

BC 3308

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Manchester Residential and Commercial Historic District 2018 Boundary Increase

Other names/site number: DHR #127-0859

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Along Semmes Avenue, Cowardin Street, and Jefferson Davis Highway

City or town: Richmond State: VA County: Independent City

Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,


I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B X C ___ D

	<u>11-16-18</u>
Signature of certifying official/Title:	Date
<u>Virginia Department of Historic Resources</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

Joe Sullivan
Signature of the Keeper
Fu

12/20/2018
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>84</u>	<u>20</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>84</u>	<u>20</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC: Single Dwelling, Multiple Dwelling

COMMERCE: Business, Specialty Store, Restaurant, Warehouse, Auto Showroom,
Service Station

GOVERNMENT: Correctional Facility: Police Station

EDUCATION: School

RELIGION: Religious Facility: Church

INDUSTRY/PROCESSING/EXTRACTION: Manufacturing Facility

Current Functions

(Enter categories from instructions.)

DOMESTIC: Single Dwelling, Multiple Dwelling

COMMERCE: Business, Specialty Store, Restaurant, Warehouse, Service Station

EDUCATION: School

RELIGION: Religious Facility: Church

INDUSTRY/PROCESSING/EXTRACTION: Manufacturing Facility

FUNERARY: Mortuary: Funeral Home

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN: Italianate

LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Craftsman,
Commercial Style

MODERN MOVEMENT: Art Deco, Moderne, Modernist, International Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

Wood: weatherboard, shingle, plywood

Brick

Concrete

Metal

Synthetics

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Manchester Residential and Commercial Historic District 2018 Boundary Increase consists of four separate sections (1 and 2 to the north and west; 3 to the southwest and 4 to the southeast of the existing district). Like the original district, these four areas were part of the original City of Manchester/Manchester Ward annexed by the City of Richmond in 1910 and 1914, and are inextricably connected to the development and history of Manchester. Both Section 1 to the north of the existing district and Section 2 to the west were platted with Manchester in the mid-nineteenth century, as was the smallest boundary increase area, Section 4. Section 1 includes a ca. 1953 complex of brick commercial buildings and a 1951 school, while Section 2 has an assortment of early to mid-twentieth century industrial buildings as well as one mid-twentieth century service station. Section 3 is the largest expansion area and is located roughly southwest of the original district. The portion of Section 3 north of Maury Street was platted with Manchester in the mid-nineteenth century, although most of the extant buildings were developed in the early twentieth century with sporadic earlier and later buildings. The portion of Section 3 south of Maury Street was platted by the Richmond & Manchester Land Company chartered in

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1896 (n.a. 1896), however most development occurred following the annexation of Manchester by the City of Richmond, and continued through the mid-twentieth century. Section 3 contains a diverse assortment of residential and commercial properties that followed the development patterns found in the existing historic district. The commercial and industrial properties are generally located along Hull Street, Jefferson Davis Highway/Cowardin Avenue, and the parallel Atlantic Coast Line (A.C.L.) Railroad corridor roughly two blocks to the west. A handful of residential properties is located along Bainbridge Street in the blocks east and west of Cowarding Avenue, as well as a large, three-story commercial building constructed in 2005; the latter building is included in the expansion area in order to avoid creating a hole within the district boundaries. Section 4 contains a single property with a c. 1948, brick, two-story, industrial building with a poured concrete foundation. All of the existing district's boundaries were examined to identify all appropriate areas for expanding the district. Since the Manchester Residential and Commercial Historic District originally was listed in 2002, its boundaries were expanded once in 2006 to include 12 properties. The Manchester Industrial Historic District (NRHP 2000) is located northeast of the Manchester Residential and Commercial Historic District; the former's boundaries were increased in 2004 and 2012. The small Springhill Historic District (NRHP 2014) is northwest of the subject district. Immediately east of the subject district is the proposed Manchester Trucking and Commercial Historic District, while southeast of the existing district is the proposed Blackwell Historic District. Finally, the Atlantic Coast Line Railroad Corridor was recommended eligible for the NRHP following intensive survey in 2018. The corridor parallels the western edges of the Sections 2 and 3 expansion areas. As a result, the boundaries of the Manchester Residential and Commercial Historic District will reach their fullest extent with the current nomination to increase the boundaries.

Narrative Description

The four expansion areas incorporate a total of roughly 55 acres of development generally bordering the north, south, west, and southeast edges of the original historic district. Section 1 includes portions of two blocks along Semmes Avenue and McDonough Street between W. 14th and 15th Street. Section 2 includes blocks between Perry and Wall Street and extends as far west as the former Atlantic Coast Line (A.C.L.) Railroad corridor. Section 3 is the largest of the four expansion areas. It extends the historic district boundary as far south as Boston Avenue, and as far west as the former A.C.L. Railroad corridor, with resources concentrated along the generally north/south running Cowardin Avenue (also known as Jefferson Davis Highway and U.S.-1) and the east/west running Bainbridge, Hull, Decatur, Stockton, Everett and Maury streets. Section 4 is comprised of a single property on the southeastern edge of the original district in the middle of the E. 15th Street block between Hull and Decatur streets.

Development within all four expansion areas occurs on blocks set in a mostly gridded pattern created by a continuation of the streets situated within the original historic district. The southernmost part of Section 3, along Cowardin Avenue/Jefferson Davis Highway has a more irregular development pattern with large parcels occupied by commercial and industrial resources.

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Following the precedent set by early development along Hull Street, the properties within the four expansion areas are primarily oriented towards the east-west streets, with the exception of those fronting Jefferson Davis Highway in Section 1 and Cowardin Avenue in Section 2. The north-south streets in all four expansion areas are numbered while the east-west streets follow two separate naming conventions. Those between Hull and Maury Streets were named for military heroes during an early plat of Manchester in the mid-nineteenth century and include Decatur, Stockton, Everett, and Maury. The streets south of Maury Street are named for various American places ascending alphabetically to the south and include Albany and Boston. The blocks east of Cowardin are subdivided into smaller suburban-sized residential lots while the blocks west of Cowardin are larger and more irregularly sized and shaped, conforming to their commercial and industrial use.

Much of the overall boundary expansion, including portions of Section 1 and all of Sections 2, 3, and 4, are comprised of urban blocks platted as the Town of Manchester in 1856; consequently, they are very similar in layout when compared to the existing historic district. These areas adhere to a gridded block layout established during the nineteenth century and focused along the Hull Street corridor (at that time known as the Turnpike Road), which extended from Richmond southwestward to the coal mines of Midlothian in neighboring Chesterfield County. In this area the parallel streets were numbered beginning at the James River, and the cross streets were named after American naval heroes. The blocks west of Jefferson Davis Highway and Cowardin Avenue/Jefferson Davis Highway (which was developed in the nineteenth century as the Petersburg Turnpike) are more irregular in shape as they were developed with larger industrial and commercial concerns. The grid pattern is also interrupted by the Richmond and Petersburg Railroad corridor platted in 1836.

Streets in the original Manchester plat vary in width and design and generally have curbs, including historic granite in select locations. All of the streets are paved with asphalt, but only Hull, Cowardin, Decatur, and Maury Streets have painted center lines and shoulders. Section 1 is somewhat differentiated because it has two properties on relatively large parcels, a mid-twentieth century commercial complex with three buildings and a 1951 school with adjacent playground. The streets in Section 2 are slightly narrower than their counterparts across Cowardin Avenue in the original district, and also extend at a slight angle northwesterly angle to the established grid, resulting from their location between Cowardin and the railroad corridor. In Section 3, the portion of Hull Street west of Cowardin remains in the same configuration as the street's length in the existing historic district. It is roughly 40 feet wide with two lanes of travel in each direction. The other streets west of Jefferson Davis Highway in this section are more irregular as a result of mixed-use and development, although the streets and cross streets are generally two-way travel and between 15 feet and 40 feet wide. East of Jefferson Davis Highway in Section 3, Decatur and Stockton Streets, which are closest to Hull Street and were likely the earliest developed in the expansion area are both approximately 40 feet wide, although limited to one lane of travel in each direction plus a designated parking lane on each side. Meanwhile Everett and Maury Street are slightly narrower at 30 feet. The numbered cross streets in this area are

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narrower yet, at roughly 20 feet, necessitating some to be limited to one-way travel of vehicular traffic. Street widths are consistent in the Richmond-Manchester Land Company Plat between Maury and Dinwiddie with primary named streets at 30 feet wide and numbered cross streets at 20 feet. Section 4 is within the street configuration of the existing historic district.

The widest street within the expansion areas is Cowardin Avenue in Section 2 and its continuation, Jefferson Davis Highway (U.S. Route 1) in Section 3, which also was historically the Richmond-Petersburg Turnpike. This route was widened and reconfigured substantially in 1934 through a Works Progress Administration project that included construction of the Robert E. Lee Memorial Bridge across the James River from Richmond. The road is currently configured with three lanes of travel in each direction, divided by a narrow grassy median.

Pedestrian infrastructure varies throughout the four expansion areas, although most areas have some form of sidewalks. In Section 3 east of Jefferson Davis Highway and in Section 4, all blocks and streets have sidewalks flanking both sides of the road. On the primary named streets the sidewalks are set back with a narrow grassy berm between them and the road, while on the numbered cross streets the sidewalks immediately abut the roadway. West of Jefferson Davis Highway, sidewalks are limited to those sections of blocks and streets that remain residential, while sidewalks have been removed or were not historically present in the more industrial areas. Sections 1 and 2 have sidewalks immediately abutting the road.

Lot sizes throughout the expansion areas vary depending on location and associated development area or subdivision. Because the properties in the older areas of Section 3, closer to Hull Street were developed individually and not part of a platted subdivision, their lot dimensions vary considerably. Individual blocks also vary in development orientation. On some blocks, all properties face the numbered cross streets, on others they all face the named streets, and on others yet there are a mix of properties facing the named and numbered streets. Between Jefferson Davis Highway and the railroad corridor lot size is further varied as a result of commercial and industrial development where parcels have been merged to create large, irregularly shaped properties. In Sections 1 and 2 the lots are quite large, in some cases occupying nearly an entire city block. Section 4 has a single commercial building and its rectangular lot is similar in size to nearby lots within the original district. Commercial and industrial properties along Cowardin Avenue and to the west in Sections 2 and 3 often have private driveways as well as parking lots or other open spaces for vehicle and equipment storage.

Building size, scale, setback, and density also vary somewhat throughout the expansion areas due to differing development timelines. The mid-twentieth century commercial complex and former school in Section 1 have spacious lots and wide setbacks, and the buildings themselves have horizontal massing. In Section 3, building setback is based in part on location within the antebellum Manchester plat or the 1896 Richmond-Manchester Land Company Plat. Setback is minimal to none in the Manchester plat, with many houses and commercial buildings set immediately adjacent to the sidewalk or with only a narrow strip of yard, often set behind a bermed knee wall, between the front porch and the sidewalk. The limited setback, coupled with

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the often narrower lots in Section 3, results in a higher density of development. Commercial buildings along Hull Street adhere to the size and scale of residential development in the area, while along Coward Avenue/Jefferson Davis Highway, larger, later buildings on large parcels are the norm. Buildings in Sections 2 and 4 also occupy much of their respective lots and blocks with minimal setback.

Despite slight variations in street widths, lot sizes, and building configurations throughout the four expansion areas, their respective development is generally visually cohesive and in keeping with streetscapes within the existing historic district boundaries. A consistent pattern of gridded block layout, comparable development scale, and architectural styles unify the historic district and lend a common feeling and association to its various sections.

ARCHITECTURAL ANALYSIS

As a whole, the expansion to the Manchester Residential and Commercial Historic District retains a diverse collection of residential and commercial architecture similar to that in the existing district boundaries, and represents a wide-range of typical and popular styles from the late nineteenth through the mid-twentieth century, reflecting the growth and development of Manchester during that period. The majority of historic properties in the four expansion areas are commercial and industrial buildings, along with a handful of single-family dwellings and a few duplexes along Bainbridge Street in Section 3. In Section 1, a former school is an interesting example of Modern architecture with character-defining horizontal massing and fenestration. Distinct patterns in architectural idiom are present in the various streets and blocks that compose the expansion areas which help to narrate the evolution of the historic district from its earliest development through the present day. The ratio of historic properties to modern infill remains high, as does the historical integrity of the individual resources.

