

## Virginia Department of Historic Resources PIF Resource Information Sheet

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the proposed district for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the district could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

<b>General Property Information</b>	For Staff Use Only DHR ID #: 127-5817
District Name(s): <u>Manchester Residential and Commercial Historic District Expansion</u>	
District or Selected Building Date(s): <u>1950-1967</u> <input type="checkbox"/> Circa <input type="checkbox"/> Pre <input type="checkbox"/> Post      Open to the Public? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Main District Streets and/or Routes: <u>Stockton, Decatur, Everett, Maury, Albany, Boston, Chicago, Dinwiddie, Cowardin</u> City: <u>Richmond</u> Zip: <u>23224</u>	
County or Ind. City: <u>City of Richmond</u> USGS Quad(s): <u>Richmond</u>	

<b>Physical Character of General Surroundings</b>	
Acreage: <u>155</u> Setting (choose one): <input type="checkbox"/> City <input checked="" type="checkbox"/> Urban <input type="checkbox"/> Town <input checked="" type="checkbox"/> Suburban <input type="checkbox"/> Rural <input checked="" type="checkbox"/> Transportation Corridor	
Site Description Notes/Notable Landscape Features/Streetscapes: <u>This expansion to the Manchester Residential and Commercial Historic District incorporates additional contemporary residential and commercial development to the south and west of the existing district that was part of the original City of Manchester/Manchester Ward annexed by the City of Richmond in 1910 (n.a. 1911). The proposed district boundaries would generally extend as far north as Semmes Avenue, as far west as the former Atlantic Coast Line railroad corridor and Cowardin Street (also known as Jefferson Davis Highway and U.S.-1), and as far south as Dinwiddie Avenue. The eastern boundary for the expansion area will generally follow historic subdivision boundaries while excluding large pockets of nonhistoric development, and thus "stairstep" along 13<sup>th</sup> Street, 16<sup>th</sup> Street, and 17<sup>th</sup> Street.</u>	
Ownership Categories: <input checked="" type="checkbox"/> Private <input checked="" type="checkbox"/> Public-Local <input type="checkbox"/> Public-State <input type="checkbox"/> Public-Federal	

<b>General District Information</b>	
What were the historical uses of the resources within the proposed district? Examples include: Dwelling, Store, Barn, etc...	
<u>Dwelling, Church, School, Commercial Building</u>	
What are the current uses? (if other than the historical use) _____	
Architectural styles or elements of buildings within the proposed district:	<u>Folk Victorian, Italianate, Craftsman/Bungalow, Colonial Revival, Mixed Revival, Art Deco, Art Moderne</u>
Architects, builders, or original owners of buildings within the proposed district:	_____
Are there any known threats to this district? <u>Deterioration</u>	

**General Description of District:** (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

The existing Manchester Residential and Commercial Historic District (VDHR # 127-0859) is generally bound by McDonough St, E. 9th St, Decatur St, and Cowardin Ave in the Manchester area of Richmond, Virginia. It is composed of commercial properties fronting Hull Street between Commerce Avenue and Cowardin Avenue and residential properties to the north that were primarily built in the late 19<sup>th</sup> to mid-20<sup>th</sup> century.

The proposed Manchester Residential and Commercial Historic District Expansion (from here on referred to as the expansion area) incorporates additional contemporary residential and commercial development to the south and west of the existing district that was part of the original City of Manchester/Manchester Ward annexed by the City of Richmond in 1910 (n.a. 1911). The proposed district boundaries would generally extend as far north as Semmes Avenue, as far west as the former Atlantic Coast Line railroad corridor and Cowardin Street (also known as Jefferson Davis Highway and U.S.-1), and as far south as Dinwiddie Avenue. The eastern boundary for the expansion area will generally follow historic subdivision boundaries while excluding large pockets of nonhistoric development, and thus “stairstep” along 13<sup>th</sup> Street, 16<sup>th</sup> Street, and 17<sup>th</sup> Street.

Those portions of the expansion area immediately to the south and west of the existing district, but north of Maury Street were 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 spread throughout as well. The portion of the expansion area south of Maury Street was platted by the Richmond & Manchester Land Company chartered in 1896 (n.a. 1896), however most development occurred following the annexation of Manchester by the City of Richmond in 1910, and continued through the mid-twentieth century.

