

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: Downtown Hopewell Historic District 2017 Boundary Increase

Other names/site number: DHR No. 116-5092

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: East City Point Rd., East Randolph Rd., East Poythress St.

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

Not For Publication: Vicinity:

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

<p>Signature of certifying official/Title: <u>Virginia Department of Historic Resources</u> State or Federal agency/bureau or Tribal Government</p>	<p>Date</p>
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<p>In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.</p>	
<p>Signature of commenting official:</p>	<p>Date</p>
<p>Title :</p>	<p>State or Federal agency/bureau or Tribal Government</p>

Downtown Hopewell Historic District 2017

City of Hopewell, VA

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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:) _____

Signature of the Keeper

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>8</u>	<u>3</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>4</u>	objects
<u>8</u>	<u>7</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/TRADE/ Specialty Store/Automobile Dealership; Auto Parts Store

GOVERNMENT/Correctional Facility/Jail

TRANSPORTATION/ Road-Related (Vehicular)/ Parking Garage

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE/Business

VACANT/NOT IN USE

SOCIAL/Meeting Hall

GOVERNMENT/Government Office

GOVERNMENT/Correctional Facility/Jail

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial

Style

OTHER: Post-Modern

Materials: (enter categories from instructions.)

Principal exterior materials of the property: WOOD, BRICK, STONE, METAL, TERRA COTTA, ASPHALT

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 Downtown Hopewell Historic District 2017 Boundary Increase encompasses approximately 5.75 acres and consists of traditional early to mid-twentieth century commercial and municipal buildings in two distinct sections. The western portion of the boundary increase is composed largely of concrete masonry unit commercial buildings built to their lot lines, some with an adjacent parking area. The eastern portion of the boundary increase contains a single brick commercial building, the oldest in the expansion area, and an elaborate, two-story city jail. There are 8 contributing buildings in the Downtown Hopewell Historic District 2017 Boundary Increase and 3 noncontributing buildings. The boundary increase areas reflect early to mid-twentieth century automotive, commercial, and municipal design. Alterations have been made, but the overall character of the downtown commercial and municipal area remains intact.

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Narrative Description

The two distinct areas in the Downtown Hopewell Historic District 2017 Boundary Increase are divided by an area already included in the Downtown Hopewell Historic District. These additional areas are continuations of the existing district's streetscape, featuring masonry commercial buildings as well as a city jail. The commercial buildings and their parking lots are built to their lot lines and abut the adjacent sidewalks which line the city's streets. Alleyways are typical in Hopewell, and run behind buildings on the northern edge of East City Point Road, as well as most buildings along the northern and southern edges of East Poythress Street.

The 200 block of East City Point Road, known prior to about 1966 as Commerce Street, runs parallel to a railroad track and features two contributing commercial structures, historically used as garages. They are both one-story, concrete masonry unit buildings with flat roofs and short parapets. 202 East City Point Road (116-5092-0001) features several historic garage openings, an office area with storefront door and windows, and an awning above a parking area. Across the street to the northwest is 207 East City Point Road (116-5092-0002), which features two sliding garage doors and a historic brick chimney behind the terracotta coped parapet. At the easternmost end of the 200 block is 217 East City Point Road (116-5092-0003). This is a non-contributing building due to its construction date of 1970, which postdates the district's period of significance. Despite its non-contributing status, the scale and materials used in its construction fit well within the district, and its function as a meeting hall does not detract from the theme of community and city development within the downtown area.

North of, and parallel to, East City Point Road is East Poythress Street. At the western most end of East Poythress Street, and addressed as 215 West Randolph Road (116-5092-0011), is a purpose-built automobile dealership. The dealership façade along both West Randolph and East Poythress is treated with large display windows and commercial entry doors with glass lights. The portion of the building that continues down East Poythress for almost half a city block contains more commercial storefront entries, historically for other parts of the dealership business, followed by several large garage door openings. The building has a flat roof with large parapets around the intersection of West Randolph and East Poythress. A neighboring building to 215 West Randolph is 225 East Poythress (116-5092-0010). This is a one-story concrete block building with a flat roof that retains its aluminum storefront windows and parapet roof covering. There are also two flanking terrazzo covered pierce which frame the façade, which is pierced by an engaged entry. A small, contributing outbuilding sits at the rear of the fenced in lot associated with this property. It is constructed with concrete masonry units and has a flat roof, with metal shed-roof extensions and two garage door openings.

