

STATEMENT FOR MANAGEMENT

RICHMOND NATIONAL BATTLEFIELD PARK



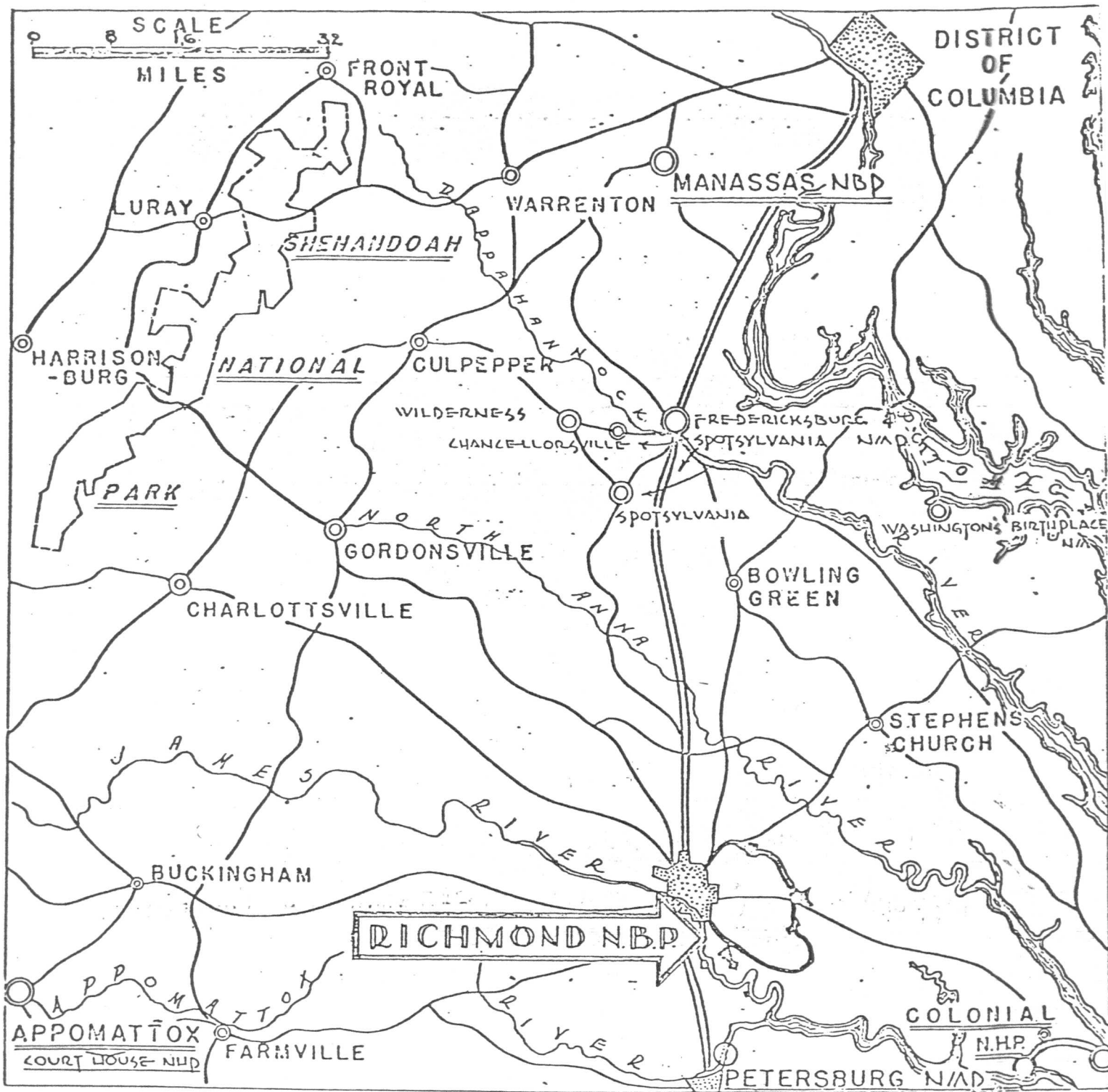
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REGION MAP



STATEMENT FOR MANAGEMENT

Richmond National Battlefield Park

I. PURPOSE OF THE PARK

The purpose of Richmond National Battlefield Park is to preserve and interpret significant Civil War historic sites in the vicinity of Richmond, Virginia. The park was established as authorized by an Act of Congress on March 2, 1936 (49 Stat. 1155). The original legislation, which does not completely define the purpose of the park, states:

That when 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 shall be designated by the Secretary of the Interior, in the exercise of his discretion as necessary or desirable for national battlefield park purposes, shall have been vested in the United States, such area or areas shall be, and they are hereby, established, dedicated, and set apart as a public park for the benefit and inspiration of the people and shall be known as the "Richmond National Battlefield Park."

The National Park Service Organic Act of 1916 states the fundamental purpose of all parks in the National Park System as being:

"To conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

The purpose of the park may be more fully understood by referring to Appendix A, which summarizes the early history which led to its establishment.

II. SIGNIFICANCE OF PARK RESOURCES

Seven major drives were launched by Union forces against Richmond, the capital of the Confederacy. The struggle to capture the city preoccupied both Northerners and Southerners almost constantly from 1861-65. Situated on the James River and only 110 miles from Washington, D.C., Richmond was a symbol and a prime psychological objective for the North.

In addition to being the political center of the Confederacy, the city was a medical and manufacturing center, and the primary supply depot for troops operating on the Confederacy's northeastern frontier. Two of the "On to Richmond" drives brought Union troops almost within sight of the Confederate capital -- McClellan's Peninsula Campaign of 1862, culminating in the Seven Days' Battles, and Grant's campaign at Cold Harbor in 1864.

These two nationally significant campaigns, along with several lesser operations in and around Richmond, are commemorated by Richmond National Battlefield Park. Individual significance of the ten widely scattered Park units is discussed in Appendix B.

As the park exists today, its primary historical resources are the ten sites that identify areas where Union and Confederate forces maneuvered to capture/protect Richmond. These sites are significantly important because of their collective interpretive value to the park theme. At several of the units visitors can still see the remains of trenches and earthworks constructed by the two opposing forces.

In the vicinity of the Cold Harbor unit are the Garthright and Watt Houses. These structures were pressed into service as hospitals and/or headquarters during the war and are now an important part of the historic scene. Park Headquarters is located in Chimborazo Park, Richmond, Virginia, in an early 20th century building constructed on the site of the Confederate Chimborazo General Hospital.

III. EXISTING LAND MANAGEMENT AND USE

All Park lands are on the National Register of Historic Places. A survey has been made of the Park's cultural resources and 29 structures have been placed on the List of Classified Structures. Because of the scattered nature of the Park's ten units, each unit will be described separately. (See Appendix C for Land Management and Use maps)

Chimborazo - 5.60 acres; Historic Zone with Open Space Recreational Use Subzone, containing large, open grassy area used for light recreational activity. The Park Development Zone contains park administrative headquarters and the main visitor center in a building which was constructed in 1910 for the U.S. Weather Bureau in the City of Richmond. The building and land were transferred to the NPS with a provision for return of the property to the City of Richmond if the NPS abandons or vacates the site. The area around the building is open lawn with a few trees. During the Civil War a Confederate hospital occupied the site.

Chickahominy Bluff - 39.20 acres; Historic Zone consists of second growth mixed hardwoods and conifers on steep bluffs above the Chickahominy River and includes earthworks. The Park Development Zone consists of a parking lot, access road, interpretive shelter, overlook, and open lawns. The Natural Subzone within the Historic Zone is swamp with large woodland trees. The Special Use Zone is a 60 foot easement that bisects the natural and historic zones and is used by the local landowner to get to his lands and by the County of Henrico to reach a sewage pump station.

Beaver Dam Creek - 11.95 acres; Historic Zone is in a floodplain and consists of a millrace impoundment, natural creek bottom, mixed hardwood and coniferous trees and shrubs. This zone is returning to its natural state. The Park Development Zone consists of a parking area, road, and wayside exhibit.

Watt House - 60.30 acres; the Historic Zone consists of mixed hardwoods and conifers, the Watt House, farmland, a pasture, and a garden, all managed to be compatible with and maintain the historic scene. Earthworks interlace the area. The Adaptive Use Subzone is the Watt House itself which has been restored, and which has been modified internally for use as an employee residence. The Park Development Zone consists of visitor parking, wayside exhibit area, roads, barn and carriage house (a section of the Watt House Road is historic). The Special Use Zone, Transportation Subzone is a deeded private access road. Special Use Permits consist of 8 acres being farmed in crops and 2.4 acres being grazed, both areas providing appropriate ambience for the historic scene.

Cold Harbor - ~~154.25~~^{148.99} acres (recently surveyed as 148.99 acres but not yet approved by NPS); the Historic Zone consists of mixed hardwood and coniferous forest, returning to a natural state. Earthworks and trenches interlace the area. The Park Development Zone consists of a road, parking area, small visitor center, picnic area, and lawn. The Access/Circulation Subzone of the Park Development Zone is used primarily as a Park visitor tour road with wayside exhibit turnouts. The Special Use Zone, Transportation Subzone is a deeded private access road. Thirteen acres are farmed under Special Use Permit to maintain the historic scene.

Garthright House - 2.10 acres; the Historic Zone consists of the historic Garthright House and the lawn around it. The Historic Zone is managed to maintain the historic setting. The Adaptive Use Subzone is the Garthright House itself which has been restored, and which has been modified internally for use as an employee residence.