Section 1

Section 1 contains two properties. Occupying much of the block bounded by Semmes Avenue, W. 14th Street, McDonough Street, and W. 15th Street, the first property (DHR #127-7195-0072) consists of a mid-twentieth century commercial complex that historically functioned as an automobile shop. Built ca. 1953, the main building faces Semmes Avenue near the western corner of the parcel. It is a two-story rectangular building with two one-story blocks. The building is built into the lot's sloping grade. The masonry building has a brick veneer laid in American bond and has a flat roof with a parapet wall. A slight Art Deco influence is evidenced by the cantilevered aluminum eyebrow ledge over the main storefront. Extending northwest-southeast through the middle of the parcel is a long, one-story building consisting of multiple blocks. The c. 1953 masonry building is constructed of concrete block and brick laid in American bond. The majority of the many bays are filled with garage doors. A flat roof, outlined with a parapet wall, covers the building. At the northeastern corner of the parcel is a small, one-story building with a Y-plan, also built c. 1953. The masonry building has brick veneer laid in American bond, a flat roof, and curved corners along the building's Semmes Avenue elevation.

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Near the middle of the parcel is a non-contributing, one-story metal shed with a gable roof; built c. 1970, it postdates the district's period of significance.

The second property in Section 1, located at 1420 McDonough Street (DHR #127-7195-0073), is a former public school, constructed in 1951, that now functions as a daycare facility. Featuring the low-slung, horizontal massing that typified mid-twentieth century Modern design, the single-story masonry building has an L-plan, rises from a concrete foundation, and has brick-veneered walls laid in a stretcher bond. The main block has a flat roof punctuated by a wide brick furnace stack, while the rear ell has a shed roof. Facing McDonough Street, the north façade's primary entry is recessed within a sheltered overhang supported by metal posts set on an integral brick planter, a character-defining feature of the building's Modern style. To the west of the double-leaf entry there is a large window consisting of a pair of multiple-pane, fixed windows. Remaining fenestration on the north façade consists of short, rectangular window openings with operable sash featuring thick horizontal muntins that further emphasize the building's horizontality. The south (rear) elevation has larger windows in groups of two and three; these also have horizontal muntins. On the rear ell, a wide roof overhang shelters a continuous band of awning windows and doorways that lead out to a courtyard playground.

Although these two properties are not functionally related to one another, their respective designs are complementary in form, materials, and massing. Built in 1951 and 1953, the properties relate to the existing historic district in terms of scale and historical association. While the school provided education for the neighborhood's children, commercial properties such as the Semmes Avenue example offered employment opportunities to nearby residents during the post-World War II economic (and baby) boom times.

Section 2

Section 2 is located west of the existing historic district boundaries and includes four buildings set on portions of three city blocks. The property at 1901 Wall Street (DHR #127-7195-0068) is a c. 1960 one-story, rectangular, masonry, astylistic building with brick veneer laid in American bond. A flat roof with a parapet wall covers the building. Now used as an auto repair facility, the building's south elevation along Wall Street has a mix of pedestrian entrances and garage doors, while the short east elevation has four regularly spaced windows. The north (rear) elevation, facing an adjacent parking lot, is filled with very large overhead garage doors. At the northern end of the parcel is a c. 1960 one-story, rectangular, concrete block building with a flat roof. The building's original use appears to have been as a warehouse. Presently, all visible doors and windows have been infilled with concrete block. Standing between these two resources is a c. 2000, large rectangular building constructed of concrete block and metal sheeting and covered with a front-gable roof. The east facade is defined by a one-story, projecting bay clad with textured concrete block and covered with raised seam metal roofing. A centered entry has two double-leaf doors, above which is a triangular, multiple-light window and projecting gable peak. Fenestration along the side elevations consists of fixed sash. This large building does not

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contribute to the historic district because it postdates the period of significance by several decades.

Across the street, the property at 1731 Wall Street (DHR #127-7195-0069) includes a c. 1920 one-story, flat-roofed, masonry building that consists of two long, rectangular sections separated by a masonry wall (indicated by a bisecting parapet about halfway along the building's length). Originally along its east façade, the building had regularly spaced, large, inset openings that now are mostly infilled with brick but for a few newer windows with double-hung sash and single-leaf doors. The openings originally likely had large, multiple-light industrial steel-framed sash and/or garage doors. The west (rear) wall has small, high-set windows with a mixture of six-light steel sash and sash with three horizontal lights. A paved parking lot extends along the south half of the east façade.

Immediately to the east at 214 Cowardin Avenue (DHR #127-7195-0070) is a c. 1950 two-story, rectangular, masonry building with a continuous brick foundation. Alterations have removed many character-defining features, but the building appears originally to have been Moderne in style. The flat roof with a parapet wall is covered in built-up materials and the exterior is clad in brick veneer laid in American bond. The east façade has been renovated. The centered primary entrance has multiple sets of glazed double doors flanked by storefront windows. A projecting, barrel-vaulted canopy with round metal posts shelters the entry. The remainder of the facade has been covered with vertical composite siding, but it retains original curved walls as shown on a 1950 Sanborn map. An intersecting pylon bears lettering for the building's current name. The south elevation along Wall Street retains ribbon windows along the first and second stories, with original glass block still present in the first-story windows and replacement one-over-one sash on the second story. A small number of windows with single and paired one-over-one sash are placed between two inset entries with replacement doors; the westernmost entry is surmounted by a large rectangular window with original glass blocks. A paved parking lot extends along the north elevation.

Across the street at 206 Cowardin Avenue (DHR #127-7195-0071) is a c. 1940, one-story, brick service station with some minimal Moderne references such as smooth stuccoed walls and rounded corners. The east facade features a glazed pedestrian entrance and storefront windows as well as two garage door openings with replacement metal overhead doors. The north (side) wall has two windows that retain metal sash and an entry with a replacement single-light door surmounted by a multiple-light transom. The west (rear) elevation has four regularly spaced windows that retain original metal, multiple light sash. The south (side) wall has two large windows with original multiple-light fixed windows. A flat roof, hidden by a parapet wall, covers the building and the roof is pierced by a single brick chimney.

These four properties were built across four different decades but in terms of historical uses are quite similar. The earliest building is the c. 1920 warehouse, which has minimal architectural embellishment, as had become the norm with most industrial properties by the second quarter of the twentieth century. As a result, the warehouse built in 1960 is remarkably similar in form,

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massing, materials, and design. The two-story industrial building that dates to c. 1950 has been altered, but retains enough original features to indicate it originally was a vernacular interpretation of Moderne style. The c. 1940 service station across the street, while much smaller, also has Moderne references. As a result, the built environment in Section 2 is quite harmonious and appropriately scaled when compared to the residential blocks on the east side of Cowardin Avenue, within the existing district boundaries.

Section 3

In Section 3, a handful of residential along Bainbridge Street were built in the last decades of the nineteenth century through the first decade of the twentieth century. For the most part, commercial and light industrial resources date to the 1920s and early 1930s, following annexation of Manchester by Richmond and an ensuing real estate boom. Development resumed after World War II era, but trailed off by the 1950s as demographics changed in the surrounding areas. New construction remained rare through the rest of the twentieth century.

The earliest development in Section 3 is contemporary to the bulk of development in the existing historic district boundaries and dates to the last decades of the nineteenth century after Manchester was incorporated in 1874. This was a period of relative wealth and expansion for Manchester as reflected by the many larger and high-style residences built at that time. While many of the wealthier residents generally lived on the north side of Hull Street within the original historic district, Section 3 contains a handful of such properties. The dwelling at 1731 Bainbridge Street (DHR #127-7195-0048) is a good example of a frame Italianate house from the early twentieth century. Featuring a boxy form, its shallowly pitched roof is accentuated by a heavy compound and bracketed cornice. The building is further adorned by a wrap-around porch with a denticulated cornice supported by Ionic columns with an ornate turned balustrade. The south façade's primary entrance has plain wood casing and a single-leaf door. The first-story windows have floor-to-ceiling height, two-over-two, wood-framed sash with matching casing, as do the smaller second-story windows. Farther east is a front-gabled, frame dwelling at 1727 Bainbridge Street (DHR #127-7195-0049) that dates to c. 1920. Featuring the perennially popular Colonial Revival detailing (found throughout historic neighborhoods in Richmond), the house has a one-story, full-width porch with square posts and a turned balustrade and returned eaves. The primary entrance has a replacement six-panel doors, while the simply cased windows have one-over-one wood sash. Next door is an example of more recent infill construction; built in 2017, the frame dwelling at 1723 Bainbridge Street (DHR #127-7195-0050) has muted Folk Victorian details with a full-width front porch with turned posts and a square balustrade, as well as a small diamond-shaped window in the gable peak. It is distinguished from nearby historic-age housing stock by use of vinyl siding and plain concrete block foundations; such housing has been constructed in recent years using grants from the federal Department of Housing and Urban Development. Other historic-age dwellings on Bainbridge Street include examples of townhouse forms with rectangular footprints and rear-sloping roofs concealed behind parapets. These frame houses typically have one-story, full-width porches with square posts and balustrades and symmetrical fenestration. East of Cowardin Avenue on the south side of Bainbridge Street that

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are five substantial examples of American Foursquare forms with Colonial Revival or Craftsman detailing on full-width front porches. Both single-family and duplex dwellings are present, and two of the buildings are of brick construction. A side-gabled, two-story Colonial Revival with a stuccoed exterior also is located along this section of Bainbridge. All of the dwellings were built c. 1920.

In addition to stylistically-influenced buildings, Section 3 includes a small assortment of vernacular dwellings that reflect hall-and-parlor, I-house, and bungalow/shotgun forms but lack overt stylistic references. A two-story, frame dwelling at 15 E. 20th Street is distinguished by the façade's centered gable peak projecting from the side-gable roof and a one-story, full width, hipped roof porch. A similar house is across the street, while the parcels closer to Cowardin Avenue have modest concrete block commercial buildings.

The commercial buildings in Section are similarly diverse. Along Hull Street, there are a few survivors of late nineteenth century development, most notably a large Italianate building with four storefronts at 1810-1818 Hull Street (DHR #127-5826). Although the storefronts have been altered with new infill materials or are boarded over, the north façade retains a molded, denticulated belt course that extends above the storefronts, brick pilasters flanking each storefront, and a heavy, compound cornice with ornate brackets and consoles. Immediately to the west stands a c. 1920 two-story commercial building at 1822 Hull Street (DHR #127-7195-0034). Its storefront has a cutaway corner, large display windows and a single-leaf glazed door. The second story has three windows with one-over-one sash and concrete lintels, and a parapet roof with decorative brickwork.

Commercial and industrial development increased during the early twentieth century, primarily driven by the increase in automobile traffic along U.S.-1 and rail traffic along the A.C.L. Railroad corridor. These buildings range in style from astylistic masonry buildings built of concrete block and brick to more ornate examples of Art Deco and Moderne styles. 1901 Hull Street (127-7195-0061) reflects a common vernacular commercial building through its plain brick façade accentuated only through a raised central parapet topped by terra cotta coping, and punctuated by industrial casement windows. A similar building but on a smaller scale is set at 1910 Hull Street (127-7195-0032). A slightly more elaborate version stands at 7 E. 16th Street (DHR #127-7195-0007), which features a flat parapet with a full-width boxed brick panel over a storefront with a three part display window.

The building environment along Jefferson Davis Highway includes some examples of roadside architecture such as former service stations and restaurants, but most of the buildings within this portion of Section 3 are larger commercial or light industrial buildings. These buildings range from minimally embellished buildings that feature details such as simple horizontal banding to more high-style interpretations with clipped corners, fluted aluminum canopies, and large fins. Examples of buildings with Moderne influences are at 218 and 300 Jefferson Davis Highway, both of which feature clean lines, cantilevered eyebrow ledges, and tall signage fins.