The southern edge of the 200 block of East Poythress features a 1953 purpose-built automobile parts store near the center of the block at 226 East Poythress Street (116-5092-0004). This is a front gable building constructed with CMU, and features a brick veneer façade pierced by aluminum storefront windows and a central engaged entry. Just east, and sharing a wall with 217

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East City Point Road, is a small CMU building. This flat-roof building, located at 232 East Poythress (116-5092-0005), features no windows and only a single metal door for pedestrian entry. A wooden infilled garage or loading door pierces the southern elevation.

Continuing down East Poythress Street to the eastern expansion area is 350 East Poythress Street (116-5092-0007), a c.1992 noncontributing municipal building with a brick veneer and asphalt shingle hipped roof. The 400 block of East Poythress Street contains two contributing resources, the first of which is a jail at 402 East Poythress Street (116-5092-0008). This is a two-story brick building constructed in 1928. features an ornate cast stone entry arch, water table, lintels, and window sills that are classically derived but very minimal, in a style known as Stripped Classicism; the building's current appearance is as described in the May 29, 1928, edition of the *City and Tri-County News* still remain throughout the building. Just east is 404 East Poythress Street (116-5092-0009). This is a commercial building with a shallow raking front gable roof, and brick diapering on the façade and a portion of the west elevation.

Inventory

The following inventory lists the newly added resources within the two boundary expansion areas. The inventory is organized alphabetically by street name and then numerically by address number. Each entry provides the address, VDHR File Number, other DHR ID number if applicable, resource type, number of stories, style, construction date, and contributing status. The contributing/non-contributing status of each building was determined based on the integrity of each building as they support Criteria A (Commerce) and C (Architecture) during the Period of Significance (1915-1960).

East City Point Road

202 East City Point Road DHR #116-5092-0001

Other DHR ID#

<i>Primary Resource:</i>	Commercial Building	Contributing
# of Stories: 1	Style: Commercial	
Total: 1	Date: 1958	
<i>Secondary Resource:</i> Sign		Non-Contributing
# of Stories: N/A	Style: N/A	
Total: 1	Date: 1995	

207 East City Point Road DHR #116-5092-0002

Other DHR ID#

<i>Primary Resource:</i>	Commercial Building	Contributing
# of Stories: 1	Style: Commercial	
Total: 1	Date: 1952	

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217 East City Point Road DHR #116-5092-0003

Other DHR ID#

Primary Resource: Meeting/Fellowship Hall Non-Contributing
of Stories: 1 Style: Mixed
Total: 1 Date: 1970
Secondary Resource: Flag Pole Non-Contributing
of Stories: N/A Style: N/A
Total: 2 Date: 1970

East Poythress Street

225 East Poythress Street DHR #116-5092-0010

Other DHR ID# 116-5090

Primary Resource: Commercial Building Contributing
of Stories: 1 Style: Moderne
Total: 1 Date: 1960
Secondary Resource: Shed Contributing
of Stories: 1 Style: Other
Total: 1 Date: 1960

226 East Poythress Street DHR #116-5092-0004

Other DHR ID#

Primary Resource: Commercial Building Contributing
of Stories: 1 Style: Commercial
Total: 1 Date: 1953

232 East Poythress Street DHR #116-5092-0005

Other DHR ID#

Primary Resource: Commercial Building Non-Contributing
of Stories: 1 Style: Commercial
Total: 1 Date: 1970

350 East Poythress Street DHR #116-5092-0007

Other DHR ID#

Primary Resource: Government Office Non-Contributing
of Stories: 1 Style: Post Modern
Total: 1 Date: 1992
Secondary Resource: Sign Non-Contributing

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of Stories: **N/A** Style: **N/A**
Total: **1** Date: **1992**

402 East Poythress Street DHR #116-5092-0008

Other DHR ID#

Primary Resource: **Jail** **Contributing**
of Stories: **2** Style: **Other**
Total: **1** Date: **1928**

404 East Poythress Street DHR #116-5092-0009

Other DHR ID#

Primary Resource: **Commercial Building** **Contributing**
of Stories: **1** Style: **Commercial**
Total: **1** Date: **1929**

West Randolph Road

215 West Randolph Road

DHR #116-5092-0011

Other DHR ID# 116-5091

Primary Resource: **Commercial Building** **Contributing**
of Stories: **1.5** Style: **Commercial**
Total: **1** Date: **1960**

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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.)