Malvern Hill - 130.60 acres; Historic Zone consists of open fields and mixed hardwood and coniferous forest. One hundred and seventeen acres of the 130.60 acres are under Special Use Permit for grazing and general farming to maintain the historic scene. The Natural Subzone of the Historic Zone includes all wooded areas in this unit. The Park Development Zone consists of a road, parking area, interpretive shelter and exhibits in the western section. The Special Use Zone, Transportation Subzone is a deeded private access road.

Fort Harrison - 315.19 acres; the Historic Zone consists of mixed hardwood and coniferous forest and open grassy areas, and includes numerous earthen forts, earthworks, and gun batteries. The Park Development Zone consists of a maintenance area, two employee residences, utility systems, a visitor center, parking areas, a log cabin used for environmental interpretive programs, roads, and a picnic area. The Access/Circulation Subzone of the Park Development Zone consists of visitor use roads and wayside exhibit turnouts.

~~39.45~~ ^{42.4 acres} Drewry's Bluff (Ft. Darling) - 39.45 acres; the Historic Zone contains a large earthen fort, mixed hardwood and coniferous forest, and trails. The Park Development Zone contains an abandoned restroom and storage building, parking area, and road. The road is classified as an Access/Circulation Subzone of the Park Development Zone. The Landscape Management Subzone of the Park Development Zone consists of a revegetated county landfill. The Special Use Zone, Utility Subzone consists of Virginia Electric and Power Company (VEPCO) transmission towers and lines.

Parker's Battery - 9.82 acres; the Historic Zone contains earthworks and fortifications within a mixed hardwood and coniferous forest. The Special Use Zone, Utility Subzone consists of VEPCO transmission towers and lines.

In identifying zones and subzones for each of the preceding Park units, the primary management strategy is to ensure that each unit retains a significant portion of its historic and natural setting. Allowances have been made for compatible recreational and essential development needs, but only to the extent that the integrity of the unit is not compromised.

IV. INFLUENCES ON MANAGEMENT

① Plats show 39.2 does not include area below bluff

A. Legislative and Administrative Constraints

1. Four 3-year Special Use Permits (agricultural and grazing) at three park sites (Cold Harbor, Malvern Hill, Watt House) allow the park, at minimal cost, to recreate the historic agricultural scene. Benefits include enhancing visitor understanding and enjoyment and reducing park maintenance costs.
2. A Special Use Permit at the Beaver Dam Creek unit provides for the donation of lands to the park by the Virginia Highway Department, the closing of a state road which runs along the unit's western boundary (completed) and relocation of Rt. 156 across park property (completed).
3. Utility permits with C & P Telephone Co. and VEPCO provide for service to park operations and buildings, and to adjoining landowners. All of the different telephone and power permits have been consolidated under two permits and provide for most utility lines to be placed underground, thus preserving the historic scene from modern intrusions.
4. A utility permit at Beaver Dam Creek is part of a countywide sewer system. The line bisects the park at two points along the historic millrace.
5. Memoranda of Agreement provide for Mutual Aid Communications between the Park patrol rangers and local police agencies.

The Park's establishing legislation (Act of March 2, 1936, 49 Stat. 1155) puts a constraint on purchase of additional lands. Only by donation or by use of donated funds can the Park acquire additional land. This severely restricts the park in its efforts to buffer parklands from encroaching urban sprawl and in providing for the purchase of additional historic lands adjoining or near present units. The park was included in the 1973 Civil War areas boundary study conducted by the NPS. The basic intent of the study was to identify

additional historical and natural areas that had the potential to be included in future requests for legislative action to preserve or protect the park. These additional lands would help buffer the park against adjacent development and encroachments.

Accesses that were allowed in the original deed reservations to the park adversely influence management of the resource by restricting the ability of the park to properly manage access to the park units during day and night time hours. These reservations put additional burden on park staffing in protecting and maintaining the resources and are the cause of several illegal accesses and legal questions being raised regarding other accesses. Furthermore, the accesses lend themselves to development along the adjoining park boundaries.

The establishment of this Park in the form of ten small units widely separated from each other in a now urban and suburban setting is the single most pervasive influence on management. It directly affects and complicates all programs vital to the efficient operation of the park, requiring additional staffing and expenditures.

B. Regional Influences

The scattered fragments of land that comprise Richmond National Battlefield Park cannot be understood without reference to the City and the region. The park occupies approximately 770 acres of land in ten parcels within five to fifteen miles of downtown Richmond. They are linked by a tour route that was once a leisurely drive through a predominately rural setting. The National Park Service owns neither the tour road nor sufficient adjoining land to retain the rural flavor. As long as the surroundings remained agricultural, park boundaries were of relatively little importance, and visitors could gain some understanding of the principal battlefields by following a somewhat sequential tour. Today forest and field are rapidly giving way to housing developments, shopping centers, interstate highways, and industrial developments which are destroying the continuity of the tour.

The City of Richmond in 1978 had a population of 219,883, and the metropolitan area exceeded 600,000¹. Richmond is an important regional center for transportation, shipping, banking, wholesale distribution, and education. Manufacturing is extensive and employs over 50,000 persons. The service industries employ approximately 50,000 persons. Federal, State, and local government accounts for another 64,000 employed. The area has the largest nylon plant in the world and is a leading producer of synthetic fibers. It is also one of the largest producers of tobacco products, and of packaging products, including aluminum, cellophane, paper and paperboard cartons and containers. Printing and publishing houses rank third in the number of people employed. It is a major, diversified economic community.

Tourism is considered a major industry in the State of Virginia. Over 1,000,000 persons visited the City of Richmond in 1978 (same projected for 1979). The

¹Includes Standard Metropolitan Statistical Area - (City of Richmond and counties of Charles City, Chesterfield, Goochland, Hanover, Henrico, New Kent, Powhatan)

Richmond metropolitan area is bisected by a major North-South (I-95) and East-West (L-64) travel route used by millions of motoring tourists. The central Virginia area has numerous attractions, including National Park Service sites, state parks, major amusement parks, watersports, collegiate sports, numerous types of shows (antiques, guns, etc.), concerts, and important private historic sites such as Colonial Williamsburg and Shirley and Berkeley plantations. The City of Richmond has a bus tour program, numerous historic sites, parks, symphony orchestra, professional and collegiate sporting teams and museums. In the Richmond metropolitan area, Richmond National Battlefield Park is the second most visited attraction after the Virginia Museum of Fine Arts.

Initial growth thrusts into the counties surrounding Richmond followed radial routes leading out from the city. The wedges between have gradually filled in as they have become more accessible. The 1950's saw a surge of development in suburban Henrico County, especially the western portion. Now Chesterfield and Hanover Counties are experiencing the same accelerated growth. At the same time that residential users have moved outward, many commercial and industrial establishments have also chosen suburban locations.

The region's population¹, largely urban, will reach or surpass 620,000 persons by 1980. The significant change is occurring in the counties that surround the city. Chesterfield County is growing at a rate of almost 8% a year, other counties 2-3%. The City of Richmond is declining by approximately 1.5%.

Richmond metropolitan population is increasing at the rate of over 10,000 per year. Richmond National Battlefield Park is in a crisis as a result of the impact of population explosion on vulnerable, diminutive kernels of land.

When the battle sites were reserved in 1927, only the core historic resources were set aside, with some token space to accommodate other use. Little buffering was needed or anticipated as long as battlefield lands outside the boundaries retained their pastoral character. Intensive urban development is rapidly consuming nonreserved battlefield lands. Beside creating a need for buffer zones, urban sprawl has diminished the supply of open space and recreational land, while augmenting the need for it. As a result, parklands increasingly function as neighborhood and community parks.

A related factor is the shift in transportation flow--the Chimborazo headquarters is already rendered partially obsolete by increased use of Interstates 95 and 64 and circumferential Laburnum Avenue, each two or more miles from the building.

The strongest single determinant that will accelerate land use evolution from rural to urban will be the construction of the six-lane beltway I-95 as it crosses Henrico, Chesterfield, and Hanover Counties. The direct path of this major arterial lies in the zone of eight of the ten Richmond Battlefield holdings. They are Chickahominy Bluff, Beaver Dam Creek, Cold Harbor, Garthright House, Watt House, Fort Harrison, Malvern Hill, Drewry's Bluff (Fort Darling). It will add to local noise, air, and water pollution and erosion, as well as congestion and increase the process of suburbanization. I-95 also has the potential to adversely impact park visitation trends in units where visitor use facilities are limited.

Sewage lines through Beaver Dam Creek; a proposed line alongside the Fort Harrison unit; and a proposed sewer treatment plant near Fort Harrison will further accelerate land use evolution from rural to urban.

Housing developments in Hanover and Henrico Counties have deteriorated the once rural historic scene. They have added to erosion, flooding, litter, law enforcement and recreational use problems. Gravel pit operations in Henrico County, Virginia Electric and Power Company, and chemical plants in Hopewell have raised the noise and air pollution levels and visual impact on the Ft. Harrison and Drewry's Bluff units, which have become oases of green space.

Local governments in the past have been stymied in their efforts to provide adequate recreation opportunities and open green spaces. This caused additional pressures to be placed on parklands. These pressures cause further deterioration of the park resource, increasing the problems of protection and maintenance of the resource, and adversely affect the visitor's enjoyment of the park areas.

In the past several years, the Counties of Chesterfield and Henrico, followed by Hanover, have greatly expanded their recreational programs. Chesterfield and Henrico have begun to plan, acquire and develop multi-use parklands. The City of Richmond already has an active parks and recreation program. This expansion will hopefully lessen the impact on the parklands.

Accessibility to the park is difficult for visitors who do not have a personal means of transportation. Direct public transportation is available to only one of the park's scattered units. This circumstance restricts a large segment of the local population from visiting the park. The area is served by an airport that is constantly expanding and is served by major national and regional lines. Also, the area is served by bus and train lines.

