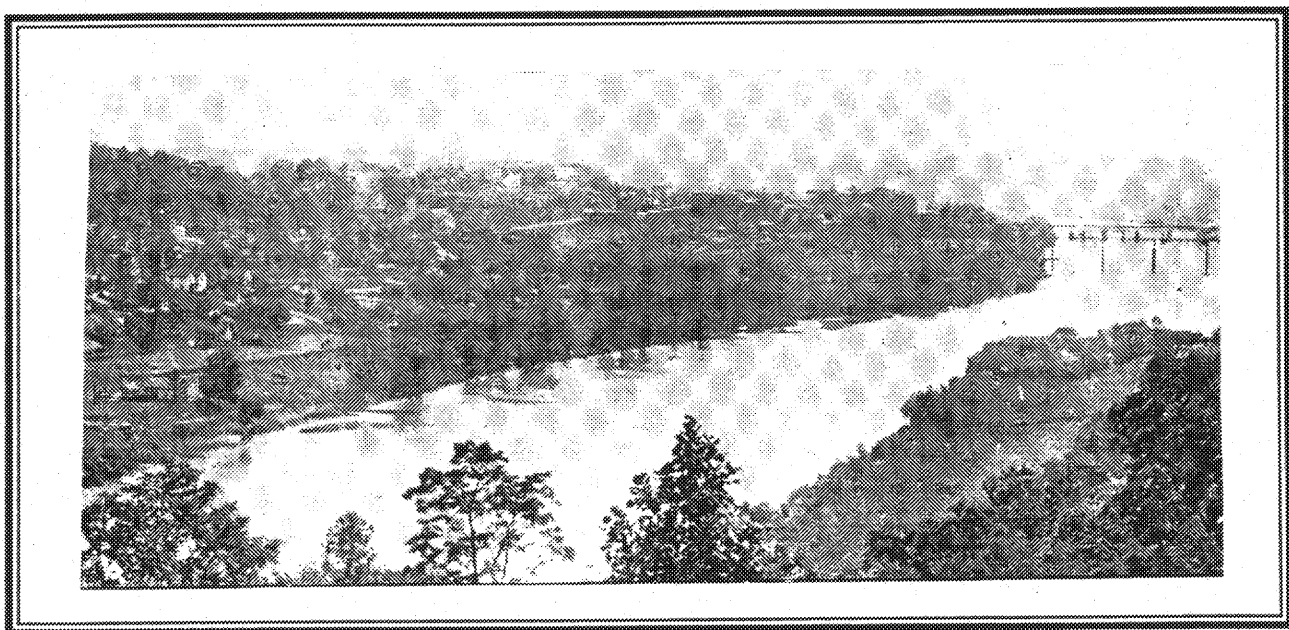


**A Survey of Historic Architecture  
in the Proposed East Radford Historic District  
City of Radford, Virginia**

Conducted for the  
Virginia Department of Historic Resources  
Richmond, Virginia



by

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Winter 1995 - Summer 1996

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Historic context incorporates portions of  
the preliminary survey report by Leslie Giles, 1994  
Virginia Department of Historic Resources  
Roanoke Regional Preservation Office

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## ABSTRACT

The city of Radford, Virginia, is a small urban center in southwest Virginia within the primary service area of the Roanoke Regional Preservation Office (RRPO), a branch of the Virginia Department of Historic Resources (DHR). In March and April, 1994, RRPO Architectural Historian Leslie Giles conducted a preliminary, non-comprehensive survey of fifty historic architectural properties. The survey documented resources from all parts of the city to the reconnaissance level, as defined by current DHR survey standards. In winter, spring, and summer of 1995 and 1996, Gibson Worsham surveyed 268 sites within the proposed East Radford Historic District, one of three districts identified by Giles as potentially eligible for listing in the National Register of Historic Places. Seventeen of these were surveyed using the intensive form. An additional nineteen sites were surveyed at the request of the Virginia Department of Historic Resources, outside the original boundaries of the proposed district, for a total of 287 sites. However, only the sites inside the proposed boundaries are directly considered in this report. Seven sites surveyed in 1994 were not resurveyed but are included in all indices and tabulations.

The predominant historic period represented by the surveyed resources is that of Reconstruction and Growth (1866-1916), reflecting the era of Radford's incorporation and during which time industrial, commercial, and residential growth transformed the community from a small depot town to a regional center. Single dwellings were the most commonly documented resource types, although multiple dwellings, commercial buildings, mixed-use buildings, fraternal lodges, churches, and a school also were surveyed. Historic themes associated with the resource types identified for the survey included Domestic, Architecture, Commerce / Trade, Transportation / Communication, Recreation / Arts, Government / Law / Politics, Religion, and Ethnicity / Immigration.

## ACKNOWLEDGMENTS

I would like to thank those persons at the Virginia Department of Historic Resource and the city of Radford for their interest and assistance in this project, most notably Leslie Giles and Anne Beckett of the Roanoke Regional Office and Margaret Peters in the Richmond office of the DHR and David Ridpath, director of the city's planning department, who guided the project administratively. Lewis Ingles Jeffries, Radford's Main Street program director provided his leadership in searching out information and his long memory of the city. Mrs. Lucille Austin and Mr. Robert G. Wade went out of their way to contribute valuable historical details, based in their long residence in the area, for many of the structures involved. Kathryn Derr provided invaluable energy and ability as the survey assistant, photographing and recording many sites and entering data into the computer.

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## **INTRODUCTION/DESCRIPTION OF THE PROJECT**

### **Introduction**

The Virginia Department of Historic Resources (DHR), through its Roanoke Regional Preservation Office (RRPO), conducted a preliminary historic architecture survey in the City of Radford, Virginia, during March, April, and May 1994. The results of that survey included, among other things, recommendations for comprehensive survey and eventual listing of a portion of the East Radford area in the National Register of Historic Places. This survey was conducted in cooperation with the City of Radford, the Radford Heritage Foundation, and Radford Main Street, with the assistance of many other organizations and individuals. The project was funded by State Survey and Planning Funds administered by the Virginia Department of Historic Resources and its Roanoke Regional Preservation Office. The survey was initiated with several objectives:

- 1) to extend the survey of historic resources in the City of the Radford.
- 2) to provide the local government and other planning agencies with information about resources, that may be used in preparation of a preservation plan for the city.
- 3) to evaluate the eligibility of the survey area for listing in the Virginia Landmarks Register and the National Register of Historic Places.

The survey project was carried out by Gibson Worsham, who organized and undertook the fieldwork and prepared the final report. Kathryn Derr assisted Worsham with fieldwork, data entry of survey information into the Integrated Preservation Software (IPS) system, and in organizing materials.

### **Description of the Survey Area**

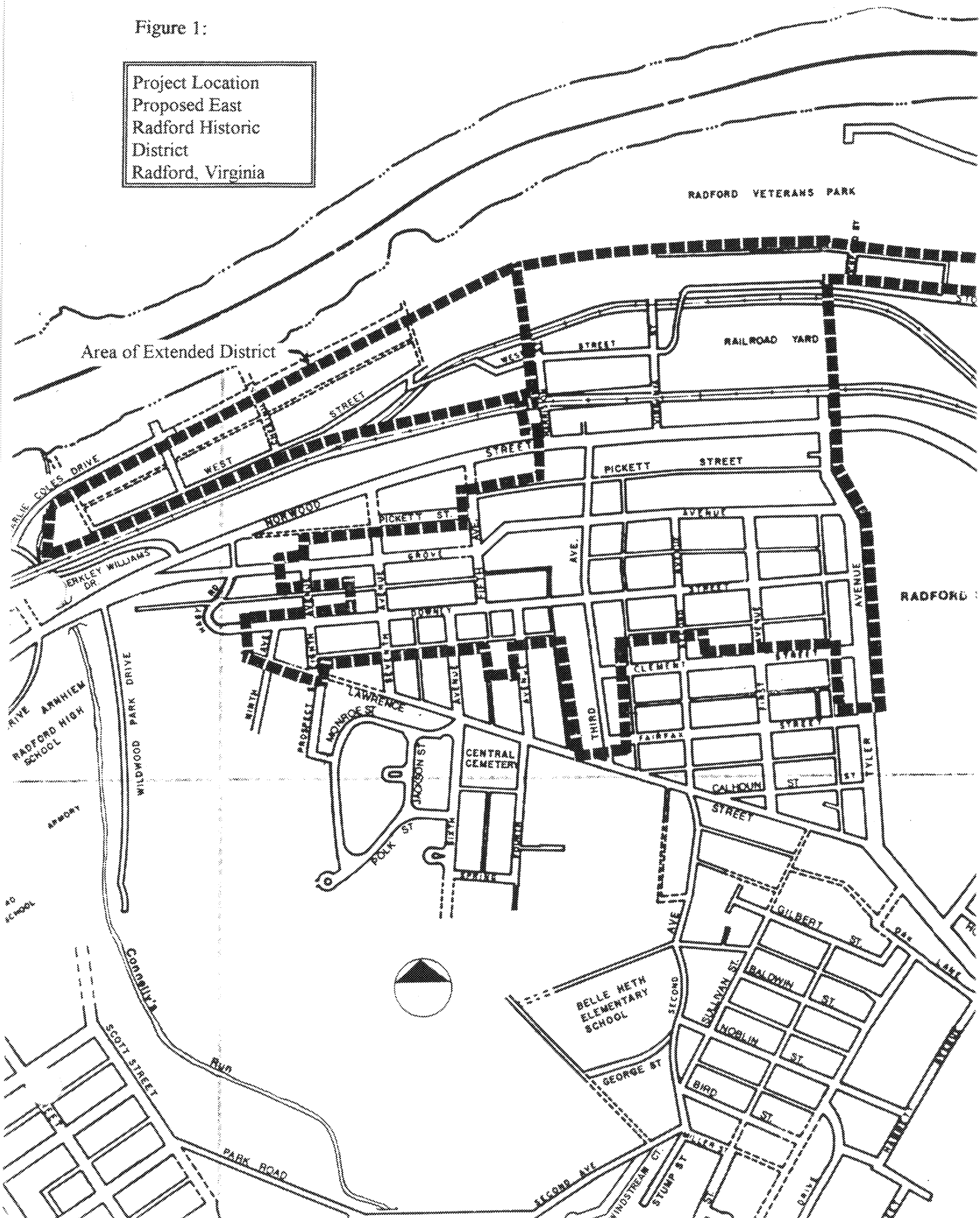
The survey area (Figure 1) corresponds to most of the original plat of Central City as shown on the maps of 1890 and 1891 (Figures 4 and 5). It includes Norwood Street from Tyler Avenue to Seventh Avenue (the 1000 block to the 1200 block) and comprises the residential area south of Norwood Street along Grove Avenue and Downey Street from Tyler Avenue to the second block of Ninth Street. It extends to include the lots along the north side of the 1000 and 1100 blocks of Clement Street, properties along both sides of Third Street as far south as the end of the 300 block at Fairfax Street, and the First Church of God lot on the west side of Fourth Avenue. The survey area also extends across the railroad tracks in a line with Tyler Avenue to include the residential properties on the north sides of Stockton Street (from the 900 block to the 1100 block) and along the entire length of West Street (from the 1100 block to the 2000 block).



Current zoning in the proposed district is not tailored to historic preservation goals but to the needs of the off-campus student population and the city's educational and business interests. The residential portion of the study area on the south side of Norwood Street is exclusively zoned R4, that is to say multi-family residential. The zoning regulations indicate that this category is "designed to accommodate off-campus housing needs of university students and faculty" with "a compatible relationship between high density uses and single-family dwellings." Unlike the R-3 zoning category, which is designed to "encourage a range of housing opportunities" while protecting residential sections from "encroachment by potentially incompatible commercial land uses," this use has allowed "incidental retail and personal service businesses" to occupy and alter domestic buildings. The section of converted houses along Tyler Avenue is permitted under the B-1 designation, designed to accommodate a low-density commercial presence adjacent to residential areas. Norwood Street's built-up section is zoned B-3, Central Business District, intended "to promote an attractive pedestrian shopping environment" as well as "residential use of upper floors of commercial buildings." Most of the "Back Tracks" area along Stockton Street has been designated as part of a larger "University District," with the goal of providing "appropriate areas for . . . university teaching facilities and related support facilities," while the 1100 and 1200 blocks of West Street and the Rail Yard are zoned M-1, a General Industrial District, appropriate for any heavy manufacturing use. The small residential area along the north side of the tracks on the 1700 through the 2000 blocks of West Street is zoned R-3.

Figure 1:

Project Location  
Proposed East  
Radford Historic  
District  
Radford, Virginia



## HISTORIC CONTEXT

### Introduction

Historical information for this survey project was gleaned from various local, regional, and state archives, including the offices of the clerks of the circuit courts of Radford City and Montgomery County, McConnell Library of Radford University, and the Radford Public Library, Radford, Virginia; Newman Library of Virginia Polytechnic Institute & State University (VPI&SU), Blacksburg, Virginia; the Virginia Room of the Roanoke Public Library and the RRPO, Roanoke, Virginia; and the DHR Archives and the Library of Virginia, Richmond, Virginia.

Three historical overviews of Radford and its surroundings have been published: *The History of Radford* (Anderson 1924), *Lovely Mount Tavern--The Birth of a City* (Howe 1963), and *Radford Then and Now: A Pictorial History* (Johnson 1975). These three sources provide much of the material in the historic background section that follows. The eighteenth- and early nineteenth-century history of the study area has been supplemented by research in *Early Adventurers on the Western Waters* (Kegley 1980).

Primary sources were reviewed for official and indirect information on properties in Radford. Deed, tax, and will books in the local jurisdictions were consulted for supplementary information. Historic maps of the area, such as the 1863 and 1864 drawings by Jeremy Francis Gilmer, plats of the city from 1890 and 1891, and Sanborn Insurance Company maps dating from the 1890s through the 1940s, were essential to understanding the resources. Plats of the city are available at the City Engineer's office. Several later editions of Sanborn Insurance Maps for Radford are located at the Municipal Building, Radford, Virginia. Microfilm copies of all Sanborn maps for Radford are available at the Virginia State Library & Archives, Richmond, Virginia.

Principal among primary and secondary sources in private collections was the *Radford Record Album* (1915), a photograph-filled book featuring local businesses, homes, and prominent citizens. Historic photographic views of Radford, taken from the Pulaski County side of the New River, were valuable evidence of the city's form at an early date. Oral history interviews with several present and former residents of the proposed district, most importantly Mrs. Lucille Austin, Mrs. McLawrence Brown, and Robert Wade, added greatly to understanding of the area's change through time.

### Previously Identified Historic Resources

Prior to beginning fieldwork, all previous information in the DHR Archives on architectural sites in the survey area was reviewed. In 1994 *A Preliminary Reconnaissance Survey of Historic Architecture in the City of Radford, Virginia*, conducted by Leslie Giles, sampled and identified

sites throughout the city. Previously Radford had been seriously under represented in the Virginia Department of Historic Resources survey files. Of the sites surveyed or resurveyed in the 1994 effort, 16 were in the survey area. Previous to 1994 only two survey numbers had been issued for the proposed district:

East Radford Historic Commercial District, 126-6;  
Radford Post Office, 126-7;

The East Radford Historic Commercial District was the subject of a preliminary information form prepared in 1988 for listing of the Norwood Street corridor in the Virginia and National registers. The evaluation team did not recommend listing immediately, because they wanted more specifics about the extent and integrity of the district. This project is a successor to that effort, but the boundaries have been enlarged to include residential areas to the south as well. No sites in the proposed district have been listed in the Virginia Landmarks Register or the National Register of Historic Places.

In 1994 the following sixteen sites were identified in the survey area:

Hotel Allegheny, 126-0006-001;  
M. Jackson Hardware Company Building, 126-0006-002;  
First Baptist Church, 126-0048;  
Shanks House, 126-0049;  
Ward-Carter House, 126-0051;  
Maplehurst, 126-0057;  
Allen House, 126-0061;  
House (1028 Clement Street), 126-0063;  
J. H. Barnett House, 126-0065;  
Prefater House, 126-0066;  
House (1205 Grove Avenue), 126-0067;  
Dr. J. S. Smith House, 126-0068;  
Dobbins Apartments, 126-0069;  
House (1707 Grove Avenue), 126-0070;  
House (1611 Grove Avenue), 126-0071;  
House (310 Grove Avenue), 126-0077;

## Historic Overview of the Survey Area

### *Environmental Setting of the Survey Area*

Radford's historic settlement patterns have been influenced to a great extent by the area's environmental features. Historically, the bottomlands adjacent to the river have served as fields where crops were grown or where, in later years, industrial plants were situated. Terraced areas, raised above the regular floodplain, were the choice sites for permanent settlement and dense development. Abrupt, usually wooded hillsides were usually settled last, due to the difficulties inherent in building and living on steep slopes. One specific geographic feature, the narrow stream valley associated with Connelly's Run (known as Connelly's Creek in the eighteenth century), has long been recognized as a political and social boundary between the east and west wards of Radford.

### *European Settlement to Society (1607-1752)*

Settlement of the area was encouraged by the colonial government beginning in the 1740s. The authorities gave incentives to speculators and settlers. In 1745, the Woods River Land Company was organized by speculators in order to obtain and settle land grants on the Woods or New River. Company agent John Buchanan, surveying land along the New River, encountered earlier settlers in the region including William Mack, Samuel Stalnaker, John Stroud, Adam Harman, and Jacob Harman [Cannaday 1949:2]. In 1749, the Loyal Land Company was given the opportunity to settle a vast acreage from the New River to the Tennessee. The House of Burgesses encouraged increased settlement on the western waters after 1752, when settlers west of the Eastern Continental divide were permitted freedom from taxes for a period of ten years [Johnson 1975:10].

Connelly's Branch, which today divides the east and west sections of Radford, probably received its name from James Conley, who assisted John Buchanan in laying out a road from New River to the [continental] dividing ridge in 1749 [Kegley 1980:284]. Francis Reilly was one of the first settlers in the Radford area. He settled on a 559-acre tract granted to him in 1748. Neighbors included George Rowland with 42 acres on Connolly's Branch, who eventually acquired much of Reilly's land, John Grills, and Peter Panner, with 288 acres of land on both side of Connolly's Branch [Kegley 1980:298,310-13, 350-51, 363]. The original owner of the land east of Connolly's Branch, where the proposed district is located, was John Mills, of Roanoke, whose 400-acre tract was patented in 1748. He shortly thereafter (1750) sold it to William Young, a cordwainer or shoe manufacturer, from Pennsylvania. He sold to William Davis, a skinner from Philadelphia in 1763, who sold it to the same year to John Wylie. The interest in the site by Pennsylvania cordwainers and skippers suggested to F.B. Kegley and Mary B. Kegley that the site was a collection point for skins, hides, and leather for use in northern markets. It is not clear whether the Wylie family lived on the New River tract [Kegley 1980:374]. There is no evidence any of the owners lived on the site of the proposed historic district. Wylie's sons sold the land beginning in 1769.

### *Colony to Early National Period (1753-1830)*

In 1778 a 170-acre tract, part of John Wylie's 400 acres, called the "Racepaths", and used for horse racing at an early date, was acquired by John Taylor, a substantial landowner who lived at Rock Ford across the river. In 1793 Taylor sold the Racepaths to Abraham Trigg, who sold it the following year to James Craig [Kegley 1980:301, 315-16, 374-75]. William Ingles received 2,000 acres on the "Western Waters" in return for his services in the French and Indian War. He secured the claim to valuable tracts on both sides of an important potential crossing of the New River near Radford by 1762. The lands were surveyed for him by William Preston in 1768-9 [Kegley 1980:353-358]. He built a single-room log house on the eastern side and established a farming operation on the alluvial soils of the river's bottomlands. In 1762, Ingles received a charter to operate a ferry from his land "in the county of Augusta, over New River to the opposite shore, the price of a man three pence and for a horse the same" [Cannaday 1949:10 (from Hening's Statutes, VII:588)], although he was paid for transporting Col. William Byrd's army across in the previous year [Kegley 1980:290].