TRANSPORTATION

COMMERCE

ARCHITECTURE

Period of Significance

1915-1960

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Shaffer, Mathew T. Shaffer (architect)

Rose, Frank J. (contractor)

Brewer, J.L. (contractor)

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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 Downtown Hopewell Historic District 2017 Boundary Increase is locally significant under Criterion A for its association with historic events and trends in the areas of Commerce and Transportation, and under Criterion C in the area of Architecture. The historic district's original 2002 nomination describes Hopewell's downtown area as a central location for government and commerce, with much of its development driven by the Du Pont Corporation's nearby industrial complexes. The 2013 and 2015 boundary adjustment nominations expanded upon the contexts of Commerce and Transportation, especially in the aftermath of World War II. This 2017 boundary increase nomination brings in several more resources associated with transportation and commerce, as well as local government. Transportation was added as an area of significance in the 2015 update, and the current boundary increase areas further expand on this topic as they contain two service stations, an automotive dealership, and an auto parts store. Seven contributing commercial buildings are included in the expansion area and these continue the post-World War II commercial and municipal development of Hopewell. In the area of Architecture, the boundary expansion areas for the most part have derivations of nationally popular styles, particularly the Commercial style that characterized one- and two-story, small-scale commercial buildings of the 1910s through late 1940s. The two-story former jail was constructed in 1928 and features an ornate cast stone entry arch, water table, lintels, and window sills that are classically derived but very minimal, in a style known as Stripped Classicism. An Art Moderne former auto dealership retains the horizontal massing and canted corner often found with this style, as well as numerous large display windows meant to showcase the automobiles once displayed inside. The increased reliance on personal automobiles, expanding commercial endeavors, and changes in local government are illustrated in the architecture and landscapes of stores, garages and city jail that exist within the boundary increase areas. The period of significance for the boundary increase areas is 1915-1965, beginning with a fire that destroyed much of the original buildings in downtown Hopewell and ending with construction of the most recent contributing resource associated with the district's areas of significance.

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

Development and Expansion

Following a fire in 1915 which devastated a large portion of the businesses extant in Hopewell at the time, the city took to more permanent construction methods. Brick buildings from the period immediately following the fire still remain, and were included in the original Downtown Hopewell Historic District boundaries. Brick buildings which stand today weren't only built as replacements to those lost in the fire, but as additional businesses to serve the rapidly expanding city. Population growth exploded in 1917 after the United States' entry into

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World War I, and especially after the construction of Camp Lee, a nearby military base (now known as Fort Lee). Necessary municipal buildings began to be updated and constructed to serve the growing population, including the Municipal Building in 1925 and a new jail in 1928.¹ The jail, now at 402 East Poythress Street, represented not only a continued growth in population, but an expansion in size and an interest in investing in good municipal architecture. Ordered years prior by a local judge after several successful escapes from the old wooden jail nearby, the jail was completed by contractors Frank J. Rose and J.L. Brewer and opened in June of 1928.² The jail was designed by Richmond architect Matthew T. Shaffer, who remained active in Virginia from 1929-1931, before moving his architectural practice to New York City.³ Shaffer won the commission over two other prominent Virginia architects: Osbert L. Edwards and Fred Bishop, both of whom have substantial design credits throughout eastern Virginia.⁴

The jail, considered very modern at the time, had several amenities not included in the building it was to replace.

“The first floor will have a police court room and offices for the court clerk, city sergeant, chief of police and desk sergeant, with toilet and shower baths for the police and shower baths for the prisoners. There will be eight steel detention cells for prisoners on the first floor. These cells will be used to hold persons until they appear in court and serve as police station cells. The first floor of the new jail might be called Hopewell’s first police station.