The vast majority of properties within the expansion area boundaries are residential with commercial properties focused along Cowardin Street as well as in the area between Cowardin and the parallel A.C.L. railroad corridor roughly two blocks to the west. There are also a number of churches, a school, and a community pool within the residential portions of the expansion area.

Development within the expansion area occurs on blocks set in a mostly gridded pattern created by a continuation of the streets situated within the existing historic district. Following the precedent set by commercial properties fronting Hull Street, the properties within the expansion area are primarily oriented towards the east-west streets with the exception of those fronting Cowardin. The north-south streets in the expansion area 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, Boston, Chicago, and Dinwiddie (although originally named Delaware). 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 expansion area is densely developed; although there are pockets and individual lots of vacant land. In general, the residential blocks between Hull and Maury Street have the highest density with slightly smaller lots and smaller building setbacks. The residential blocks south of Maury have slightly larger lots with generally increased setback for a more moderate building density. The commercial area to the west of Cowardin has a lower property density due to the generally larger lots and buildings interspersed by open parking lots and work yards.

Most residential buildings within the expansion area are modest one- and two-story single dwellings, with a few duplexes and a multi-family apartment complexes interspersed. The homes are typically set near the roads

with minimal setback from the sidewalk and have small front yards. Most of the properties have larger backyards and a small number have rear garages, although these are typically limited to properties south of Maury Street where the blocks are divided by interior alleys. Predominant styles include Folk Victorian, Italianate, Craftsman/Bungalow, and Colonial Revival.

Scattered amongst the residential properties in the expansion area are several churches as well as a public school complex. The churches are generally small and set on similarly-sized residential lots. Most rely on street parking although some have small parking areas to the sides or rear. The churches exhibit a variety of turn-of-the-century revival styles.

The largest property and building complex within the expansion area is the site of the Blackwell Elementary School, between Stockton, Maury, 13<sup>th</sup>, and 16<sup>th</sup> Streets. This complex consists of school building and community pool from 1967 and a larger school building constructed in 1999. The 1967 school building exhibits a unique architectural form and style with a large circular footprint and conical roof reminiscent of a “flying saucer”.

In general, the residential blocks have a neighborhood feel with tree-shaded streets, sidewalks along most blocks, and grassy medians. Fenced yards, particularly to the rear of homes are common. Many properties have small sheds or other outbuildings to the rear as well. Due to the limited number of garages and driveways, street parking is common and many streets have been set as one-way traffic.

The commercial and light industrial portion of the expansion area, along and west of Cowardin is characterized by a variety of building types and sizes. The commercial buildings lining Cowardin are typically one story masonry structures at a pedestrian scale, and set adjacent to the road with parking lots to the side and rear. These buildings primarily reflect mid-century styles that include Art Deco, Streamline Moderne, and other commercial vernacular. The commercial buildings located on the blocks between Cowardin and the A.C.L. Railroad corridor are typically larger and exhibit less architectural embellishment. Many of these buildings functioned as warehouse or wholesale space and thus have large footprints surrounding by loading and staging areas. One exception is a large, mid-century, former grocery store set back from the primary commercial corridor on Hull Street that exhibits a high-style, architect-designed contemporary influence through a barrel roof with massive wood bents. There is a light density of historic homes interspersed throughout the commercial area between Cowardin and the railroad, however it appears that these homes in general have been more subject to vacancy.

The overall historical integrity of the expansion area and the individual buildings within it is moderately high. In recent years, there has been demolition of deteriorated and condemned buildings as part of the redevelopment plan that have resulted in vacant lots or modern infill, however, within the expansion area, there remains a dense and cohesive collection of historic buildings. Much of the infill development within the expansion area has been part of a revitalization movement for affordable housing in the city. These new homes generally blend with the historic character of the neighborhood through thoughtful design that incorporates many of the characteristics of the surrounding homes such as size, setback, style, materials, and ornamentation. A more densely redeveloped area of these homes is located east of the expansion area between 11<sup>th</sup> and 13<sup>th</sup> Streets, and has been excluded from the expansion area boundaries.

Most of the buildings within the expansion area retain a high degree of integrity and historic character. In general, they retain original form, materials, features, and other architectural details and convey the development and evolution of both the residential and commercial aspects of Manchester from the nineteenth through mid-twentieth century.