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By the 1950s, development in Section 3 had slowed as most of the parcels had been developed. However, one of the expansion area's most distinctive buildings was constructed at this time. Located at 2005 Hull Street (DHR #127-7195-0039), the former Siegel's Grocery Store is one of the district's best examples of mid-twentieth century Modern architecture. The building features a bent-wood barrel roof form. Each massive California Cedar arch has a 90-foot clear span. Meanwhile, the front of the building features a wall of plate glass panels. The building was designed by architect J. Henly Walker and built by the Thorington Construction Company. At the time of its construction in 1957, it was Richmond's largest independent grocery market with 20,000 square feet of store space and parking lot to accommodate over 200 automobiles.

Section 4

Section 4 contains a single property (DHR #127-6156) with a c. 1948, brick, two-story, industrial building with a poured concrete foundation. Facing toward E. 15th Street, the façade has a central, stylized, two-story pavilion with flanking quoins, within which is an entry with a single-leaf, flush panel door. A cantilevered concrete overhang extends above the entry. Centered on the second story is a window with a six-light metal sash that has been altered to allow installation of a window air conditioning unit. The first story of red stretcher-bond brick veneer is topped on all sides by a narrow concrete belt course at the second-story level. The second-story walls are distinguished by a darker red, over-sized brick veneer laid in stacker bond, with another concrete belt course extending above. The brick parapet that surrounds the flat roof on all sides is composed of the same brick as used on the first story and has concrete coping that matches the two belt courses. A wide, brick elevator shaft is centered along the roof's northern edge and is subtly crowned by several courses of inset brick. On the north (side) elevation, the first story has three bays composed of large door openings with metal overhead doors and two adjacent rectangular windows with multiple-pane awning sash covered with vertical iron bars. On the second story, there are two sets of rectangular windows with multiple pane sash symmetrically placed above those on the first story. The south window on the second story that appears to have been added after the building's original construction. It is distinguished by a brick surround that does not match the brick used on other nearby windows.

INTEGRITY

The four expansion areas generally have good integrity when it comes to the district's historic development patterns, density, and infrastructure.

In Section 1, the commercial complex and the former school display excellent integrity of workmanship, design, materials, feeling, and association. Each building is in its original location. The historic setting for these properties is generally retained as well. The automobile shop complex has undergone minimal alteration with nearly all historic materials, finishes, and other features intact. Several of the plate-glass storefront windows on one building have been covered with plywood, although a missing section reveals the historic windows remain in place underneath. The former school is a fine example of Modern design with character-defining

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features such as an inset porch with integral planters, horizontal massing, and ribbon windows. In Section 2, the primary building on all four properties was built during the district's period of significance. Just one property, an industrial complex adjacent to the railroad corridor, has a non-historic building on its parcel. Several of the individual buildings within Section 2 also retain a high level of historical integrity from the period of significance. The Moderne service station continues to function as such, with the only exterior alterations being replacement garage doors and new storefront windows, but all set within their original openings. Across the street, the large Moderne commercial building has the poorest integrity, as the façade's full-height wrap-around windows have been covered or replaced with vertical siding and the primary entrance has been renovated with a new entry system, windows, and projecting canopy. The original fenestration pattern is still discernable and a distinctive signage fin is intact. The industrial buildings at the west end of Section 2 have been minimally altered, with some windows infilled with concrete block. Overall, this expansion area has high integrity of location, setting, feeling, and association, and generally consistent levels of integrity of workmanship, materials, and design.

In Section 3, the historic density of the development and suburban streetscapes remain intact as developed. The street and block patterns that were platted and developed from the mid-nineteenth century through the mid-twentieth century are retained along Bainbridge, Hull, Decatur, and Stockton streets. In general, roads have not been widened or rerouted nor has modern infrastructure interrupted these patterns. The exception is Jefferson Davis Highway, which has been widened, but still retains its original boulevard configuration with multiple traffic lanes flanking a grassy median. As the largest of the four expansion areas, Section 3 has the most diverse built environment, ranging from late nineteenth century Italianate dwellings and commercial buildings to sprawling, horizontally massed, 1950s and 1960s commercial and light industrial resources. While the east/west traveling streets of Bainbridge, Hull, Decatur, and Stockton streets are organic extensions of the existing district's historic gridded pattern of development, the important historic transportation corridors of the A.C.L. Railroad and Cowardin Avenue/Jefferson Davis Highway are associated with the rapid proliferation of trucking between the early and mid-twentieth century. This expansion area has vacant lots that interrupt the streetscapes, but very little recent construction that is out of character with the historic development. Integrity of location and setting is good as a result, as is integrity of feeling and association as an area that illustrates changing domestic and commercial patterns from the 1890s to the 1960s. Integrity of workmanship, materials, and design on individual resources is varied, with some buildings having few alterations to others having replacement storefronts, newer siding, altered primary entries, replacement window sash, or other updates.

The one commercial building in Section 4 also has few non-historic alterations, most notably the replacement door on the west façade's primary entry and a later window opening on the south (side) elevation. Located adjacent to the existing district, with the proposed Blackwell Historic District immediately to the south, this property has excellent integrity of location, setting, design, workmanship, materials, feeling, and association.

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Inventory

The following inventory identifies all resources located within each of the four expansion areas. For each section, the inventory is organized alphabetically by street name then numerically by street address. Each inventory entry includes the property's street address, DHR inventory number, resource type, style, and construction date of the primary resource and, if present, any secondary resources. The contributing status of each resource was determined based on its association with the district's significance in the areas of commerce and architecture and construction date within the period of significance, c. 1900-1965. Residential resources were evaluated on an individual basis and those that are contributing were found to have at least moderate integrity of workmanship, materials, and design, with alterations such as replacement siding, window sash, and doors considered relatively minor so long as character-defining features such as porches, cornices, transoms, and other ornamentation were retained, as well as original footprints, setback, and massing. Commercial and industrial resources were evaluated as contributing based on retention of original form, massing, and materials. Changes to window and door openings are common, but were not found to detract greatly from integrity if the original fenestration patterns, such as size of original openings and recessed bays, remain intact. As a group, these resources were found to have good integrity of association. Integrity of feeling within each expansion area is present due to the high ratio of historic resources to non-historic resources or vacant lots. Through shared street layouts, setbacks, and massing, the expansion areas blend harmoniously with the existing historic district.

Expansion Area Section 1

McDonough Street

1420 McDonough Street 127-7195-0073 *Other DHR Id#:*

Primary Resource: School (Building), Stories 1, Style: Modernist, 1955

Contributing Total: 1

Semmes Avenue

1400 Semmes Avenue 127-7195-0072 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 2, Style: Art Deco, Ca 1953

Contributing Total: 1

Secondary Resource: Commercial Building (Building) Contributing Total: 2

Secondary Resource: Shed (Building) Non-contributing Total: 1

Expansion Area Section 2

Cowardin Avenue

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206 Cowardin Avenue 127-7195-0071 Other DHR Id#:

Primary Resource: **Service Station (Building), Stories 1, Style: Moderne, Ca 1940**

Contributing Total: 1

214 Cowardin Avenue 127-6059 Other DHR Id#: 127-7195-0070

Primary Resource: **Industrial Facility (Building), Stories 2, Style: Moderne, Ca 1950**

Contributing Total: 1

Wall Street

1731 Wall Street 127-7195-0069 Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, Ca 1920**

Contributing Total: 1

1901 Wall Street 127-7195-0068 Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 1, Style: Commercial Style, Ca 1960**

Contributing Total: 1

Secondary Resource: **Church School (Building) Non-contributing Total: 1**

Secondary Resource: **Warehouse (Building) Contributing Total: 1**

Expansion Area Section 3

16th Street

East 7 16th Street 127-7195-0007 Other DHR Id#:

Primary Resource: **Store (Building), Stories 1, Style: Commercial Style, Ca 1920**

Contributing Total: 1

19th Street

East 11 19th Street 127-7195-0026 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1920**

Contributing Total: 1

East 5 19th Street 127-7195-0028 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1900**

Contributing Total: 1

Secondary Resource: **Workshop (Building) Contributing Total: 1**

East 6 19th Street 127-5825 Other DHR Id#: 127-7195-0065

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Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1920**
Non-contributing Total: 1

East 8 19th Street 127-5824 *Other DHR Id#: 127-7195-0066*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1920**
Contributing Total: 1

East 9 19th Street 127-7195-0027 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1920**
Contributing Total: 1

20th Street

East 104 20th Street 127-7195-0019 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Colonial Revival, 1945**
Contributing Total: 1

East 12 20th Street 127-7195-0029 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1920**
Contributing Total: 1

East 125 20th Street 127-7195-0015 *Other DHR Id#:*

Primary Resource: **Secondary Dwelling (Building), Stories 1, Style: Vernacular, Ca 1910**
Contributing Total: 1

East 15 20th Street 127-7195-0030 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Folk Victorian, 1920**
Contributing Total: 1

21st Street

East 204 21st Street 127-7195-0088 *Other DHR Id#:*

Primary Resource: **Workshop (Building), Stories 1, Style: Commercial Style, Ca 1930**
Contributing Total: 1

Secondary Resource: **Workshop (Building) Contributing Total: 2**

Bainbridge Street

1500 Bainbridge Street 127-7195-0083 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Commercial Style, 1930**

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Contributing Total: 1

1512 Bainbridge Street 127-7195-0082 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Colonial Revival, 1920**

Contributing Total: 1

1514 Bainbridge Street 127-7195-0081 Other DHR Id#:

Primary Resource: **Double/Duplex (Building), Stories 2, Style: Vernacular, 1918**

Contributing Total: 1

1600 Bainbridge Street 127-7195-0080 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1918**

Contributing Total: 1

1602 Bainbridge Street 127-7195-0079 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 2, Style: American Foursquare – Craftsman, 1916**

Contributing Total: 1

1604 Bainbridge Street 127-7195-0078 Other DHR Id#:

Primary Resource: **Garage (Building), Stories 1, Style: No discernible style, 1949**

Contributing Total: 1

1606 Bainbridge Street 127-7195-0077 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 2, Style: American Foursquare – Colonial Revival, 1925**

Contributing Total: 1

1608 Bainbridge Street 127-7195-0076 Other DHR Id#:

Primary Resource: **Double/Duplex (Building), Stories 2, Style: Vernacular, 1925**

Contributing Total: 1

1717 Bainbridge Street 127-7195-0053 Other DHR Id#:

Primary Resource: **Parsonage/Glebe (Building), Stories 2, Style: Vernacular, 1920**

Contributing Total: 1

1719 Bainbridge Street 127-7195-0052 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1920**

Contributing Total: 1

1721 Bainbridge Street 127-7195-0051 Other DHR Id#:

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1938**

Contributing Total: 1

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1723 Bainbridge Street 127-7195-0050 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Folk Victorian, 2017

Non-contributing Total: 1

1725 Bainbridge Street 127-5740 *Other DHR Id#: 127-7195-0067*

Primary Resource: Single Dwelling (Building), Stories 2, Style: No Discernible Style, 1903

Contributing Total: 1

1727 Bainbridge Street 127-7195-0049 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Folk Victorian, 1920

Contributing Total: 1

1731 Bainbridge Street 127-7195-0048 *Other DHR Id#:*

Primary Resource: Double/Duplex (Building), Stories 2, Style: Italianate, 1920

Contributing Total: 1

1733 Bainbridge Street 127-7195-0047 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2.5, Style: Craftsman, 1920

Contributing Total: 1

1800 Bainbridge Street 127-7195-0056 *Other DHR Id#:*

Primary Resource: Workshop (Building), Stories 1, Style: No discernible style, 1977