Raids mounted against the British settlements during the French and Indian War reversed the settlement trend; as William Preston observed in 1763,

All the valleys of Roanoke River and along the waters of Mississippi are depopulated except Captain English (Ingles) with a few families on New River, who have built a fort among whom are Mr. Thompson and his family alone remaining. They intend to make a stand until some assistance be sent them" [Cannaday 1949:11 (from Summer's Southwest Virginia 1903:78)].

For a time the Ingles fort, christened "Fort Hope," served as a place of safety. After the Revolution, the river crossing became a link on the Wilderness Road, a primary route for travelers heading westward, and Ingles was able to build a large service business tailored to emigrants' needs. In 1773, he received a license to keep an ordinary at his house, then in Fincastle County. Services known to have been provided by the Ingles family included a blacksmith shop, general store, tannery, stables, and horse teams for hire. Many of these sites have been identified and documented through archaeological investigations and in preparation of National Register nominations (Johnson 1975:12-13; Clark, Buchanan, and Kegley: 7.1-7.2; Ingles Ferry: 7-8). One observer in 1779 noted: "The scenery about this home was romantic to a degree. The river was beautiful, the hills well wooded, the low grounds well improved and well stocked" [Cannaday 1949:11 (from the Journal of Lord Henry Hamilton, Filson Club, Louisville, Ky.)]. Although William Ingles and his heirs continued to operate a tavern for some years, by 1797, when Louis Phillipe came through the area, he noted that there was no inn at "English's Ferry" [Worsham, 1986 I:75]. By the late eighteenth century, the county government had taken over maintenance of the heavily traveled road to Ingles Ferry [Pullins, et al. 1993:12 (from Summers 1929:648,780)].

The Ingles were not the only family taking advantage of the commercial potential along the Wilderness Road. John Haven built a two-story log building along the Wilderness Road in 1796 well east of the present center of the City of Radford. It was known as "Lovely Mount Tavern."

Further settlement occurred nearby, and in 1827 the property was acquired by William Baskerville, who expanded the commercial activities at the site of the tavern. A minor ferry was operated east of the mouth of Connelly's Branch during the period by the Adair family, landowners on the opposite side of the river. Until James Adair served his neighbors with a canoe, but in that year he and 73 men in the community petitioned for a ferry [Kegley 1980: 290]. The ferry served a bridle path and may have been known as Johnson's Ferry [Worsham 1986: 77].

#### *Antebellum Period (1831-1860)*

Substantial settlement on the site of the modern city of Radford did not begin until the 1830s, when Col. Edward Hammet and Dr. John Blair Radford arrived. Both married daughters of prominent area landholders. Hammet married James Craig's daughter Clementina in 1831. They moved to a portion of Craig's lands east of Connelly's Run, called in his will the Trigg and Taylor old places [Montgomery Co. Will Book 5:218]. They built a two-story log house upon the property, on a site known in later years as Heth's Grove. John B. Radford's marriage to John Taylor's grand-daughter Elizabeth in 1836 resulted in the construction of a large brick dwelling, Arnheim, 126-2, on 100 acres given to her by her father, John McCanless Taylor, just west of Connelly's Run. In time Dr. Radford would acquire more property in the area, including the 950-acre Lovely Mount tract, including the tavern, in 1841 and 1842 [Kegley 1982:334]. Essentially the land west of Connelly's Branch (or Run as it has been called for more than a century) was controlled by Radford and the land to the east by Hammet.

Before 1838, all roads had been locally maintained; a regional turnpike company was incorporated in that year to improve the route from Lafayette, a secondary commercial center between Salem and Christiansburg, to the ferry. The improved road linked the locality with a transportation network connecting the region with eastern markets. The growth in traffic led William Ingles' grandson Thomas to construct a 600-foot bridge across the New River in 1842 [Johnson 1975:16]. After 1846, the Lafayette to Ingles Ferry turnpike was purchased by and improved as part of the "South Western Valley Turnpike," a state-funded route through Southwestern Virginia [Pullins, et al.:12]. The ferry operated in the late eighteenth century by James Addair continued to serve local traffic from a spot just east of Connelly's Run on the Hammet farm.

Turnpike construction in the region was overtaken and supplemented by the arrival of the region's first railroad in June of 1854, which reached the river's edge three miles northwest of Lovely Mount. A depot, machine shops, and engine house were established near the point where the railroad crossed the New River on its way through southwest Virginia. The depot was established on a lot on the south side of the tracks across from the rail yard. The new village which grew up around the station was named "Central Depot," owing to its location midway between Lynchburg, Virginia and Bristol, Tennessee. Central Depot's population rose from thirty in 1854 to nearly 100 in 1856, when the Virginia and Tennessee Railroad was completed to Bristol and regular train service was instated. West of the depot the rail line crossed the New River into Pulaski County over a bridge supported by stone piers.

Edward and Clementina Hammet, who owned the farm through which the railroad ran, made an agreement by which the railroad received an eighty-foot right of way for the tracks, a lot to house the depot, and a larger, nearly fifteen-acre, tract to contain the maintenance facilities and dwellings required by the company. Although unrecorded in Montgomery County deed books at the time, Hammet's heirs confirmed these conveyances by deed in 1874 to the Virginia and Tennessee's successors, the Atlantic, Mississippi, and Ohio Rail Road Co [Mont. Co. Deed Book T:242, 253]. Edward Hammet soon began to sell 1/4-acre lots arranged on either side of the railroad and the "Depot Lot." Residences and commercial buildings were soon clustered along both sides of the tracks [Mont. Co. deed books]. The deed for the first lot was recorded in 1859: a lot "at the Central Depot . . . lying parallel to the track of the Virginia and Tennessee Rail Road" sold to James B. Saunders, opposite the lot occupied by James B. Smith "upon which lot the said James B. Saunders recently erected a tavern [Mont. Co. Deed Book Q:469]." None of these early structures survives today.

By 1860, James Smith had opened a tavern and restaurant in Central Depot. At about the same time George E. Roberts operated a general store (Plate 1) near the depot (Johnson:17). In 1861, Edward Hammet recorded a deed to Roberts for a 1/4-acre lot fronting sixty feet on the "Depot Lot" (Mont. Co. Deed Book R:106). The 1860 census recorded five heads of households in the village of Lovely Mount or Central Depot; these individuals, and their occupations, were: Daniel A. Brown, merchant; John B. Radford, farmer and physician; David B. Davis, overseer; Robert Preston, farmer; and Mary Wade, no occupation listed [U.S. Population Census 1860: Montgomery Co., VA]. The third deed for a lot in Central Depot was recorded in 1862, a 1/4-acre lot fronting on the depot lot sold to Anthony D. Wilson [Mont. Co. Deed Book R:110]. Similar lots were sold in the following year to Franklin Akers, Allen G. Boulden (or Bolling), and Robert M. Hunt on the south side of the tracks [Mont. Co. Deed Book R: 192, 205, 207]. William L. Moon received the deed to a 1/4-acre lot on the north side of the tracks in 1863 [Mont. Co. Deed Book R:335].

### *Civil War (1861-1865)*

The Civil War adversely affected Central Depot in a number of ways. The form of the community at the time is attested to by the regional map prepared by Confederate cartographer Jeremy Francis Gilmer in 1863. The most prominent features indicated on the map are the Ingles' toll bridge and the railroad line. The Virginia and Tennessee served as an important supply link for the Confederate Army and its destruction was a frequent goal of Union incursions. In May of 1864, following the Battle of Cloyd's Mountain in neighboring Pulaski County, retreating Confederates and advancing Union forces destroyed the railroad and Ingles bridges. The village was shelled from the Pulaski side of the river. Three Virginia regiments defended Central Depot from capture. The Confederates returned the railroad bridge to service, but the Ingles' bridge was never rebuilt. The ferry, still owned by the Ingles family, continued to serve the community.

A map of Montgomery County, prepared by Jeremy Francis Gilmer in 1864, indicates only the house belonging to Dr. Hamet [sic] by name within the survey area. The map shows Ingles' Ferry,



Plate I  
Roberts Store, ca. 1880 (Worrell, 1915).  
View from north

the South Western Valley Turnpike, the Old Mud Turnpike, and a small road leading north from the turnpike to Central Depot, where it intersected another road that paralleled the river and the tracks.

### *Reconstruction and Growth (1866-1916)*

#### Central Depot (1866-1880)

Central Depot experienced renewed growth after the Civil War. The post office moved from Lovely Mount Tavern to Central Depot by 1870. Edward and Clementina Hammet continued to sell lots in the village beside the railroad tracks to area residents and businessmen. Deed records from the early 1870s make it clear that the Hammets had established a plan for the village, although it had not been platted or incorporated as a town. The earliest deeds made reference only to the railroad track and the depot lot; indeed, the exact depth of the lots was not specified, only that the lots should run "back sufficiently to make 1/4 acre [Mont. Co. Deed Book R:106, 1862]." The earliest map of the city to show buildings (Figure 3), made in 1891, when the rest of the city, laid out on a huge scale, shows only a thin scattering of houses dating from before that date. It indicates what appear to be houses and several larger structures, perhaps hotels, lining the tracks near the depot. Another series of buildings, closer together like commercial buildings, lined the south side of the street (now Norwood) that ran south of the track, surely built on the lots sold by Hammet which fronted on the depot lot.

After 1870, the deeds seem to have been used by Edward Hammet as a planning instrument in lieu of a recorded town plat. They mention two roads at locations to the north and south of the two rows of lots flanking the tracks. Cross streets were reserved between them in the texts of the deeds. These became known later as Virginia and Harrison streets and were used to reach the buildings north of the tracks. There is no evidence that either side of the tracks was an undesirable location for a house or business, although it is clear that the best businesses lined the south edge of the south street, facing the depot lot. The principal county road connecting Radford with the county and its railhead with the produce of regional farms, followed the route of Third Avenue from the railroad to the top of the hill above the river and thence due south, crossing Connelly's Run, to the Rock Road [Mont. Co. Deed Book S:437, Z:325 and Gilmer Map]. Its greater age accounts for the road being slightly off-axis with the surrounding streets and alleys. Gilmer's Map of 1864 showed this road and another road following the course of the railroad from Crab Creek to the edge of the Ingles Farm on the west.

The 1870 census documents the many railroad employees in Central Depot, included machinists, engineers, blacksmiths, firemen, and other workers. Close to one-third of the area's population was black [U.S. Population Census 1870: Montgomery Co., VA: 62-69]. In 1870 the Virginia and Tennessee Railroad was purchased by the Atlantic, Mississippi, and Ohio Railroad. The village was said to have as few as fourteen houses as late as 1871 [Johnson:19]. Five general stores advertised their existence in the same year in Central Depot [Boyd:n.p.]. The firm of Muse and Reams operated a store on the lot which originally housed J.B. Saunder's tavern [Mont. Co. Deed Book S:336, 384].

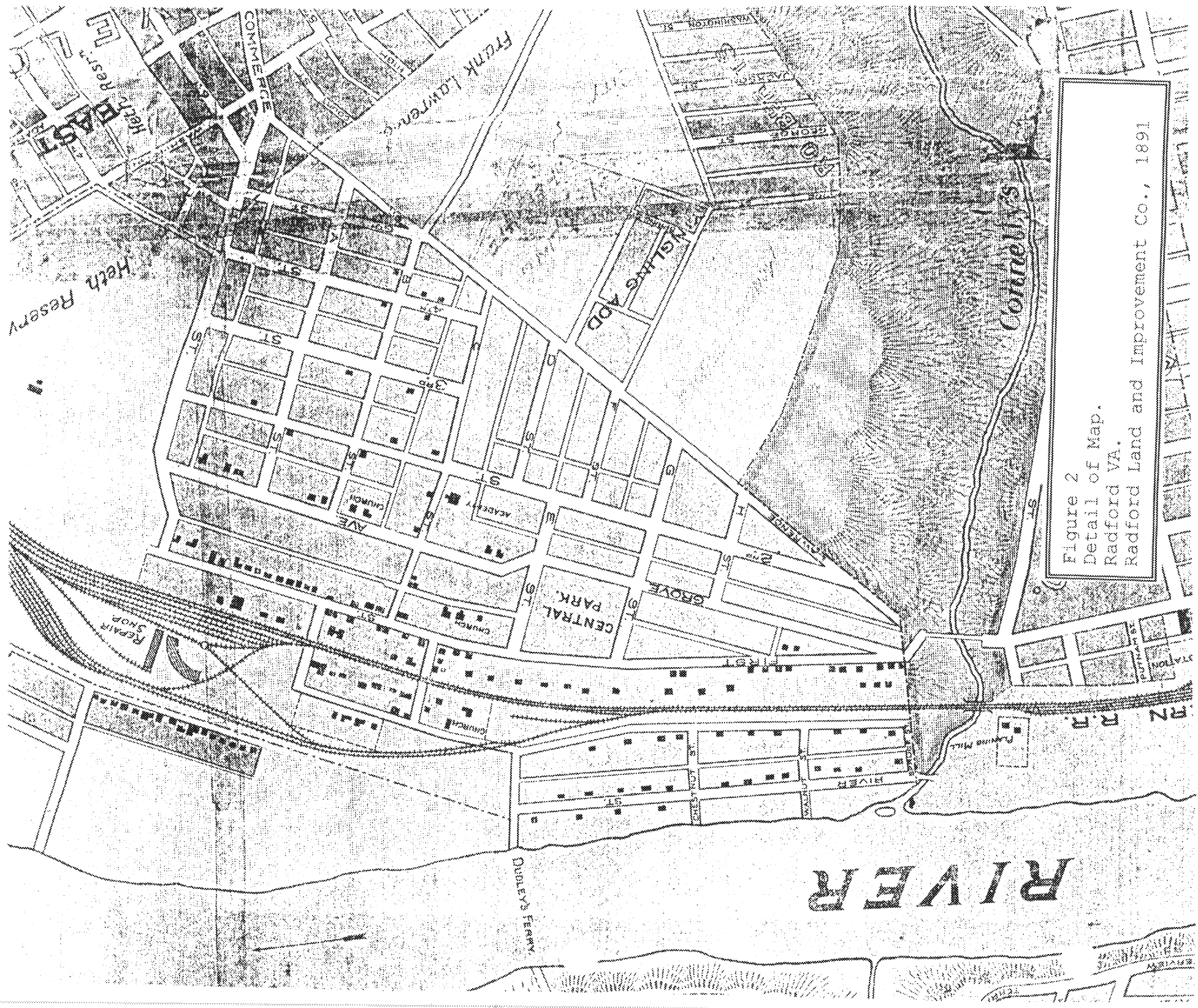


Figure 2  
Detail of Map.  
Radford VA.  
Radford Land and Improvement Co., 1891

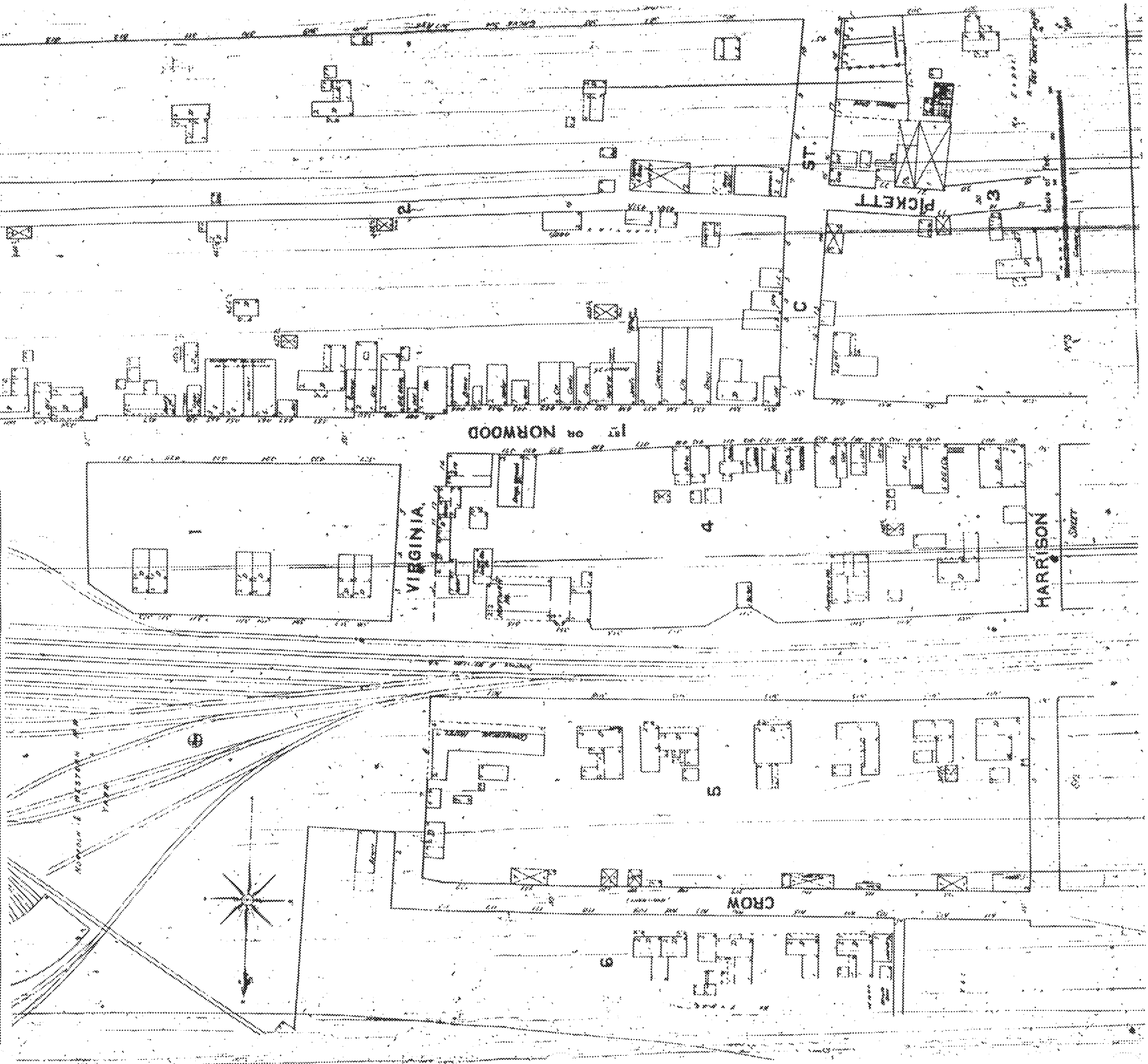
Much of the land to the east of Connelly's Run continued to be controlled by the Hammet family. Hammet's daughter Isabella was married to Captain Stockton Heth in the 1870s, and they inherited much of his estate in the east ward of Radford. The Heths lived in the log Hammet home place in what became known as Heth's Grove, now the site of Radford University. The farm on which the grove was located, named Norwood in honor of Isabella Heth's grandmother Isabella Norwood, gave its name to the main street of Radford. In the 1870s Norwood Street reached its eastern terminus at Heth's Grove and its western end at Harrison Street, blocked by the ravine of Connelly's Run [Howe 1963:58-64]. A former Confederate officer, G.C. Wharton, married one of the daughters of John B. Radford and built a large brick house, Glencoe, in 1870 on his wife's family's holdings west of Connelly's Run. Wharton represented Montgomery County in the General Assembly and founded the "New River Railroad, Mining and Manufacturing Company" in 1871, which failed, after the Depression of 1873, in its initial goal of building a railroad from Central Depot to the coal fields of West Virginia [Johnson:20].