**Significance Statement:** Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

### **Historic Context:**

The proposed Manchester Residential and Commercial Historic District expansion area shares much of the same history as that of the existing district, and is tied to the evolution of Manchester from its founding through the present-day. Early settlement of the Manchester area occurred as early as the 1730s when Richmond was first platted across the river and was at first referred to as “Rocky Ridge” (Valentine 2011). In 1769, Rocky Ridge was incorporated as a town, and the name was changed to Manchester. From that date through the early-twentieth century, the two communities subsisted as a sort of competing “sister” cities, although Richmond received a major boost in 1779 when it was declared the capital of the Commonwealth. The first bridge connecting the two towns was constructed in 1785 by John Mayo, thus providing for commerce and transportation back and forth, increasing the economic capabilities of both sides.

By 1805, the primary development in Manchester remained focused along the riverfront in the warehouse and industrial area; split by the “Turnpike Road” (present-day Hull Street) that crossed the Mayo Bridge, and was bounded to the north and south generally by present-day Commerce Street and Maury Street. However, the elevated plateau uphill attracted the town’s wealthier citizens and entrepreneurs who slowly began to expand development inland.

Development was further spurred by the construction of the Richmond and Petersburg Railroad in 1836 that connected to the mule and gravity powered Chesterfield Railroad which brought coal to Manchester from nearby Midlothian. The influx of coal and industry led to substantial growth in Manchester during this time, and its evolution into a center for shipping and trade (Valentine 2011).

By the mid-nineteenth century, a gridded system of streets and blocks had evolved roughly sixteen blocks deep by seven blocks wide along the turnpike road. The roads through the town were named after American naval heroes. The Turnpike Road was named for Commodore Isaac Hull who served in the war with Tripoli and American Revolution later became commandant of the Boston Naval Yard. Bainbridge Street was named for William Bainbridge, Commander of the warship Constitution in the War of 1812. Porter Street recognized Commander David Porter, who captured nine prizes in one cruise from New York to the West Indies during the War of 1812. Perry Street was named for Commander Oliver Perry who affected the surrender of the British Fleet on the Great Lakes in the War of 1812. Decatur Street was named for Commodore Stephen Decatur, who was the commander of the warship Constitution in the Tripoli War in 1803. The cross streets of Manchester were also named for naval heroes including Reid, Ludlow, Wadsworth, Summers, Jackson, Biddle, Barney, Allen, Burrows, Blakely, Warrington, Lawrence, Jones, Harrington; however these have since been renumbered (Kollatz Jr. 2015).

By the time of the Civil War, Manchester had grown and evolved into a full-fledged town and another community had evolved further to the west, across the Richmond and Petersburg Railroad Corridor but also along the river called Spring Hill (Michler 1864). This area would become the predecessor of present-day Woodland Heights and Swansboro. Meanwhile, the area to the south of Manchester remained rural and part of larger agricultural properties.

In the years following the war, Manchester continued to grow and it and Spring Hill grew together to create a single urban area. In 1871, Manchester was made the county seat of Chesterfield and in 1874, it was incorporated as a city (Valentine 2011). Representative of its unique relationship with Richmond, however, Manchester was also considered a Richmond City ward at that time (Weisiger III 1993, p.17-20). A contemporary map of Richmond and its wards from 1877 depicts the Manchester Ward as bound generally by the river, Maury Street, and Pilkington Street. The area that comprises the existing Manchester Residential and Commercial Historic District was all part of Ward No. 4, bound by Semmes Avenue to the North, Commerce

to the east, Hull Street to the south, and Pilkington to the west, although the existing district does not extend across Cowardin Street to the west. To the south of Hull Street was Ward No. 3 which extended as far south as Maury and coincides with the present-day Blackwell neighborhood. Meanwhile, Wards No. 1 and 2 to the east are the location of the NRHP-listed Manchester Industrial Historic District (VDHR# 127-0457). At that time, the area to the south of Maury Street was mapped as outside of the Manchester Ward and a part of the estate of Dr. F. Marx (Beers 1877).

During this time, Hull Street continued to develop as the commercial core of Manchester. Dry goods stores, bakeries and grocery stores served Manchester residents, who lived in nearby neighborhoods or on Hull Street itself. Municipal buildings on Hull Street included the city fire station and courthouse (Valentine 2011).