The second floor is the jail proper and will have steel cells for forty prisoners and a prison kitchen. Each cell will have toilet and sanitary washstand with running water.”⁵

A product of Virginia politics of the early 20th century, the jail was constructed with segregation of its prisoners by race as a key design component. “Negroes and whites will be placed in separate compartments, with ample provision for further segregating different types of criminal, both male and female” explained a local paper.

Also specified in the plans for the jail were “high-built windows” that “throughout the structure assure adequate day-light for persons wishing to read or perform duties inside.”⁶ These windows remain intact throughout the building.

¹ McRae, Jean, Sarah Meacham and Ashley Neville. *Downtown Hopewell Historic District National Register of Historic Places Registration Form*. December 2001. Archive Collection. Virginia Department of Historic Resources, Richmond, VA.

² “Rapid Progress On New Jail Building.” *City and Tri-County News*, 10 Feb. 1928.

³ Wells. *The Virginia Architects 1835-1955: A Biographical Dictionary* (Richmond, VA; New South Architectural Press, 1997), p. 404

⁴ “Contracts Made By City Council Are Contingent Upon Success Of Proposed \$50,000 Bond Issue Vote: Design Specifications For New Jail and Police Court Building Let.” *City and Tri-County News*, 16 Sept. 1927.

⁵ “Build New Jail About As Cheap As The Old One.” *City and Tri-County News*, 23 Dec. 1927.

⁶ “Expect Hopewell's New Jail To Be Occupied Next Week; Is Declared ‘Escape Proof.’” *City and Tri-County News*, 29 May 1928.

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The fireproof building was constructed of steel, stone, brick and concrete. The cost of the building was around \$30,000, which the city manager claimed was “about as cheap as the old wooden jail.”⁷ The construction and design of the jail was not only believed to be fireproof, but also escape proof, with “super-strength” cell bars, and stairs “protected by double tiers of barred doors, through which the jailer may look within, in case of uprisings or disturbance, without fear of being overpowered by prisoners”.⁸

After construction was completed and the building completely furnished, prisoners were marched from the old wooden jail, less than a block away, “six at a time, handcuffed in pairs” until all of the first 25 of its inhabitants were confined.⁹

Although now separated from the rest of the Downtown Hopewell Historic District by a single non-contributing building, the jail at one point sat surrounded by local businesses and residences. A contributing building to the Downtown Hopewell Historic District 2017 Boundary Increase, located at 404 East Poythress Street, was used as a garage during the 1960s and still stands just east of the jail. Just west, in the latter half of the district’s period of significance, were several other commercial buildings, tying the jail to the commercial fabric of what is now the Downtown Hopewell Historic District.

Portions of the lots on which the jail and the neighboring building at 404 East Poythress Street were constructed came from open lands owned by the prominent local Eppes family, and the street that leads to these buildings became known as Poythress Street Extension; both are indicative of the growth downtown Hopewell was experiencing between World War I and World War II.¹⁰

Commerce

Hopewell developed both economically and socially as a result of a continued trend of industry introduced to the area by the DuPont Corporation.¹¹ DuPont helped guide Hopewell into becoming a town capable of thriving in even the toughest conditions, thanks largely to a contemporary industry which was able to succeed during war and when there were poor economic circumstances elsewhere. A fire in 1915 destroyed much of the town, as it was built mostly with flimsy, weak materials such as “tin, tar paper, packing boxes and canvas”.¹² Construction of buildings out of more substantial materials, such as brick and concrete, followed soon after the disaster.

⁷ *City and Tri-County News*, 23 Dec. 1927.

⁸ *City and Tri-County News*, 29 May 1928.

⁹ “New Jail Goes Into Use Today.” *City and Tri-County News*, 12 June 1928.

¹⁰ “To Make A Street Back of New Jail.” *City and Tri-County News*, 16 Mar. 1928.

¹¹ Sadler et. al., *Downtown Hopewell Historic District Nomination Update and Boundary Adjustment*, 2013.