Thus, a once pleasant, leisurely drive and rural historic scene are being replaced by busy, high speed tour roads through subdivisions and shopping centers, to isolated green fragments which will soon be completely ringed by urbanization.

Regional involvement by the park is extensive and involves the park with federal, state and local government, regional planning organizations, interested groups, industry, park neighbors, and visitors. All of these groups are kept informed of park values and actions. In turn the park is made aware of community needs and cooperates as fully as necessary. These activities help to lessen regional impact and/or plan for potential impact upon the park.

C. WITHIN-PARK INFLUENCES

It is necessary to evaluate each unit in order to understand the numerous internal influences. But some general statements are applicable to all units regarding the historic scene and earthen fortifications.

The earthworks and the overall historic scene within the park boundary have been steadily deteriorating since the Civil War because of both natural and human causes. The park areas are extensively and densely wooded today compared to the open 1861-65 appearance. At that time, most of the lands were deforested for agricultural and military reasons. The present heavy wooded growth has prevented some recreational activities, but has also acted as a cover for illegal relic hunting. It also acts as a barrier to full visitor appreciation of these resources. During storms, fallen trees often cause serious damage to the earthworks. Visitors walking on the earthworks have helped to accelerate their deterioration. In many cases, earthworks, trenches and fortifications have been reduced to only one-half to one-third of their original size. Park management practices including vista clearing, tree removal and revegetation are acting to slow down deterioration and to return the park to its historic appearance.

Chimborazo - The headquarters and main visitor center, five miles from the nearest historical area of the park, once served the need for a downtown orientation facility for activities of the Civil War Centennial. The space and facilities are now inadequate, and a shift in major transportation routes leaves the building stranded in one of the deteriorated parts of the city, disconnected from the battlefield units. On the plus side, signs installed on Interstate 95 have resulted in a dramatic increase in park visitation to the building, but this site still only accounts for approximately five percent of the total visitation. The lands surrounding the park headquarters/visitor center directly adjoin a city park and are located within a local city neighborhood. The park is extensively used by the local residents for picnicking, kiteflying, frisbee throwing, partying, exercising, concerts and special events. Special events, concerts, and pleasant weekends often find the city park roads overflowing with traffic, making it impossible for the visitors to the park visitor center to park anyplace nearby --often they never attempt to stop.

Chickahominy Bluff - The land on the bluff affords a sweeping panoramic view of the Chickahominy River Valley, Mechanicsville and the area of Beaver Dam Creek, providing an overview of the first day and the first two events of the Seven Days' Battles. The park fronts on four-lane US Route 360. Two miles south of the park, US 360 connects with Interstate 64, which in turn forms a junction with Interstate 95 in downtown Richmond. By this fast, four-lane route, Chickahominy Bluff is a ten minute drive from anywhere in downtown Richmond. Via the supporting circumferentials, it is not more than 20 minutes from anywhere in the greater metropolitan Richmond area. Three miles northeast of the park, US Route 360 will soon connect with the new suburban circumferential Interstate 95. This makes this small unit highly vulnerable to urban pressure and problems of misuse of the resource, e.g. vandalism, earthwork deterioration, littering, etc. Virginia Electric and Power Company power lines on the outside northern boundary and a sixty foot access right of way that bisects the park further intrude on the historic rural scene. A once rural setting has given way on all sides to urban sprawl and its accompanying problems of nonconforming use and protection needs.

Beaver Dam Creek - The region around this park unit is on the verge of an explosive period of suburban development triggered by new transportation routes, sewage lines and the avid metropolitan need for additional housing. Two housing developments are now within a few hundred yards of the northwest corner of the park and expanding and have presented adverse siltation problems within the park causing widespread damage to the vegetation and stream ecology. A major sewer line bisects parkland in two locations, causing further visual intrusions and scars on adjacent lands. Serious erosion and siltation problems have occurred with the construction work on I-95 (and Rt. 56) nearby. These developments have increased law enforcement and maintenance problems.

Cold Harbor - The park is essentially woodland, but one small field is under an agricultural special use permit. A farm access road runs from the northeast turn of the tour road through the north boundary into private land, in accordance with a provision in the original deed of acquisition, prior to park establishment. This limits control of access at night. An unprotected boundary allows unlimited access from the nearby housing developments. The exit to Cold Harbor which once was a panorama of a rural scene much like that during the Civil War is now a new housing development. All of above contributes to problems of metal detecting, littering, vandalism, drug use, night parkers, beer parties, and boundary encroachment.

Garthright House - the 2.1 acres upon which this building is located are not adequate and a boundary change for protection reasons may be necessary to insure the historic integrity of the area from urban encroachment. The western boundary, once a panorama of a rural scene not unlike that during the Civil War, is now a new housing development. Visitor enjoyment will depend on adequate interpretive facilities. The house is an exterior exhibit and is occupied by an employee.

Watt House - A 30-foot wide access road bisects the park--a condition of the original terms of acquisition existing prior to park establishment. Because this road runs through the center of the interpretive developments and the visitor circulation pattern, it has been the subject of litigation in the past and continues to exert a depressing influence upon interpretive developments and public relations. Park boundaries are all essentially within view of the Watt House, imposing other presently insurmountable restrictions on attempts to achieve a convincing authenticity for this exhibit. The Watt House unit lies directly in the path of one of the most vigorous suburban development patterns affecting Richmond National Battlefield Park. Furthermore, the park unit's unprotected boundaries allow for unlimited access from surrounding housing developments and resulting law enforcement problems. The area has more than doubled in population in the last five years. The circumferential (I-95) will pass within a few hundred yards of the present Watt House unit boundary. The park area is in extremely rapid transition from rural to suburban, with tract-type housing developments predominating.

Malvern Hill - Park property does not extend far enough north to include any except the most advanced Confederate positions. Along the first 915 feet of Union artillery positions west of Virginia Route 156, only the first 865 feet in front of the guns is in parkland. About three-quarters of the tract of land west of the road is woodland; all 100 acres is currently under grazing and general farming special use permits. East of Virginia Route 156, the south boundary of this unit is offset 253 feet farther north than the boundary line west of the road. The artillery positions along the entire 888 foot width of this tract are excluded. The land runs northward 1,894 feet to an acute angle terminus on the Virginia Route 156 right-of-way, 705 feet north of its junction with Carter's Mill Road. The western boundary of the parcel is on Virginia Route 156 right-of-way. This land was occupied during the battle by infantry and artillery defending the Union center. More than half, or about 17 acres of the tract is open field, under a general farming special use permit. The remainder is woodland.

Management and interpretation of the Malvern Hill area pivots on the restrictive, artificial boundaries which include much of the ground defended by the Union Army and across which Confederates assaulted. The area has no buffering, and is situated so as to be vulnerable to off-site encroachments on the historic scene. Lack of control over vistas makes an on-site orientation to the battle situation very difficult, with little of the key terrain in view. No Confederate positions of consequence are included in the unit. The "Y" intersection of Carter's Mill Road and Virginia Route 156 is an especially historically important exclusion. This intersection will become an early focus of settlement in the immediate area, which is as yet limited to farmsteads, except for the growing concentration of homes at Glendale and beginning of a crossroads community at the intersection of Virginia Route 156 and Virginia Route 5. Local recreational pressures are causing law enforcement and maintenance problems.

Fort Harrison - The Fort Harrison unit has the configuration of a parkway, being very narrow along most of the road. Intended to follow and display a segment of the outer defense line around Richmond, Battlefield Park Road has nodes at intervals, embracing larger parcels of land where strongpoints on the Union and Confederate lines occurred.

By far the most significant management problems at Fort Harrison unit result from the multiplicity of legal, private accesses onto Battlefield Park Road. It can be said that these accesses, and the resultant property development, prevent attainment of most of the desirable characteristics of a parkway or scenic drive, and strongly negate historical preservation. There is also the possibility of encroachment onto private land by Battlefield Park Road at two locations. The pattern has been to develop adjoining properties in the manner that would prevail on any suburban avenue. Short driveways lead from Battlefield Park and Hoke-Brady Roads directly into the front or side yards of unscreened private dwellings representing a wide spectrum of economic levels. Many are less than a hundred feet away from the park right-of-way. Mailboxes, newspaper racks, reflectorized markers adorn Battlefield Park Road at each such access, and there exists legal provision for these accesses at intervals of 400-500 feet along the major portion of Hoke-Brady Road.

One rural landowner has a total of seven legal accesses, six of them on a single half-mile stretch of park road. This type of intrusion and non-conforming use is most acute between the north end of Battlefield Park Road and Fort Johnson; on the east side of Battlefield Park Road from Fort Harrison to Battery White; on both sides of Battlefield Park from Battery White to a half mile south of Fort Hoke; and on the east side of Hoke-Brady Road from Kingsland Road to Fort Brady. These latter accesses were legalized by an alteration of deeds accomplished, on petition from the State of Virginia, twenty years after the park was established.

Three VEPCO power lines cross over park roads and one crosses through park lands. In all cases these overhead lines are only minor visual intrusions.

Drewry's Bluff (Fort Darling) - Drewry's Bluff park unit, perched on an eroding clay-gravel bluff 90 feet above the James River and eight miles from Capitol Square in Richmond, contains an earthen fort designed and built in 1862 for the purpose of denying the James River as a route to Richmond for enemy forces. The fortifications are threatened by continuing erosion of the river bank. The Chesterfield County landfill dump was deeded to the park in 1975 and has been revegetated.

This park unit is a 30 minute drive from present park headquarters--12.5 miles through parts of three densely populated communities (Richmond, Bensley and Bellwood). There are, however, no homes in the immediate vicinity of the park unit. The degree of isolation and vulnerability makes effective protection nearly impossible. Vandalism and nonconforming use are continuing serious problems, with the accompanying increased maintenance cost.