The end of the Civil War and Reconstruction spurred the business interests of the recently freed black citizens that comprised nearly half the population of Manchester. The black and white populations of the city generally lived and worked side-by-side during this period although period maps show that white-oriented homes and businesses predominated in the northern and eastern portions of the city closer to the river, while black homes and businesses were located further inland to the south and west, including within much of the existing historic district boundary and the proposed expansion area (Valentine 2011).

Located within the expansion area on Maury Street during this time was Manchester's first public school for African Americans, co-founded by James H. Blackwell in 1882. Blackwell was a prominent African American in the community serving as an entrepreneur and teacher. In 1888, he was promoted to principal of the school, a position he would serve until 1910 (n.a. 1931).

By the turn-of-the-century, the city had grown through additional subdivision and plats with residential development extending to the south of Maury Street on the former Marx estate. One such development was under the auspices of the Richmond and Manchester Land Company in 1896 and included roughly four blocks between Cowardin and 16<sup>th</sup> Street, with streets alphabetically named Albany, Boston, Chicago, and Delaware (renamed to present-day Dinwiddie) (n.a. 1896). This area includes much of the present-day Blackwell Neighborhood and a large part of the proposed expansion area (n.a. 1911). A second plat soon thereafter was laid by the Mason Park Land Company further to the south and continued the alphabetical street names with Fairfax, Gordon, Halifax, and Ingram Streets. This area is now considered the Oak Grove Neighborhood.

Meanwhile, the area west of the existing district between Cowardin and the Richmond and Petersburg Railroad, and within the proposed expansion area, continued to develop as a commercial and light industrial area, fueled by the merger of the railroad with the larger Atlantic Coastline Line (A.C.L.) Railroad 1900. As a result, Hull Street experienced a surge in commercial construction with new development pushing west across Cowardin into the expansion area.

Growth and development in Manchester remained strong during this period, but although a number of wealthy white businessman owned homes along Porter Street (described in 1878 as Manchester's Fifth Avenue), the city of Manchester was still largely considered "working class," and on occasions was forced to look to Richmond for financial and other assistance. Lore has it that this is how the community came to be known as "Dogtown" (Kollatz Jr. 2015). A movement to annex with Richmond began as early as the 1880s; however an agreement was not reached until 1909. With the support of most residents, Manchester was officially annexed by Richmond in 1910 leading to a renewed vigor of growth and development in the community now known as South Richmond (Valentine 2011). That year, the American Tobacco Company opened the first processing and storage plant on the south side of the river, beginning an industry that would become a major economic driver and employer in Manchester over the rest of the century. This complex was built along Cowardin adjacent to the expansion area, just across from the Manchester and Richmond Land Company neighborhood and no doubt was a place of work for many of its residents.

By the end of the decade in 1919, nearly all of the expansion area between Hull Street and Maury Street was developed with single family dwellings lining the streets and blocks in addition to a number of neighborhood churches and the Dunbar Public School for African Americans. The Dunbar School had previously been the Maury School led by Principal James H. Blackwell, however, upon annexation of the Manchester by Richmond, the name was changed and Blackwell removed as principal. The name was changed to Dunbar in honor of Paul Laurence Dunbar, an African American poet, novelist, and playwright of the late 19th and early 20th century while the name Maury School was shifted to a new school for white pupils across Hull Street on Bainbridge Street. Blackwell was removed as principal at that time due to Richmond City code, which stated an African American could not serve as principal of a school. From that date through his retirement, Blackwell remained on the faculty at the Dunbar School as a teacher.

In the years following World War I and the suburban boom of the 1920s, all of the residential areas around Manchester continued to grow and develop. Many of the surrounding subdivisions and residential areas evolved into discrete neighborhoods, including Swansboro, Spring Hill, Woodland Heights, Forest Hill, and Bainbridge, but each shared a common reliance on the Hull Street commercial corridor and the central Manchester public amenities.

During this period and extending through the 1930s and 1940s, the Richmond and Manchester Land Company neighborhood within the expansion area and the Oak Grove neighborhood beyond Dinwiddle Street to the south evolved into distinct areas. The neighborhood within the expansion area remained primarily African American working class while Oak Grove became a primarily white neighborhood. However, the two neighborhoods were similar in development style and economic class, as both were predominantly working class, with many residents from both employed at the area's numerous tobacco processing facilities, including those immediately along Cowardin Street.