By 1880, Central Depot had grown from a small village to a town. It had a total population of 350. (The 54 blacks in the village represented 15% of the population.) The railroad was still largest employer. The railroad was paralleled by most of the built-up sections of the town. One row of lots near Railroad (now West) Street extended west along the water's edge from the landing shown clearly on early maps as the site of Dudley's Ferry. This is undoubtedly also the landing from which the city's river transportation was launched. Depositions taken in the 1930s in connection with the construction of Claytor Lake Dam above Radford indicate that there was an extensive use of the river for transportation throughout the late nineteenth century, building on earlier traditions. Historic improvements included in particular the improvement of the river by blasting channels to get Confederate military supplies to Narrows by batteaus from the railhead at Central Depot, a distance of fifty miles. River traffic in the post-war period was widespread in the Appalachian region. During the 1870s and 1880s batteaus and crude flat-bottomed boats built and operated by farmers were joined by steam paddlewheel boats in sections of the river. One such paddleboat is said to have been built slightly upstream from the landing at New River Depot. Poled batteaus and gasoline powered boats carried stone, provisions, coffee, sugar, oil, flour, wheat, corn, bacon, pig iron, lumber, and passengers on the New River well into the twentieth century [Worsham 1986: 208-211].

Two merchants, a grocer, a hotel proprietor, a shoemaker, four carpenters, three blacksmiths, and a brick mason were also active in the village, attesting to other support occupations necessitated by the railroad presence in 1880 [U.S. Population Census 1880: Montgomery Co, Va: 28-34]. A business directory for the state of Virginia advertised two hotels, two general merchants, saw and grist mills, and a Methodist church in Central Depot in the same year [Chataigne 1880:357-359]. According to historical accounts the commercial heart of the village was the G. E. Roberts Store (Plate 1) on the south side of Norwood facing the railroad yard near Virginia Avenue. In the 1870s, the two-story board-and-batten structure also sometimes accommodated school sessions and church services in its upper room. By the mid-1870s there were three hotels: the Bibb Hotel and the Hoffman House, two three-story frame hotels that stood on either side of the railroad where Virginia Avenue crossed the tracks and the Virginia House, which stood back from the street on the corner of Norwood street opposite Heth's Grove [Howe 1963:67].

Figure 3  
Sanborn Insurance Map of Radford, VA,  
1891

2  
RADFORD  
VA.



The early houses of the poorer residents do not survive. They probably resembled the one- or two-room shanties discussed later in this narrative. A few houses from this period may survive in the proposed district. The vernacular floor plans which materialized in this and later decades as the homes of middle-class merchant and managerial families include a number of forms recognized in regional architectural studies [Worsham, 1986]. One of the most popular was the symmetrical central-passage plan, in which a central passage provides access to rooms on either side often with an ell or rear shed. Additional plans include the asymmetrical side-passage-plan, where the passage is on one side of the house; the two-room plan, in which the domestic functions take place in a single or double row of two rooms, often supplemented by a service shed or ell; and the T-plan, where the two-room or central-passage plan is given improved interior circulation and a fashionable exterior irregularity of silhouette by the projection forward of one of the rooms on the principal facade.

A few dwellings were built on lots developed by the Heth family in the area south of Norwood Street. A skilled tinner for the railroad built the **Kirby House, (126-0084-0111)**, a two-story, T-plan dwelling on present-day Tyler Avenue, possibly before 1880. Some of the one- and two-story frame dwellings remaining in the neighborhood between the railroad and the river also may date from the 1870s. These may have housed mostly railroad employees' families. Several dwellings along Stockton Street may survive from the postwar period. Among these dwellings are two central-passage-plan houses with simple Greek Revival features: the **Shanks House (126-0049)** and the **Ward-Carter House (126-0051)**, both identified in the 1994 survey. Historical accounts indicate that this area and the section north of the main tracks area on West Street (also called Crow Street at this time), connected to the rest of Radford only by the Virginia Avenue railroad crossing, were the most thickly populated in the town [Howe 1963:67-68]. This neighborhood, still extant, may be the location of the original road along the river.

The western section of West Street was labeled Railroad Street on the earliest maps. The street retains several substantial, well-preserved frame houses with sophisticated architectural ornament and complex roofscapes. The western half of the street (1900-2000 blocks) has been a black neighborhood for as long as older residents can remember. The upper and eastern section (1700-1800 blocks) were occupied by whites until about fifty years ago [Interview, Brown]. Today the neighborhood comprises one of the city's best-preserved black neighborhoods and some of the city's best domestic architecture, some of which may date from 1880 or before. Three nearly identical gable-fronted, side-passage-plan houses (**126-0084-252, 254 and 257**) have Gothic Revival bargeboards, slender gable pinnacles, and elaborate porches, two of which survive. The house at **126-0084-0259**, a two-story, frame, T-plan dwelling, has label molds of Gothic Revival derivation over each window.

Although schooling had been available in Central Depot since the 1850s, public education efforts did not begin in the community until the 1870s. The Underwood Constitution of 1869 mandated that Virginia open free public schools in the 1870-71 season. State funds were to match local tax monies. A one-room school was established soon after in Radford, with one teacher and sixty



Figure 4  
 Detail, Map of Property owned by the Radford Development Co.  
 and adjacent portion of the City of Radford, 1890.

Plate 2

Historic View of Norfolk and Western Depot, East Radford, 1898 [Worrell, 1915].

View from northwest



Plate 3

Historic View of La Belle Inn, East Radford, ca. 1910 [Worrell, 1915].  
View from northwest

enrolled pupils ages six through twenty, in first through eighth grades. A small lot on the south side of the railroad tracks "which boundary already has the school house erected on it" was given to the school district by Stockton and Isabella Hammet Heth in 1876 [Mont. Co. Deed Book U:442].

Religious congregations built churches in Central Depot from the immediate post-Civil War years. The first church building in the expanding village was a frame structure erected in 1870 across from the railroad station in the area now occupied by the Allegheny Hotel [Johnson 1975:30]. Edward and Clementina Hammet gave a small tract facing the depot lot to a group of local landowners for use as a site for a Presbyterian church with the stipulation that the service times would be divided with the Methodists and that it be available at other times to any evangelical minister [Mont. Co. Deed Book S:341]. The resulting building was remembered as "a shell of a church . . . neither lathed nor plastered [that] contained only a few rough benches, without backs, which were used as seats. The front of this building was about six feet above the ground level and was open underneath. Here the village hogs would congregate and spend the night [Anderson 1924:30]."

The only other church building in the town was St. James Episcopal Church, said to have been built in 1874. It was located on the north side of the tracks on a 1/4-acre lot west of Harrison Street. The tract is said to have been originally given by Clementina Hammet but was not deeded to the congregation by Isabella and Stockton Heth until 1877.

#### Steel Rail Industrialization and Urbanization (1881-1916)

The period from 1880 to 1900 saw rapid growth in the city. In February 1881, the AM&O Railroad was sold to a private banking house in Philadelphia. The company was renamed the Norfolk & Western Railway and the track replaced with new steel rail which promoted increased industrial development. The new railroad introduced an era of coal and freight transportation, accelerated industrialization, and industrial/urban population growth. The Norfolk & Western built a spur line to the western coalfields, as first envisioned by G. C. Wharton. Coal began flowing east through Central Depot in 1883. Widespread enthusiasm for the region's economic potential encouraged speculative development in western Virginia [Fishwick:8-11]. Central Depot, with its location at a major rail junction, was favored by northern capitalists investing in the region.

The village, located east of Connelly's Run, had incorporated as the town of Central City by 1885, with boundaries largely corresponding to the those of the proposed East Radford Historic District. Stockton and Isabella Heth had a map made of the town, referred to in deeds as Heth's Plan but not located by this writer, and of an extensive addition on the hill to the south. The original town was expanded into a large triangular region bounded by Heth's Grove on the east, the railroad on the north, and a hill east of Connelly's Run on the west. In 1886 the Heths built a brick house in Heth's Grove near the Hammet farm. In 1887, the town's name was changed to Radford, in honor of prominent landowner John Blair Radford. Investment in the land west of the

Plate 4  
Railroad Housing [126-0084-0178].  
View from south



Plate 5  
Tyler Building [Worrell, 1915].  
View from northeast

town boundaries accelerated during this period. Most of the town's industry was located west of Connelly's Run.

Radford's rapid growth or "boom" is borne out by statistics; between 1880 and 1900, the population grew from 350 to 3,343 [U.S. Population Census: 1900: City of Radford, Va]. Transformation into a city under Virginia law required a population of more than 5,000. Inclusion of the rapidly growing section west of Connelly's Run permitted the new City of Radford to obtain a charter in 1892. The city's first mayor was Hugh C. Preston. East and west wards were governed by a mayor-council form of government [Johnson 1975:21-22]. In 1880 the city's population had grown to incorporate 54 black residents, 15% of the population [U.S. Population Census: 1880: Montgomery County, Va]. By the end of the period, in the second decade of the twentieth century, this number, stimulated by the availability of jobs, had roughly kept up with the growth among white residents, having increased by a factor of 10, to 525, or 11.3% of the total population. The total population continued to grow at a regular rate. It had grown to 4,600 in 1920 [U.S. Population Census: 1920: City of Radford, Va.].

A multicolor map of the entire city prepared in 1891 for the Radford Land and Improvement Co. (Figure 2) shows the area of Heth's Plan with Norwood Street as First Street, paralleled by an unnamed street to the north of the tracks and Grove Avenue, Second Street (now Downey), Third Street (now Clement), Fourth Street, and Sixth Street. Commerce Street (now Tyler Avenue) separated the town from Heth's Grove on the east, paralleled by streets numbers A through H (now First through Eighth avenues). Almost all the lots faced the streets parallel to the river, except for those along the length of C Street (the "county road", now Third Avenue). As befitting the busy main road into the town from the south, those properties were aligned to face that road.

The Sanborn map for the same year (Figure 3) shows similar street names. On this map the street across the tracks (now West Street) was named Crow Street [Sanborn Map, 1891]. The principal business activity took place in detached commercial buildings along Norwood Street between Virginia and Harrison Street, around the intersection of the principal roads. The depot lot had been denominated "Depot Park," and contained the two-story "stick style" passenger station to the east and a larger freight depot to the west. An 1898 photograph of the depot (Plate 2) shows trees around the building, suggesting a park-like landscape for the lot. The land between the freight depot and Virginia Street was divided into six lots belonging to the railroad [Howe: 55].

The 1891 Sanborn Map showed three identical double houses on those lots facing the tracks; the three structures probably housed railroad workers. The three hotels previously mentioned, the Bibb Hotel and Hoffman House, flanking the tracks on the south side of Virginia Street, and the Virginia House opposite the passenger depot, were supplemented by the Albemarle House, a small hotel on the south side of Norwood Street. A large, three-story, shingled frame structure with a corner tower and projecting jetties housing the La Belle Inn was built before 1891 in the east of Heth's Grove, probably in an attempt to attract development to the subdivision of the Heth farm east of Central Depot (Plate 3). By 1896 it was unfurnished and occupied only as a dwelling and continued as such for many years (it is no longer standing).

Plate 6  
Fraternity Building [126-0084-0220]  
View from northeast

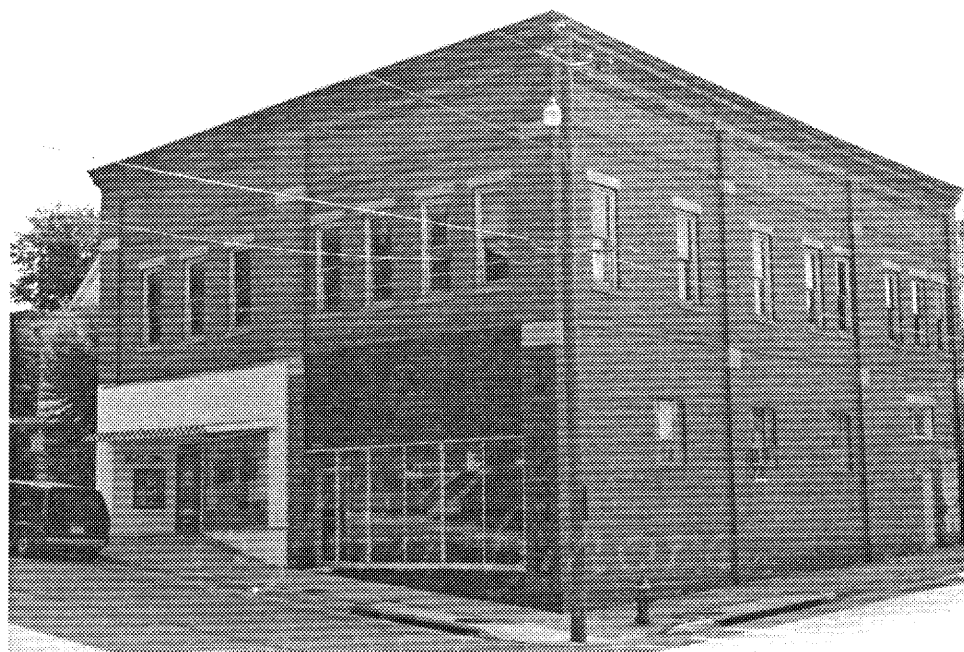


Plate 7

(Above) W. R. Roberts Co. Building, 1912 [Worrell, 1915]. View from north.

(Below) W. R. Roberts Co. Building [126-0084-0228]. View from northwest.

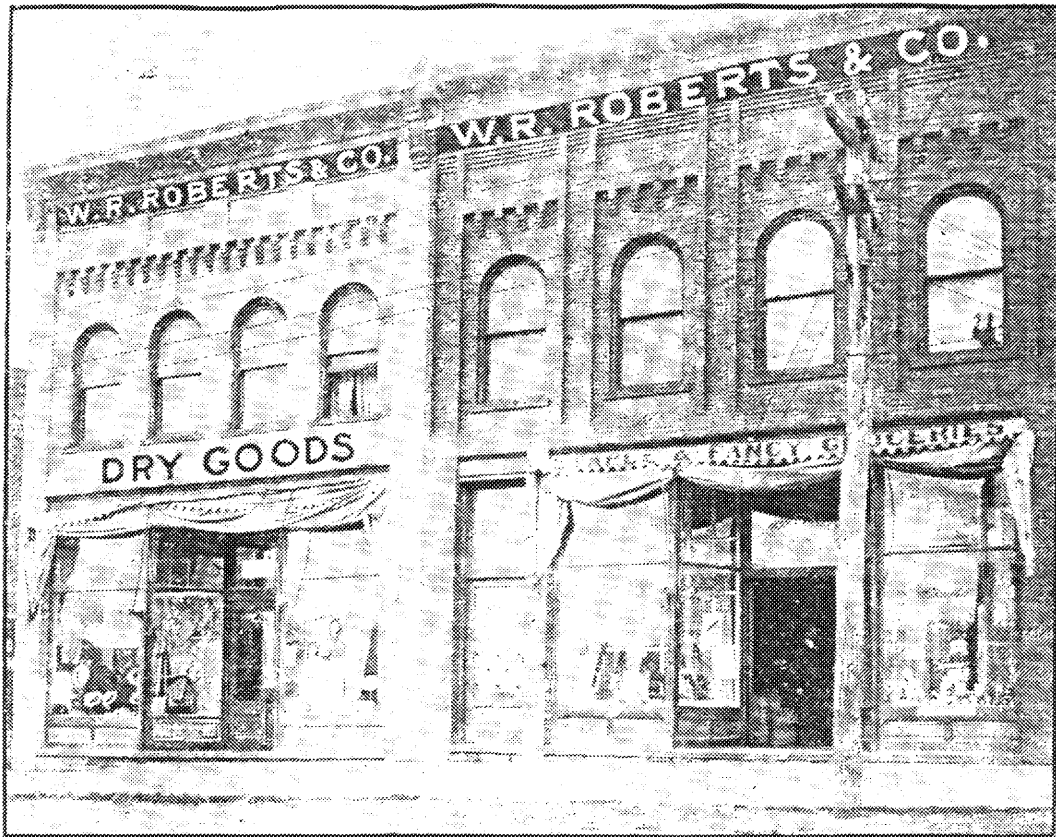


Plate 8

(Above) Briggs House (A. Simon Block), ca. 1910 [Worrell]. View from northeast.

(Below) Briggs House (A. Simon Block), 1996 [126-0084-0233]. View from northwest.





Plate 9

Historic view of Norwood Street scene, c. 1900 [Johnson 1975:38].

View from north

Plate 10

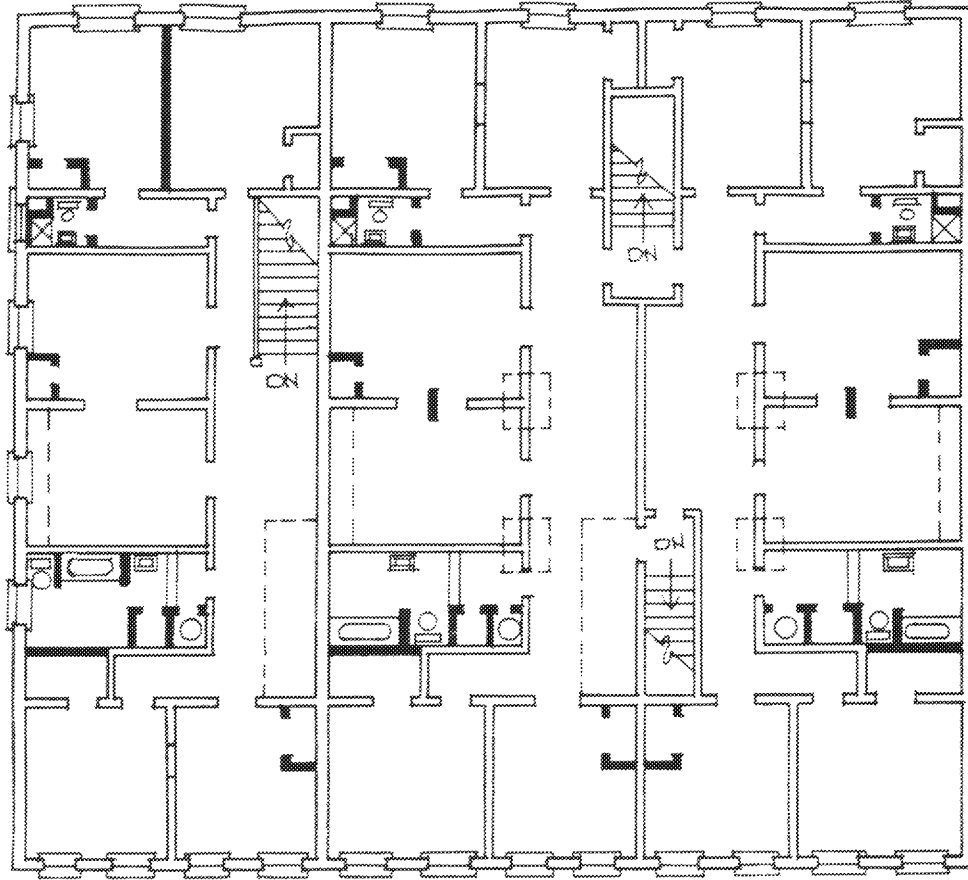
Historic view of Norwood Street scene near Depot , c. 1900 [Johnson 1975:24].  
View from northwest

Plate 11  
Historic view of East Radford, c. 1910 [Worrell, 1915].  
View from northeast

Plate 12

(Above) Plan of Second Floor of Bond Building [126-0084-0146].

(Below) Bond Building [126-0084-0146]. View from southeast.