There are numerous visual and audible intrusions upon Drewry's Bluff which lessen visitor appreciation. Along the northern boundary is an Exxon Oil Company asphalt plant. Across the river from the fort (eastern boundary) is a gravel pit operation. Along the entrance area (western boundary) is Richmond-Petersburg Turnpike. Bisecting the western boundary is a VEPCO power transmission line, under deeded easement. All surrounding land is zoned for industry.

Parker's Battery - Situated on the military trenchwork system known as the Howlett Line, Parker's Battery is about five miles south of Drewry's Bluff and about 0.6 miles east of the intersection of Interstate 95 and Virginia Route 10. At the park's establishment, Parkers Battery contained only 3.25 acres. In 1956, after almost ten years of negotiation, an additional 6.57 acres was acquired in a three-cornered exchange by which the donor of record was reimbursed by Virginia Electric and Power Company, which received from the National Park Service a perpetual high-voltage power line right-of-way across (almost parallel to) the west boundary of the park. This exchange brought the site to its present 9.82 acres and further intrudes on the historic scene.

Wedged on three sides by a railroad, a power transmission line and a public roadway respectively, and located in an area of rapid industrial development, the future of this small tract as parkland appears uncertain.

Richmond National Battlefield Park has two distinct types of visitors--the visitor who is drawn to the area because of his/her interest in history, and the local person who wants to enjoy the open space. The park visitor whose interest is in history normally has little impact on the historical integrity. The other type of visitor uses the park essentially as a city/county park. In the case of park neighbors, the park becomes an extension of their backyards. The uses vary, but include picnicking, jogging, bicycling, horseback riding, commuting to work, exercising the dog, sunbathing, working on automobiles, relic hunting, etc. Recreational use places considerable impact on the historic resources, especially the rapid deterioration of earthworks. The secondary use is increasing because of urban pressure and the need for more city and county recreation facilities.

The pattern and volume of visitation to Richmond National Battlefield Park from 1974 to the present is shown on the accompanying chart¹. May-August is generally the heaviest period of visitation followed by March-April and September-October. The lowest visitation period is December-February. The highest individual visitation day is Sunday followed by Saturday.

	1974	1975	1976	1977	1978	1979	Monthly Total 1980
<u>Jan</u>	31136	16362	18976	17911	19125	18064	121574
<u>Feb</u>	18686	20300	28908	23529	23458	14588	129469
<u>Mar</u>	34972	22779	26695	30708	31569	30696	177419
<u>Apr</u>	28183	27762	40061	28706	31769	32850	189341
<u>May</u>	37382	31430	40561	36852	37151	45447	228823
<u>June</u>	35499	37000	39342	33307	42918	29698	217764
<u>July</u>	34658	46843	43269	46490	40346	28500	240106
<u>Aug</u>	35396	45399	42263	47575	34625	29708	234966
<u>Sept</u>	33356	33247	32315	43580	24928	27306	194732
<u>Oct</u>	29848	34393	29691	36050	31741	34976	196705
<u>Nov</u>	24259	26462	24809	30803	21829	21857	130119
<u>Dec</u>	14464	22630	27049	23788	19462	21602 ²	128995 ²
<u>Total</u>	357839	364607	393939	398945	357024	335292 ²	XXXXXX

Throughout this section, visitor safety was omitted in order to summarize this influence in one complete statement. Visitor as well as employee safety is always a management concern. Physical hazards that are observed and reported are promptly corrected; however, hazards that are instantly created by acts of vandalism or nature may go undetected for longer periods. Those hazards that relate to the visitor's own actions (excessive speeding, loitering in the park after dark, etc.) often prove the most difficult to correct. Dog packs are also a problem which on occasion can be threatening to the visitor as well as park employees.

¹In January, 1974, a new statistical counting system was implemented

²Projected total

V. MANAGEMENT GOALSA. Cultural Resource Preservation

To identify, preserve and perpetuate the park's significant Civil War battlesites and historic resources in the vicinity of Richmond, Virginia, in a manner consistent with legislative and executive requirements and the Service's management policies.

To prevent deterioration of significant historic earthworks and other resources by using treatments that comply with cultural management policies.

To minimize, and where feasible eliminate, adverse effects on the park's cultural resources and historic setting resulting from incompatible and uncontrolled access, utility rights-of-way, vandalism and other conflicting uses and environmental intrusions.

B. Lands

To secure an adequate land base to facilitate protection of battle-field sites, to provide sufficient visual buffering from surrounding land uses, and to provide for interpretation and visitor use.

C. Development

To assure that nonhistoric park development is kept to a minimum necessary to provide for essential administration and visitor requirements, and to assure that facilities are located and designed to blend with the historic setting.

D. Cooperation

To work with the State of Virginia, local governments and private interests for the purpose of providing directional signs on major highways and roads.

E. Visitor Use

To provide opportunities for day-use recreational activities that are compatible with the preservation of the park's historic resources.

To encourage the county and city governments to provide adequate neighborhood and community park and recreation facilities to appropriate areas outside the park.

F. Interpretation

To promote understanding and appreciation of the battles of Richmond which took place from 1862 to 1864, especially McClellan's Peninsula Campaign of 1862 and Grant's campaign at Cold Harbor in 1864, and their significance in the Civil War.

To promote understanding and appreciation of the influence of Richmond as a major focal point throughout much of the war for military strategies followed by the North and South.

To illustrate to the extent possible (1) the impact of the war upon the civilian population of Richmond; and (2) the economic and political importance of Richmond to the Confederate war effort.

To provide a balanced and varied interpretive program through live presentations and talks, informational literature, wayside exhibits and signs, audiovisual programs and exhibits, partially preserved earthworks and restored historic structures, or other interpretive devices.

To provide tailored interpretive programs for special segments of the visitor public, including handicapped and other disadvantaged citizens and school groups.

G. Environmental Education

To encourage use of the park for environmental and energy education by schools and other interested groups, and to promote environmental and energy awareness within the surrounding communities through environmental information and study programs, or other means.

H. Safety

To encourage public safety by increasing visitor awareness of the potential dangers associated with use of the park.

ACT OF MARCH 2, 1936

Richmond National Battlefield Park

Establishment of park authorized.....Act of March 2, 1936

An Act To provide for the establishment of the Richmond National Battlefield Park, in the State of Virginia, and for other purposes, approved March 2, 1936 (49 Stat. 1155)

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,
That when 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 shall be designated by the Secretary of the Interior, in the exercise of his discretion as necessary or desirable for national battlefield park purposes, shall have been vested in the United States, such area or areas shall be, and they are hereby, established, dedicated, and set apart as a public park for the benefit and inspiration of the people and shall be known as the "Richmond National Battlefield Park": *Provided*, That such area or areas shall include, at least, the Richmond Battlefield Parks now belonging to the State of Virginia. (16 U.S.C. sec. 423j.)

Richmond National Battlefield Park, Va.
Establishment, when title to land, etc., acquired.

Certain State parks to be included.

Acceptance of donations.

Acquisition by purchase, etc.

Administration, etc.

39 Stat. 535.

SEC. 2. That the Secretary of the Interior be, and he is hereby, authorized to accept in behalf of the United States donations of lands, interest in lands, buildings, structures and other property within the boundaries of the said park as herein authorized and donations of funds for the purchase and/or maintenance thereof, the title and evidence of title to lands purchased or otherwise acquired to be satisfactory to the Secretary of the Interior: *Provided*, That he may acquire on behalf of the United States out of any donated funds, by purchase at prices deemed by him reasonable, or by condemnation under the provisions of the Act of August 1, 1888, such tracts of land within the said national battlefield park as may be necessary for the completion thereof. (16 U.S.C. sec. 423k.)

SEC. 3. The administration, protection, and development of the aforesaid national battlefield park shall be exercised under the direction of the Secretary of the Interior by the National Park Service, subject to the provisions of the Act of August 25, 1916, entitled "An Act to establish a National Park Service, and for other purposes", as amended. (16 U.S.C. sec. 423l.)

APPENDIX A (cont.)

Early Park History

In 1925 the Battlefield Markers Association, a group of Richmond area citizens, erected 69 markers at key points on the battlefields surrounding the City of Richmond.

In 1928, the Richmond Battlefield Parks Corporation was established to purchase the battlefields and forts surrounding the City of Richmond to commemorate the Civil War. The first purchases preceded the 1928 incorporation and included Fort Harrison followed by Cold Harbor. Other sites that would become Richmond National Battlefield Park were purchased by the Richmond Battlefield Parks Corporation.

In 1932, the Richmond Battlefield Parks Corporation deeded to the Commonwealth of Virginia all its property, thus establishing the first state park in Virginia.

Meanwhile, as early as 1929, activity had begun in the U.S. Congress to establish the above properties as a National Battlefield Park. Money was authorized to "study, investigate and survey for commemorative purposes of battlefields in Richmond vicinity." In December, 1932, (Senate Document #151) the Secretary of War transmitted to Congress a "Study of Battlefields in the United States for Commemorative Purposes." This study included proposals for inclusion of battlefields around Richmond, Virginia. In this study, it was pointed out that the State owned some 572 acres of Battlefields in the Richmond, Virginia, area and it was proposed 1,905 additional acres be purchased to form a National Battlefield Park. In 1934, with the State unable to maintain and develop the State Battlefield Park, the State legislature conveyed Richmond Battlefield Park to the Federal Government.

Thus, Richmond National Battlefield Park was established to commemorate and protect the Civil War battlefield sites around Richmond, Virginia.