It was also during this time that Cowardin Street, serving as U.S. Highway 1, evolved into a substantial transportation and commercial corridor through both the existing historic district and expansion area. While Hull Street remained the primary strip for general and local commerce, Cowardin hosted more transportation-oriented businesses that it drew from regional travelers. By World War II, the corridor was lined with filling stations and mechanic garages, 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. By 1950, the expansion area was nearly completely developed with single family and duplex residences lining the interior streets, commercial and a few residences lining Cowardin and Hull Street, and commercial and light industrial bordering the A.C.L. Railroad corridor (Sanborn 1951). Meanwhile, the adjacent Oak Grove neighborhood was also built out during this period; however in a much less "organic" way. Whereas the expansion area was heavily mostly developed by the 1940s and 1950s with only sporadic infill on vacant lots; Oak Grove still had large swaths of undeveloped blocks which were subject to tract housing development in the 1940s and 1950s resulting in streetscapes of many similar or identical homes (Lohmann 2014).

In 1951, a new building was constructed for the African American Dunbar School, and it was renamed Blackwell School in honor of former teacher, principal, and neighborhood advocate, James H. Blackwell. In 1964, a gymnasium complex was constructed across 16<sup>th</sup> Street between Everett and Maury, and 1967, a detached building to serve primary through 3<sup>rd</sup> grade students was constructed. This building remains as a unique design in school construction with its recognizable "flying saucer" form. Also in 1967, the city constructed a pool on the school property to serve the surrounding neighborhood which had come to identify itself as "Blackwell" following the renaming of the school.

However, the ensuing decades were the beginning of the end for Hull Street's boom era, and that for Manchester as a whole. Changing living patterns included movement to county neighborhoods, the rise of suburban shopping malls and racial tension resulting from the desegregation of public facilities (Valentine

2011). By this time, much of Manchester and the expansion area; particularly Blackwell, had fallen into hard times for a variety of reasons. The opening of the Richmond-Petersburg Turnpike (predecessor of Interstate 95) drew many of the regional travelers away from routes such as U.S.1 and therefore led to a decline for the many businesses that lined the highway. Urban flight led to many neighborhood residents leaving Manchester to move to newer neighborhoods further to the west in Richmond. The continued racial divide and tension of the Civil Rights era further segregated the area. Following the assassination of Dr. Martin Luther King, Jr. in 1968, riots erupted in reaction to the civil rights leader's death including along Hull Street, where properties sustained damage and police made arrests (Valentine 2011).

By the late-1960s, many of the commercial establishments on Hull Street were vacant or in disrepair, homes in the adjacent neighborhoods were abandoned and deteriorated, and businesses along Cowardin were shuttered (Kollatz Jr. 2015). The downtown was further exacerbated when much of the tobacco industry relocated to North Carolina and the processing facilities in Manchester were closed or downsized. Soon after, the A.C.L. spur line that bordered the expansion area was abandoned resulting in a decline of adjacent commerce and industry. Overall, the expansion area and Manchester in general became affiliated with crime and blight. The construction of Blackwell School "flying saucer" and pool were early attempts by the City of Richmond to invest and provide for the neighborhood; which were soon followed by housing projects (Kappatos 2015). In 1963, Chicago Manor, the first multi-family, apartment style housing for low-income residents was built in the expansion area on several blocks between Chicago and Dinwiddie streets, followed by additional construction in the Stovall Bainbridge housing project in the existing district (Valentine 2011). In 1970, these were joined by the Blackwell Housing Project, the last of the city's major urban housing projects built in poor and mostly minority parts of the city beginning in the 1950s (Murden 2009). The project housing consisted of some multi-family buildings in addition to single family dwellings interspersed throughout the neighborhood and expansion area.

The 1980s and 90s were a period of continued strife for Manchester as it struggled with poverty, crime, and decline of infrastructure. In comparison to a population decline of 8 percent across the entire city of Richmond, the decline in Manchester was over 30 percent during that period (Valentine 2011). In 1996, the city targeted Blackwell, along with several other 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 blighted and condemned buildings were razed. In their place, HOPE VI helped fund the construction of 161 apartments, 188 single-family homes, a new school, and a park. The program also provided family-support services (Johnson-Hart 2007).

