

CULTURAL RESOURCES PLAN

INTENT

The 1998 Prince William County Comprehensive Plan states that "a community, rich in tradition, that takes pride in its past and respects that past is a community with a well-defined character. Prince William County promotes the identification, evaluation, and protection of cultural resource sites throughout the County, as well as the tourism opportunities these sites present." The intent of this Cultural Resources Plan is to facilitate and encourage the identification and protection of the significant cultural resources (i.e. architectural, archaeological, and historical sites and districts). While most of the historic resources of Gainesville and the area encompassing the Sector Plan area no longer exist, remnants of that past are still present and worthy of evaluation, protection, and/or documentation. Of equal importance is the need for land uses within the Sector Plan area to respect and minimize impacts on the important historic resources immediately adjacent to the Sector Plan area including the Buckland Historic District and the Town of Haymarket. The following provides a brief overview of the areas history and historic resources. It is not complete but is intended as a reminder that project planning needs to take into consideration historic and prehistoric resources. Resources should be identified and their significance and integrity evaluated in cooperation with citizens and the County. Appropriate preservation and documentation actions should be carried out where warranted.

Overview of History and Historic Resources

Gainesville

The location known as Gainesville began as New Stable, a stagecoach stop where the old Shenandoah-Dumfries Road crossed the Warrenton-Alexandra Road (later turnpike). Gainesville was named after a Welsh property owner, Thomas B. Gaines, who sold a right of way to the Manassas Gap Railroad Co. (chartered 1850), with the condition that all passenger trains stop here. By 1858 Gainesville had become the leading market town of the Middle Grounds, a shipping point for grain, timber and stock. Not considered a strategic point for military support during the civil war, Gainesville was described as a "small cluster of buildings" in 1862 with about four buildings as identified by civil war maps. The community survived as a farming community in the early part of the 20th century, and a major cattle-shipping point through the early 1960's. In the early part of the 20th century many of the Gainesville residents were also employed in the lumbering industry near Centerville. Many pre-civil War homes in the Gainesville area were still standing in the 1950's (PWC Historical Society 1986:53). Much of that architecture does not remain today. The Gainesville United Methodist Church (ca 1880), the Gainesville Elementary School (ca 1935), Woodlawn (ca 1780-90, c1800, c1830), Hillcrest Farm (ca 1903), Methodist Parsonage (ca 1880), North Fork Steel Truss Bridge (ca 1920), and other late 19th and early 20th century vernacular architecture are reminders of the area's historic past. At least 5 cemeteries are located within the sector. Few of the remaining historic resources within the Sector Plan area have been evaluated to determine significance and eligibility for listing on County, State, and National Registers.

Buckland Historic District

The Buckland Historic District is significant historically and architecturally, representative of the small, mill oriented communities that characterize much of the Virginia Piedmont from the late 18th through 19th centuries. Chartered by the Virginia legislature in 1798, Buckland was the first inland town established in Prince William County. Buckland today retains a high degree of integrity. Many of the buildings date back to 1743 or before. The mill and village at Buckland present an unusually complete suggestion of its original character and appearance. Archeological evidence of Native American inhabitation dating back to Early Woodland (1500-1100), early European encounter, colonial inhabitation, civil war, and daily living from the late 1800's to present have been found within and adjacent to the Historic District and around the intersection of Routes 15 and 29. Buckland's mills were a target of both sides during the Civil War, and several military encounters took place within and around the town (see Civil War below). Buckland is probably one of if not the most significant historic districts in the County.

Haymarket

In the mid-eighteenth century, a new west-to-east tobacco road was developed from Quantico to Thoroughfare Gap intersecting the Carolina Road at what is today Haymarket. At this cross-roads was an ordinary called the Red House Tavern (circa 1780), built by William Skinker. In 1787 the area came to be known as a sports center for horse racing. The name Hay Market derived from the large amounts of hay used at the racetrack and sold at the Red House Tavern on Race Day. In 1798, William Skinker set aside a portion of his land as a subdivision for a town, and on January 11, 1799, the state General Assembly enacted "that the land of William Skinker, lying at a place known as the Red House..."shall be established as a town, by the name of Hay-Market." On November 4 1862 all but 4 buildings in the Town were burned by Federal troops. One of those buildings, St Paul's Episcopal Church was burned the following year. After the Civil War Haymarket grew back to its former size and prosperity. While the town has been pushed into the twenty-first century with many old buildings being replaced with newer structures, the Town retains its village character with tangible remains of its rich heritage still present as evidenced by church, residential, and government structures from the post Civil War era. The Town was incorporated in 1882.