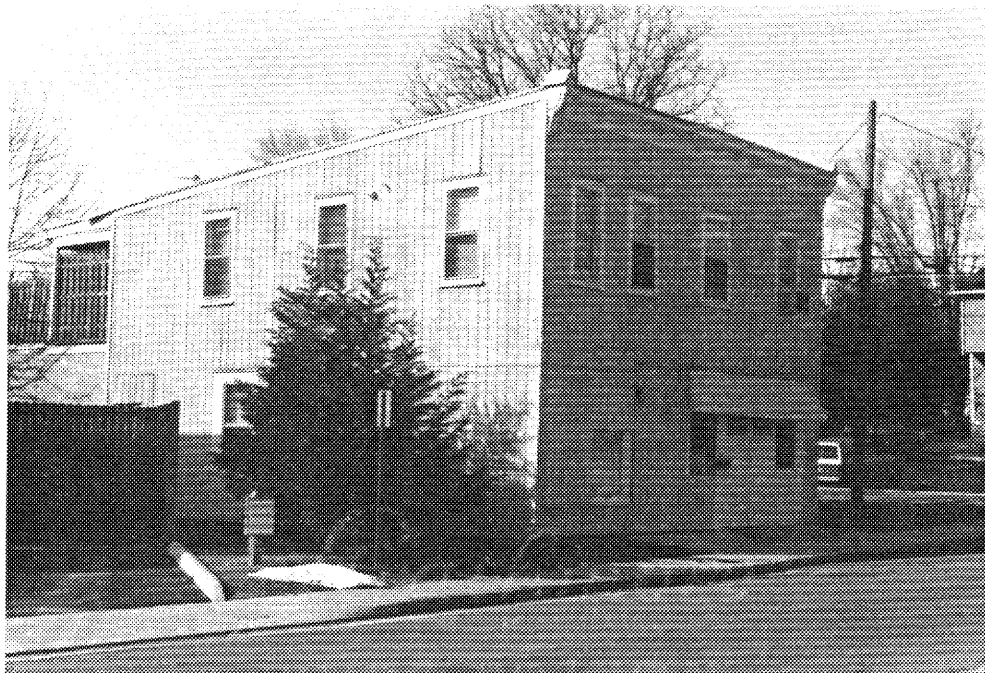
The age of the houses along Third Avenue suggests those lots were among the earliest to be built upon. The hilly area between Grove Avenue and Norwood and bounded on east and west by Fourth and Sixth avenues was designated as "Central Park". The park was not retained and the block was, at some point, divided into lots now containing early twentieth-century houses [Radford, Virginia, 1891]. The 1891 map shows the relatively few buildings standing at that time scattered across the area of the proposed district or concentrated along Norwood and Stockton streets near the depot. A similar map in ink (Figure 4), prepared in 1890 for the Radford Development Co., shows the same layout, including Central Park, but most street names are the same as today. Lots numbers and lines make it clear that the sales of land by Edward Hammet left a number of lots of irregular size along Norwood Street, contrasting with the standardized plots along the adjacent orthogonal grid laid out by Stockton Heth.

In the early 1890s, the railroad encouraged investment in the western section of Radford by building substantial passenger and freight stations, an office building, and the architecturally sophisticated Radford Inn, [Tatman and Moss; Wells]. These were complemented in the east ward by new passenger and freight facilities, improved engine repair shops, and a roundhouse. Surviving railroad-related resources include four board-and-batten rail workers' section houses (126-0084-0177, 0178, 0179, and 0248) (Plate 4) [Right-of-Way and Track Map]. In concert with the improvements made by the railway company, other private and public projects were undertaken at the same time, including construction of bridges over the New River and Connelly's Run, the provision of graded streets, waterworks, electricity, and public transportation in the form of a streetcar.

Northern speculators, often from Philadelphia or Cincinnati and associated with the railroad, allied themselves with local landowners and formed land companies that subdivided much of the best land adjacent to the town into extensive streets and lots. The Ingles, Radford, Heth, Hammet, and Wharton families figured prominently among those who sold off lands around the old town of Central Depot for development. Companies involved in the development of the study area were associated with the Heth family and were principally the Radford Land and Improvement Company and the Radford Development Company. Banking institutions were established to take advantage of the funding required by the commercial, industrial, and real estate development. Major industries were located chiefly along the river west of Connelly's Run, included the Radford Foundry and Pipe Company, chartered in 1891, and the Radford Stove and Range Works, Radford Steel and Iron Company, and a knitting mill [*Radford Enterprise*; Johnson:23, 27; Chataigne 1884:815-825; Hill 1897:775-786; Index to Enrolled Bills: 954-955].

The financial panic that gripped the country in 1893 and the ensuing depression seriously affected the industrial output of the city and led to a halt in the real estate promotion and expansion. Several industrial developments were proposed in the region, including Carnegie City to the northeast and Pulaski City to the southwest. Many of these failed after 1893, although Pulaski weathered the depression as an iron and zinc smelting center, in part due to the proximity of appropriate metallic ores. The survival and continued growth of Radford can be principally attributed to its strategic geographic location at an important rail junction. The location ensured

Plate 13  
Shumate Store [126-0084-0121].  
View from southeast



that, unlike many other regional boom towns, the industrial firms in Radford would recover and continue for many years. This growth is reflected in the gradual addition of a series of substantial commercial and domestic structures.

At the same time that industry was expanding, there was a corresponding growth in local trade and commerce. A duplication of many services and an informal rivalry grew up between the east and west wards of the burgeoning community. By 1897, West Radford had its own post office; both wards had a full complement of retail stores, professionals, and businesses [Hill 1897:775-786]. Commercial areas in each ward were focused on the railroad stations, although the eastern ward became the chief commercial center and the western ward primarily the sector for heavy industry. The principal commercial area in East Radford (the new name for the old town of Central Depot) developed along Norwood Street between Commerce and Harrison streets. Architects were called on to design several of the district's most prominent commercial buildings, including the Opera House and the Tyler Building (Plate 5), both of 1906, designed by Henry H. Huggins, and the Opera House and Market Building of 1892 by Harry N. Austin, none of which survive today [Wells]. Charles S. Churchill, Chief Engineer with the Norfolk & Western Railroad, designed an addition to the now-demolished passenger depot in the east ward in 1909 [Wells].

The earlier frame buildings of the 1870s and 1880s were replaced by brick structures beginning in the 1890s. Masonry construction was more substantial and fire-resistant and two of the city's principal frame structures had burned in the early 1890s. Many of the commercial structures, including the now vanished Opera House and the **Fraternity Building (126-0084-0220)** (Plate 6), were built as double or triple buildings, either in one campaign or over a period of several years. Such buildings, with two-story facades ornamented with strip pilasters, metal cornices, and plate glass storefronts, include the adjacent buildings at **1104-6 Norwood (126-0084-0140 and 0141)** and most of the other buildings on the north side of Norwood Street. The Bibb Hotel burned in 1894 [Howe 1963:68], and Roberts Store was destroyed by fire in 1896 [Anderson 1924:30]. The **W. R. Roberts & Co. Store** was rebuilt as a double building (Plate 7) in the same location in brick (**126-0084-0228**) with an integral **Carson's Drug Store (126-0084-0227)** to the west.

By 1913, when a new Sanborn insurance map was drawn of the district, there were many brick and frame stores lining Norwood Street, but the commercial structures were interspersed among several dwellings and vacant lots. Only about half of the buildings were of brick construction. These included the Alleghany Hotel (then called the East Radford Inn and previously the Hotel Shere) the buildings at 457-458 Norwood Street, the **Farmers' and Merchants' Bank (126-0084-0138)**, the First National Bank, and almost the entire north side of Norwood Street from Virginia Street to Third Avenue [Sanborn map, 1913]. The massive, incrementally built, three-part **Briggs House or Simon Block (126-0084-233)** (Plate 8), now the Jefferson Apartment Building and containing the Radford Theater, is one of the most impressive buildings on Norwood Street, with its full three stories and arched windows. Although the central section was redesigned when it was adapted as a movie house, the building retains a significant amount of

Plate 14

"Shanty" on Pickett Street (Alley off Third Avenue) [126-0084-0219].

View from southeast





Plate 15  
406 Third Avenue [126-0084-0129].  
View from southeast



Plate 16  
1104 Clement Street [126-0084-0203].  
View from southwest







original fabric. Photographs of the north side of Norwood Street in about 1900 show the mix of brick and frame buildings (Plates 9 and 10). A photograph of about 1910 shows East Radford from across the river (Plate 11).

A typical commercial structure from the brick rebuilding at the turn of the century is the three-unit **Bond Building (126-0084-0146)** at 1122-1126 Norwood Street (Plate 12). The building consists of a two-story row of three commercial units with a residential section above each store. The western unit was an early addition to the eastern two units but harmonizes with them in style. The brick facades incorporate large glass storefronts, replaced in the mid-twentieth century, and regularly-spaced, double-hung, arched sash windows on the second floor, surmounted by regular brick panels with central brick crosses and a corbeled brick cornice. As with many of Radford's commercial structures, a metal grille facade covering was added in the mid-twentieth century. This required the removal of the wood or metal cornice that crowned the facade, but it was reconstructed as part of a tax-act certified rehabilitation in the mid-1980s. The interior features pressed metal ceilings on the first floor and related complex layouts of bedrooms on the second floor of each unit. The lots contained detached frame buildings housing a billiard parlor, harness shop, grocery, and barber shops in 1891 [Sanborn map, 1891]. By 1902 these had been demolished [Sanborn map, 1902]. The three lots containing the property were acquired from separate owners in 1904 -1906 by J. H. and Pleasant Bond [Radford Deed Book 10: 115]. Tax records indicate that the eastern two-unit section was built in 1904 and the third unit in 1906 [Radford Land Books]. Local tradition asserts that the second-floor units served as a rooming house for railroad workers while the first floor units have housed a variety of commercial uses.

Neighborhood stores, such as the frame **Shumate Store (126-0084-0121)** (Plate 13), the brick **Bird Store (126-0084-0074)**, and the store on First Avenue (**126-0084-0224**) were built at street and alley intersections in the densely-settled residential area of the city. These stores were typically smaller in scale and less richly ornamented than their downtown counterparts.

Government buildings were originally located in the east ward. The 1891, 1896, 1902, and 1908 Sanborn maps show a three-story court building on Third Avenue behind the present site of the Grove Avenue Methodist Church building, across from the Belle Heth Academy [Sanborn maps]. The structure, which had a brick first floor, housed a courtroom (labeled the Mayor's Court in 1896) and lockup on the first floor and, before 1902, lodge rooms above. A three and a half-story brick building in the west ward, built in the early 1890s by General G. C. Wharton for use as a hotel, was later purchased by the city for use as a courthouse [Johnson 1975:25]. In the nineteenth century post offices were usually housed in privately owned conventional commercial buildings. In 1913, corresponding to the increasing provision at that time of new purpose-built and architecturally imposing post offices in medium-sized communities in the region, such as Wytheville, Oscar Wenderoth, the architect of record for the U. S. Treasury Department, designed a new post office for the east ward [Wells]. Although put out for bid, there is no evidence the building was ever constructed.

A wide variety of housing was available in the city as dwelling units were added to accommodate the rapidly growing population. In the east ward, in addition to single family houses, boarding houses and hotels (**Hotel Alleghany, 126-0006-0001**) (Plate 10) were added for travelers and single individuals and many commercial structures were equipped on the upper floors with small apartments or boarding houses (**Bond Building, 126-0084-0146**) (Plate 11). A range in scale and detail was found among single-family dwellings, for houses, most often utilizing vernacular forms, were built for working families as well as commercial and industrial leaders.

Laboring families often occupied small, one- or two-room, frame buildings. The Sanborn maps of the period indicated a number of structures identified as "shanties" among the more substantial dwellings of the city. Well-preserved examples include the one-story, two-room, gable-fronted, dwelling present before 1896 on Stockton Street (**126-0084-0159**) and a tiny, two-room "shanty" (Plate 14) on the alley at the rear of a lot on Third Avenue (**126-0084-0219**), already in place when the Sanborn map of 1891 gave it that label.

As many as thirty-seven central-passage-plan, twenty side-passage-plan, and twenty-two two-room-plan dwellings and a large number of T-plan houses (not a category identified on the survey form) were identified in the study area from this period. Well-preserved examples of these vernacular forms include the frame, one-story, two-room house at **1307 Downey Street (126-0084-0072)** with a door and window opening into each room, the two-story, frame, central-passage-plan dwelling at **404 Third Street (126-0084-0130)**, the two-story, frame, T-plan **Williamson House (126-0084-0014)** on Grove Avenue, the one-story, frame, T-plan dwelling at **306 Third Avenue (126-0084-0135)**, and the ornate, two-story, double-pile, side-passage-plan house at **1734 West Street (126-0084-0257)**.

Skilled railroad employees, substantial merchants, and tradesmen could afford larger and more comfortable houses, often built of frame, such as the house at 1707 Grove Avenue (**126-0070**), a modest, two-story house, the house at **406 Third Avenue (126-0084-0129)** (Plate 15), a two-story, T-plan dwelling, the one-story, T-plan dwelling **1104 Clement Street (126-0084-0203)** (Plate 16), and the two narrow, gable-fronted, central-passage-plan houses at 1616 and 1618 Downey Street (**126-0084-0075 and 0076**). Several of these smaller frame houses have more sophisticated architectural form. The houses at 1028 Clement (**126-0063**) and a house relocated to the lot at 1027 Downey (**126-0084-0103**) have identical T-plan forms and a steep gable roof inserted into the battlemented projecting T-bar. An unusual double house survives at **1117 Grove Avenue (126-0084-0210)**. The much altered two-story dwelling housed two families in tight quarters.

Substantial houses, most of which incorporate vernacular plans, are found along Railroad (now West) Street, near the river, one of the earliest sections of town. Several of the houses were probably built in the earlier decade (see previous section). Most of the houses, however, were built in the 1880s through 1890s, when Railroad Street was still in the heart of the city and near the river landing. The area became a black section of the city early in the twentieth century.

Plate 19  
Grove Avenue Methodist Episcopal Church South [126-0084-0045]  
View from west



Other black neighborhoods included a small community on eastern Fairfax Street near the Heth house [Interview, Brown].

Some wealthy industrialists, developers, and professionals built large residences, usually architect-designed, on sites with spectacular views of the river outside the regular street layout, such as La Riviere, a large Queen Anne dwelling in the west ward and Halwyck, the expensively detailed, Queen Anne-style brick dwelling of J. Hoge Tyler, who served as Governor of the commonwealth from 1898 to 1902. In East Radford, some similar grand, Queen Anne-style, brick and frame houses were also built in the late nineteenth and early twentieth centuries located on lots with river views along the 1200 and 1300 block of Grove Avenue, including the late nineteenth-century frame **Trigg House (126-0084-0010)**, the early twentieth-century, expansive, frame, **J.H. Barnett House (126-0065)** (Plate 17), the large, brick house with a colossal portico now known as the Dobbins Apartment (126-0069), and the stately, frame **Dr. J. S. Smith House, (126-0068)**.

Several similar houses were scattered on lots around the study area, such as the massive, brick, **Allen House (126-0091)**, the Italianate- and Queen Anne-style detailing of which belie its traditional double-pile, central-passage plan, **Maplehurst (the Arthur Roberts House, 126-0057)**, an ornate brick dwelling built by the railroad's agent in East Radford (Plate 18), and the well-preserved frame house at 1611 Downey (**126-0071**), which is a large T-plan variant of the traditional, double-pile, central-passage house with elaborate, applied, Queen Anne-style sawn and turned decorative detail. The last two houses have interior window trim almost identical to that in Halwyck, the outstanding house built for Governor James Hoge Tyler outside the district, suggesting a common builder. These houses are related to a group of relatively plain, substantial, houses with a block-like form, numerous projecting gables, and wrap-around porches in the region, in particular in the neighboring industrial town of Pulaski [Pulaski Historic Residential District National Register Form]. Examples include the houses at 1604, 1608, and 1708 Grove Avenue (**126-0084-0015, -0016, and -0018**), the house at 1030 Clement Street (**126-0084-0115**), and the **Sullivan House (126-0084-0088)** on Downey Street.

After the original schoolhouse burned in 1881, classes were held in vacant buildings throughout the town. By 1886, an academy for elementary and secondary students had been built by a private board at the northwest corner of Third Avenue and Downey Street on land contributed by the Heths. The school was named Belle Heth Academy in honor of Mrs. Heth. Trustees were Andrew J. Lucas, Ambrose Robinson, Jasper N. Cardin, J. L. Radford, and George E. Cassell [Mont. Co. Deed Book Z:325]. In later years a school would open in the west ward.

New brick schools were built in the east and west wards in the early twentieth century. Passage of the Mann Act in 1906 provided for the establishment of a system of public high schools across the state. Probably, as in many communities in western Virginia, the Belle Heth Academy was taken over by the school board at that time. **Belle Heth School (126-0084-0083)** in the east ward was probably built soon after next door to the academy building; the city's first four-year high school students were graduated there in 1913. The two-story brick building, heavily modified,



remains today at the northwest corner of Third Avenue and Downey Street. The first public school for the city's black population was located in the east ward in 1912.

The most significant educational institution for the development of the study area was established in 1910, when a state college for the training of women as teachers was obtained for Radford. "The State Normal and Industrial School for Women at Radford" was sited at Heth's Grove, the former property of Stockton and Isabella Heth, immediately east of the survey area. A campus master plan was prepared in 1913 by architect Charles M. Robinson. A birds-eye rendering of the proposed campus (Figure 9), demonstrates its close relationship to the residential and commercial sections of East Radford. The addition of professors and students to the city's population extended the community's commercial and intellectual life, and the population pressures for housing near the school (now Radford University) have had a consistent effect on the development of the proposed district, encouraging the infill of vacant lots with stores, houses, and apartment buildings and the replacement of inadequate existing structures.

The period saw the construction and reconstruction of a number of new religious buildings. In 1886, the Methodist congregation, ancestors of the later Grove Avenue Methodist Church (South), built a church of their own [Anderson 1924:31]. The Presbyterians sold their lot and building on Norwood Street, reorganized, and built a new church, the Central Presbyterian Church (126-0003) at Fourth and Randolph streets in the west ward.

Grace Episcopal Church, built in the west ward, replaced the earlier Episcopal church near the tracks in 1891, although it continued to show up on Sanborn maps facing Crow (West) Street from 1891 to 1908. In 1924 the 1874 structure was in use as an apartment house, but no longer stands [Anderson 1924:31; Mont. Co. Deed Book W:393]. As of June 1890, the Baptist church was holding services at their building on a Norwood Street lot donated by Levi Bibb in 1886 [Anderson 1924:32]. It was still there in 1908 [Sanborn maps 1891-1908]. Also in 1890, a Catholic congregation attended mass at a variety of locations and the Christian Church (Disciples of Christ) conducted services at the mayor's hall [Anderson 1924:31]. A Methodist Church was located on the south side of Grove Avenue at #1205 (present site of the house at 126-0067), by 1896 [Sanborn map, 1896]. Henry Hartwell Huggins of Roanoke designed a new church in 1906 for the Methodist congregation [Wells]. It was not, however, until 1913 that the **Grove Avenue Methodist Episcopal Church (South) (126-0084-0045)** was erected on the same block as the earlier church to the architectural designs of Roanoke architect George R. Ragan. The church (Plate 19) cost \$287,000 to build [Wells]. **First Baptist Church (126-48)** at Downey Street and Third Avenue in Radford's east ward was designed by architect Herbert Levy Cain of Richmond. The domed Classical Revival-style building was built in 1919 [Wells].

Members of black churches worshiped at several denominational churches during this period. In 1888 Isabella and Stockton Heth gave a small lot to a Colored Baptist Church of Central Depot [Mont. Co. Deed Book 27:19]. In 1889, Mt. Olive Methodist Episcopal Church was organized; by 1898, First Baptist Church had located on Fairfax Street; and by 1892, Zion Hill Baptist Plate 20

Plate 20  
Radnor Apartments [126-0084-0001].  
View from southwest



Church had been established, with W.H. Mitchell serving as minister for more than thirty-five years thereafter. While several of the congregations survive, none are located in their original buildings. **First Baptist Church (126-0084-0256)** built a new brick church on West Street in the survey area in 1961, relocating when its site was absorbed by the Radford University campus. During Radford's industrial boom period, several fraternal, social and civic organizations were also begun in the city: by 1890, fraternal orders of the "B.L.E. Central Division No. 301," the "A.F. & A.M. Virginia May Lodge No. 38," and the "Improved Order of Red Men, High Sun Tribe No. 74" were meeting regularly [*Radford Enterprise* 21 June 1890]. The original Virginia May [Masonic] Lodge No. 38 was built on a lot donated by Stockton and Isabella Heth in 1887. This was probably the structure on Third Avenue across from the Belle Heth School shown on early Sanborn maps. **The Fraternity Building (126-0084-0220)**, a two-story brick commercial building (Plate 8) with lodge rooms on the second floor at the corner of Grove Avenue and Third Avenue, was constructed to house unspecified lodge meetings. Bicycle, book, women's, and civic clubs supported civic, educational, and personal goals held in common among groups in the population in the late nineteenth and early twentieth centuries. No properties associated with these activities have been identified in the study area.