At present, Manchester as a whole is undergoing transition as the Hull Street corridor has been rediscovered and many of the commercial buildings are being rehabilitated through the use of historic tax credits. Many of the residences to the north of Hull Street within the existing Manchester Residential and Commercial Historic District have been renovated and rehabilitated. Industrial buildings closer to the river within the Manchester Industrial Historic District have been adaptively converted into loft apartments, restaurants and breweries, and other modern uses. Meanwhile, much of the proposed expansion area remains waiting for investment. The HOPE VI program removed most of the extremely deteriorated buildings and replaced them with attractive and compatible modern housing; yet a large and cohesive collection of historic period homes and commercial buildings remain intact.

### **Significance Statement:**

That collection of intact housing, commercial buildings, and streetscapes within the proposed expansion area represents a significant component of the development and evolution of Manchester from the late-nineteenth through mid-twentieth century. The existing Manchester Residential and Commercial Historic District was listed in the National Register of Historic Places in 2002 to recognize the significant history and architecture of the area. However, the nomination focused on the commercial corridor of Hull Street and the historically higher end residential area to the north, but did not include the more modest residential neighborhood to the

south, or the many commercial and light industrial properties lining Manchester's two principal north-south transportation corridors – Cowardin Street/U.S.-1/Jefferson Davis Highway and the former Richmond and Petersburg/A.C.L. Railroad Corridor to the west. These areas and the buildings within them reflect a similar and associated history and development pattern as the existing historic district and should be recognized as integral to the history of Manchester.

Many of the residential properties within the expansion area were recommended as a potential “Blackwell” Historic District as early as the 1980s, but no formal action was ever taken. The potential district acknowledged the history of the neighborhood and the intact collection of historic homes within it, but failed to connect the area to the larger story of Manchester as a cohesive whole. This proposed amendment to the Manchester Residential and Commercial Historic District will expand the district boundaries to include these additional residential properties, as well as commercial and light industrial properties along Cowardin/U.S.1 and the A.C.L. Railroad that represent the full breadth of development in Manchester and its evolution from an independent city in the nineteenth and early-twentieth century, into a distinct section of Richmond from 1910 through the present-day, along with the successes and struggles it has ensued. As such, the expansion is considered eligible for the NRHP under the same Criteria and Areas of Significance as the existing historic district; Criteria A for Commerce, Community Planning and Development, Education, Entertainment and Recreation, Ethnic Heritage, Politics & Government, and Religion, and Criteria C for Architecture.

The proposed expansion area was historically associated with the late-nineteenth/early-twentieth century development of Manchester proper, and later became identified as the Blackwell Neighborhood whose history is inextricably linked to the evolution and identity of Manchester in the second-half of the twentieth century. As such, this amendment also extends the period of significance for the Manchester Residential and Commercial Historic District from 1950 to 1967 to include additional development and association with the urban flight and economic decline of the area during this period and early efforts at financial investment and neighborhood aid. Although not a proud part of the history of Manchester, this period and these connotations have become a defining aspect of the overall area's recent history and an important facet to remember as the neighborhood transitions into a once-again thriving community.

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## Photo Log

Name of Resource: Manchester Residential and Commercial Historic District Expansion

City or Vicinity: Richmond

State: Virginia

Photographer: Dara Friedberg

Date Photographed: June 2016

Photo 1 of 24: Representative Streetscape, E. 15<sup>th</sup> Street at Stockton Street, facing northwest

Photo 2 of 24: Representative Streetscape, Decatur Street at E. 13<sup>th</sup> Street, facing southwest

Photo 3 of 24: Representative Streetscape, Decatur Street at E. 14<sup>th</sup> Street, facing northeast

Photo 4 of 24: Representative Streetscape, Stockton Street at E. 19<sup>th</sup> Street, facing northeast

Photo 5 of 24: Representative Streetscape, Albany Street at E. 17<sup>th</sup> Street, facing northeast

Photo 6 of 24: Representative Streetscape, Hull Street at Cowardin Street, facing southwest

Photo 7 of 24: Representative Streetscape, Decatur Street at E. 16<sup>th</sup> Street, facing southwest