Non-contributing Total: 1

1802 Bainbridge Street 127-7195-0055 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Colonial Revival, 1920

Contributing Total: 1

1810 Bainbridge Street 127-7195-0054 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Italianate, 1920

Contributing Total: 1

1901 Bainbridge Street 127-7195-0046 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, 1956

Contributing Total: 1

1902 Bainbridge Street 127-7195-0043 *Other DHR Id#:*

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 1910

Contributing Total: 1

1903 Bainbridge Street 127-7195-0045 *Other DHR Id#:*

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Primary Resource: **Single Dwelling (Building), Stories 2, Style: Folk Victorian, 1910**
Contributing Total: 1

1904 Bainbridge Street 127-7195-0042 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Folk Victorian, 1920**
Contributing Total: 1

1905 Bainbridge Street 127-7195-0044 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Mixed (more than 3 styles from different periods,), 1920**

Contributing Total: 1

Secondary Resource: **Shed (Building) Contributing Total: 1**

1910-1914 Bainbridge Street 127-7195-0041 *Other DHR Id#:*

Primary Resource: **Multiple Dwelling (Building), Stories 2, Style: No discernible style, 1940**
Contributing Total: 1

1922 Bainbridge Street 127-7195-0040 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, 1940**

Contributing Total: 1

Cowardin Ave

0 Cowardin Avenue 127-7195-0058 *Other DHR Id#:*

Primary Resource: **Warehouse (Building), Stories 1, Style: No discernible style, 1948**
Contributing Total: 1

10 Cowardin Ave 127-7195-0057 *Other DHR Id#:*

Primary Resource: **Service Station (Building), Stories 1, Style: Art Deco, Ca 1940**
Contributing Total: 1

101 Cowardin Avenue 127-7195-0074 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 3, Style: Neo-Eclectic, 2005**
Non-contributing Total: 1

6 Cowardin Avenue 127-7195-0059 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: Corporate Commercial, 1995**

Non-contributing Total: 1

7 Cowardin Avenue 127-7195-0075 *Other DHR Id#:*

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Primary Resource: **Service Station (Building), Stories 1, Style: Vernacular, 1975**
Non-contributing Total: 1

Decatur Street

1800 Decatur Street 127-7195-0006 *Other DHR Id#:*

Primary Resource: **Workshop (Building), Stories 1, Style: Vernacular, 1930**

Contributing Total: 1

1900 Decatur Street 127-5827 *Other DHR Id#: 127-7195-0064*

Primary Resource: **Mixed: Commerce/Domestic (Other), Stories , Style: Colonial Revival, 1920**

Contributing Total: 1

1901 Decatur Street 127-7195-0025 *Other DHR Id#:*

Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, 1920**

Contributing Total: 1

1903-1907 Decatur Street 127-7195-0024 *Other DHR Id#:*

Primary Resource: **Multiple Dwelling (Building), Stories 2, Style: Italianate, 1920**

Contributing Total: 1

1908 Decatur Street 127-7195-0018 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1920**

Contributing Total: 1

1919 Decatur Street 127-7195-0023 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1920**

Contributing Total: 1

1921 Decatur Street 127-7195-0022 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Vernacular, 1920**

Contributing Total: 1

1923 Decatur Street 127-7195-0021 *Other DHR Id#:*

Primary Resource: **Parsonage/Glebe (Building), Stories 2, Style: Italianate, 1910**

Contributing Total: 1

2006 Decatur Street 127-7195-0014 *Other DHR Id#:*

Primary Resource: **Church/Chapel (Building), Stories 3, Style: Colonial Revival, Ca 1918**

Contributing Total: 1

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2007 Decatur Street 127-7195-0020 Other DHR Id#:

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 1925

Contributing Total: 1

2028 Decatur Street 127-7195-0013 Other DHR Id#:

Primary Resource: Warehouse (Building), Stories 1, Style: No discernible style, Ca 1979

Non-contributing Total: 1

2100 Decatur Street 127-7195-0012 Other DHR Id#:

Primary Resource: Warehouse (Building), Stories 1, Style: No discernible style, Ca 1930

Contributing Total: 1

Everett Street

2101 Everett Street 127-5831 Other DHR Id#: 127-7195-0016

Primary Resource: Single Dwelling (Building), Stories 2, Style: Vernacular, Ca 1910

Contributing Total: 1

Hull Street

1618 Hull Street 127-6189 Other DHR Id#: 127-7195-0085

Primary Resource: Commercial Building (Building), Stories 2, Style: No Discernible Style, 1950

Contributing Total: 1

1622 Hull Street 127-7195-0086 Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 2, Style: No Discernible Style, 1950

Contributing Total: 1

1800 Hull Street 127-7195-0036 Other DHR Id#:

Primary Resource: Service Station (Building), Stories 1, Style: No discernible style, 1985

Non-contributing Total: 1

1810-1818 Hull Street 127-5826 Other DHR Id#: 127-7195-0035

Primary Resource: Commercial Building (Building), Stories 2, Style: Italianate, 1920

Contributing Total: 1

1822 Hull Street 127-7195-0034 Other DHR Id#:

Primary Resource: Commercial Building (Building), Stories 2, Style: Italianate, 1920

Contributing Total: 1

Secondary Resource: Shed (Building) Total: 1

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1823 Hull Street 127-7195-0060 *Other DHR Id#:*

Primary Resource: Funeral Home (Building), Stories 2, Style: Italianate, Ca 1910

Non-contributing Total: 1

1900 Hull Street 127-7195-0033 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, 1930

Contributing Total: 1

1901 Hull Street 127-7195-0061 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, 1928

Contributing Total: 1

1910 Hull Street 127-7195-0032 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, 1920

Contributing Total: 1

1917 Hull Street 127-7195-0062 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, 1970

Non-contributing Total: 1

Secondary Resource: Garage (Building) Non-contributing Total: 1

1923 Hull Street 127-7195-0063 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 2, Style: Italianate, 1930

Contributing Total: 1

2000 Hull Street 127-7195-0031 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, 1950

Contributing Total: 1

Secondary Resource: Garage (Building) Contributing Total: 1

2005 Hull Street 127-7195-0039 *Other DHR Id#:*

Primary Resource: Grocery Store (Building), Stories 1, Style: Modernist, Ca 1956

Contributing Total: 1

Secondary Resource: Commercial Building (Building) Non-contributing Total: 1

2105 Hull Street 127-7195-0038 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 3, Style: Italianate, 1915

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Contributing Total: 1

Jefferson Davis Highway

124 Jefferson Davis Highway 127-5828 *Other DHR Id#: 127-7195-0017*

Primary Resource: Single Dwelling (Building), Stories 2, Style: Colonial Revival, 1930

Contributing Total: 1

209 Jefferson Davis Highway 127-7195-0004 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: No discernible style, 1940

Contributing Total: 1

214-224 Jefferson Davis Highway 127-6131 *Other DHR Id#: 127-7195-0084*

Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, Ca 1940

Contributing Total: 1

Secondary Resource: Workshop (Building) Non-contributing Total: 1

28 Jefferson Davis Highway 127-7195-0037 *Other DHR Id#:*

Primary Resource: Service Station (Building), Stories 1, Style: Moderne, 1955

Contributing Total: 1

129 Jefferson Davis Highway 127-5867 *Other DHR Id#: 127-7195-0005*

Primary Resource: Automobile Showroom (Building), Stories 1, Style: Art Deco, 1939

Contributing Total: 1

Secondary Resource: Service Station (Building) Contributing Total: 1

300 Jefferson Davis Highway 127-7195-0010 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: International Style, Ca 1957

Contributing Total: 1

316 Jefferson Davis Highway 127-7195-0009 *Other DHR Id#:*

Primary Resource: Industrial/Warehouse Building (Building), Stories 1, Style: International Style, Ca 1965

Contributing Total: 1

336 Jefferson Davis Highway 127-7195-0008 *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: International Style, Ca 1956

Contributing Total: 1

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409 Jefferson Davis Highway 127-7195-0003 Other DHR Id#:

Primary Resource: **Commercial Building (Building), Stories 1, Style: No discernible style, 1957**

Contributing Total: 1

Secondary Resource: **Workshop (Building) Non-contributing Total: 1**

501 Jefferson Davis Highway 127-7195-0001 Other DHR Id#:

Primary Resource: **Office/Office Building (Building), Stories 2, Style: Vernacular, 1961**

Contributing Total: 1

Secondary Resource: **Warehouse (Building) Non-contributing Total: 2**

9 Jefferson Davis Highway 127-7195-0087 Other DHR Id#:

Primary Resource: **Restaurant (Building), Stories 1, Style: Corporate Commercial, Ca 1980**

Non-contributing Total: 1

Maury Street

2012 Maury Street 127-7195-0002 Other DHR Id#:

Primary Resource: **Market (Building), Stories 1, Style: No discernible Style, 1985**

Non-contributing Total: 1

Stockton Street

2100 Stockton Street 127-7195-0011 Other DHR Id#:

Primary Resource: **Warehouse (Building), Stories 1, Style: No discernible style, Ca 1963**

Contributing Total: 1

Secondary Resource: **Warehouse (Building) Non-contributing Total: 1**

Expansion Area Section 4

East 15th Street

14 East 15th Street 127-6156 Other DHR Id#: 127-7195-0089

Primary Resource: **Factory (Building), Stories 2, Style: Moderne, Ca 1950**

Contributing Total: 1

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

COMMERCE
ARCHITECTURE

Period of Significance

c. 1900-1965

Significant Dates

1910
1914

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Walker, J. Henly

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The existing Manchester Residential and Commercial Historic District was listed in the National Register of Historic Places in 2002 with a period of significance 1797-1950, with particular emphasis on the Hull Street commercial corridor and a residential area to the north. In 2006, the district's boundaries were expanded to include 12 residential properties along McDonough, 12th, and 13th streets. In 2017, the full extent of the district's boundaries were examined and four discrete areas have been identified to expand the district's boundaries. Three of the four areas are located along the Cowardin Avenue/ Jefferson Davis Highway/ U.S. Route 1 road corridor and Section 3 also includes the historic Atlantic Coast Line Railroad corridor. The 4th expansion area takes in a single industrial resource immediately adjacent to the existing district in a mixed commercial and residential area between Hull and Decatur streets. These areas and the buildings within them are associated with the existing district's significant development patterns and architecture. The four boundary increase areas are locally significant under Criterion A in the area of Commerce and under Criterion C in the area of Architecture. The period of significance for the boundary increase areas is c. 1900-1965, beginning with construction of the earliest contributing resource and ending with the construction of the last major light industrial resource along the historic Jefferson Davis Highway corridor. After the mid-1960s, commercial and industrial development within the Manchester Residential and Commercial Historic District largely ceased due to lack of any more large parcels suitable for development as well as a general economic slowdown that hampered commercial activity in the district through much of the late twentieth century. With regard to the architectural significance of the boundary increase areas, there are several notable examples of Modern and International architecture, including a school, various warehouses, and, most notably, a former grocery store designed by architect J. Henly Walker to house the Siegel's supermarket.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Historical Background

Expansion Area – Through 1950

Antebellum Period

The majority of the Blackwell expansion area remained undeveloped through the Antebellum period (Michler 1864). By the time of the Civil War, the plat of Manchester extended only two blocks south of Hull Street to include Decatur and Stockton Streets. Census records indicate these streets were occupied by residents who worked in the area mills and other industries, and likely lived in small, impermanent housing that has since been replaced (U.S.C.B. various). Meanwhile, the area beyond remained a rural landscape associated with several large farms and

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plantations (Beers 1877). However, it was large-scale expansion of commerce and industry in the surrounding parts of Manchester during this period that led to the growth and development of the expansion area in the years to come.

By the early nineteenth century, one of the largest industries in Chesterfield County was coal, and to accommodate the shipment of the raw material to the growing port in Manchester, a tramway was built through the expansion area in 1831 more or less following the alignment of present-day Everett Street. The tramway, among the first of its kind in the nation, was powered by gravity. Mules were loaded in the rear car to pull the empty cars back to the mines. The coal tram operated until 1856 (Weisiger III 1993).