APPENDIX B

Significance of Park Resources by Units

Significance of the park resource is broken down below into park units because of the scattered nature of the park. Order of listing is according to the tour route visitors are encouraged to follow.

Chimborazo - The headquarters and main visitor center for the park is located in Chimborazo City Park in a structure built in 1910 as the weather station for the city. On this site was located the Chimborazo General Hospital, one of the largest and most interesting of the Confederate hospitals.

Chickahominy Bluff - A part of the outer Confederate line defending Richmond. It was near this area that General Robert E. Lee had his command post on June 26, 1862. From near here he launched the attack that opened the series of conflicts and maneuvers known as the Seven Days' Battles, thus successfully turning aside the first, and what was to be the most serious Federal threat to Richmond until late in the war.

Beaver Dam Creek - The first battle of the Seven Days' Battles was fought here on June 26, 1862. Union forces under General Fitz-John Porter were dug in behind a millrace at the abandoned Ellerson's Mill and were awaiting the unprotected Confederate advance across the waistdeep Beaver Dam Creek. Confederate casualties were heavy. The conflict demonstrated raw courage and the crude state of the tactical arts of the times. Porter withdrew from this position to near Gaines' Mill.

Watt House (Gaines' Mill Battle) - The second of the Seven Days' Battles was fought here, June 27, 1862. In the Watt House (c. 1835), Union General Fitz-John Porter established his headquarters during a crucial point in the fighting. It was later used as a Confederate field hospital. Federal defenses between Boatswain Creek and the Watt House were broken at nightfall by a courageous bayonet charge by Georgia and Texas troops. As a result, Porter's troops retreated across the Chickahominy River during the night. In addition to the significant role it played in the battle, the Watt House is also representative of a middle class plantation house in rural Virginia during the period.

APPENDIX B (cont.)

Malvern Hill - The last of the Seven Days' Battles, July 1, 1862, after which McClellan withdrew to his base at Harrison's Landing on the James. Federal troops stood at bay in parade-ground, line-of-battle formation across Malvern Hill, their massed artillery and infantry fire shattering the Confederate ranks which advanced across open ground. Only darkness put a stop to the senseless slaughter. The next day the Army of the Potomac was safe on the James under protection of Union gunboats.

Fort Harrison - After Cold Harbor, Grant crossed the James and directed his main effort against Petersburg. In a surprise attack, designed to prevent Lee from shifting troops to another theater of operations, Union troops captured Fort Harrison on September 29-30, 1864. Federals occupied and enlarged the fort, built Fort Brady on the James, connected earthworks to anchor the Union line, and thus forced a realignment of Richmond's outer defenses.

Miscellaneous Confederate forts and batteries in the Fort Harrison unit are typical of the structures built before and after the Fort Harrison conflict to defend Richmond and strengthen outer defenses.

Cold Harbor - A portion of the 1864 battle which was part of General U. S. Grant's Rapidan to the James Campaign. The Confederates dug in on June 1-2 to await Grant's attack. It came on June 3 along two and one-half miles of a six mile front. In a 30-minute frontal assault, 7,000 Federal casualties were left lying in the hot summer sun between the trenches. The first known significant trench warfare between armies began and lasted 10 days. Grant silently pulled his troops from the trenches on June 14, 1864, and laid siege to Petersburg. Richmond was saved once more.

Garthright House - This early 18th century two-story farmhouse was used as a hospital behind the Union lines during the Battle of Cold Harbor, June, 1864. It was later used as a Confederate hospital.

Parker's Battery - This Virginia artillery battery held a small section of the Howlett Line, an extension of Petersburg's fortifications. It, along with others, helped immobilize General B. F. Butler's Army of the James in May, 1864. The battery retreated with Lee and surrendered at Appomattox Court House in April, 1865.

Drewry's Bluff (Fort Darling) - The fort was built in the spring of 1862 atop a 90 foot bluff. It controlled access to Richmond via the James River. On May 15, 1862, five Union gunboats including the "Monitor" attacked the fort and after a four hour battle were driven off. In May, 1864, this fort assisted in repulsing Butler's Army of the James advance, thus ending threats on Richmond until April, 1865. The fort served throughout the war as the Marine Camp of Instruction and Naval Academy for the Confederate States.