Recreational pastimes included, in addition to the typical sports and games activities, political and educational events, circuses, and traveling shows [Johnson 1975:260]. An opera house was completed in 1892 on the north side of Norwood at the foot of Fifth Avenue. The structure, which stood in an empty section of Norwood Street, was designed by Harry N. Austin and contained four commercial units on the lower level below a modest opera house on the second floor [Sanborn map, 1891 and Wells]. Later, in the early twentieth century, each ward had at least one theater, used for cinema and live performances. In 1915, the Dreamland Theater in East Radford was in operation with a seating capacity of 350 [Radford Record Album, 1915].

#### *World War I to World War II (1917-1945)*

Radford's population continued to increase as the twentieth century progressed. In 1900 it stood at 3,300. By 1920 it was about 4,600 and by 1940 it had grown to 7,000 [U.S. Census: 1900, 1920, 1940: City of Radford, Va.]. Industrial and transportation activity remained Radford's principal source of employment and growth during the period between the world wars. Heavy and light industry dominated the landscape in the west ward. In 1929, there were fifteen major industrial enterprises active in Radford, including an iron and steel production plant, a chemical plant, and the railroad repair shop [Humbert 1929:71-72]. Few of these industries, other than the railroad shop, were located in the proposed historic district.

The Norfolk & Western Railroad continued as one of the city's most important employers. One hundred and seventy-five men were employed at the shops and power house in 1929. A severe concrete **Water Tower (126-0084-0157)** (plate 4), relieved with decorative crenellations and dating from 1920, is the most obvious rail structure from the era, in addition to the train yard. Other period resources include the large frame **Motor Car Repair Shop (126-0084-0176)** and a

Plate 21  
Bungalow at 409 Third Avenue [126-0084-0118].  
View from southwest

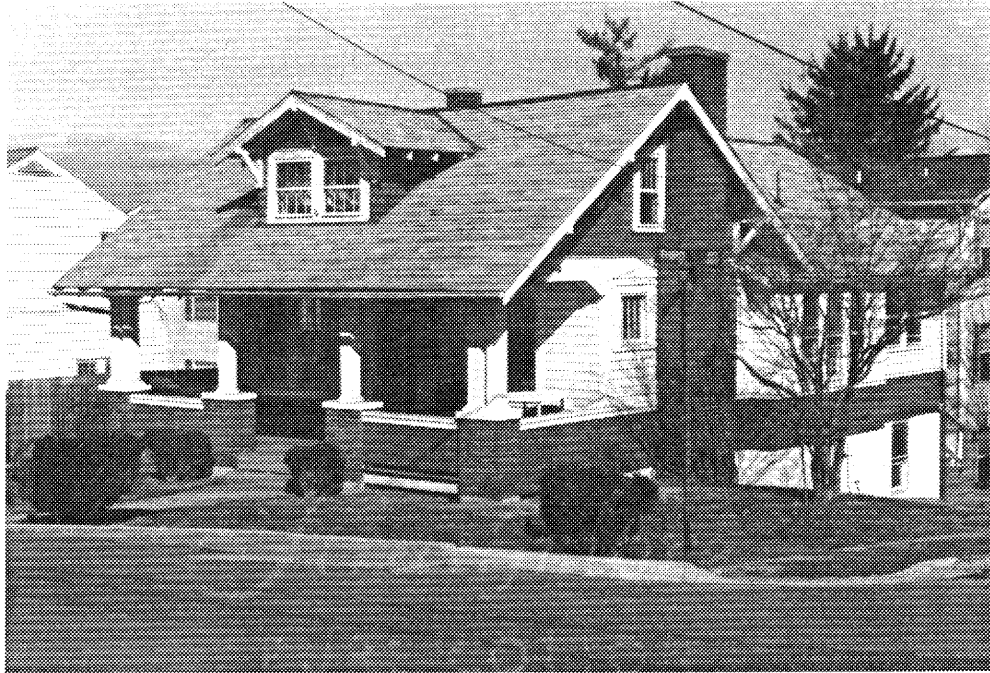


Plate 22  
Weddle House [126-0084-0091].  
View from northwest



**Scale House (126-0084-0175).** The Norfolk and Western rail yard crosses the proposed historic district near its northern edge, and many of its operations, including the roundhouse and repair shops, were concentrated in the east ward. The Norfolk & Western Timber Treatment Plant, established in 1921 for the preservative treatment of railroad ties, was also located on the company's property, in the vicinity of the proposed district. As many as fifty per cent of the city's residents were dependent on the railroad for their income and as many as 10,000 passengers transferred in the city each month [Anderson:1924]. As late as 1938, when passenger service was consolidated in the east ward, the city supported two passenger stations and one freight station, handling about 10,000 rail cars each month. Twenty-three freight and as many as twelve passenger trains were scheduled through the city daily in the 1940s [Giles:1994, 37].

Commerce continued to focus on narrow commercial buildings on contiguous lots in the downtown sections of each ward. New buildings continually replaced old buildings or were added on vacant lots on the periphery. While the streetscape lining Norwood Street in the east ward became filled in, the west ward remained a more scattered collection of major and minor buildings, never completely overcoming the collapse of real estate prices associated with the Panic of 1893. By 1917, the east ward included one agricultural implements store, three attorneys offices, one automobile dealership / service garage, one bakery, two banks, two barbers, two blacksmiths, two boarding houses, two specialty clothiers, one dentist, three druggists, one electric company, one furniture dealer, fourteen general stores, nineteen neighborhood grocers, one wholesale grocer, three hardware dealers, two hotels, two insurance agents, one livestock dealer, two livery stables, two lumber dealers, one meat market, two milliners, one newspaper publisher / printer, two house and sign painters, two paperhangers, two photographers, two physicians, one plumber, four restaurants, a tin shop, and two jewelry stores [Hill 1917:639-648, quoted in Giles:1994, 37].

Architect-designed buildings in the district included Thomas Seabrook Brown's 1919 Farmers and Merchants Bank and Martin F. Garry's 1922 Mabel Bradley Building [Wells, quoted in Giles:1994, 37]. The M. Jackson Hardware Company, founded in 1918, built a substantial, two-story, brick building (126-0006-0002) at the west end of the Norwood Street business district. [Johnson:38]. Between the Sanborn map of 1913 and the succeeding edition in 1926 almost all of the earlier frame buildings had been demolished and replaced in brick. The old frame Virginia House hotel was torn down by 1926 and its place taken by the substantial Radford Hotel near the present site of the post office and east of the Alleghany Hotel [Sanborn map, 1926]. By 1926, changes in transportation had caused automobiles to increasingly replace trains and horse-drawn transport. A service station already leased the lots west of the depot lot from the railroad, as three competing stations would eventually. One gas station (126-0084-0245) continues to operate on the corner of Virginia Street today [Robert G. Wade, interview]. Norwood Street continued to serve as the city's principal shopping area. The west ward contained less than half as many commercial and professional establishments.

Along with the increase in Radford's population, which had grown by more than one third between 1900 and 1920 [U.S. Population Census: 1920: Montgomery Co., Va] there was an

increase in construction of single and multiple housing. It has been estimated that about 400 houses were constructed in and around Radford during the years 1921 to 1928 for a total of about 1,400 houses of "average or somewhat better than average" quality on the eve of the Great Depression [Humbert 1929:84]. New apartment buildings such as the **Radnor Apartments, (126-0084-0001)** (Plate 20) and converted single dwellings such as the **Dobbins Apartments, 126-69** became a more common housing form, reflecting the decreasing popularity of rooming houses in favor of independent rental units. Apartment construction may also represent a higher cost of home ownership in the 1920s. The construction of duplex houses in the city during the early twentieth century is represented in the study area by the **Caldwell Building (126-0084-0094)**, a frame double house at 1114-1116 Grove Avenue.

The single-family resources associated with this suburban residential development of the third, fourth, and fifth decades of the twentieth century include houses of various forms: bungalows, American Foursquare houses, and derivations of Tudor Revival- and Colonial Revival-style dwellings. Bungalows and American Foursquare dwellings, both resulting from a popularization of the Craftsman movement, began to appear several years before the 1917 start of this period, but the majority of them are later and all of them are counted together here. The house forms, popularized in national publications, were largely differentiated by height, and both are among the first houses in the region to utilize irregular, functionally laid-out plans. Of the houses in the study area, thirty-five are one- or one ½-story bungalows or utilize the related two-story Foursquare form. Good examples of bungalows in the study area include the related houses **(126-0084-0055-57)** on the south side of 1700 block Downey Street, probably built as speculative housing by a single builder and the well-detailed brick and frame dwellings at 305 and 409 Third Avenue **(126-0084-0124 and 0118)** (plate 21).

Foursquare houses include the simple brick house at 301 Third Avenue **(126-0084-0125)**, the equally restrained, frame house at 1603 Grove Avenue **(126-0084-0035)**, the carefully detailed, brick, pressed metal tile-roofed **Weddle House (126-0084-0091)**. The Weddle House (Plate 22), with its matching garage and pergola, is particularly significant as the most elaborate Foursquare house and the home of the owner of a prominent lumber company, whose house may have set an example of what a stylish house could look like. The interior was finished with elaborate oak trim. The Foursquare house at 900 Stockton Street **(126-0084-0174)** is said to have been purchased from Sears and Roebuck and all the materials shipped to the site. This way of purchasing a house has been documented at other sites in the region. Among the buildings built in the 1930s and 40s are several dwellings built in the Tudor Revival-style, simple houses with decorative entry vestibules, stone and metal decorative features, and off-center chimneys on the front wall. The brick house at 1021 Grove Avenue **(126-0084-0048)**, with its random, granite decorative wall inserts and the similar, less ornate, house at 1016 Clement Street **(126-0084-0112)**.

Public improvements of the period included an ornamental "White Way"--225 three-lamp streetlights--stretching along Norwood and First streets in both wards; city-owned water and electric services; a city-owned bus system replacing the street railway; paved streets and sidewalks

Plate 23  
Radford Hospital Building [126-0084-0106].  
View from east





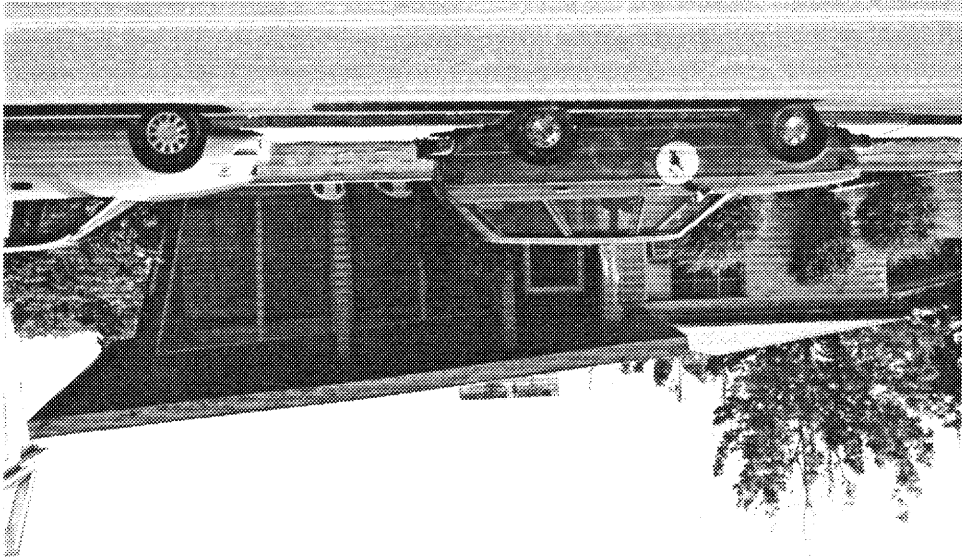


Plate 24  
House of Flowers [126-0084-0009]  
View from south

Plate 25  
Star of Southwest A.F. and A.M. Lodge [126-0084-0265]  
View from east



in the business area; and the first city fire truck [Johnson 1975:45 cited in Giles:1994, 39]. Municipal services were still based primarily in the Radford Courthouse in the west ward dating from the 1890s. Like most cities in Virginia, Radford replaced its government with the more progressive and efficient council-manager form of government in 1920. There were no planning or zoning ordinances [Humbert 1929:81]. Population in 1930 reached 6,227 [U.S. Population Census 1930]. The Great Depression resulted in substantial employment problems. Among other projects, Depression-era Federal agencies' work-relief programs provided the labor necessary to fill the gap separating the two wards at Connelly's Run in 1934, replacing an older metal bridge [Johnson:49-52]. The Postal Service replaced its earlier post office in the east ward with a more commodious building in 1941. The Classical Revival-style **Radford Post Office (126-0007)**, remains in use in the project area.

Radford's population continued to grow after 1920 as industrial opportunities brought individuals and families to the area. By 1940, the census count indicated a city population of 6,990 persons. This was to increase dramatically in the next few years as a result of the establishment nearby of the Radford Ordnance Works and the New River Ordnance Works in Pulaski and Montgomery counties [Cannaday 1947:22]. The population had nearly doubled to 12,000 by 1943. The arrival of workers led the Federal government to construct several housing developments; in Radford, three subdivisions with standardized house types were planned and built. One of them, Monroe Terrace, is located just outside the northern edge of the proposed historic district. Existing buildings were modified to house multiple households, and many households took in boarders as a response to what became a serious housing shortage. However, in spite of the population growth, the East Radford study area exhibited notable stability. In the 1940s and 1950s as many as one third of the occupants were still employed by the railroad [Wade]. Public utilities and other government services were quickly bolstered, often with Federal help. The pressure of development also resulted in the adoption of a zoning ordinance in 1945. Nine zoning classes were established, most significantly single-family residential, business, industrial, and agricultural sectors and all property was classified according to its most appropriate use [Johnson 1975:57 cited in Giles 1994:42].

Public schools built during this period were all located well outside the study area. Teacher certification programs at the Radford Normal School resulted in increasing numbers of students. Many new buildings were constructed in 1920s and 30s. The school was renamed the Radford State Teachers College in 1924. The college merged with Virginia Polytechnic Institute in 1944 and was, once again, renamed Radford College, Woman's Division of Virginia Polytechnic Institute (Johnson:59-60). Expansion of the college brought more professionals and academics into the city. Expansion of housing for professors and staff at the college was principally accomplished by infilling of vacant lots in the city, particularly along streets in the survey area [Giles 1994:45]. The principal church built in the district during the period was the brick, Gothic **First Christian Church (Disciples of Christ) (124-0084-0110)**.

Many civic, service, and social groups were established in the city during the period, including the Rotary Club, an American Legion post, the Kiwanis and Lions clubs, and the Radford Chamber of

Commerce (1943). None of the surveyed properties were associated with these groups. The **Masonic Star of Southwest Lodge #230 (126-0084-0268)** was built in 1932 by the city's black Masonic lodge in an impressive location at the end of West Street (Plate 25). The two-story, brick building took a form employed in many fraternal structures, with a second-floor meeting room and what appears to have been a commercial first-floor. After some years the building was lost through debt and has served the black community since as a funeral home. The white masons of Radford built an architecturally undistinguished new lodge in the 1940s, the **Virginia May Lodge #38 (126-0084-0084)**, using the stones from the demolished railroad depot in West Radford for a wall facing. The survey area was provided with a movie theater during the period when the Radford Theater was opened in the **Briggs House or Simon Block (126-0084-233)** on Norwood Street.

In 1924 a three ½-story, brick **Radford Hospital Building (126-0084-0106)** was designed by architects W. D. Lorton and A. T. M. Rust. The unadorned, hip-roofed building (Plate 23) was constructed for \$23,500 on Tyler Avenue, opposite the state teachers' college [Wells]. The hospital did not prosper, and, in 1926, was rented to the college as an infirmary and dormitory named after Helen Henderson. In 1941, a new hospital, was established in the same building: the Radford Community Hospital. The twenty-eight bed institution was insufficiently large to care for the increasing population. In 1943, new Federal legislation made it possible for the hospital corporation to build a new facility on a site in the west ward. The old hospital building survives today in good condition, known since the 1940s as the Avalon Apartments [Johnson: 47-49].

#### *The New Dominion (1946-Present)*

After the end of World War II, Radford experienced the loss of about a quarter of its population, from a high of about 12,000 residents in 1943 to only 9,026 in 1950 [Johnson 1975:63 cited in Giles 1994:46]. The arsenal was renamed the Radford Army Ammunition Plant and continued to serve as a major regional employer, manufacturing propellant, powder, and other materiel for the Korean Conflict of 1950-1953 and the Vietnam War of 1965-1973. The city and civic associations continued to promote and support industrial and commercial business. Many of the large employers that had characterized manufacturing since Radford's founding as a city continued to operate through the third quarter of the twentieth century. The railroad's Timber Treatment Plant burned in 1953, and was not reopened. Rail operations at Radford were cut back as railroading became increasingly mechanized. Uncharacteristically, however, the railroad did replace its aging passenger depot in the east ward with a new brick station in 1953. Stations in most towns and cities on the N and W line merely received facelifts during this period. Thus the flat-roofed, brick **Radford Railroad Station (126-0084-0241)**, with its abstracted classical concrete entrance canopy, is a regionally unusual example of a modern depot which undoubtedly responded to the rail passenger traffic connected with the ammunition plant.

Locally-based commercial enterprises in the city continued to serve the citizens from centrally located business areas in the west and east wards. Commerce began to spread to Grove and Tyler Avenues in formerly all-residential blocks. After the middle of the century, rather than invest in

new buildings or demolish the existing stock of commercial buildings, merchants and building owners chose, in many cases, to modernize the exteriors of the classical revival building stock. Often this took the form of a new aluminum storefront or a large metal grille applied over the entire building. The banks and many stores received this treatment, substantially transforming the streetscape in the east ward. A number of important and highly ornamental buildings were demolished at the same time. Principal among these was the Tyler Building (Plate 7), a multi-purpose banking, commercial and office building at the corner of Third Avenue and Norwood Street built in 1906 to the designs of Henry H. Huggins of Roanoke. One structure, the flamboyant, one-story, brick **House Of Flowers** florist shop (126-0084-0009) on Grove Avenue, adopted rakish angles for its modernistic glass front and roof (Plate 24), successfully allying itself with international architectural currents for its own commercial purposes.

The city was home to 234 businesses in 1949. The *News Journal*, Radford's local newspaper, became a daily after the 1940s. WRAD radio station was established in 1951, and that decade also marked the availability of network television programming from Roanoke and other cities in the region. A new weekly newspaper, the *Radford Messenger*, was established in 1962. Cable television, linking subscribers to new stations and communities, was introduced to Radford in 1971. The city's several hotels were augmented in the 1940s by the Governor Tyler Hotel, a luxurious Colonial Revival structure on a bluff at the west end of the survey area, overlooking the New River. As Leslie Giles observed, it differed from its predecessors in that it was designed to cater to accessible to automobile travelers and tourists rather than train passengers. Often the principal users of the downtown hotels were train-riding salesmen or "drummers."

New shopping centers, such as the one at Fairlawn, across the river from Radford, began to draw shoppers away from pedestrian-oriented neighborhoods and business districts. Competition from the automobile and long-distance air travel led to the closing of the rail passenger station on Norwood Street in 1971. The loss of traditional commerce downtown has been softened by the opening of new specialty shops, restaurants, and other businesses serving the student population.

In 1963, the Woman's Division of VPI became a separate state school known as Radford College. Undergraduate men were first admitted to the college in June 1972. In 1979, Radford College was elevated to university status, and today remains one of the fastest-growing institutions of higher education in the Commonwealth. As the university has expanded, it has nearly overwhelmed the adjacent neighborhood which makes up much of the proposed historic district in Radford's east ward. Expansion of off-campus student housing has often meant inappropriate housing densities with the accompanying demolition of historic buildings for construction of large, frame apartment buildings and parking lots. A significant number of houses have been poorly remodeled, with loss of historic material and form. In many cases, however, the largest owners of student housing have maintained many important features of the district's streetscapes through voluntary policies of preserving and augmenting historic buildings, setting many of the new apartment buildings back from the street, and preservation of historic material and details, such as weatherboard and architectural ornament.