¹² Lutz. *The Prince George-Hopewell Story* (Richmond, VA: The William Byrd Press, Inc., 1957), p. 227

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After World War I ended, demand for goods from the DuPont chemical works subsided, but rather than closing their doors, the company was able to sell some of its plants to other corporations. Because of this, unemployment stayed low and the city of Hopewell was able to continue to thrive through the 1920s and 1930s. According to interviews with local history room assistant librarian and archivist, Jeanie Langford, employees of the numerous plants in the area were able to succeed, purchasing cars and commuting to and from work, even during the Great Depression.¹³

Thanks in large part to its five large chemical plants, Hopewell “sustained an astounding financial growth from 1938 to 1950.” During this time, retail sales in area business grew from just over \$2 million to nearly \$12.5 million and the population was growing.¹⁴ The increasing population demanded more and more services that local businesses eagerly provided, including car dealerships and auto repair shops, as well as better publicly-financed infrastructure, including roads and parking.

The Hopewell area also hosted the U.S. Army’s Camp Lee during World War I. The camp closed in 1921 and all its buildings were razed but the federal government retained ownership of the land. Camp Lee was reestablished during World War II, and infrastructure to support the massive influx of soldiers was built, including four “motor repair shops.”¹⁵ New or expanded roads, including several state routes and highways leading to Hopewell and Camp Lee, allowed for easier access to the area and “...brought one-fourth of the nation’s population within overnight shipping distance of Hopewell.”¹⁶ At its peak population, in December of 1942, around 45,000 officers and enlisted men lived at Camp Lee. By the time the Camp was made a permanent installation and re-named Fort Lee in 1950, it was home to just 12,000 troops, but this was enough to warrant the construction of more shops, homes, apartments, and roads in the vicinity.¹⁷ Fort Lee continues to be a major presence in the Hopewell area today.

Transportation

As stated in the 2013 boundary adjustment nomination, “[The buildings in the district] represent the evolution of Hopewell from an early twentieth-century boomtown to a modern city with structures that serve the social, civic, and governmental needs of the populace.”¹⁸ In addition to these buildings, transportation infrastructure was constructed to accommodate two important trends in early twentieth century transportation: first, mass transit via a trolley system, and second, personal transportation via automobiles. The importance of personal and public vehicles influenced the commercial and physical landscape of Hopewell dramatically and can

¹³ Oral History: Jeanie Langford

¹⁴ Calos, p. 160

¹⁵ Lutz, p. 267

¹⁶ Lutz, p. 278

¹⁷ Calos, p. 160

¹⁸ 2013 Boundary Expansion

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still be easily seen today. Hopewell's first bus service began in 1921 and by 1922 "the [neighboring] county was beginning to be more road conscious."¹⁹

Virginia State Route 10, known in Hopewell as Randolph Road, has a long history in the area. Originally a stagecoach road, it was paved in the early twentieth century to accommodate the growing needs of private and public, as well as military, automobile traffic. Its widening during the mid-twentieth century, however, is considered by many local and longtime residents to be one of the key reasons for Hopewell's economic decline starting in the 1960s. Travelers who would likely once have stopped in the city for shopping, meals, or lodging, now found a route that was easier to navigate through and required fewer breaks.²⁰

East Poythress Street has had a long automotive history as well. In contrast to Broadway Avenue and Main Street's partiality to entertainment and more fashionable commerce, auto parts stores, as well as dealerships and garages, have populated the buildings along Poythress Street since at least the 1930s. Businesses such as Allied Auto Parts and Dunnington Motors, which no longer exist, appeared on this street.

¹⁹ Calos, Easterling, Rayburn. Old City Point and Hopewell; The First 370 Years. Norfolk, VA: The Donning Company/Publishers, 1983, p.109, 116.

²⁰ Jeanie Langford

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8. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Calos, Mary Mitchell, Charlotte Easterling and Ella Sue Rayburn. *Old City Point and Hopewell: The First 370 Years*. Norfolk, VA: Donning Co., 1983.

Carey, A.V. *Pictorial History of Hopewell, Virginia: Illustrating the Development of the Eighth Wonder of the World*. Hopewell, VA: Self Published, 1962.

City and Tri-County News. Hopewell, Virginia. 1927-1928.

Hill's Hopewell City Directory, 1955, 1957, 1959, 1961, 1962, 1963, 1965, 1970, 1971, 1975, 1980, 1985, 1988, 1989, and 1992. Richmond, VA: Hill Directory Co., Inc., 1955, 1957, 1959, 1961, 1962, 1963, and 1965.

Langford, Jeanie. Personal Interview. December 2014.