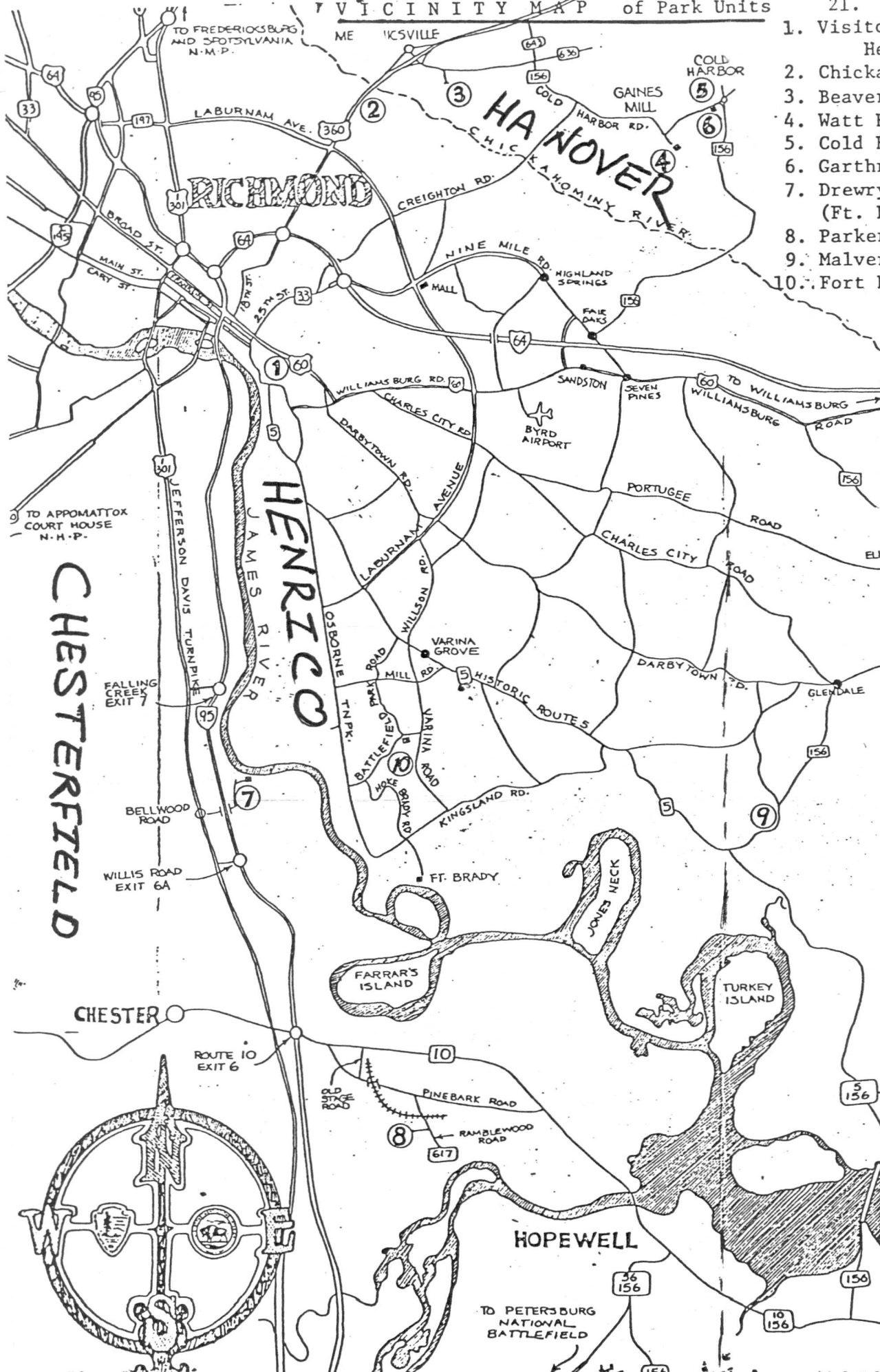
APPENDIX C

LAND MANAGEMENT AND USE MAPS

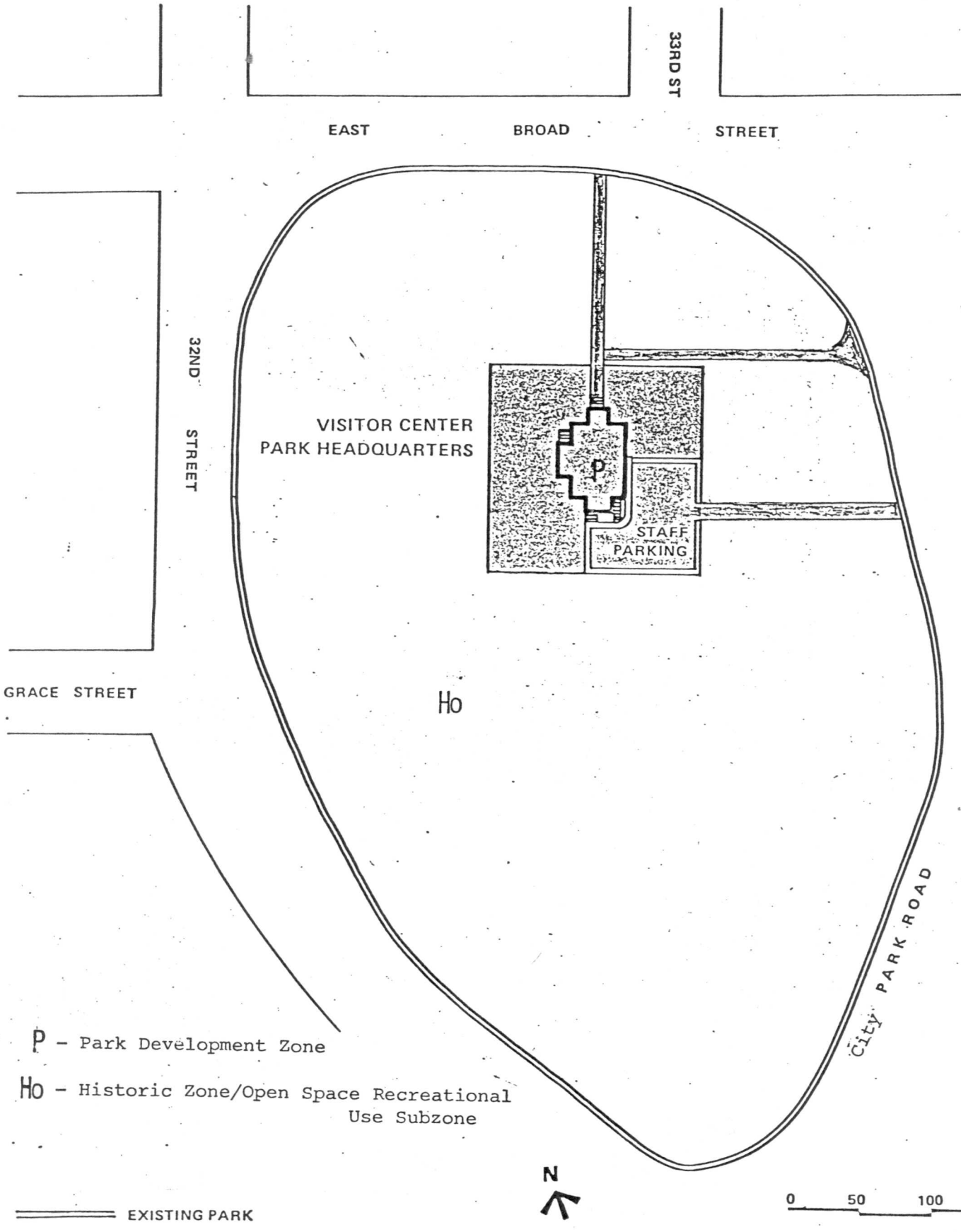
VICINITY MAP of Park Units

21.

1. Visitor Center & Headquarters
2. Chickahominy Bluff
3. Beaver Dam Creek
4. Watt House
5. Cold Harbor
6. Garthright House
7. Drewry's Bluff (Ft. Darling)
8. Parker's Battery
9. Malvern Hill
10. Fort Harrison

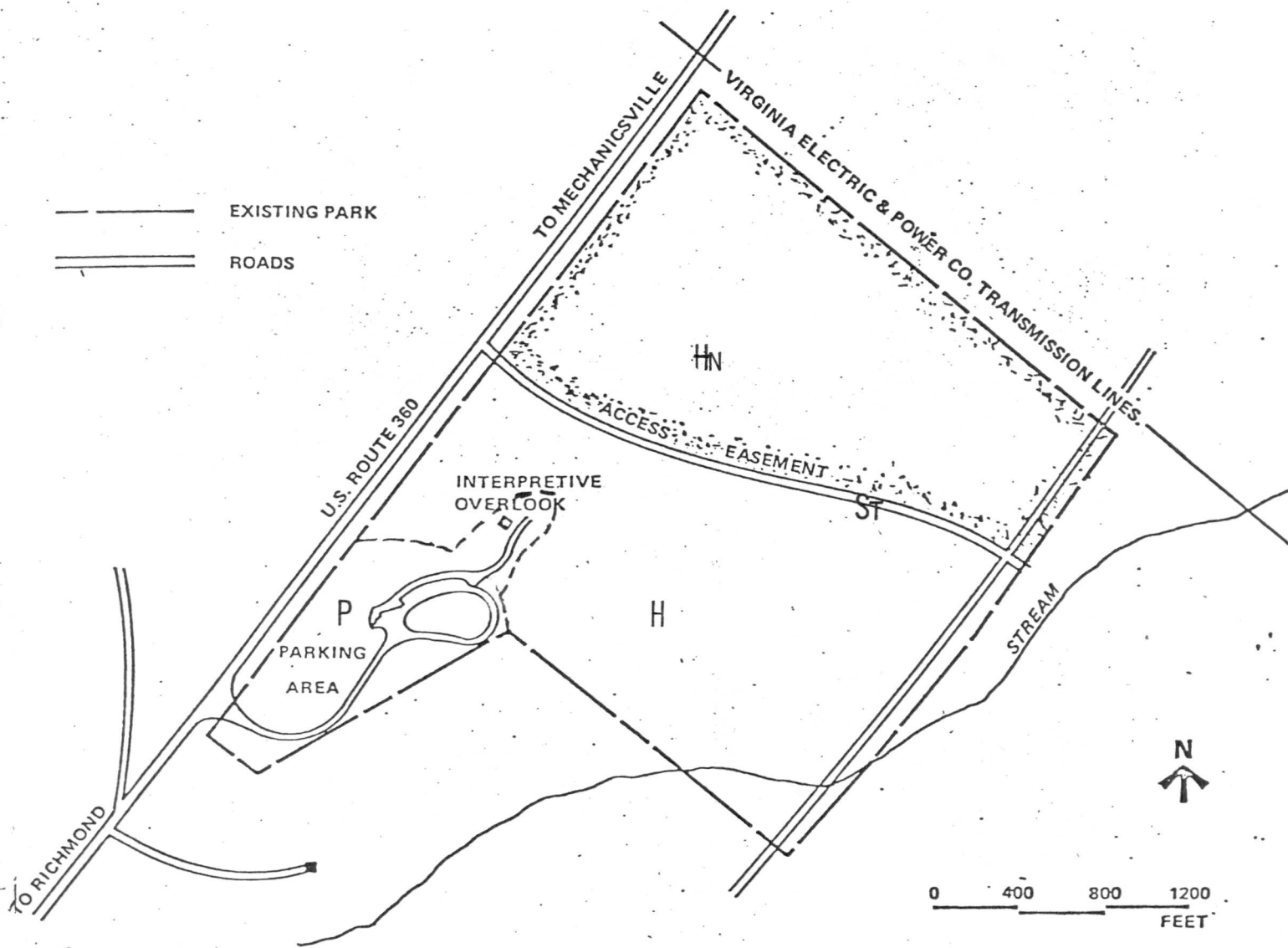


CHIMBORAZO PARK

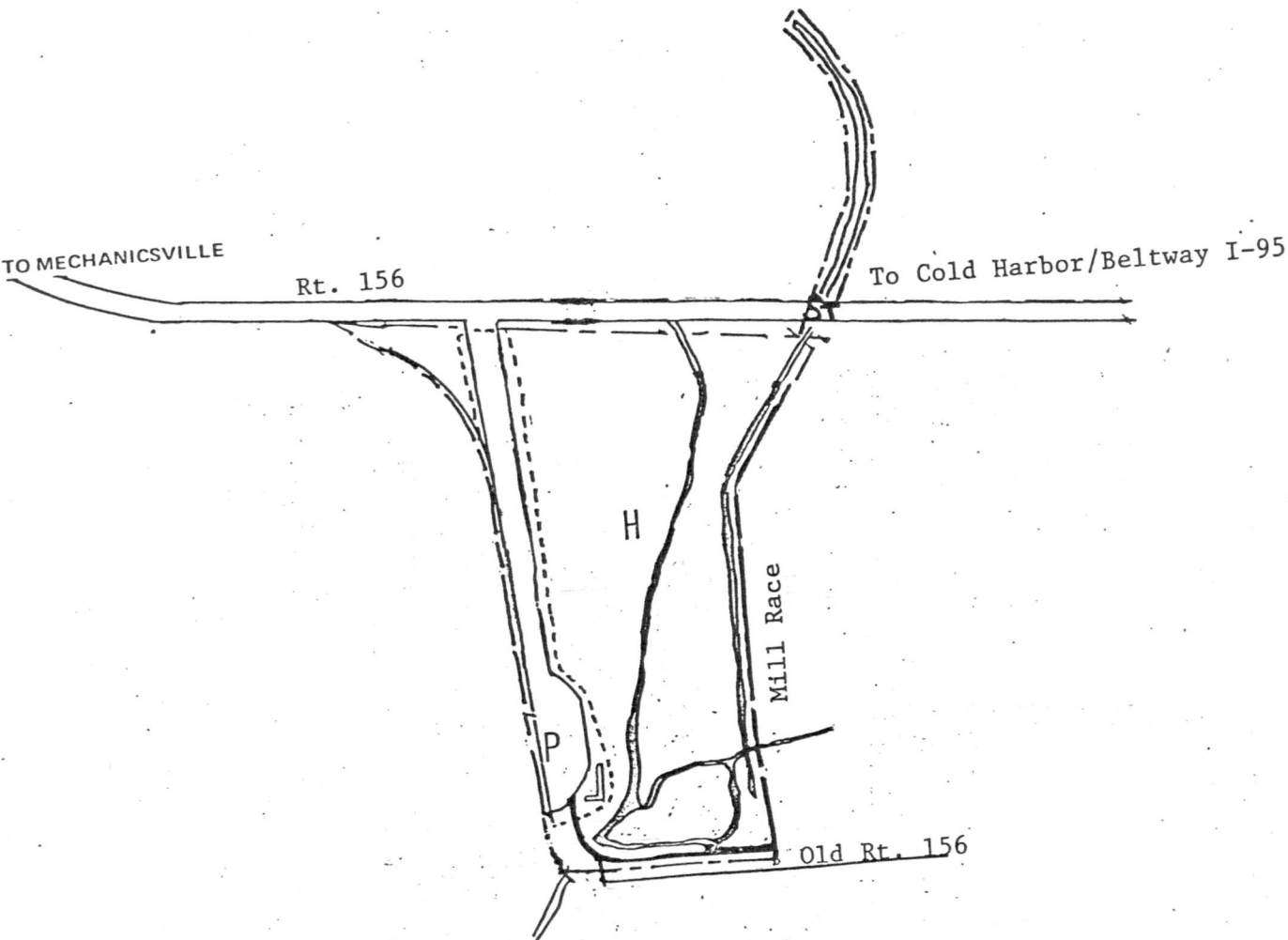


CHICKAHOMINY BLUFFS²³

- H - HISTORIC ZONE
- HN - HISTORIC ZONE/NATURAL SUBZONE
- P - PARK DEVELOPMENT ZONE
- ST - SPECIAL USE ZONE/TRANSPORTATION SUBZONE