Settlement patterns after World War II did not change at first, as most residential development was concentrated in pre-existing blocks in both wards of the city. Departures from the grid pattern provide clear indications of the most recent additions to, and subdivisions of, Radford and lie outside the boundaries of the proposed historic district. Although modernist design was utilized regularly for commercial and industrial buildings in Radford, most domestic architecture in the study area in the early years after World War II remained heavily influenced either by traditionalist Colonial Revival styles.

As the community grew during this period, its churches also expanded. Many congregations elected to move away from the dense urban environment of the older neighborhoods, in favor of large suburban lots with room for additional expansion. Their large buildings, such as the former Grove Avenue M.E. Church, were often converted to housing or other non-historic uses. Other churches have chosen to remain at their historic locations. When **First Baptist Church (126-48)** at Downey Street and Third Avenue in Radford's east ward burned in 1948, everything but the brick outer shell of the building was destroyed. Architect Herbert Levy Cain of Richmond, who had designed the original domed Classical Revival-style building in 1919 [Wells], was chosen to oversee the rebuilding in 1948. The reconstructed church incorporated most of the surviving original fabric, and remains a good early example of historic preservation. When the church needed to expand its office and classroom facilities later in this period, the congregation also chose to build on site rather than seek another location. The black congregation also known as **First Baptist Church (126-0084-0253)** relocated their church building in 1961 when the original site dating from 1891 in a small black neighborhood on Fairfax Street was absorbed into the campus of Radford University.

Architecture in the study area reflected little change in the type and number of the city's social and fraternal organizations, many of which continued to operate from former periods. However, in the mid-1940s the two earlier Masonic lodges in the city were amalgamated as the **Virginia May Lodge No. 38 (126-0084-0084)**. They used stone from the railroad station in the west ward, demolished in the previous decade, to construct their new rectangular lodge building on Downey Street.

Expansion of public facilities and services was a necessary accompaniment to the growth Radford experienced during the period. Most of this took place outside the proposed district, but the publicly owned site of Belle Heth Academy on Third Avenue was taken by a new, noncontributing, public services building (**126-0084-0222**), housing the State Department of Welfare and the Virginia Employment Commission. The adjacent **Belle Heth School (126-0084-0083)**, emptied by the relocation of the educational function elsewhere in the city, was remodeled for use as the Radford City Health Department and the New River Valley Community Services Board.

In the late 1980s the city was selected to participate in the Virginia Main Street Program, which helps communities revitalize their downtowns by promoting unique historic character and a pedestrian-friendly environment. Partly as result of this effort and of the demand for housing by

university students, buildings rarely remain empty for long on Norwood Street. Several have been thoroughly rehabilitated with second-floor offices or student apartments. Most recently, local citizens have formed the Radford Heritage Foundation. Established in 1994, the foundation's mission is to "identify, document, preserve, and promote Radford's heritage--the past and the present, for the future" [Jeffries:4]. Toward that end, the foundation has worked closely with the City of Radford and the Virginia Department of Historic Resources to identify strategies for achieving historic preservation goals in the community.

### Survey Results by Theme and Period

The following list includes seven previous survey sites in the study area that were not resurveyed as a part of this project. A few of the sites in the current survey were assigned more than one theme.

Domestic Theme: This theme relates to the homes of study area residents. Contributing property types represented in the survey area include modest to expensive single dwellings, including two structures referred to as shanties on the 1896 Sanborn Map (126-0084-0159 and 0219); multiple dwellings such as duplexes (one was found: 126-0084-0094), apartment buildings (of which there were two (126-0084-0001 and 0201), and hotels (of which there was one: 126-0006-0001). Associated domestic landscape features included vegetable gardens, landscape plantings, walkways, staircases, fences, and many stone and brick retaining walls. Most of the sites in the current survey project relate to this theme. There were a total of 181 domestic properties, only three of which were built as multiple dwellings, and one as a hotel. Although population in the city was substantial during the period from 1917 to 1945, most dwellings constructed then were located outside of the study area.

#### Contributing Domestic Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	161
World War I to World War II (1917-1945)	21
The New Dominion (1946-Present)	0
Total	182

Subsistence / Agriculture Theme: Although much of the land presently within the city boundaries is urban or suburban in character, historically the area supported several subsistence and production farms. This theme broadly identifies methods of procurement, processing, and storage of food. Resource types historically associated with this aspect of Radford's development included small family farmsteads, large farm seats, meat houses, smokehouses, breweries, granaries, silos, agricultural fields, barns, animal shelters, tool sheds, and stockyards. No historic properties associated with this theme--largely pre-dating Radford's railroad and industrial era--

were identified in the survey area.

Contributing Subsistence/ Agriculture Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	0
World War I to World War II (1917-1945)	0
The New Dominion (1946-Present)	0
Total	0

Government / Law / Politics Theme: This theme relates primarily to political and governmental activities and to the enactment and administration of laws by which a nation, state, or other political jurisdiction is governed. Property types associated with this theme in Radford include post offices, municipal offices, public works projects and other government-sponsored building projects; and places associated with governmental leaders. One previously documented property in the survey area was the Radford Post Office, 126-7. No other historic properties associated with this theme were identified in the study area.

Contributing Government/ Law/ Politics Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	0
World War I to World War II (1917-1945)	1
The New Dominion (1946-Present)	0
Total	1

Health Care / Medicine Theme: This theme refers to the care of the sick, elderly, and the disabled, and the promotion of health and hygiene. Property types in Radford associated with this theme include private and public hospitals, clinics, nursing homes, and medical businesses or offices. Only one historic property associated with this theme was identified in the survey area: Radford Hospital Building (126-0084-0106).



#### Contributing Health Care/ Medicine Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	0
World War I to World War II (1917-1945)	1
The New Dominion (1946-Present)	0
Total	1

Education Theme: Various types of schools are the primary resource types associated with this theme; in Radford, one-room, two-room, consolidated, elementary, and secondary schools operated from the late nineteenth century through the modern period. Only one historic property associated with this theme was identified in the survey area: Belle Heth School (126-0084-0083). Belle Heth School.

#### Contributing Education Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	1
World War I to World War II (1917-1945)	0
The New Dominion (1946-Present)	0
Total	1

Military / Defense Theme: The survey area includes properties with above- and below-ground resources directly associated with the 1760s French and Indian War, the American Revolution, the Civil War, and indirectly associated with the First and Second World Wars, the Korean Conflict, and the Vietnam War. Related resource types historically located in the city include dwellings, fortifications, railroad tracks and depots, bridges, and an armory. No historic sites have been identified associated with this theme in the project area.

#### Contributing Military/ Defense Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	0
World War I to World War II (1917-1945)	0
The New Dominion (1946-Present)	0
Total	0

Social Theme: This theme relates to social activities and institutions, the activities of charitable, fraternal, or other community organizations and places associated with broad social movements. Property types in Radford associated with this theme include meeting halls and community centers. Three historic properties associated with this theme were documented for the survey project: Star of Southwest Lodge A.F. and A.M. Lodge No. 230 (126-0084-0268), A. F. and A. M. Virginia May Lodge No. 30 (126-0084-0084), and the Fraternity Building (126-0084-0220).

#### Contributing Social Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	1
World War I to World War II (1917-1945)	1
The New Dominion (1946-Present)	1
Total	3

Recreation / Arts Theme: This theme relates to the arts and cultural activities and institutions associated with leisure time and recreation. It encompasses the activities related to the popular and the academic arts including fine arts and the performing arts, literature, recreational gatherings, entertainment and leisure activity, and broad cultural movements. Property types in Radford that related to this theme in historic periods included theaters, an opera house, a gymnasium, swimming pools, tennis courts, playing fields, playgrounds, and a fairground. No historic properties associated with this theme have been documented in the survey area.

#### Contributing Recreation/ Arts Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	0
World War I to World War II (1917-1945)	0
The New Dominion (1946-Present)	0
Total	0

Transportation / Communication Theme: This theme relates to the process and technology of conveying passengers, materials, and information. Property types associated with transportation and communication networks in Radford have historically included water-related resources (ferries), rail-related resources (railroads, passenger and freight stations, engine houses, trains, and bridges), road-related resources (roads, turnpikes, taverns, streetcar systems, automobiles, bridges), and pedestrian-related resources (sidewalks, trails). Four section houses or worker's houses associated with the Norfolk and Western Railroad were documented, still located on company land (126-0084-0177, 0178, 0179, and 0266). Other historic sites identified with the theme were the Norfolk and Western Railroad Station on Norwood Street (126-0084-0241), a concrete water tower dating from the era of steam engines (126-0084-157), and four twentieth-century subsidiary structures standing in the rail yard.

#### Contributing Transportation/ Communication Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	4
World War I to World War II (1917-1945)	4
The New Dominion (1946-Present)	1
Total	9

Commerce / Trade Theme: This theme relates to the process of trading goods, services, and commodities. Property types in Radford historically associated with the theme include office buildings, stores, warehouses, commercial blocks, a market building, and banks; these resources housed various businesses, hotels, department stores, specialty stores, restaurants, and the offices of professional, organizational, and financial institutions. Historically significant commercial buildings in the proposed district include a bank (126-0084-0138), a dramatic modernist-style

Florist Shop (126-0084-0009), and small-scale stores in the residential section of the study area (three were found: 126-0084-0074, 0121, and 0224) and the thirty-three traditional commercial buildings along Norwood Street and adjacent street that housed a constantly shifting list of restaurants, department stores, pool halls, and furniture, hardware, grocery, and clothing stores. Although there was a substantial increase in population during the period between the world wars, there were not a large number of commercial buildings constructed in the study area during that period. The second largest number of buildings identified in the study area (thirty-six) are associated with this theme:

Contributing Commerce/ Trade Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	28
World War I to World War II (1917-1945)	7
The New Dominion (1946-Present)	1
Total	36

Industry / Processing / Extraction Theme: This theme explores the technology and process of managing materials, labor, and equipment to produce goods and services. Property types in Radford historically associated with this theme include quarries, mills (grist, textile, woodworking), factories, forges and furnaces, power plants, tanneries, village shops, and other small crafts and industrial sites. Most historic industrial sites are located outside the project area. Residences associated with individuals involved in historic industrial development were documented in lieu of the industrial plants in 1994. No historic properties associated with this theme have been documented in the survey area.

Contributing Industry/ Processing/ Extraction Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	0
World War I to World War II (1917-1945)	0
The New Dominion (1946-Present)	0
Total	0

Landscape Theme: This theme explores the historic, cultural, scenic, visual, and design qualities of cultural landscapes, emphasizing the reciprocal relationships affecting the natural and the human-built environment. Property types historically associated with this theme in Radford include parking lots, parks, a campus, gardens, street furniture, and natural features (river, stream valleys). All of the resources documented in the survey project relate in some way to this theme, as they comprise various aspects of Radford's built environment as a response to the natural setting, but none were singled out especially significant.

#### Contributing Landscape Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	0
World War I to World War II (1917-1945)	0
The New Dominion (1946-Present)	0
Total	0

Religion Theme: This theme concerns the organized system of beliefs, practices, and traditions in connection with spiritual beliefs. Property types historically associated with this theme in Radford include churches and church-related residences. One property associated with this theme was identified in the 1994 survey: First Baptist Church (126-48). Three more contributing churches were recorded as part of the present project: Grove Avenue Methodist Episcopal Church South (126-0084-0045), First Christian Church (126-0084-0110), and First Church of God and Parsonage (126-0084-0073).

#### Contributing Religion Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	3
World War I to World War II (1917-1945)	1
The New Dominion (1946-Present)	0
Total	4

Funerary Theme: This theme concerns the investigation of grave sites for demographic data to study population composition, health, and mortality within prehistoric and historic societies.

Property types historically associated with this theme in Radford include cemeteries, graves, and mortuaries. One historic property associated with this theme was documented: the funeral home established in the Trigg House (126-0084-0010) more than fifty years ago .

Contributing Funerary Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	0
World War I to World War II (1917-1945)	1
The New Dominion (1946-Present)	0
Total	1

Ethnicity / Immigration Theme: This theme explores the material manifestations of ethnic diversity and the movement and interaction of people of different ethnic heritages through time and space in Virginia. In Radford, properties historically associated with African-Americans comprise the largest group of resources related to this theme. One historic property directly associated with this theme has been documented in the survey area, the Star of Southwest Lodge A.F. and A.M. No. 230 (126-0084-0265). Several contributing houses on West Street are of ethnic significance because of their association with an historic black community.

Contributing Ethnicity/ Immigration Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	3
World War I to World War II (1917-1945)	1
The New Dominion (1946-Present)	0
Total	4

Settlement Patterns Theme: This theme explores the strategies for utilizing an area in response to subsistence, demographic, sociopolitical, and religious aspects of cultural systems; and is concerned with the investigation of unknown or little known regions as well as the establishment and earliest development of new settlements or communities. Property types historically associated with this theme in Radford reflect the entire range of buildings, structures, districts,

objects, sites and landscapes. No historic properties associated with this theme have been documented in the survey area.

Contributing Settlement Patterns Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	0
World War I to World War II (1917-1945)	0
The New Dominion (1946-Present)	0
Total	0

Architecture / Landscape Architecture / Community Planning Theme: This theme explores the design values and practical arts of planning, designing, arranging, constructing, and developing buildings, structures, landscapes, towns, and cities for human use and enjoyment. Property types historically associated with Radford include impermanent structures, rural vernacular buildings and structures, buildings exemplary of national styles, landscaped parks, gardens and cemeteries, urban design, and planned communities. Two historic properties associated with this theme were identified in the survey area in 1994: the Allen House (126-61) and the house at 1611 Downey Street (126-71). One other historic property associated with this theme has been documented in the survey area: the House of Flowers, a post-World War Two commercial building (126-0084-0009).

Contributing Architecture/ Landscape Architecture/ Community Planning Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	2
World War I to World War II (1917-1945)	1
The New Dominion (1946-Present)	0
Total	3

Technology / Engineering Theme: This theme relates primarily to the utilization of and evolutionary changes in material culture as a society adapts to its physical, biological, and cultural environments. All resource types may contribute to the understanding of this theme. It also involves the practical application of scientific principles to design, construct, and operate equipment, machinery, and structures to serve human needs. Related property types in Radford include wood, metal, and concrete bridges, highways, transportation-related works, and various large-scale or industrial structures, engines, and machinery. No historic properties associated with this theme have been documented in the survey area.

Contributing Technology/ Engineering Sites by period

European Settlement to Society (1607-1752)	0
Colony to Nation (1753-1789)	0
Early National Period (1790-1830)	0
Antebellum Period (1831-1860)	0
Civil War (1861-1865)	0
Reconstruction and Growth (1866-1916)	0
World War I to World War II (1917-1945)	0
The New Dominion (1946-Present)	0
Total	0



## RESEARCH DESIGN

### Introduction

This historic architecture survey was conducted from winter of 1995 to spring of 1996 to identify and document a minimum of two hundred (200) properties in the proposed East Radford Historic District to the reconnaissance level and twenty (20) to the intensive level. When completed the survey of the district comprised a total of 268 new properties and the resurvey of six of the previous survey sites. Fifty-one of the sites were noncontributing. The project was designed to permit eventual listing of the district in the Virginia Landmarks Register and the National Register of Historic Places.

### Methodology

Fieldwork, which involved vehicular and pedestrian reconnaissance of the study area, was preceded by reviews of primary and secondary sources in order to identify historic building types and individual building histories. Boundaries were selected in consultation with the Roanoke Regional Preservation Office based on National Register historic district standards of integrity. All properties within the boundaries were documented to the reconnaissance level according to DHR standards. A total of two hundred and sixty-eight sites were inventoried. Twenty of these sites were selected to be further documented to the intensive level. For each of the surveyed properties, 35mm black and white photographs, noted exterior architectural features, stated potential significance, and prepared a sketch plan of the site. If owners or other informants were available, Worsham gathered limited historic background on the properties. Wherever possible, interiors were accessed with the occupants' permission (a sketch of the floor plan was prepared for those properties). Limited historic research and oral history interviews supplemented the fieldwork to provide contextual information on individual properties.

Following field recording efforts, processing of materials and preparation of site files was begun. Site information was recorded in DHR's information database, Integrated Preservation Software (IPS), version IPS3.00L (released April 1994, modified May 1994). Upon completion of data entry, the final report, with recommendations for future survey, register, and planning activities, was prepared. This document, based in the 1994 *Preliminary Reconnaissance Survey of Historic Architecture in the City of Radford, Virginia*, includes a historic overview of Radford's architectural development, brief discussions of eighteen DHR-defined historic themes with descriptions of relevant property types and lists of associated properties, and maps indicating their locations within the proposed district. Appendices include several IPS-generated reports, such as a listing of the architectural and historical significance statement for each property, and the alphabetical and numerical inventories of surveyed properties.

Printouts of the computerized survey files have been placed in acid-free envelopes along with original photographs and other materials. The original files and a copy of the survey report are stored in the DHR Archives, 221 Governor Street, Richmond, VA. Photocopies of these

materials, plus the original field notes, are stored at RRPO, 1030 Penmar Avenue, SE, Roanoke, VA. Additional photocopies of the survey files and report will be provided to the City of Radford Planning Department and to the Radford Heritage Foundation, both located in Radford, Virginia. Copies of the report also will be available in the reference section of the city's public library and in the local history collection at Radford University's main library.

### **Expected Results**

The investigators anticipated the findings detailed below in part from the previous survey effort, a wide familiarity with the region from numerous survey projects, and from preliminary historic research. The survey area was selected in concert with DHR staff in order to correspond with a proposed National Register-eligible district.

## SURVEY FINDINGS

The survey produced results indicating the high survival rate of important resources, chiefly dwellings and commercial buildings, related to the growth and expansion of the town of Central City and the city of Radford in the years after the Civil War as an industrial and transportation hub. It is expected that expansion of college housing and related commercial development will continue unabated for the foreseeable future. Under the present planning and zoning system there will undoubtedly be erosion of the quality and number of these buildings, due to the hard usage such functions impose on their environments.

Fortunately, the neighborhood has benefitted from the careful preservation of many buildings by some student housing landlords, offsetting the demolition and replacement with apartment buildings and the renovation for commercial use of a significant number of houses. Norwood Street commercial buildings have a positive future, but some recent renovations could have benefited from limited architectural guidelines. The "Back Tracks" neighborhood has seen some sensitive rehabilitation work recently, but student housing, with its special character, has also made some inroads to the detriment of the architectural fabric. Throughout the district some buildings are insufficiently well maintained and neglect is a problem in a number of cases, leading to a loss of the consistency and visual quality of the streetscape.

The following pages contain a tabulated list of survey sites, listing the property type, potential significance and date of construction for each.