Full-scale railroads also came to Manchester beginning in 1836, with the charter of the Richmond-Petersburg Railroad which extended around the west and north of the town. Its corridor serves as the western boundary for a portion of the expansion area. That line, coupled with the Richmond and Danville Railroad built through Manchester in 1847 made Manchester one of the most important commercial and industrial centers in Virginia at that time (Laffoon 2000).

Some of the largest industries in Manchester at that time were flour, cotton and woolen mills, as well as a wealth of tobacco processing facilities. While most of these industries were focused in the portion of Manchester along the river, the elevated plateau uphill in the historic district and expansion area attracted the town's wealthier citizens and entrepreneurs who began to build homes and estates on the streets off of Hull Street (Weisiger III 1993).

With the opening of further commerce and industry in the years leading up to the Civil War, the need for additional housing for workers and laborers grew, and slowly additional development occurred beyond the streets and areas occupied by the wealthier sort, and development within the expansion area began in earnest (U.S.C.B 1860).

Reconstruction and Growth

After the initial lull of Reconstruction, Manchester experienced a period of un-paralleled growth and success. Economic growth and expansion led to Manchester being made the county seat of Chesterfield in 1871, and in 1874, it was incorporated as an Independent city (Valentine 2011). However, because of its unique relationship and interdependence, Manchester was also considered city ward of neighboring Richmond at that time (Weisiger III 1993, p.17-20). A contemporary map of Richmond and its wards from 1877 depicts the four wards of Manchester as bound generally by the river, Pilkington Street, and Maury Street. Wards No. 1 and 2 between the River and Commerce Street are represented by the location of the NRHP-listed Manchester Industrial Historic District (VDHR# 127-0457). The area that comprises the original Manchester Residential and Commercial Historic District was all part of Ward No. 4, bound by Semmes Avenue to the north, Commerce Street to the east, Hull Street to the south, and Pilkington to the

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west (the area between Pilkington Street and Cowardin was not included in the original historic district boundaries, but represents the western portion of the expansion area).

To the south of Hull Street was Ward No. 3, which by that time extended as far south as Maury Street, and coincides with the present-day Blackwell neighborhood and the northeastern quadrant of the expansion area. Meanwhile, the portion of the expansion area to the south of Maury Street remained outside of the platted Manchester Ward, and was still a part of the rural estate of Dr. F. Marx (Beers 1877).

Just as its economy was focused on commerce and industry in the years leading up to the Civil War, the post-Reconstruction growth and success of Manchester was driven by the City's numerous mills. Flour from Manchester's mills was widely exported and tobacco from across the state was brought to Manchester for processing. The large labor force required by these industries led to dense development within the historic district and expansion area, and solidified Manchester's identity as a "working class" community. Lore has it that this is how the community came to be known as "Dogtown" (Kollatz Jr. 2015). The Sanborn Maps of 1886 and 1895 illustrate the development of residential portions of the expansion area as the dense urban neighborhood it remains today. Meanwhile, the area between the Richmond-Petersburg Turnpike (present-day Jefferson Davis Highway/Cowardin) and the Richmond-Petersburg Railroad, was a mix of commercial and industrial facilities. The two most prevalent industries in the expansion area during this time period were tobacco processing facilities, and numerous lumber and wood yards.

It was also during this era that Manchester became home to a growing number of African American businesses and institutions. Following emancipation, nearly half the population of Manchester was African American. The black and white populations of the city generally lived and worked side-by-side during this period although period maps and census records reveal that white-oriented homes and businesses predominated in the northern and eastern portions of the city closer to the river, while homes and businesses of black residents were located further inland to the south and west, including within much of the expansion area (Valentine 2011).

Early Twentieth Century Expansion

By the turn-of-the-twentieth century, Manchester had grown through additional subdivision and plats with residential development extending to the south of Maury Street on the former Marx estate. The primary development was under the auspices of the Richmond and Manchester Land Company in 1896. The expansion area west of the Richmond and Petersburg Turnpike, between it and the Richmond and Petersburg Railroad, continued to develop as an industrial area, fueled by the merger of the railroad with the larger Atlantic Coast Line Railroad in 1900. In addition to earlier lumberyards, larger industrial facilities present by 1910 included several coal yards, a planning and milling plant, a tobacco prizery, and a glass factory (Sanborn 1910). As a result, the

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segment of Hull Street between those two regional transportation corridors also experienced a surge in commercial construction which extended well beyond the expansion area.

Annexation

A movement to have Manchester annexed by Richmond had begun as early as the 1880s; and was debated at length by residents on both sides of the river. Although commerce and industry in Manchester remained strong, much of the economic activity increasingly shifted to Richmond as rail lines, shipping ports, and more financially vibrant industries favored the north side of the river. On a number of occasions, Manchester was forced to seek assistance from Richmond for financial and other assistance. Those in favor of annexation sought to benefit from each municipality's combined commercial and industrial resources; to streamline manufacturing; and to better manage bridges and connections across the James River. Many whites in Manchester also saw it as an opportunity to increase their share of the city's population. Meanwhile, Manchester residents opposed to annexation argued their taxes would increase substantially, and Richmonders opposed to the merger foresaw increased expenses from administering another large district. Eventually, an agreement was reached in 1909 and Manchester was officially annexed by Richmond in 1910 (Valentine 2011). The initial annexation included that portion of Manchester north of Maury Street. In 1914, additional areas beyond the Manchester commercial core were annexed. The annexations led to a renewed vigor of growth and development in the former Manchester, now dubbed "South Richmond."

As soon as annexation was formalized, the dominant American Tobacco Company, which already had a significant presence of operations in Richmond, opened the first processing and storage plant on the south side of the river, beginning an industry trend that would become a major economic driver and employer in Manchester for much of the twentieth century. This complex was built along Jefferson Davis Highway, just across from the Manchester and Richmond Land Company neighborhood, and quickly became one of the largest employers for many of the neighborhood's residents (USCB 1920).

Throughout the suburban boom of the 1920s, all of the residential areas around Manchester continued to fill in. Many of the surrounding subdivisions and residential areas evolved into discrete neighborhoods, including Swansboro, Springhill, Woodland Heights, Forest Hill, and Bainbridge, but each shared a common reliance on the Hull Street commercial corridor and the central Manchester public amenities.

Also during this time, the Jefferson Davis Highway, serving as U.S. Route 1, evolved into a substantial transportation and commercial corridor. Construction of the Robert E. Lee Bridge over the James River connected Belvidere Street on the north side with Cowardin Avenue on the south side, carrying Routes 1 and 301. While Hull Street remained the primary commercial strip for restaurants, shopping, and general services and wares, U.S.-1 hosted more transportation-oriented businesses that it drew from regional travelers. By World War II, the length of the corridor through the expansion area was lined with filling stations and mechanic garages,

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automobile show rooms, diners and other restaurants, and a variety of other businesses (Sanborn 1951). The post-World War II suburban boom brought additional residential development to the area in the form of infill on remaining vacant lots and additional commercial and industrial development between Jefferson Davis Highway and the Atlantic Coast Line Rail corridor.

Economic Downturn in the Second Half of the 20th Century

Between 1950 and 1970, conditions within South Richmond/Manchester changed considerably. A host of factors contributed to widespread economic and demographic transition and downturn in the area. Changing living patterns included movement to suburban neighborhoods in counties surrounding Richmond, the rise of suburban shopping malls, and increasing racial tension as various factions jockeyed for political position in the post-Civil Rights Movement era (Valentine 2011). The opening of the new Richmond-Petersburg Turnpike (predecessor of Interstate 95) drew many of the regional travelers away from routes such as the Jefferson Davis Highway, which caused declines in commercial activity for the many businesses that lined the highway. Middle- and upper-class whites fled many inner ring neighborhoods to move to newer suburban neighborhoods in western Henrico County and northern Chesterfield County. New shopping centers and strip malls in those areas caused the Hull Street commercial corridor to slide into economic stagnation. In general, the only new residents moving to Manchester in the late 1960s were displaced residents from Oregon Hill and Randolph due to construction of the Downtown Expressway and from Fulton Bottom and other East End neighborhoods due to various urban renewal projects.

By the late 1960s, many of the commercial establishments on Hull Street were vacant or in disrepair, while houses in the adjacent neighborhoods were abandoned and deteriorated, and businesses along Jefferson Davis Highway were shuttered (Kollatz Jr. 2015). Following the assassination of civil rights icon the Reverend Dr. Martin Luther King, Jr. in 1968, riots erupted along Hull Street, where properties sustained damage and police made arrests (Valentine 2011). Economic conditions worsened when much of the tobacco industry relocated to North Carolina and the processing facilities throughout Manchester and South Richmond were closed or downsized, leading to loss of employment for many of the area's residents. Soon after, the Atlantic Coast Line spur through Manchester was abandoned, resulting in a decline of other adjacent commerce and industry.

Late Twentieth Century Redevelopment

Starting in 1970, redevelopment projects in Manchester that attempted to renew commercial activity in the area also made substantial changes to the district's streetscapes and building stock. In 1970, the local Overnite Transportation Company, which had been founded in 1935, built a nine-story corporate headquarters at 1000 Semmes Avenue. Numerous smaller buildings were razed during the project and, soon thereafter, the company acquired nearly 180 parcels in a 40-block area. Almost everything in sight of the new headquarters building was demolished, causing

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“uneasiness throughout the neighborhood,” the *Richmond Times-Dispatch* reported in February 1977; “It is an uneasiness that is heightened by the roar of a bulldozer grinding old houses into oblivion.” As a result of these events, much of the portion of Manchester bordering Semmes Avenue and the surrounding blocks have little to no historic fabric left and presently offer little potential to expand the existing historic district boundaries.

In 1996, the City of Richmond selected several Manchester neighborhoods, for revitalization under the Neighborhoods in Bloom program (Kollatz Jr. 2015). This program provided a vehicle for federal Housing Opportunities for People Everywhere (HOPE VI) funding beginning in 1998 (Blevins 2010). From 1999 to late 2001, 440 public housing units, along with other condemned buildings were razed. In their place, HOPE VI helped fund the construction of 161 apartments, 188 single-family houses, a new school, and a park. The program also provided family-support services (Johnson-Hart 2007). Due to the very recent vintage of this development, the areas where the project occurred, between Hull Street, Commerce, Maury Street, and E. 13th Street, currently offers little potential for expanding the existing district’s boundaries.

Area of Significance: Commerce

Just as the original Manchester Residential and Commercial Historic District is significant for its collection of properties that convey the commercial significance of Manchester, so too are the four expansion areas described herein. The original district includes much of the Hull Street corridor that was the focus of commercial development in Manchester throughout most of the nineteenth and twentieth century. A shorter portion of Hull Street between Jefferson Davis Highway and the former Atlantic Coast Line corridor is within Expansion Area Section 3 and contains a variety of buildings reflecting similar architectural trends and functions as those in the original district.

Additionally, the Cowardin Avenue/Jefferson Davis Highway/U.S. Route 1 is significant in the area of Commerce. Still a major transportation route today, it evolved from the nineteenth century Richmond-Petersburg Turnpike, which was lined by a mix of commercial and residential development through the early twentieth century. The impetus for substantial development and commercial presence occurred following construction of the Robert E. Lee Memorial Bridge over the James River in 1934 by the Works Progress Administration. This bridge allowed for a more direct connection of Jefferson Davis Highway to the Richmond alignment of U.S. Route 1 on Belvidere Street via Cowardin Avenue. During the 1940s, this corridor became lined with numerous filling stations, automobile showrooms, diners, and other businesses catering to regional travelers.

The highway and blocks between it and the Atlantic Coast Line Railroad also served as an important industrial area for Manchester. Although not as substantial as the nearby Manchester Industrial Historic District’s riverfront, Expansion Area Sections 1, 2, and 3 had a substantial presence of industrial facilities and processing plants from the late nineteenth through mid-

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twentieth century that drove much of the residential growth in the surrounding neighborhoods. This area contained a number of important businesses, including the Cameron Stove Company, portions of which remain between Decatur and Stockton Streets. Several large tobacco processing plants also remain, just outside of the expansion area boundaries, but listed in the NRHP individually (American Tobacco Company South Richmond Complex VDHR#127-5832 and the Phillip Morris Blended Leaf Complex VDHR#127-7045), both of which were significant in Richmond's role as the tobacco capital of the nation for much of the twentieth century. The small industrial building in Expansion Area Section 4 at 14 E. 15th Street is another commercial enterprise directly associated with the district's significance in the area of Commerce.