BEAVER DAM CREEK



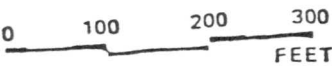
H - HISTORIC ZONE

P - PARK DEVELOPMENT ZONE

ST - SPECIAL USE ZONE/TRANSPORTATION SUBZONE

——— EXISTING PARK

===== PAVED ROAD



WATT HOUSE

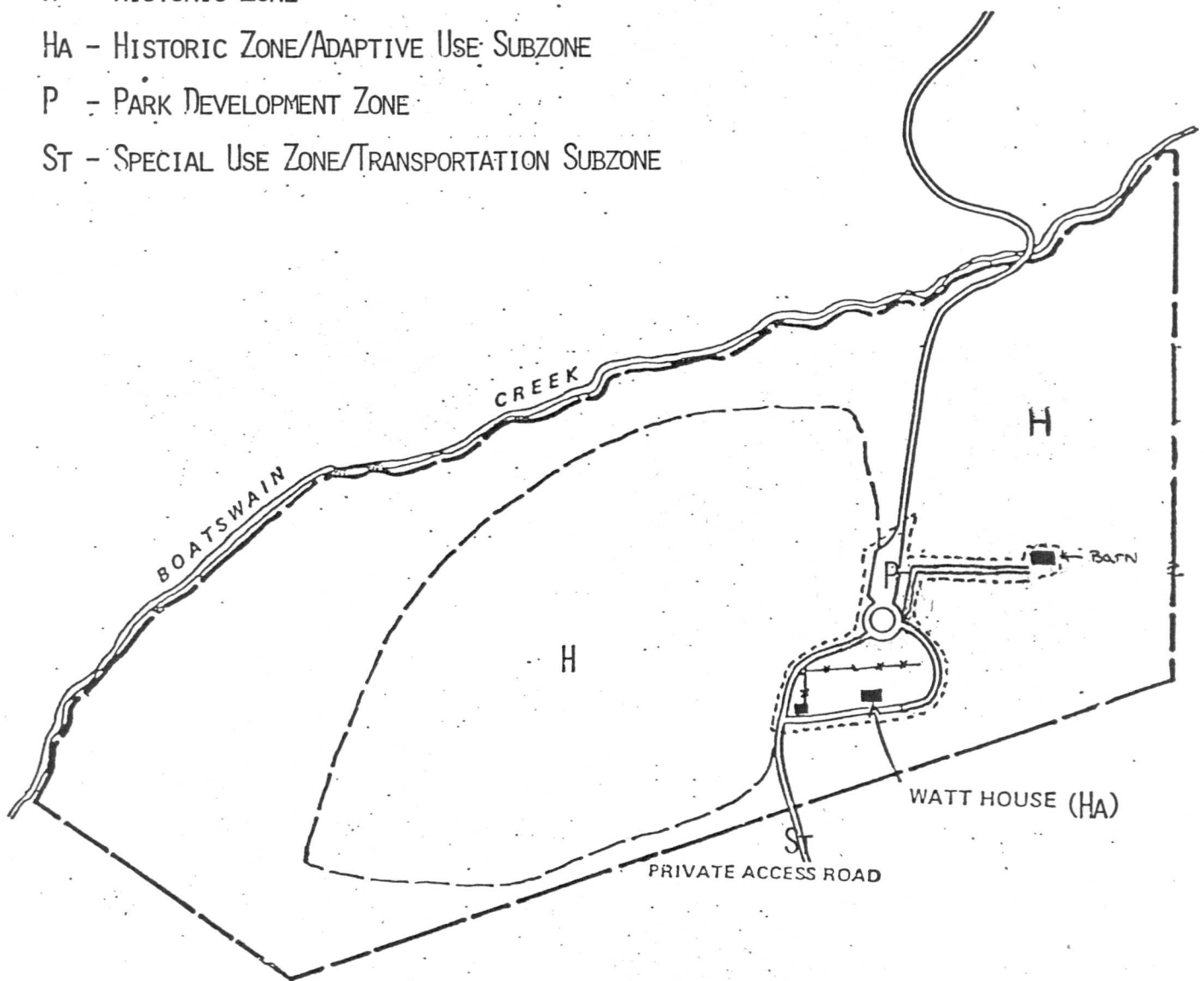
25.

H - HISTORIC ZONE

HA - HISTORIC ZONE/ADAPTIVE USE SUBZONE

P - PARK DEVELOPMENT ZONE

ST - SPECIAL USE ZONE/TRANSPORTATION SUBZONE



EXISTING PARK

PAVED ROAD

TRAIL

0 100 200 300
FEET



COLD HARBOR

26.
and

GARTHRIGHT HOUSE

Cold Harbor
NATIONAL CEMETERY

TO OLD COLD HARBOR

GARTHRIGHT HOUSE (HA)

VA. ROUTE 158

VISITOR CENTER

VA. ROUTE 156
TO CANE'S MILL
& MECHANICSVILLE

STATE
HISTORICAL
MONUMENT

TO WATT HOUSE
5 MILE

- H - HISTORIC ZONE
- HA - HISTORIC ZONE/ADAPTIVE USE
SUBZONE
- P - PARK DEVELOPMENT ZONE
- PA - PARK DEVELOPMENT ZONE/ACCESS
CIRCULATION SUBZONE
- ST - SPECIAL USE ZONE/TRANSPORTATION
SUBZONE

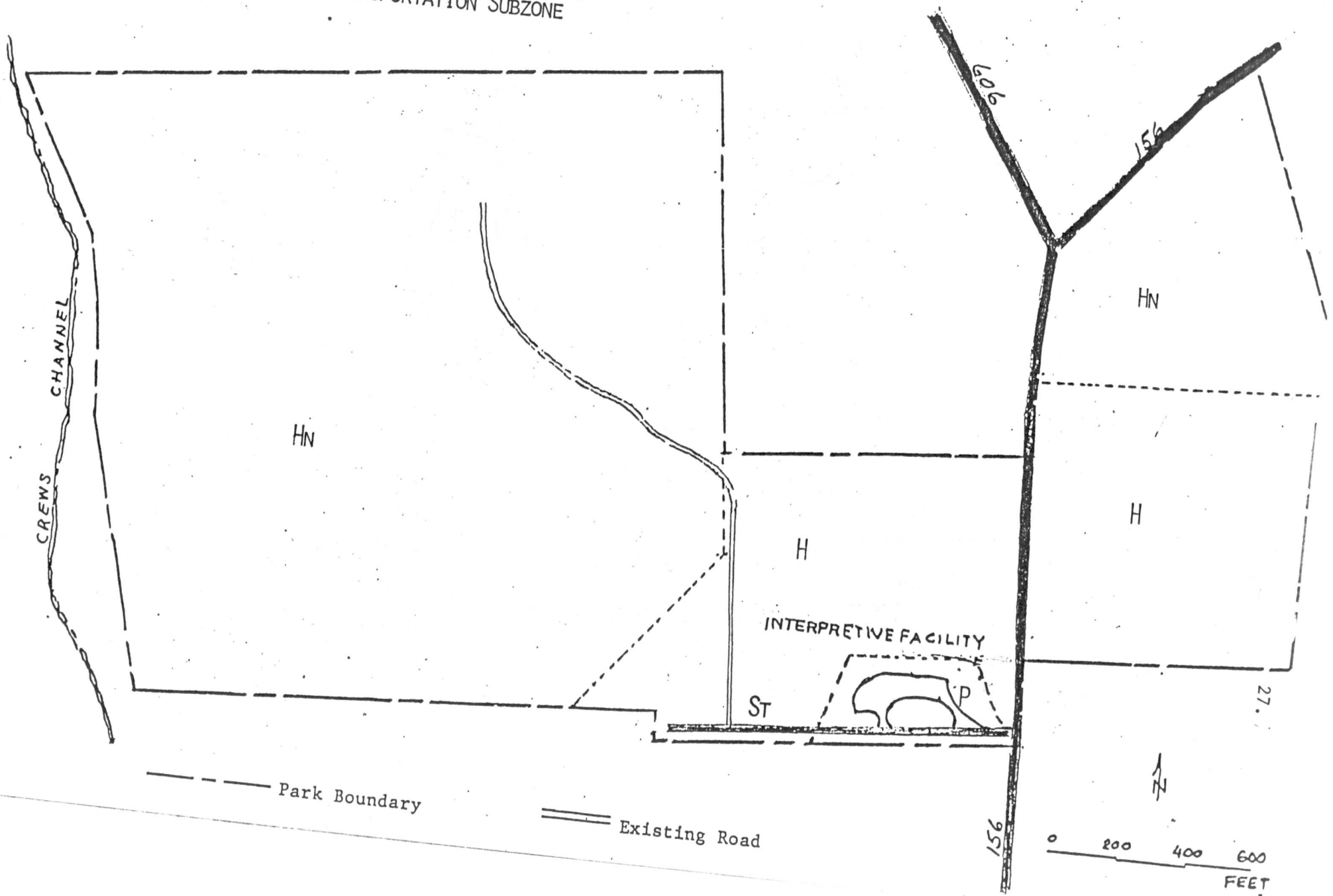
EXISTING PARK

EXISTING BUILDING
PAVED ROAD

N
↑

- H' - HISTORIC ZONE
- HN - HISTORIC ZONE/NATURAL SUBZONE
- P - PARK DEVELOPMENT ZONE
- ST - SPECIAL USE ZONE/TRANSPORTATION SUBZONE

MALVERN HILL



FORT HARRISON

28.