Lutz, Francis Earl. *The Prince George - Hopewell Story*. Richmond, VA: The William Byrd Press, Inc., 1957.

McRae, Jean, Sarah Meacham and Ashley Neville. *Downtown Hopewell Historic District National Register of Historic Places Registration Form*. December 2001. Archive Collection. Virginia Department of Historic Resources, Richmond, VA.

Sadler, Mary Harding, Llewellyn Hensley, Caroline Eddy, and Jean O. McRae. *Downtown Hopewell Historic District Nomination Update and Boundary Adjustment, 2013*. November 2012. Archive Collection. Virginia Department of Historic Resources, Richmond, VA.

Wells, John E. *The Virginia Architects 1835-1955: A Biographical Dictionary*. New South Architectural Press, 1997.

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. 116-5092

9. Geographical Data

Acreeage of Property 5.75 Acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

Western Expansion Area

Latitude: 37.304060

Longitude: -77.284245

Eastern Expansion Area

Latitude: 37.305260

Longitude: -77.282019

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: Easting: Northing:

2. Zone: Easting: Northing:

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3. Zone: Easting: Northing:

4. Zone: Easting: Northing:

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

The existing boundary for the Downtown Hopewell Historic District is being increased in two areas to add three resources on East City Point Road, one resource on West Randolph Road, and six resources on East Poythress Street. The first boundary increase area includes the entire northern edge of the 200 block of East Poythress Street, the eastern half of the block bounded to the north by East Poythress Street, to the east by Hopewell Street, to the south by East City Point Road, and to the west by West Randolph Road. The final section of this first additional area runs along the southern edge of the 200 block of East City Point Road, in the area not yet included in the Downtown Hopewell Historic District.

The second boundary increase area is composed of the remaining southern edge portion of the 300 block of East Poythress Street, and a small portion of the southern edge of the 400 block of East Poythress Street.

The true and correct historic boundaries for each boundary increase area are shown on the attached Sketch Map/Photo Key.

Boundary Justification (Explain why the boundaries were selected.)

This expansion of the Downtown Hopewell Historic District includes resources that have maintained their historic and architectural integrity as well as exemplifying the significant commercial, transportation, and architectural trends that shaped the area. The scale of buildings, as well as their functions, is representative of the evolution of a small downtown and the changing needs of local shoppers and residents. The two boundary increase areas contribute to the district's overall setting, feeling, and association by capturing parking spaces, garages, automotive commerce, and municipal use which indicate the emerging use of personal transportation and the expansion of the city and its responsibilities.

10. Form Prepared By

name/title: Jonathan Valalik, Marcus Pollard

organization: Commonwealth Preservation Group

street & number: 716 W 20th St.

city or town: Norfolk state: VA zip code: 23517

e-mail: marcus@commonwealthpreservationgroup.com

telephone: 757-651-0494

date: September 5, 2017

Downtown Hopewell Historic District 2017
Boundary Increase

Name of Property

City of Hopewell, VA

County and State

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.
- **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: Downtown Hopewell Historic District 2017 Boundary Increase

City or Vicinity: Hopewell

County: Independent City State: Virginia

Photographer: Jonathan Valalik

Date Photographed: August 29, 2017

Description of Photograph(s) and number, include description of view indicating direction of camera:

(VA_Hopewell_DowntownHopewellHistoricDistrict2017BoundaryIncrease_0001)
West Randolph Road, looking N

(VA_Hopewell_DowntownHopewellHistoricDistrict2017BoundaryIncrease_0002)
East Poythress Street, looking NE

Downtown Hopewell Historic District 2017
Boundary Increase

Name of Property

City of Hopewell, VA

County and State

(VA_Hopewell_DowntownHopewellHistoricDistrict2017BoundaryIncrease_0003)

East City Point Road, looking SW

(VA_Hopewell_DowntownHopewellHistoricDistrict2017BoundaryIncrease_0004)

Hopewell Street, looking N

(VA_Hopewell_DowntownHopewellHistoricDistrict2017BoundaryIncrease_0005)

East Poythress Street, looking NE

(VA_Hopewell_DowntownHopewellHistoricDistrict2017BoundaryIncrease_0006)

East Poythress Street, Looking E

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.