## Survey Findings

DHR Inventory #	Property Name	Property Type	Pot Sig	Date of Construct
126-0006-0001	Alleghany Hotel	Hotel/Inn		1900 ca
126-0006-0002	M. A. Jackson Hardware	Commercial Building	C01	1920
126-0007	Radford Post Office	Post Office	C A02	1940
126-0048	First Baptist Church	Church		1920
126-0049	Shanks House	Single Dwelling		1880 ca
126-0051	Ward-Carter House	Single Dwelling	CO4	1880 ca
126-0057	Maplehurst/Roberts, Arthur House	Single Dwelling	C01	1900 ca
126-0061	Allen House	Single Dwelling	C01	1890 ca
126-0063	House (1028 Clement Street)		C01	1890-1900
126-0065	J.H. Barnett House	Single Dwelling	C01	1910-1915
126-0066	Prefater House		C01	1910-1920
126-0067	House (1205 Grove Avenue)	Single Dwelling	C01	1908-1915
126-0068	Dr. J. S. Smith House		C01	1890-1910
126-0069	Dobbins Apartments	Multiple dwelling	C01	1910-1920
126-0070	Frame House (1707 Grove Avenue)	Single Dwelling	CO4	1900-1910
126-0071	Martin-Crews House	Single Dwelling	C01	1890 ca
126-0077	House (310 Third Avenue)		CO4	1890-1900
126-0084-0001	Radnor Apartments	Multiple dwelling		1920-1930
126-0084-0002	Frame House (1020 Grove Avenue)	Single Dwelling		1910-1920
126-0084-0003	Brick House (1022 Grove Avenue)	Single Dwelling		1910-1920
126-0084-0004	Stuccoed House (1026 Grove Avenue)	Single Dwelling		1910-1920
126-0084-0005	Brick House (1028 Grove Avenue)	Single Dwelling		1910-1920
126-0084-0006	Brick House (1104 Grove Avenue)	Single Dwelling		1950-1960
126-0084-0007	Kuhn House	Single Dwelling		1910-1920
126-0084-0008	McConnell/Barnett House	Single Dwelling		1910-1920
126-0084-0009	House of Flowers	Commercial Building	C01	1950 ca
126-0084-0010	Trigg House	Single Dwelling		1890-1895
126-0084-0011	Commercial Building	Commercial Building		1890-1900
126-0084-0012	Frame House on Fifth Avenue	Single Dwelling		1900-1910
126-0084-0013	Brick House (1600 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0014	Williamson House	Single Dwelling		1900-1910
126-0084-0015	Frame House (1604 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0016	Brick House (1608 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0017	Frame House on Grove Avenue	Single Dwelling		1900-1910
126-0084-0018	Frame House (1708 Grove Avenue)	Single Dwelling		1910-1920
126-0084-0019	Frame House (1710 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0020	Frame House (1712 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0021	Frame House (1716 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0022	Frame House (1718 Grove Avenue)	Single Dwelling		1996
126-0084-0023	Frame House (1815 Grove Avenue)	Single Dwelling		1910-1920
126-0084-0024	Frame House (1801 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0025	Frame House (1719 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0026	Frame House (1715 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0027	Frame House (1713 Grove Avenue)	Single Dwelling		1900-1910

## Survey Findings

DHR Inventory #	Property Name	Property Type	Pot Sig	Date of Construct
126-0084-0028	Frame House (1709 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0029	Frame House (1705 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0030	Frame House (1701 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0031	Frame House (1615 Grove Avenue)	Single Dwelling		1910-1920
126-0084-0032	Frame House (1611 Grove Avenue)	Single Dwelling		1910-1920
126-0084-0033	Frame House (1607 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0034	Frame House (1605 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0035	Frame House (1603 Grove Avenue)	Single Dwelling		1910-1920
126-0084-0036	Frame House (1601 Grove Avenue)	Single Dwelling		1910-1920
126-0084-0037	Frame House (1505 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0038	Frame House (1501 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0039	Daniel House	Single Dwelling		1900-1910
126-0084-0040	Cannady House	Single Dwelling		1910-1920
126-0084-0041	Brick House (1319 Grove Avenue)	Single Dwelling		1970 ca
126-0084-0042	Frame House (1315 Grove Avenue)	Single Dwelling		1890 ca
126-0084-0043	Frame House (1313 Grove Avenue)	Single Dwelling		1900-1910
126-0084-0044	Cole House	Single Dwelling		1890-1900
126-0084-0045	Grove Avenue Methodist Episcopal Church South	Church		1914
126-0084-0046	Commercial Building (1025 Grove Avenue)	Commercial Building		1910 ca
126-0084-0047	Frame House (1023 Grove Avenue)	Single Dwelling		1910-1920
126-0084-0048	Brick House (1021 Grove Avenue)	Single Dwelling		1930-1940
126-0084-0049	Brick House (Downey Street)	Single Dwelling		1920-1930
126-0084-0050	Frame House (1807 Downey Street)	Single Dwelling		1910-1920
126-0084-0051	Frame House (1801 Downey Street)	Single Dwelling		1910-1920
126-0084-0052	Frame House (1719 Downey Street)	Single Dwelling		1910-1920
126-0084-0053	Brick House (1717 Downey Street)	Single Dwelling		1910-1920
126-0084-0054	Frame House (Downey Street)	Single Dwelling		1910-1920
126-0084-0055	Block House (1709 Downey Street)	Single Dwelling		1910-1920
126-0084-0056	Frame House (1707 Downey Street)	Single Dwelling		1910-1920
126-0084-0057	Frame House (1705 Downey Street)	Single Dwelling		1910-1920
126-0084-0058	Frame House (1701 Downey Street)	Single Dwelling		1910 ca
126-0084-0059	Brick House (1708 Downey Street)	Single Dwelling		1960-1970
126-0084-0060	Frame House (1706 Downey Street)	Single Dwelling		1900-1910
126-0084-0061	Frame House (1700 Downey Street)	Single Dwelling		1900-1910
126-0084-0062	Frame House (1619 Downey Street)	Single Dwelling		1900-1910
126-0084-0063	Frame House (1617 Downey Street)	Single Dwelling		1900-1910
126-0084-0064	Frame House (1615 Downey Street)	Single Dwelling		1900-1910
126-0084-0065	Frame House (1601 Downey Street)	Single Dwelling		1890-1900
126-0084-0066	Frame House (1505 Downey Street)	Single Dwelling		1900-1910
126-0084-0067	Frame House (1501 Downey Street)	Single Dwelling		1890-1900
126-0084-0068	Frame House (1411 Downey Street)	Single Dwelling		1900-1910
126-0084-0069	Frame House (300 Fourth Avenue)	Single Dwelling		1910-1920
126-0084-0070	Frame House (1321 Downey Street)	Single Dwelling		1890-1900
126-0084-0071	Frame House (1315 Downey Street)	Single Dwelling		1900-1910
126-0084-0072	Frame House (1307 Downey Street)	Single Dwelling		1910 ca
126-0084-0073	First Church of God and Parsonage	Church		1910-1920
126-0084-0074	Bird's Store	Commercial Building	CO1	1900-1910

## Survey Findings

DHR Inventory #	Property Name	Property Type	Pot Sig	Date of Construct
126-0084-0075	Frame House (1618 Downey Street)	Single Dwelling		1900-1910
126-0084-0076	Frame House (1616 Downey Street)	Single Dwelling		1900-1910
126-0084-0077	Frame House (1614 Downey Street)	Single Dwelling		1900-1910
126-0084-0078	Frame House (1606 Downey Street)	Single Dwelling		1900-1910
126-0084-0079	Frame House (205 Fifth Avenue)	Single Dwelling		1920 ca
126-0084-0080	Frame House (1404 Downey Street)	Single Dwelling		1900-1910
126-0084-0081	Brick House (1400 Downey Street)	Single Dwelling		1910-1920
126-0084-0082	Frame House (1322 Downey Street)	Single Dwelling		1910-1920
126-0084-0083	Belle Heth School	School		1908 ca
126-0084-0084	Virginia May Masonic Lodge #38	Meeting Hall		1946 ca
126-0084-0085	Frame House (1204 Downey Street)	Single Dwelling		1900-1910
126-0084-0086	Frame House (Downey Street)	Single Dwelling		1900-1910
126-0084-0087	Bird House	Single Dwelling		1910-1920
126-0084-0088	Sullivan House	Single Dwelling		1890-1900
126-0084-0089	Smith House	Single Dwelling		1910-1920
126-0084-0090	Frame House (1201 Downey Street)	Single Dwelling		1910-1920
126-0084-0091	Weddle House	Single Dwelling	C01	1920-1930
126-0084-0092	Gladstone House	Single Dwelling		1900-1910
126-0084-0093	Frame House (1109 Downey Street)	Single Dwelling		1890-1900
126-0084-0094	Caldwell Building	Multiple dwelling		1920-1930
126-0084-0095	Apartment Building (1104 Downey Street)	Multiple dwelling		1980
126-0084-0096	Beagle-Turner House	Single Dwelling	C01	1900-1910
126-0084-0097	Frame House (1016 Downey Street)	Single Dwelling		1910-1920
126-0084-0098	The Yankee Clipper Hair Shoppe	Single Dwelling		1910-1920
126-0084-0099	Huddle-Earles House	Single Dwelling		1900-1910
126-0084-0100	Frame House (1015 Downey Street)	Single Dwelling		1900-1910
126-0084-0101	Frame House (1019 Downey Street)	Single Dwelling		1900-1910
126-0084-0102	Frame House (1021 Downey Street)	Single Dwelling		1900-1910
126-0084-0103	Frame House (1027 Downey Street)	Single Dwelling		1900-1910
126-0084-0104	Frame House (1031 Downey Street)	Single Dwelling		1900-1910
126-0084-0105	7-11 (Tyler Avenue)	Commercial Building		1975
126-0084-0106	Radford Hospital Building	Hospital	A02 C04	1925
126-0084-0107	Novelin House	Single Dwelling		1900
126-0084-0108	Calfee House	Single Dwelling		1900 ca
126-0084-0109	The Cutting Edge Hair Salon	Single Dwelling		1895
126-0084-0110	First Christian Church (Disciples of Christ)	Church		1925
126-0084-0111	Kirby House	Single Dwelling		1880 ca
126-0084-0112	Brick House (1016 Clement Street)	Single Dwelling		1940
126-0084-0113	Frame House (1020 Clement Street)	Single Dwelling		1910 ca
126-0084-0114	Baker House	Single Dwelling		1900
126-0084-0115	Goodwin's Studio	Single Dwelling		1910 ca
126-0084-0116	Frame House (SW Corner of First & Downey Sts.)	Single Dwelling		1900
126-0084-0117	Garden Apartments (1105 Downey	Multiple		1980 ca

## Survey Findings

DHR Inventory #	Property Name	Property Type	Pot Sig	Date of Construct
	Street)	dwelling		
126-0084-0118	Frame House (409 Third Avenue)	Single Dwelling	C01	1915 ca
126-0084-0119	Frame House (403 Third Avenue)	Single Dwelling		1880 ca
126-0084-0120	Frame House (401 Third Avenue)	Single Dwelling		1890
126-0084-0121	Shumate Store	Commercial Building		1910
126-0084-0122	Frame House (405 Third Avenue)	Single Dwelling		1890-1900
126-0084-0123	Frame House (407 Third Avenue)	Single Dwelling		1950
126-0084-0124	Brick House (305 Third Avenue)	Single Dwelling		1915
126-0084-0125	Brick House (301 Third Avenue)	Single Dwelling		1920
126-0084-0126	Frame House (307 Third Avenue)	Single Dwelling		1915
126-0084-0127	Radford Wesleyan Church & Parsonage	Church		1960
126-0084-0128	Frame House (410 Third Avenue)	Single Dwelling		1910
126-0084-0129	Frame House (406 Third Avenue)	Single Dwelling		1900
126-0084-0130	Frame House (404 Third Avenue)	Single Dwelling		1910
126-0084-0131	Frame House (402 Third Avenue)	Single Dwelling		1890-1900
126-0084-0132	Frame House (400 Third Avenue)	Single Dwelling		1920
126-0084-0133	Frame House (312 Third Avenue)	Single Dwelling		1890-1900
126-0084-0134	Frame House (308 Third Avenue)	Single Dwelling		1900-1910
126-0084-0135	Frame House (306 Third Avenue)	Single Dwelling		1910
126-0084-0136	Frame House (302 Third Avenue)	Single Dwelling		1910
126-0084-0137	Dollar General Store	Commercial Building		1980
126-0084-0138	Farmers' and Merchants' National Bank	Bank		1920
126-0084-0139	Commercial Building (1102 Norwood Street)	Commercial Building		1910
126-0084-0140	Commercial Building (1104 Norwood Street)	Commercial Building		1910 ca
126-0084-0141	Bumpers Cafe Pub & Deli	Commercial Building		1910 ca
126-0084-0142	Radford City Florist	Commercial Building		1910
126-0084-0143	Garrett's Apparel/ Words Plus / Gail DeVilbiss, Attorney	Commercial Building		1910
126-0084-0144	Envision Advertising Design / Jebo & Turk, Attys	Commercial Building		1910
126-0084-0145	Christian Travel / Fun N Games	Commercial Building		1910 ca
126-0084-0146	Bond Building	Commercial Building	C01	1904-1906
126-0084-0147	Spiers Building (Spiers & Spiers, Attorneys)	Commercial Building		1963
126-0084-0148	New Wheel Bike Shop / Daztech Screen Printing	Commercial Building	C04	1890 ca
126-0084-0149	First Virginia Bank	Bank		1970
126-0084-0150	Martin Building	Commercial Building		1910
126-0084-0151	Shape Shop	Commercial Building		1910

## Survey Findings

DHR Inventory #	Property Name	Property Type	Pot Sig	Date of Construct
126-0084-0152	L. Einstein (The Jewel Box)	Commercial Building		1910
126-0084-0153	Commercial Building (1119 Norwood Street)	Commercial Building		1910
126-0084-0154	Leggett's Department Store	Department Store		1950
126-0084-0155	Jackie Webb & Co.	Commercial Building		1910
126-0084-0156	Collins House	Single Dwelling		1895 ca
126-0084-0157	N & W Water Tower	Water Tower	C A02	1920
126-0084-0158	Frame House (1106 Stockton Street)	Single Dwelling		1930 -35
126-0084-0159	Charles Snyder House	Single Dwelling		1895 ca
126-0084-0160	Bruce House	Single Dwelling		1895 ca
126-0084-0161	Gill House	Single Dwelling		1895 ca
126-0084-0162	Frame House (1048 Stockton Street)	Single Dwelling		1895 ca
126-0084-0163	Frame House (1044 Stockton Street)	Single Dwelling		1895 ca
126-0084-0164	Smith House	Single Dwelling		1895 ca
126-0084-0165	J.J. Smith House	Single Dwelling		1895 ca
126-0084-0166	Block House (1012 Stockton Street)	Single Dwelling		1960
126-0084-0167	Norris House	Single Dwelling		1895 ca
126-0084-0168	Rainbo Bread Warehouse	Warehouse		1970 ca
126-0084-0169	Frame House (920 Stockton Street)	Single Dwelling		1895 ca
126-0084-0170	Frame House (916 Stockton Street)	Single Dwelling		1895 ca
126-0084-0171	Frame House (912 Stockton Street)	Single Dwelling		1910 ca
126-0084-0172	Frame House (910 Stockton Street)	Single Dwelling		1910 ca
126-0084-0173	Sears and Roebuck House	Single Dwelling		1910-1920
126-0084-0174	Frame House (900 Stockton Street)	Single Dwelling		1895 ca
126-0084-0175	N & W Scale House	Scale/Scale Building		1940 ca
126-0084-0176	N & W Motor Car Shop	Garage	A02	1920 ca
126-0084-0177	N & W Section House (1100 West Street)	Single Dwelling		1880-1890
126-0084-0178	N & W Section House (1101 West Street)	Single Dwelling		1880-1890
126-0084-0179	Railroad House (1104 West Street)	Single Dwelling		1905 ca
126-0084-0180	Frame House (1108 West Street)	Single Dwelling		1910 ca
126-0084-0181	Frame House (1112 West Street)	Single Dwelling		1910 ca
126-0084-0182	Frame House (1116 West Street)	Single Dwelling		1910 ca
126-0084-0183	Frame House (1206 West Street)	Single Dwelling		1900-1910
126-0084-0184	N & W Vehicle Storage Building	Garage		1940 ca
126-0084-0185	Warehouse (West Street)	Warehouse		1970 ca



## Survey Findings

DHR Inventory #	Property Name	Property Type	Pot Sig	Date of Construct
126-0084-0186	Warehouse (Harrison Street)	Warehouse		1950 ca
126-0084-0187	Giles Shoe Shop/Caesar Shoe Shop	Mixed:Commerc/Domest		1920 ca
126-0084-0188	Blankenship Apts/Shoe Shop	Multiple dwelling		1930-1950
126-0084-0189	Chancey's Restaurant	Restaurant		1950-1960
126-0084-0190	King House	Single Dwelling		1910-1920
126-0084-0191	Cardin House	Single Dwelling		1900-1910
126-0084-0192	Frame House (208 Tyler Avenue)	Single Dwelling		1900-1910
126-0084-0193	Frame House (212 Tyler Avenue)	Single Dwelling		1920 ca
126-0084-0194	Felix Bookstore	Commercial Building		1980 ca
126-0084-0195	Frame House (218 Tyler Avenue)	Single Dwelling		1906 ca
126-0084-0196	Frame House (Downey Street)	Single Dwelling		1890-1900
126-0084-0197	Frame House (Alley parallel to Third Avenue)	Single Dwelling		1920-1930
126-0084-0198	Frame House (1030 Downey Street)	Single Dwelling		1890-1900
126-0084-0199	Wesley Foundation	Single Dwelling		1920-1930
126-0084-0200	Frame House (106 Harrison Street)	Single Dwelling		1920 ca
126-0084-0201	Hillcrest Apartments	Multiple dwelling	C01	1935 ca
126-0084-0202	Frame House (1100 Clement Street)	Single Dwelling		1900-1910
126-0084-0203	Frame House (1104 Clement Street)	Single Dwelling		1900-1910
126-0084-0204	Frame House (1108 Clement Street)	Single Dwelling		1910 ca
126-0084-0205	Brick House (1112 Clement Street)	Single Dwelling		1915 ca
126-0084-0206	Frame House (306 First Avenue)	Single Dwelling		1910 ca
126-0084-0207	Smithfield Manor Apartments	Multiple dwelling		1980 ca
126-0084-0208	Commercial Building (First and Grove Avenues)	Commercial Building		1970 ca
126-0084-0209	Frame House (1109 Grove Avenue)	Single Dwelling		1905 ca
126-0084-0210	Frame Double House (1117 Grove Avenue)	Multiple dwelling		1890-1895
126-0084-0211	Apartment Building (1209 Grove Avenue)	Multiple dwelling		1980 ca
126-0084-0212	Commercial Building (117 Third Avenue)	Commercial Building		1950 ca
126-0084-0213	Commercial Building (Third Avenue)	Commercial Building		1945 ca
126-0084-0214	Kirby Building	Commercial Building		1900-1910
126-0084-0215	Edward O. Vance, CPA	Commercial Building		1900-1910
126-0084-0216	Third Avenue Office Building	Commercial Building		1920-1930
126-0084-0217	Kendall Clay Attorney Office	Office/Office		1980 ca

## Survey Findings

DHR Inventory #	Property Name	Property Type	Pot Sig	Date of Construct
126-0084-0218	Grand Piano & Furniture Co.	Bldg. Commercial Building		1910-1920
126-0084-0219	Frame House (Pickett Street)	Single Dwelling		1900-1910
126-0084-0220	Fraternity Building	Meeting Hall		1900-1910
126-0084-0221	Frame House (204 Third Avenue)	Single Dwelling		1900-1910
126-0084-0222	Department of Public Welfare / Virginia Employment Commission	Office/Office Bldg.		1975 ca
126-0084-0223	Commercial Building (Pickett Street)	Commercial Building		1920-1930
126-0084-0224	Stoney Mountain Video	Commercial Building		1890-1900
126-0084-0225	Carson Building	Commercial Building		1900-1910
126-0084-0226	Carson Drug Store #2	Commercial Building		1905 ca
126-0084-0227	Carson Drug Store #1	Commercial Building	C01	1900 ca
126-0084-0228	W. R. Roberts Co. Building	Commercial Building		1900 ca
126-0084-0229	Classic Cuts Salon	Commercial Building		1940-1950
126-0084-0230	Game Quest Inc.	Commercial Building		1960-1970
126-0084-0231	Good Looks / Java River Coffee / Mainstream Music	Commercial Building		1960-1970
126-0084-0232	Wall's Jewelers	Commercial Building		1930 ca
126-0084-0233	Briggs House	Commercial Building		1891 ca
126-0084-0234	Radford Deli / Carmella's Gourmet Italian Restaurant / Riley's Sports Bar	Commercial Building		1910-1920
126-0084-0235	P. R. Sturgill Fine Jewelry Ltd.	Commercial Building		1960 ca
126-0084-0236	Classy Critters / vacant	Commercial Building		1940-1950
126-0084-0237	Alleghany Cafe	Commercial Building		1910 ca
126-0084-0238	SubWay / East Coast Oyster & Shrimp Bar	Hotel/Inn		1920-1930
126-0084-0239	Save-X Citgo Gas Station	Service Station		1970 ca
126-0084-0240	Crestar Bank	Bank		1980 ca
126-0084-0241	N & W Train Station	Depot	A02 C01	1953
126-0084-0242	Central Fidelity National Bank	Bank		1980 ca
126-0084-0243	Hardee's	Restaurant		1980 ca
126-0084-0244	N & W Building	Other		1950 ca
126-0084-0245	University Amoco Service Station	Service Station		1970 ca
126-0084-0246	Southwestern Virginia Gas Service Corp.	Commercial Building		1950-1960