PARK BOUNDARY = HISTORIC ZONE UNLESS OTHERWISE NOTED

PA - PARK DEVELOPMENT ZONE/ACCESS CIRCULATION SUBZONE

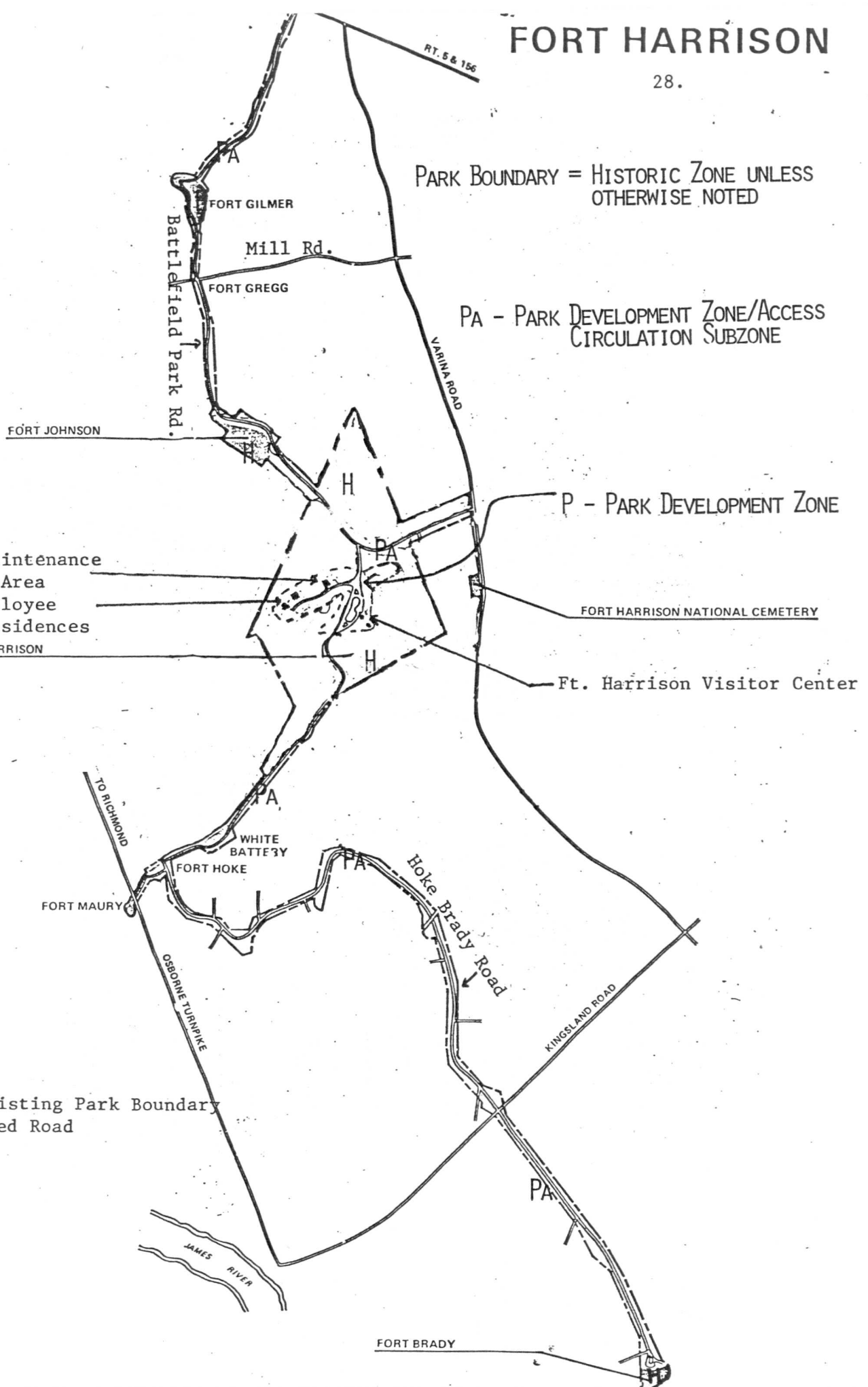
P - PARK DEVELOPMENT ZONE

FORT HARRISON NATIONAL CEMETERY

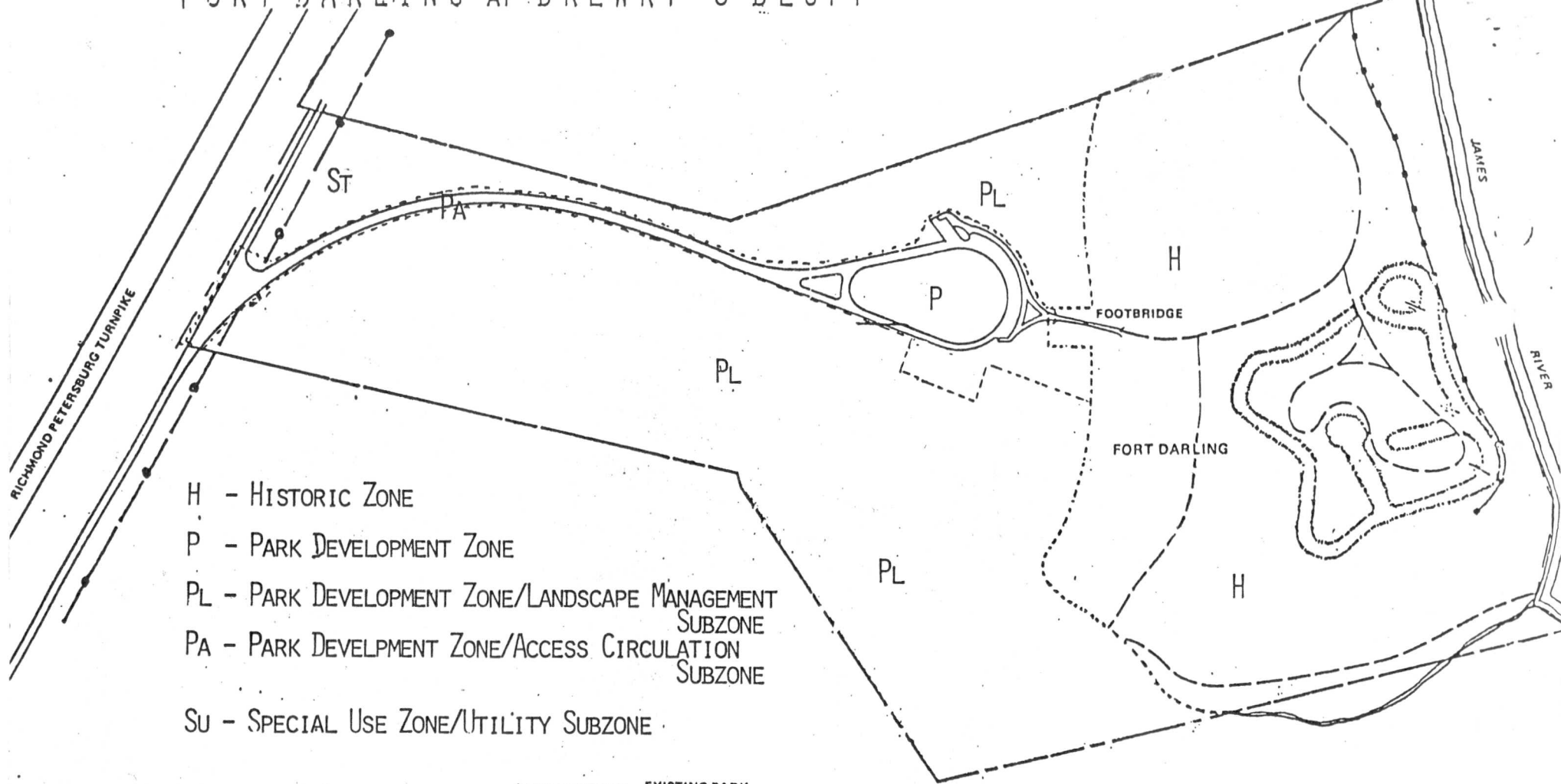
Ft. Harrison Visitor Center

Maintenance
Area
Employee
Residences
FORT HARRISON

--- Existing Park Boundary
== Paved Road

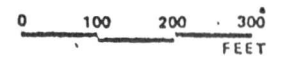


FORT DARLING AT DREWRY'S BLUFF



- H - HISTORIC ZONE
- P - PARK DEVELOPMENT ZONE
- PL - PARK DEVELOPMENT ZONE/LANDSCAPE MANAGEMENT SUBZONE
- PA - PARK DEVELOPMENT ZONE/ACCESS CIRCULATION SUBZONE
- SU - SPECIAL USE ZONE/UTILITY SUBZONE

- EXISTING PARK
- Zone, subzone boundaries
- ROADS
- TRAILS
- EARTHWORKS
- VEPCO Transmission Line



PARKERS BATTERY

30.

29.