Area of Significance: Architecture

As a whole, the existing district and four expansion areas have a high degree of integrity and character-defining features reflective of late nineteenth through mid-twentieth century development patterns. The expansion areas are also reflective of national and regional trends in suburban development related to the rapid proliferation of automobile travel through its association with U.S. Route 1.

Parts of Expansion Area Section 3 convey the street grid established with Manchester's original plat in 1856, along discrete segments of Bainbridge and Hull streets. The western boundary of the Expansion Area Section 3 is defined in part by the former Atlantic Coast Line Railroad Corridor, which was first laid as the Richmond-Petersburg Railroad, and served as an important regional transit route and aided in the economic growth of Manchester.

The impact and significance of the automobile is exemplified by streetscapes associated with Cowardin Avenue/ Jefferson Davis Highway/ U.S. Route 1. The corridor's alignment follows the original Richmond-Petersburg Turnpike that was routed in the mid-nineteenth century as an important transit route between the two cities, passing through Manchester on the way. As vehicular travel emerged in the early twentieth century, the route was improved, culminating with widening and reconfiguration of Jefferson Davis Highway that occurred in 1938. Prior to then, the highway entered Manchester via the narrow Mayo Bridge before proceeding along Hull Street and then taking a sharp turn onto Jefferson Davis Highway (former Richmond-Petersburg Turnpike). The bridge provided a straighter and more direct connection of U.S. 1 from Richmond to the Jefferson Davis Highway via Cowardin Avenue. Through Expansion Area Sections 2 and 3, the roadway was widened and reconfigured with three lanes of travel in each direction flanking a central grassy median. This improvement paved the way for an influx of businesses built alongside the highway in the coming decades. Today, numerous former service stations, automobile showrooms, diners, and other travel-related resources are alongside the highway and feature a range of popular mid-century styles.

Ironically, it was also the automobile that played a role in the downfall of Manchester and neighborhoods like it in the second-half of the twentieth century. The interstate system opened

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up newer, larger, and cheaper areas in suburban countryside, and bypassed the commercial development that had flourished along the smaller highways. In 1958, construction of Interstate 95 allowed residents of the city and regional travelers a faster and more direct north-south route around the area, and the Richmond Downtown Expressway and Powhite Parkway, conceived of in the late 1960s, allowed travelers to reach southern and western Chesterfield County while bypassing Hull Street.

While most of the extant buildings reflect simpler vernacular forms and styles prevalent during their period of construction, the expansion areas also feature several architecturally distinct buildings. For example, a large Italianate building with four storefronts at 1810-1818 Hull Street (DHR #127-5826). Although the storefronts have been altered with new infill materials or are boarded over, the north façade retains a molded, denticulated belt course that extends above the storefronts, brick pilasters flanking each storefront, and a heavy, compound cornice with ornate brackets and consoles.

Trends in architectural design of the mid-twentieth century are well represented in the expansion areas with several examples of the Art Deco, Moderne, Modern, and International Style buildings, primarily along the Cowardin Avenue/Jefferson Davis Highway/U.S. Route 1 corridor. Perhaps the most notable architectural resource within the expansion areas is the bent-cedar-framed former Siegel's Grocery Store off Hull Street, designed by local architect J. Henley Walker. Little is known about Walker's early career, other than that he was certified as a civil engineer in 1905 and he served as a founding member of the board of the Richmond chapter of the American Association of Engineers during the 1920s. During the early 1950s, Walker designed standardized plans for the Virginia Board of Education as well as Henrico County's J.R. Tucker High School and the private Prince Edward Academy in Prince Edward County. In 1957, Walker prepared plans for a new annex to the Hopewell Municipal Building (NRHP 1998). Two years later, he worked with the architectural firm of Carneal and Johnston to design the Science and Library Building at the Hopewell High School Complex.

The bent-wood barrel roof form of the former Siegel's Grocery Store is comprised of massive California cedar arches with a 90-foot clear span. The facade features a wall of plate glass panels that showcased the store's eye-catching design and the well-lit interior with aisles of products. The design also adhered to Modern design principles to present structural members as aesthetically pleasing design elements rather than covering them with exterior cladding. Supermarkets had emerged as consumer options mushroomed during the post-World War II economic expansion, and architects used various iterations of the Modern movement, including International Style and the more organic Wrightian style to emphasize stores as modern amenities that offered shoppers an ever-widening array of consumer goods. The Siegel's store was opened on July 1, 1957, by brothers Charles and I.J. "Hip" Siegel, and was the second in the Siegel's chain. Over time, the Siegel's grocery chain grew to six inner-city stores until it was sold in 1989 to a subsidiary of Norfolk-based Farm Fresh. Those stores were remodeled as Nick's Discount Markets. In March 1992, four of those stores, including this one on West 20th Street, became the basis of the Community Pride chain that Johnny Johnson created. Johnson once was

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the nation's largest minority grocer. His company folded in 2004. Johnson closed the Community Pride store on West 20th Street on Dec. 31, 1999. The loss of this important community amenity is still felt almost twenty years later among nearby community residents who must travel a considerable distance outside their neighborhood for their grocery shopping.

Through its diverse yet cohesive building stock, the expansion areas' architectural resources both supplement and blend with the resources already included in the original historic district. As a whole, the district and expansion areas continue to evoke the commercial, industrial, residential, and institutional history of Manchester, and its growth and evolution from the late nineteenth century through the present day.

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9. Major Bibliographical References

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United States Geological Service. Topographical Quadrangles. Various Dates

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____

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_____ recorded by Historic American Engineering Record # _____
_____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Virginia Department of Historic Resources, Richmond, VA

Historic Resources Survey Number (if assigned): DHR No. 127-0859

10. Geographical Data

Acreage of Property approx. 55

Latitude/Longitude Coordinates

Expansion Section 1

- | | |
|------------------------|-----------------------|
| 1. Latitude: 37.523420 | Longitude: -77.451140 |
| 2. Latitude: 37.524080 | Longitude: -77.450000 |
| 3. Latitude: 37.523640 | Longitude: -77.449470 |
| 4. Latitude: 37.522160 | Longitude: -77.449920 |

Expansion Section 2

- | | |
|------------------------|-----------------------|
| 5. Latitude: 37.520670 | Longitude: -77.452360 |
| 6. Latitude: 37.521370 | Longitude: -77.450210 |
| 7. Latitude: 37.519950 | Longitude: -77.450440 |
| 8. Latitude: 37.519830 | Longitude: -77.452260 |

Expansion Section 3

- | | |
|-------------------------|-----------------------|
| 9. Latitude: 37.518280 | Longitude: -77.452060 |
| 10. Latitude: 37.519350 | Longitude: -77.450020 |
| 11. Latitude: 37.518080 | Longitude: -77.447000 |
| 12. Latitude: 37.513770 | Longitude: -77.446910 |
| 13. Latitude: 37.511340 | Longitude: -77.447150 |
| 14. Latitude: 37.511010 | Longitude: -77.447920 |

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15. Latitude: 37.513960 Longitude: -77.450520
16. Latitude: 37.516070 Longitude: -77.451830

Expansion Section 4

17. Latitude: 37.519040 Longitude: -77.445970
18. Latitude: 37.518890 Longitude: -77.445850
19. Latitude: 37.518640 Longitude: -77.446240

Verbal Boundary Description (Describe the boundaries of the property.)

This nomination to increase the boundaries of the Manchester Residential and Commercial Historic District is composed of four discrete areas, the boundaries for which are described below. The true and correct boundaries of each section are shown on the attached Sketch Map/Photo Key.

Section 1

Section 1 includes portions of two blocks to the north of the original historic district. It begins at the original district boundary on W. 15th Street between Perry and McDonough Street. It follows W. 15th Street northwest to Semmes Avenue where it turns east and continues to W. 14th Street. From here, it turns east until it intersects the original historic district boundary which it follows to the point of the beginning.

Section 2

Section 2 of the expansion contains portions of three city blocks to the west of the original historic district. It begins at a corner of the original historic district boundary at the back corner of the property on the northwest corner of Cowardin and Porter Street. It then extends north to Wall Street and turns west down Wall Street to the former railroad corridor. It follows the railroad corridor north to Perry Street which it follows east until it intersects with the original historic district boundary which it then follows to the point of the beginning.

Section 3

Section 3 is the largest expansion area and is situated primary to the south and southwest of the original historic district. The northern boundary begins at the intersection of Cowardin Avenue and Bainbridge Street and continues east to E. 15th Street then turns southeast to run about half of the block between Bainbridge and Hull Street. It then turns back west to meet the Jefferson Davis Highway corridor and follows an irregular boundary south that generally encompasses the parcel immediately fronting the highway. The southern boundary of the expansion extends along Boston Avenue to Jefferson Davis Highway. The boundary extends north along Jefferson Davis Highway to Maury Street where it turns southwest and then begins to “stairstep” along blocks and properties between Jefferson Davis Highway and the former Atlantic Coast Line Railroad corridor. At Hull Street, the boundary extends west to the former railroad corridor which it follows to Bainbridge Street. At Bainbridge, the boundary turns east before turning north into the block between it and Porter Street to include

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three properties on the northwest corner with W. 19th Street, and then extending east in the alley until it intersects the original historic district boundary behind the property facing Cowardin Avenue.

Section 4

The boundaries of Section 4 include just one parcel located at 14 E. 15th Street and are drawn to encompass the extent of the land historically associated with this small industrial building.

Boundary Justification (Explain why the boundaries were selected.)

The four expansion areas incorporate residential, commercial, and industrial development located to the northwest, west, and south of the existing historic district. These areas were part of the original Manchester Plat in 1856, and part of the City of Manchester/Manchester Ward annexed by the City of Richmond in 1910 and 1914. As such, they are inextricably associated with the development and history of Manchester and related to the existing district's built environment, integrity, and areas of significance. All known historic resources associated with the existing district are included in the boundaries of the four expansion areas. Areas along the existing district boundaries that lack integrity or are composed of late twentieth century development or are within neighboring historic districts, are not included in the expansion areas' boundaries.

