	Date	Attachment Type
CL-FMSS_crosswalk-RICH-FtHarrison-Final.xlsx		Other Report

Source