Photo 8 of 24: Representative Streetscape, Bainbridge Street at W. 20<sup>th</sup> Street, facing northeast

Photo 9 of 24: Representative Streetscape, Maury Street at E. 16<sup>th</sup> Street, facing southwest

Photo 10 of 24: Representative Streetscape, Boston Street at E. 17<sup>th</sup> Street, facing southwest

Photo 11 of 24: Representative Streetscape, Bainbridge Street at W. 19<sup>th</sup> Street, facing southwest

Photo 12 of 24: Representative Streetscape, Everett Street at Cowardin Street, facing northeast

Photo 13 of 24: Representative Streetscape, Decatur Street at E. 14<sup>th</sup> Street, facing northeast

Photo 14 of 24: Representative Streetscape, Cowardin Street at Everett Street, facing north

Photo 15 of 24: Representative Commercial Building, Cowardin Street at Everett Street, facing northwest

Photo 16 of 24: Representative Commercial Building, Cowardin Street at Perry Street, facing south

Photo 17 of 24: Representative Commercial Building, Cowardin Street at Wall Street, facing south

Photo 18 of 24: Representative Commercial Building, W. 20<sup>th</sup> Street at Bainbridge Street, facing south

Photo 19 of 24: Representative Light Industry, Stockton Street at E. 21<sup>st</sup> Street, facing north

Photo 20 of 24: Representative Light Industry, Stockton Street at E. 21<sup>st</sup> Street, facing south

Photo 21 of 24: Representative Streetscape, Boston Street at E. 19<sup>th</sup> Street, facing northeast

Photo 22 of 24: Representative Streetscape, Albany Street at E. 17<sup>th</sup> Street, facing southwest

Photo 23 of 24: Representative Streetscape, Albany Street at E. 19<sup>th</sup> Street, facing southwest

Photo 24 of 24: Representative Streetscape, Chicago Street at E. 19<sup>th</sup> Street, facing southwest

**Sponsor** (Individual and/or organization, with contact information. For more than one sponsor, please use a separate sheet.)

Mr. <input checked="" type="checkbox"/>	Ms. <input type="checkbox"/>	Michael Hild <small>(Name)</small>	Richmond	VA	
		<small>(Address)</small>	<small>(City)</small>	<small>(State)</small>	<small>(Zip Code)</small>
		michaelhild@churchhillventures.com	804-306-4314		
		<small>(Email Address)</small>	<small>(Daytime telephone including area code)</small>		

In the event of organization sponsorship, you must provide the name and title of the appropriate contact person.

Contact person: Michael Hild

Daytime Telephone: (804) 306-4314

**Applicant Information** (Individual completing form)

Mr. <input type="checkbox"/>	Mrs. <input checked="" type="checkbox"/>	Robert J. Taylor, Jr., M.A.	Dutton + Associates, LLC		
		<small>(Name)</small>	<small>(Firm)</small>		
		1115 Crowder Road	Midlothian	VA	23113
		<small>(Address)</small>	<small>(City)</small>	<small>(State)</small>	<small>(Zip Code)</small>
		rtaylor@dutton-associates.com	(804) 897-1960		
		<small>(Email Address)</small>	<small>(Daytime telephone including area code)</small>		

Applicant's Signature: *Robert J. Taylor Jr.* Date: 8-16-17

**Notification**

In some circumstances, it may be necessary for DHR to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.

Mr. <input type="checkbox"/>	Mrs. <input type="checkbox"/>	Dr. <input type="checkbox"/>	Miss <input type="checkbox"/>	Ms. <input checked="" type="checkbox"/>	Hon. <input type="checkbox"/>	Selena Cuffee-Glenn	Chief Administrative Officer
						<small>(Name)</small>	<small>(Position)</small>
City of Richmond, Virginia			900 E Broad St				
<small>(Locality)</small>			<small>(Address)</small>				
Richmond	VA	23219	804-646-7978				
<small>(City)</small>	<small>(State)</small>	<small>(Zip Code)</small>	<small>(Daytime telephone including area code)</small>				

Please use the following space to explain why you are seeking an evaluation of this district.

**The sponsor is interested in rehabilitation and historic tax credits for properties throughout the district.**

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes  No

Would you be interested in the easement program? Yes  No