11. Form Prepared By

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e-mail rtaylor@dutton-associates.com
telephone: 804-897-1960
date: September 2018

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

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- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Blackwell Historic District

City or Vicinity: Richmond

County: Ind. City

State: Virginia

Photographer: Kiernan Ziletti (unless otherwise noted)

Photo 1 of 34: Hull Street

Street View, Facing East

Photo Taken February 28, 2018

Photo 2 of 34: Hull Street

Street View, Facing West

Photo Taken February 28, 2018

Photo 3 of 34: Jefferson Davis Highway

Street View, Facing South

Photo Taken February 28, 2018

Photo 4 of 34: Jefferson Davis Highway

Street View, Facing North

Photo Taken February 28, 2018

Photo 5 of 34: Historic Railroad corridor, E. 21st Street

Street View, Facing South

Photo Taken February 28, 2018

Photo 6 of 34: 1512-1602 Bainbridge Street

Street View, Facing Southeast

Photo Taken October 18, 2018

Photo 7 of 34: 1606-1608 Bainbridge Street

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Street View, Facing Southeast
Photo Taken October 18, 2018

Photo 8 of 34: 1717-1733 Bainbridge Street
Street View, Facing West Toward 19th Street
Photo Taken October 18, 2018

Photo 9 of 34: 1902-1912 Bainbridge Street
Street View, Facing South
Photo Taken October 18, 2018

Photo 10 of 34: 1901-1903 Bainbridge Street
Street View, Facing North
Photo Taken October 18, 2018

Photo 11 of 34: 1922 Bainbridge Street from 20th Street intersection
Street View, Facing Northeast
Photo Taken October 18, 2018

Photo 12 of 34: 20th Street from Bainbridge Street intersection
Street View, Facing Southeast
Photo Taken October 18, 2018

Photo 13 of 34: 19th Street from Bainbridge Street
Street View, Facing Southeast
Photo Taken October 18, 2018

Photo 14 of 34: 19th Street from Hull Street
Street View, Facing Northwest
Photo Taken October 18, 2018

Photo 15 of 34: Intersection of 19th Street and Hull Street
Street View, Facing Southeast toward Decatur Street
Photo Taken October 18, 2018

Photo 16 of 34: Intersection of 20th Street and Hull Street
Street View, Facing Northwest
Photo Taken October 18, 2018

Photo 17 of 34: Intersection of 20th Street and Decatur Street
Street View, Facing Northwest
Photo Taken October 18, 2018

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Photo 18 of 34: 20th Street from Stockton Street intersection
Street View, Facing Northwest
Photo Taken October 18, 2018

Photo 19 of 34: 21st Street from Everett Street intersection
Street View, Facing Northwest
Photo Taken October 18, 2018

Photo 20 of 34: Intersection of Jefferson Davis Highway and Maury Street
Street View, Facing Southeast
Photo Taken October 18, 2018

Photo 21 of 34: Buildings along Jefferson Davis Highway
Buildings, Facing Northwest
Photo Taken February 28, 2018

Photo 22 of 34: Jefferson Davis Highway, streetscape looking toward Everett Street
Street View, Facing Northeast
Photo Taken October 18, 2018

Photo 23 of 34: Buildings along Jefferson Davis Highway, looking from Stockton Street
Street View, Facing West
Photo Taken October 18, 2018

Photo 24 of 34: Jefferson Davis Highway Corridor
Birdseye, Facing Southeast
Photo Taken February 28, 2018

Photo 25 of 34: Railroad Corridor
Birdseye, Facing Southwest
Photo Taken February 28, 2018

Photo 26 of 34: Jefferson Davis Highway and Decatur Street Intersection
Birdseye, Facing Northeast
Photo Taken February 28, 2018

Photo 27 of 34: Jefferson Davis Corridor
Birdseye, Facing North
Photo Taken February 28, 2018

Photo 28 of 34: Art Deco Style representation
129 Jefferson Davis Highway, Facing Northeast
Photo Taken November 10, 2017

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Name of Property

Richmond, VA

County and State

Photo 29 of 34: Jefferson Davis Highway, between Stockton Street and Decatur Street
Street View, Facing Northwest
Photo Taken October 18, 2018

Photo 30 of 34: Intersection of Jefferson Davis Highway and Decatur Street
Street View, Facing Southwest
Photo Taken October 18, 2018

Photo 31 of 34: 14 E. 15th Street
Southwest and Southeast Elevations, Facing North
Photo Taken October 18, 2018

Photo 32 of 34: 1400 Semmes Avenue, streetscape
Street View, Facing Northeast
Photo Taken October 18, 2018

Photo 33 of 34: 1731-1901 Wall Street
Street View, Facing Northeast
Photo Taken October 18, 2018

Photo 34 of 34: Moderne Style representation
214 Cowardin Avenue, Facing Southeast
Photo Taken November 17, 2017