Civil War

While the first Battle of Manassas bypassed Haymarket in July of 1861, wounded and sick were brought the town from the battle and 80 Confederate casualties were buried on the south side of St Paul's. Within the area of Gainesville, Haymarket, and Buckland skirmishes and minor engagements occurred between Federal and Confederate troops at different periods in the War. General Stonewall Jackson marched through the area with his troops on August 26, 1862, and captured nearby Bristoe Station later that evening. Prior to the second Battle of Manassas, there was a brief skirmish in the vicinity of Haymarket between J.E.B. Stuart and federal cavalry on August 28 of 1862. On June 21, 1863, Confederate and Federal forces skirmished at Haymarket as Lee's army moved north towards Gettysburg. Another skirmish occurred on June 25, when Stuart's army bombed a Federal wagon train passing through Haymarket.

Probably the most famous engagement referred to as the "Buckland Races" occurred within and around Buckland on October 18, 1863. In a feigned retreat, Confederate General J.E.B. Stuart drew Union General Kilpatrick's troops, including a brigade commanded by General George Custer, toward Warrenton, exposing the Union flank and rear to an attack by General Fetzghugh Lee. A portion of the site of the engagement lies within the western portion of the Sector Plan area.

Native American Past

Native American trade routes once past through the Sector Area. Colonial Col. Abraham Wood identified a major trail in 1662 as the Susquehannock Plain Way; it was later known as the Iroquois Trail. The road ran east of the Blue Ridge Mountains from Pennsylvania to the Carolinas, and, as the Europeans encroached upon the western frontier, it provided a path that skirted settled areas in the tidewater region. By mid-eighteenth century it had become a major inland trade route for colonists. The route was called the Carolina Road or "the Rogues Road". Today traces of Native American trails that later became colonial roads can still be found within the Sector Plan area. Evidence of early Native American subsistence occupation of the areas can still be found in archeological remains.

ACTION STRATEGIES

- CR-1** Require applicants for rezoning, special use permits, Comprehensive Plan amendments, and public facility reviews to conduct appropriate records research on prehistoric, historic resources, and cemeteries, and submit such research with these applications. At the time of rezoning or special use permit, require Phase I level cultural studies, as defined by the Virginia Department of Historic Resources, which include an investigation of prehistoric, colonial, Civil War, and pre-1950 historic resources. Phase II evaluation studies and Phase III studies/treatment plans would be conducted if warranted by the Phase I results.
- CR-2** At the earliest stages of project planning, applicants should take into account cemeteries, and historic structures or sites that have been determined eligible for listing on the Virginia Landmarks Register, the National Register of Historic Places, or the County's list of designated cultural resources. Eligible resources should be incorporated into the project design and be preserved or mitigation measures provided to reduce impacts. There should be documentation (photo, written histories, drawings, object recovery and cataloging) of eligible resources altered or destroyed by a project.
- CR-3** The results of all Phase I and II studies shall be submitted to the County at the time site/subdivision plan approval is sought. All site/subdivision plan submissions are to demonstrate the incorporation of the appropriate measure to preserve or mitigate impacts on significant resources.
- CR-4** All applicants will distribute copies of any cultural resource report prepared in conjunction with these action strategies, as they relate to the applicant's property, to the appropriate repositories and libraries.

- CR-5** Land use within the Sector Plan area immediately east of Buckland Historic District should be Agriculture/Estate consistent with the preservation of this important cultural resource.
- CR-6** The County should update its inventory of historic resources within the Sector Plan area, evaluate those resources based on National Register of Historic Places criteria, and determine eligibility for listing on County, State, and National Registers.
- CR-7** Transportation improvements should be planned in a way so as not to adversely impact historic, archeological and architectural resources in and immediately adjacent to the Sector Plan area.