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

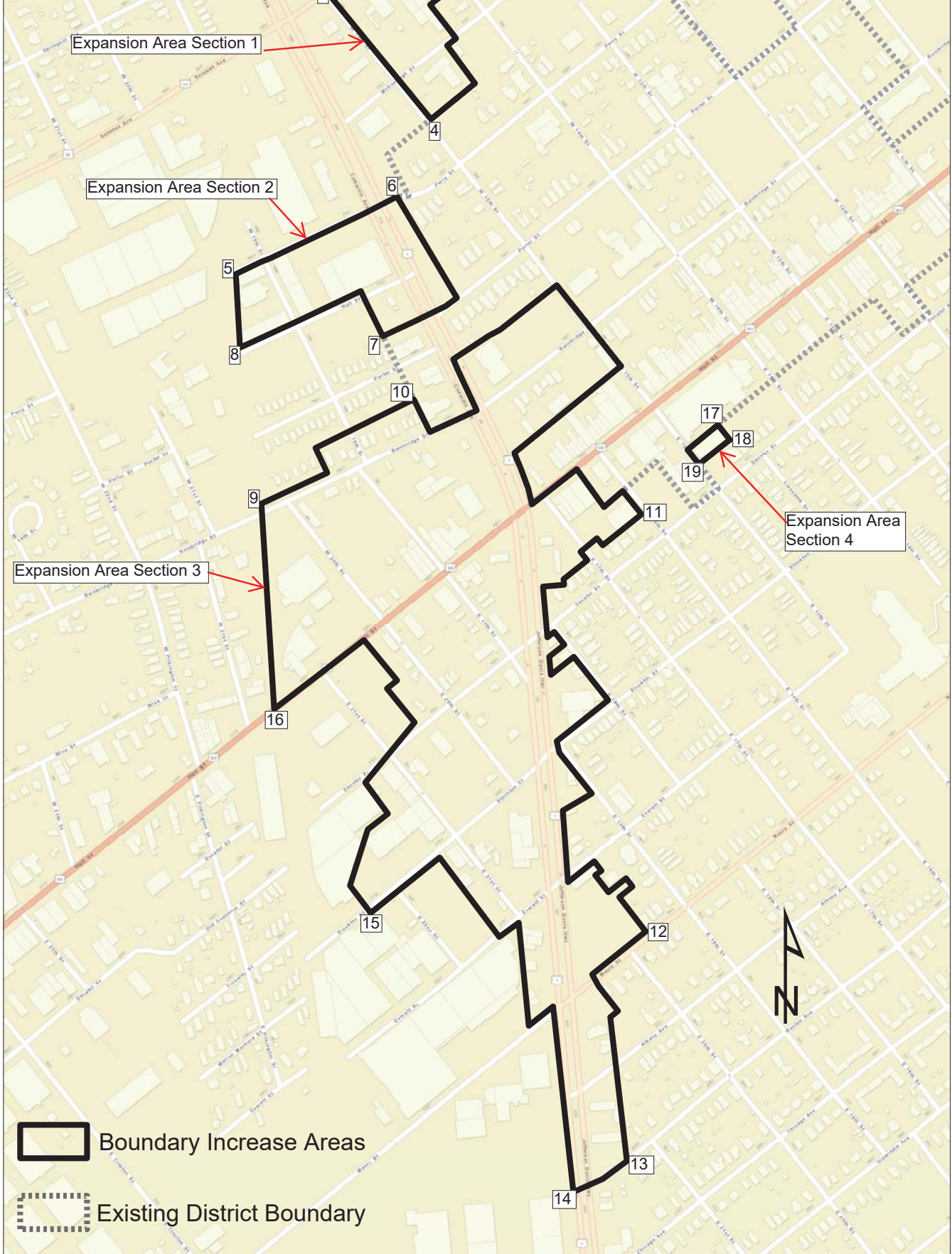
LOCATION MAP


Manchester Residential and Commercial Historic District


2018 Boundary Increase

City of Richmond, VA

DHR #127-7195



 Boundary Increase Areas

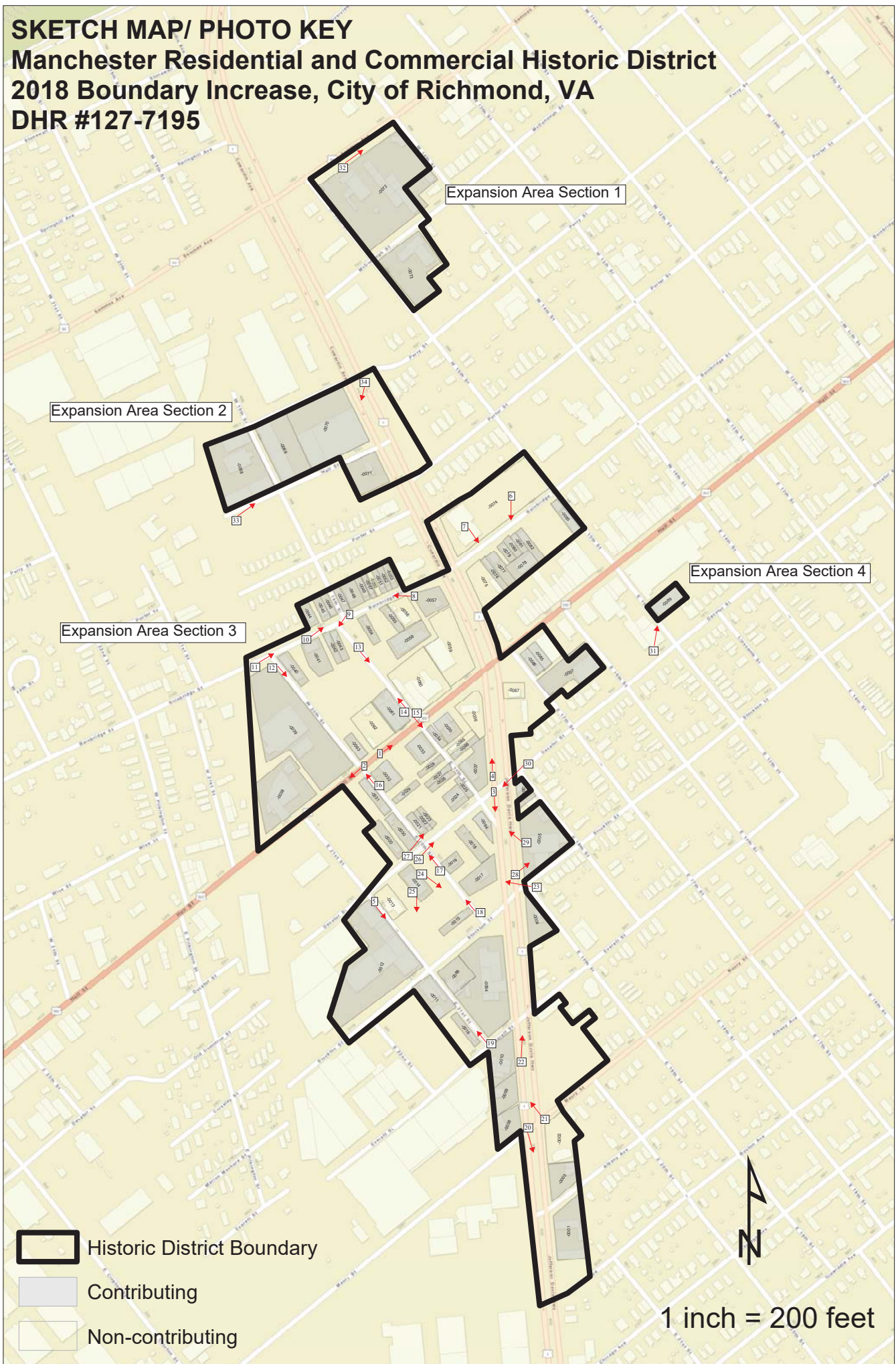
 Existing District Boundary




SKETCH MAP/ PHOTO KEY

Manchester Residential and Commercial Historic District

2018 Boundary Increase, City of Richmond, VA

DHR #127-7195



-  Historic District Boundary
-  Contributing
-  Non-contributing

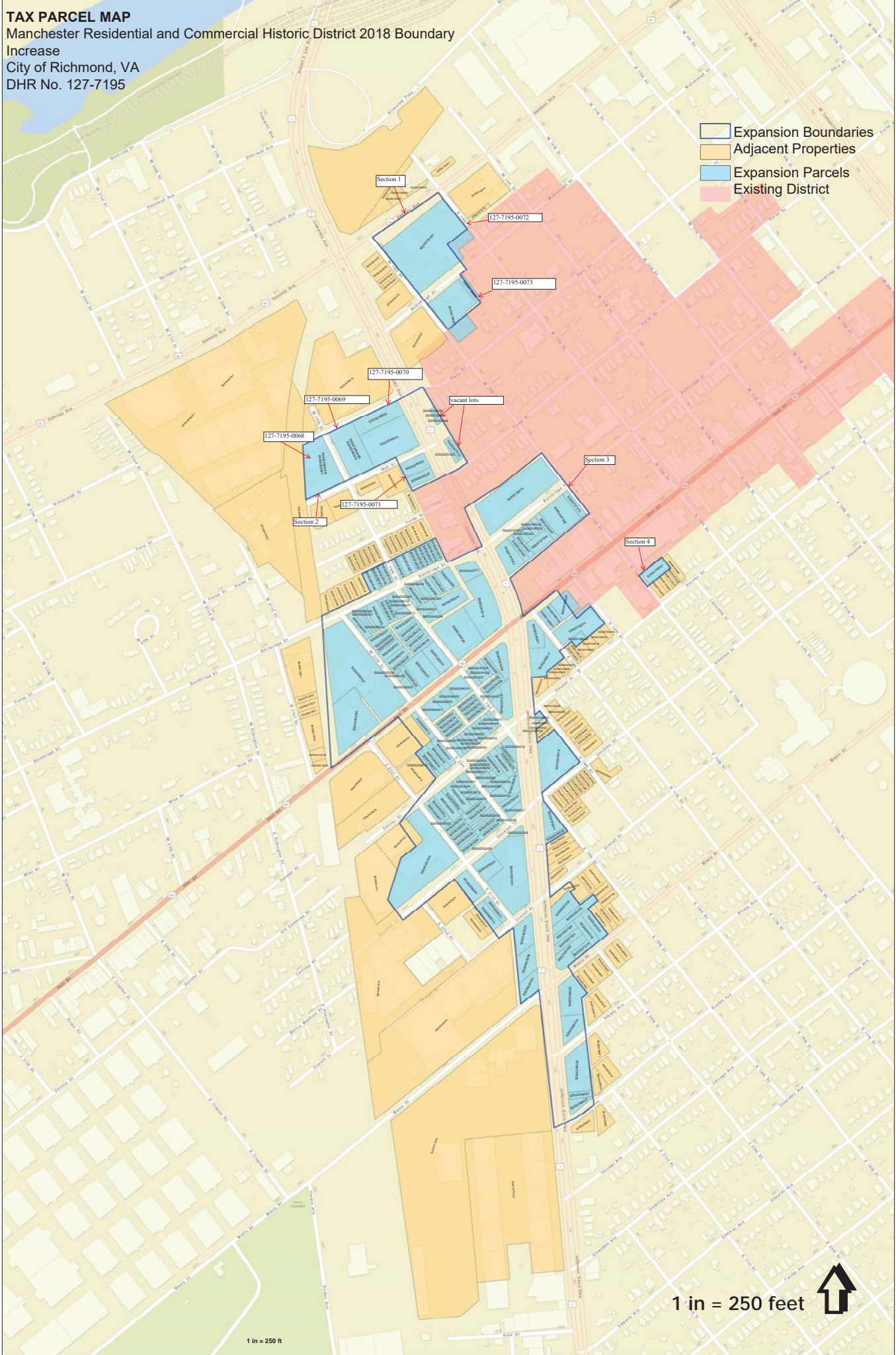


1 inch = 200 feet

TAX PARCEL MAP

Manchester Residential and Commercial Historic District 2018 Boundary Increase
City of Richmond, VA
DHR No. 127-7195

- Expansion Boundaries
- Adjacent Properties
- Expansion Parcels
- Existing District



1 in = 250 ft

1 in = 250 feet




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Small sign on the left side of the road.

SPEED LIMIT 25

ENGINE
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TATTOO











EXTREME
TIRE SERVICE

ROAD SERVICE
232-7255

CENTRAL SERVICE

COIN















Auto Wholesale

F

4 P

104

SALE

WASH





The Current Building
Developed by
[Logo]

V
25



VANS
SECT
CO., INC.







RICHMOND
CHRISTIAN
CENTER

RCC

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Boundary Update Shortened Comment Period (3 days)

Property Name:

Multiple Name:

State & County:

Date Received: 11/30/2018 Date of Pending List: 12/10/2018 Date of 16th Day: 12/13/2018 Date of 45th Day: 1/14/2019 Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 12/20/2018 Date

Abstract/Summary Comments:

Recommendation/ Criteria

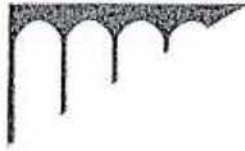
Reviewer Jim Gabbert Discipline Historian

Telephone (202)354-2275 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

MANCHESTER
ALLIANCE
RVA



8 June 2018

Marc Wagner
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

CC: Michael Hild

RE: Expansion of Manchester Residential and Commercial Historic District

Mr. Wagner,

The Manchester Alliance Board of Directors has reviewed the proposal to expand the boundaries of the Manchester Residential and Commercial Historic District. The board voted to support expansion to include previously excluded parcels within the boundaries of Manchester proper as well as expanding the district to include relevant parcels in the adjacent neighborhoods of Blackwell and Swansboro in the City of Richmond.

While supporting the expansion of the Manchester Historic District to include these adjacent communities, the Alliance is on record that the integrity of Blackwell and Swansboro remain as distinct neighborhoods with respect to the distinct history and identity of those communities.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Bass', written over a horizontal line.

David Bass
Manchester Alliance, President
815 Porter Street #105
Richmond, VA 23224
804-677-8270

State Historic Preservation Officer
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, VA 23221

To the State Review Board of the Department of Historic Resources:

Based on a letter we received from your office dated September 6, 2018, our property at 1400 Semmes Ave has been included in the proposed boundary increase of the Manchester Commercial & Residential Historic District. As a property owner of parcels in both the existing Manchester Residential & Commercial Historic District, and the proposed expansion, we **support this proposal** and request that the Board approve this proposal in the meeting scheduled for October 10.

Our company owns two specific parcels – one that is already in the Manchester District, as well as one in the proposed expansion:

- 400 W 14th Street (Parcel #S0000157015) is part of the existing Manchester Residential & Commercial Historic District (DHR# 127-0859). Based on documents on your website, this property was specifically included in this district with the boundary increase that was approved by the US Department of the Interior on Sept 9, 2006. This property was acquired by the Muse Land Company in 2016.
- 1400 Semmes Ave (Parcel #S0000157001) is included in the proposed expansion, and included in your map that accompanied your letter. The Muse Land Company was created in 2005 and is co-owned by William Kermit Muse, who has been a partial owner of the property since the 1970s, and whose family has owned this property since the 1950s.

Combined, these two parcels represent the entire block bordered by Semmes Avenue (north), W 14th Street (east), McDonough Street (south), and W 15th Street (west).

The property at 1400 Semmes Ave was once the home to Muse Buick, a family-owned GM Dealership and an important part of the Semmes commercial corridor that was vibrant until the 1980s. Our family has seen Manchester as a thriving community, as well as when it succumbed to urban blight and decay. Kickstarted by Robin Miller's first historic redevelopments on Commerce Ave, our neighborhood has rebounded substantially since the early 2000s. This would not have been possible without the creation of the Manchester Historic District, and the tax credits it allows for within the District.

As the bulk of our property was not in the borders of this area, it's only chance for development was to demo the existing structures and build new construction. This was actually the plan in 2015 when we signed a contract with a development company from Indiana. Their design was efficient, but a 5 story building that was built curb to curb along all 4 sides of the block was not appealing to us or the neighborhood.

By late 2017, two key events changed this: first, this original development plan suffered from repeated delays from the development company's financing issues, and second, our property was included in proposed expansion the Manchester District. At this point, we received a better offer from a local development firm who wanted to leverage the benefit of these credits to rehabilitate our existing structures, and use our parking lots to increase density with new construction. We have embraced this new plan as we feel it will retain the mid-century architecture of the Semmes commercial corridor, while adding the density that Manchester needs to be a vibrant community again.

The Muse Land Company is supportive of both the Manchester District boundary increase proposal, as well as the Blackwell District proposal. We feel that both projects will benefit their respective neighborhoods, and we are looking forward to the State Review Board approving these actions at its meeting on October 10, 2018.

Sincerely,

A handwritten signature in black ink, appearing to read "William Todd Muse", written in a cursive style.

William Todd Muse
Principal, Muse Land Company, Inc.

JOSEPH F. YATES, ARCHITECTS
A Professional Corporation

August 14, 2018

Ms. Julie Langan
Director of the Department of Historic Resources/State historic Preservation Officer
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

Mr. Marc Wagner
Senior Architectural Historian
Eastern Region Preservation Office
Virginia Department of Historic Resources
2801 Kensington Avenue
Richmond, Virginia 23221

Re: Proposed ~~Blackwell Historic District~~ (Expansion of the Manchester Historic District)

Dear Julie:
Dear Marc:

As a long time resident of the Monument Avenue Historic District I am well aware of the many advantages and benefits of owning property in a State and National Register Historic District.

I strongly support either the establishment of the proposed Blackwell District and/or the expansion of the Manchester Historic District.

Yours truly;



Joseph F. Yates, Architect



COMMONWEALTH of VIRGINIA

Department of Historic Resources

Matt Strickler
Secretary of Natural Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

November 16, 2018

Joy Beasley
Keeper of the National Register of Historic Places
National Park Service 2280
Mail Stop 7228
1849 C St., NW
Washington, D.C. 20240

Re: Manchester Residential and Commercial Historic District, City of Richmond, Virginia

Dear Ms. Beasley:

The enclosed disk contains the true and correct copy of the nomination for the **Halifax Triangle and Downtown Commercial Historic District** to the National Register of Historic Places. Submitted for your review, the nomination has been considered, and approved, by the State Review Board and the Virginia SHPO has recommended it for listing.

This property has 114 owners and the Department of Historic Resources received no letters of objection concerning the nomination. Any letters of comment or objection have been copied at the end of the nomination material, along with any FPO notification letters.

Should you have any questions, please do not hesitate to contact me. My direct phone line is 804-482-6439.

Sincerely,

A handwritten signature in blue ink that reads "Lena Sweeten McDonald".

Lena Sweeten McDonald
National/State Register Historian

Enclosures

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7029
Fax: (540) 868-7033

Eastern Region Office
2801 Kensington Avenue
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391



COMMONWEALTH of VIRGINIA

Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221

Matt Strickler
Secretary of Natural Resources

Julie V. Langan
Director

Tel: (804) 367-2323
Fax: (804) 367-2391
www.dhr.virginia.gov

November 30, 2018

Joy Beasley
Keeper of the National Register of Historic Places
National Park Service 2280
Mail Stop 7228
1849 C St., NW
Washington, D.C. 20240

RE: Manchester Residential and Commercial Historic District 2018 Boundary Increase

Dear Ms. Beasley:

I recently submitted the **Manchester Residential and Commercial Historic District 2018 Boundary Increase** nomination for your review. Consideration of this amendment by our State Review Board was delayed by six months as a result of variety of factors outside the applicant's control. We have received a request for expediting the consideration of the Boundary Increase in order to facilitate a rehabilitation project for 1400 Semmes Avenue (DHR #127-7195-0072). This is a complex of early 1950s auto-repair buildings that are vacant and in disrepair. The sale of the buildings to an individual who would like to begin work on the complex before more roof damage occurs is pending the federal listing the property. **In the interest of encouraging the preservation of 1400 Semmes Avenue, I am requesting expedited review that is allowed in Code of Federal Regulations 36 Section 60.13 Publication in the Federal Register and other NPS notification.**

CFR 36 Section 60.13 states: "A 15-day commenting period from date of publication will be provided. When necessary to assist in the preservation of historic properties this 15-day period may be shortened or waived." I am asking the Keeper to waive the 15-day comment period and review the nomination as soon as possible.

Should you have any questions, please do not hesitate to contact me. I do appreciate your review of this request. Please let me know if there are any questions about the nomination and accompanying material. My direct phone line is 804-482-6087.

Sincerely,

Julie V. Langan
Director and State Historic Preservation Officer

Western Region Office
962 Kime Lane
Salem, VA 24153
Tel: (540) 387-5443
Fax: (540) 387-5446

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
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