## Survey Findings

DHR Inventory #	Property Name	Property Type	Pot Sig	Date of Construct
126-0084-0247	Brick House (West Street)	Single Dwelling		1960 ca
126-0084-0248	Frame House (West Street)	Single Dwelling		1890 ca
126-0084-0249	Frame House (West Street)	Single Dwelling		1880-1890
126-0084-0250	Frame House (West Street)	Single Dwelling		1890 ca
126-0084-0251	Frame House (West Street)	Single Dwelling		1890-1900
126-0084-0252	Frame House (1724 West Street)	Single Dwelling		1880 ca
126-0084-0253	Brown House (1728 West Street)	Single Dwelling	C01	1890 ca
126-0084-0254	Frame House (1732 West Street)	Single Dwelling		1880 ca
126-0084-0255	Frame House (West Street)	Single Dwelling		1890 ca
126-0084-0256	First Baptist Church	Church		1961
126-0084-0257	Frame House (West Street)	Single Dwelling	C01	1880 ca
126-0084-0258	Frame House (1748 West Street)	Single Dwelling		1880-1890
126-0084-0259	Frame House (1802 West Street)	Single Dwelling		1880 ca
126-0084-0260	Frame House (1806 West Street)	Single Dwelling		1955 ca
126-0084-0261	Brick House (1808 West Street)	Single Dwelling		1980 ca
126-0084-0262	Frame House (West Street)	Single Dwelling		1990 ca
126-0084-0263	Randall Morton House	Single Dwelling		1905
126-0084-0264	Frame House (1916 West Street)	Single Dwelling		1890-1900
126-0084-0265	Block House (1922 West Street)	Single Dwelling		1940 ca
126-0084-0266	Frame House (1924 West Street)	Single Dwelling		1980 -85
126-0084-0267	Samuel Phillips House	Single Dwelling		1900-1910
126-0084-0268	Star of Southwest AF & AM Lodge #230	Meeting Hall	A02	1932

285 RECORDS IN THIS REPORT

## EVALUATION

### Potential Historic Designation

The Virginia Landmarks Register provides for the recognition of significant state historic landmarks and for the review of impacts which state-funded or permitted projects might have on registered landmarks. Occasionally, state funding is available to properties listed on or eligible for the Virginia Landmarks Register. The National Register of Historic Places is a federal designation that honors a property by recognizing its importance to its community, state or the Nation. Owners of listed property may be able to obtain Federal historic preservation funding, when funds are available. In addition, Federal investment tax credits for rehabilitation and other provisions may apply. Federal agencies whose projects affect a listed or eligible property must consult with the State Historic Preservation Officer and the Advisory Council on Historic Preservation to try and minimize any harmful effects of the project upon the historic property.

The survey project has resulted in the recognition of a potentially eligible National Register Historic District coterminous with the boundaries of the survey project. A small additional area along West Street west of the project area was identified during the latter stages of the project and will be surveyed and included in the potential historic district as an extension of the survey funded by the DHR and to be accomplished during the month following completion of this phase. Those boundaries have been included in the verbal description below and have been shown as an extension of the boundaries on the project location map (Figure 1).

### Boundaries

Boundaries for the proposed historic district (Figure 1) begin at the southeast corner of the intersection of Norwood Street and Tyler Avenue and proceed south along the east side of Tyler Avenue to a point opposite the southern edge of the lot numbered 6-(7)-41 in the tax maps of the city, continuing with that property line to the alley west of Tyler Avenue and running with the east side of that alley to a point on the north side of Clement Street, thence west with the north side of Clement Street to the southwest corner of lot# 6-(8)-101, thence north to a point on the south side of the alley running between Downey and Clement streets, thence to the southwest corner of that alley and Second Avenue, thence thirty-two feet south with the west side of Second Avenue, thence west sixty feet to a point on a fence line, thence thirty-two feet north to the south side of the previously mentioned alley, thence with the alley to a point on the west side of the alley east of Third Avenue, thence south with that alley to its intersection with the north side of Fairfax Street, thence west with Fairfax Street, crossing Third Avenue and continuing in the same line with the south edge of lot# 6-(8)-5 to the east side of the alley west of Third Avenue, thence north with the east side of that alley to a point corresponding to the south side of the alley south of Downey Street, thence with that alley crossing Fourth, Sixth, Seventh, Eighth and Ninth avenues to the southwest corner of lot# 5-(3)-36 (except for the inclusion of lots 6-(8)-49, 51, and 53 south of the alley), thence with the west side of that lot to a point on the north side of Downey Street,

thence with the north side of Downey Street to the southwest corner of lot# 5-(10)-31, thence north with the west side of that lot to a point on the north side of the alley between Grove Avenue and Downey Street, thence west to the southwest corner of lot# 5-(8)-20, thence north with the west side of the previously mentioned lot, crossing Grove Avenue in the same line to the northwest corner of lot# 5-(9)-57 near Norwood Street, thence with the rear lines of the lots on the north side of Grove Avenue to the northwest corner of lot 5-(8)-11, thence north with the west side of that lot to a point on the north side of Grove Avenue, thence east with the north side of Grove Avenue to a point corresponding to the west side of lot# 5-(1)-55, thence in a line with the west side of that lot to the south side of Norwood Street, thence west to a point opposite the west side of Harrison Street, thence north in a line corresponding to the west side of that street to the southeast corner of lot 5-(7)-38B on the west side of Harrison Street and including that lot, continuing north with the same line to a point corresponding to the north side of the Norfolk Southern Railroad property containing the right of way for the railroad tracks, continuing west with the north side of the tracks and parallel to West Street to the eastern side of Connelly's Run, thence north with Connelly's Run to a point on the south side of Berkeley Coles Drive, continuing northeastward with Berkeley Coles Drive to a point in line with the north line of the lots on the north side of Stockton Street, thence east with the north side of those lots to the last lot on Stockton Street, thence south with the east side of that lot to the north side of Stockton Street, thence west with the north side of that street to a point corresponding to the east side of Tyler Avenue, thence south to the point of origin.

### **Statement of Significance**

The proposed East Radford Historic District appears to meet the standards for listing in the National Register of Historic Places under criteria A and C as a historic residential and commercial area exhibiting the nineteenth- and early twentieth-century development of a regional transportation hub and industrial center. Residential, commercial, transportation-related, and institutional buildings primarily date from a period of significance from ca. 1880 to 1930, during which time new, popular building designs gradually replaced traditional forms, although there was remarkable continuity of form and location for the various corresponding building types. A further period of significance extends from 1931 to 1946, when a few significant new structures were built and the storefronts of many of the existing commercial buildings were altered as the city's institutions business owners responded to the Great Depression and the World War II-era surge in population with a modernization effort.

### **Resource Integrity**

Resources in the district were evaluated for contributing/noncontributing status according to a scale of integrity based on the relative significance of the property's associated theme (s) in the study area and the region. Buildings in the survey area not associated with commercial and domestic themes received less stringent relaxed integrity standards due to their rarity in the locality. Buildings associated with less commonly represented themes such as social, religion,

and education or sub-themes, such as early buildings or less substantial worker housing ("shanties") were permitted more leeway, but there were no examples of buildings of exceptional rarity or significance that were of borderline integrity. Standards for individually eligible domestic or commercial properties were very high and any substantial interior or exterior alteration resulted in their not being considered as potentially eligible.

## **PRESERVATION RECOMMENDATIONS**

### **Future Survey and Documentation Efforts**

Since this project was limited in scope to the proposed district boundaries, it necessarily excluded many historic resources (those fifty years of age or older) that remain within the city. A comprehensive city-wide survey is necessary to document a more complete range of property types that represent all of Radford's historic themes and time periods. A comprehensive survey would also aid in the identification and delineation of boundaries for potential historic districts in the city. The 1994 survey report's chronological historic overview points out many specific examples of significant resources that should be documented in future projects.

### **Preservation Planning Recommendations**

Radford presently has three significant properties already listed on the Virginia Landmarks Register and the National Register of Historic Places, and numerous additional historic properties were identified in the 1994 survey project. Unfortunately, the City has enacted no provisions to date to protect these historic resources; it has, however, developed several financial incentives to encourage rehabilitations.

The next step in preserving Radford's historic resources should be to prepare a preservation plan for the entire city as detailed in the 1994 report. A preservation plan should involve extensive participation and collaboration between the city government, the Radford Heritage Foundation, Main Street Radford, Radford University, owners of historic properties, the New River Valley Planning District Commission, and other interested citizens, business interests, preservationists, and planners. The preservation planning process should be inclusive and comprehensive in nature, should integrate the findings of this and future survey efforts into the policy-making procedures of the City, and should meet state and national standards for historic preservation as well as the needs of the community. Survey data can be built on to understand the means for the community to identify opportunities for conservation of the essential elements which give the district its historic character, to reduce potential conflicts between preservation and development forces, and to resolve any such disputes in an orderly and productive manner. Immediate steps that can be undertaken in the East Radford Historic District include:

- Nomination of the district to the state and Federal registers.
- Local designation of district
- Establish local designation process (non-restrictive)
- Establish Historic Overlay Zoning (restrictive)
- Update Zoning Ordinance

Nomination of the district will enable owners of contributing income-producing properties to take advantage of the substantial Federal and state historic preservation tax credits. This will be the principal tool available to the city in encouraging preservation of buildings in the district.

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## APPENDICES

## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
126-0006-0001	Alleghany Hotel SOS / Mr. Bill's Barber Shop / L'amour's / Alleghany Cafe	RADFORD NORTH
126-0006-0002	M. A. Jackson Hardware Felix Department Store Radford Furniture	RADFORD NORTH
126-0007	Radford Post Office	RADFORD NORTH
126-0048	First Baptist Church	RADFORD NORTH
126-0049	Shanks House	RADFORD NORTH
126-0051	Ward-Carter House	RADFORD NORTH
126-0057	Maplehurst/Roberts, Arthur House	RADFORD NORTH
126-0061	Allen House Hinchee House	RADFORD NORTH
126-0063	House (1028 Clement Street)	RADFORD NORTH
126-0065	J.H. Barnett House	RADFORD NORTH
126-0066	Prefater House	
126-0067	House (1205 Grove Avenue)	RADFORD NORTH
126-0068	Dr. J. S. Smith House	
126-0069	Dobbins Apartments	RADFORD NORTH
126-0070	Frame House (1707 Grove Avenue)	RADFORD NORTH
126-0071	Martin-Crews House	RADFORD NORTH
126-0077	House (310 Third Avenue)	RADFORD NORTH
126-0084-0001	Radnor Apartments	RADFORD NORTH
126-0084-0002	Frame House (1020 Grove Avenue)	RADFORD NORTH
126-0084-0003	Brick House (1022 Grove Avenue)	RADFORD NORTH
126-0084-0004	Stuccoed House (1026 Grove Avenue)	RADFORD NORTH
126-0084-0005	Brick House (1028 Grove Avenue)	RADFORD NORTH
126-0084-0006	Brick House (1104 Grove Avenue) The Electrolysis Center/Headliners on Grove	RADFORD NORTH
126-0084-0007	Kuhn House	RADFORD NORTH
126-0084-0008	McConnell/Barnett House	RADFORD NORTH
126-0084-0009	House of Flowers Apartment House	RADFORD NORTH
126-0084-0010	Trigg House Perfader Funeral Home DeVilbiss Funeral Home	RADFORD NORTH
126-0084-0011	Commercial Building Taylor Office Supply	RADFORD NORTH
126-0084-0012	Frame House on Fifth Avenue	RADFORD NORTH
126-0084-0013	Brick House (1600 Grove Avenue)	RADFORD NORTH
126-0084-0014	Williamson House	RADFORD NORTH
126-0084-0015	Frame House (1604 Grove Avenue)	RADFORD NORTH
126-0084-0016	Brick House (1608 Grove Avenue)	RADFORD NORTH
126-0084-0017	Frame House on Grove Avenue	RADFORD NORTH
126-0084-0018	Frame House (1708 Grove Avenue)	RADFORD NORTH
126-0084-0019	Frame House (1710 Grove Avenue)	RADFORD NORTH
126-0084-0020	Frame House (1712 Grove Avenue)	RADFORD NORTH
126-0084-0021	Frame House (1716 Grove Avenue)	RADFORD NORTH
126-0084-0022	Frame House (1718 Grove Avenue)	RADFORD NORTH
126-0084-0023	Frame House (1815 Grove Avenue)	RADFORD NORTH
126-0084-0024	Frame House (1801 Grove Avenue)	RADFORD NORTH
126-0084-0025	Frame House (1719 Grove Avenue)	RADFORD NORTH
126-0084-0026	Frame House (1715 Grove Avenue)	RADFORD NORTH

## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
7-0084-0027	Frame House (1713 Grove Avenue)	RADFORD NORTH
1-0084-0028	Frame House (1709 Grove Avenue)	RADFORD NORTH
126-0084-0029	Frame House (1705 Grove Avenue)	RADFORD NORTH
126-0084-0030	Frame House (1701 Grove Avenue)	RADFORD NORTH
126-0084-0031	Frame House (1615 Grove Avenue)	RADFORD NORTH
126-0084-0032	Frame House (1611 Grove Avenue)	RADFORD NORTH
126-0084-0033	Frame House (1607 Grove Avenue)	RADFORD NORTH
126-0084-0034	Frame House (1605 Grove Avenue)	RADFORD NORTH
126-0084-0035	Frame House (1603 Grove Avenue)	RADFORD NORTH
126-0084-0036	Frame House (1601 Grove Avenue)	RADFORD NORTH
126-0084-0037	Frame House (1505 Grove Avenue)	RADFORD NORTH
126-0084-0038	Frame House (1501 Grove Avenue)	RADFORD NORTH
126-0084-0039	Daniel House	RADFORD NORTH
126-0084-0040	Cannady House	RADFORD NORTH
126-0084-0041	Brick House (1319 Grove Avenue)	RADFORD NORTH
126-0084-0042	Frame House (1315 Grove Avenue)	RADFORD NORTH
126-0084-0043	Frame House (1313 Grove Avenue)	RADFORD NORTH
126-0084-0044	Cole House	RADFORD NORTH
126-0084-0045	Grove Avenue Methodist Episcopal Church South	RADFORD NORTH
126-0084-0046	Commercial Building (1025 Grove Avenue)	RADFORD NORTH
126-0084-0047	Frame House (1023 Grove Avenue) Mikes Famous Pizza	RADFORD NORTH
126-0084-0048	Brick House (1021 Grove Avenue)	RADFORD NORTH
126-0084-0049	Brick House (Downey Street)	RADFORD NORTH
0084-0050	Frame House (1807 Downey Street)	RADFORD NORTH
126-0084-0051	Frame House (1801 Downey Street)	RADFORD NORTH
126-0084-0052	Frame House (1719 Downey Street)	RADFORD NORTH
126-0084-0053	Brick House (1717 Downey Street)	RADFORD NORTH
126-0084-0054	Frame House (Downey Street)	RADFORD NORTH
126-0084-0055	Block House (1709 Downey Street)	RADFORD NORTH
126-0084-0056	Frame House (1707 Downey Street)	RADFORD NORTH
126-0084-0057	Frame House (1705 Downey Street)	RADFORD NORTH
126-0084-0058	Frame House (1701 Downey Street)	RADFORD NORTH
126-0084-0059	Brick House (1708 Downey Street)	RADFORD NORTH
126-0084-0060	Frame House (1706 Downey Street)	RADFORD NORTH
126-0084-0061	Frame House (1700 Downey Street)	RADFORD NORTH
126-0084-0062	Frame House (1619 Downey Street)	RADFORD NORTH
126-0084-0063	Frame House (1617 Downey Street)	RADFORD NORTH
126-0084-0064	Frame House (1615 Downey Street)	RADFORD NORTH
126-0084-0065	Frame House (1601 Downey Street)	RADFORD NORTH
126-0084-0066	Frame House (1505 Downey Street)	RADFORD NORTH
126-0084-0067	Frame House (1501 Downey Street)	RADFORD NORTH
126-0084-0068	Frame House (1411 Downey Street)	RADFORD NORTH
126-0084-0069	Frame House (300 Fourth Avenue)	RADFORD NORTH
126-0084-0070	Frame House (1321 Downey Street)	RADFORD NORTH
126-0084-0071	Frame House (1315 Downey Street)	RADFORD NORTH
126-0084-0072	Frame House (1307 Downey Street)	RADFORD NORTH
126-0084-0073	First Church of God and Parsonage	RADFORD NORTH
126-0084-0074	Bird's Store Delores Upp School of Dance	RADFORD NORTH
0084-0075	Frame House (1618 Downey Street)	RADFORD NORTH
126-0084-0076	Frame House (1616 Downey Street)	RADFORD NORTH

## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
10084-0077	Frame House (1614 Downey Street)	RADFORD NORTH
10084-0078	Frame House (1606 Downey Street)	RADFORD NORTH
126-0084-0079	Frame House (205 Fifth Avenue)	RADFORD NORTH
126-0084-0080	Frame House (1404 Downey Street)	RADFORD NORTH
126-0084-0081	Brick House (1400 Downey Street)	RADFORD NORTH
126-0084-0082	Frame House (1322 Downey Street)	RADFORD NORTH
126-0084-0083	Belle Heth School Radford City Health Dept./NRV Community Services Board	RADFORD NORTH
126-0084-0084	Virginia May Masonic Lodge #38	RADFORD NORTH
126-0084-0085	Frame House (1204 Downey Street)	RADFORD NORTH
126-0084-0086	Frame House (Downey Street)	RADFORD NORTH
126-0084-0087	Bird House	RADFORD NORTH
126-0084-0088	Sullivan House Board House	RADFORD NORTH
126-0084-0089	Smith House	RADFORD NORTH
126-0084-0090	Frame House (1201 Downey Street)	RADFORD NORTH
126-0084-0091	Weddle House	RADFORD NORTH
126-0084-0092	Gladstone House	RADFORD NORTH
126-0084-0093	Frame House (1109 Downey Street)	RADFORD NORTH
126-0084-0094	Caldwell Building	RADFORD NORTH
126-0084-0095	Apartment Building (1104 Downey Street)	RADFORD NORTH
126-0084-0096	Beagle-Turner House	RADFORD NORTH
126-0084-0097	Frame House (1016 Downey Street)	RADFORD NORTH
126-0084-0098	The Yankee Clipper Hair Shoppe	RADFORD NORTH
10084-0099	Huddle-Earles House	RADFORD NORTH
126-0084-0100	Frame House (1015 Downey Street)	RADFORD NORTH
126-0084-0101	Frame House (1019 Downey Street)	RADFORD NORTH
126-0084-0102	Frame House (1021 Downey Street)	RADFORD NORTH
126-0084-0103	Frame House (1027 Downey Street)	RADFORD NORTH
126-0084-0104	Frame House (1031 Downey Street)	RADFORD NORTH
126-0084-0105	7-11 (Tyler Avenue)	RADFORD NORTH
126-0084-0106	Radford Hospital Building Avalon Apartments	RADFORD NORTH
126-0084-0107	Novelin House	RADFORD NORTH
126-0084-0108	Calfee House	RADFORD NORTH
126-0084-0109	The Cutting Edge Hair Salon Frame House (320 Tyler Avenue)	RADFORD NORTH
126-0084-0110	First Christian Church (Disciples of Christ)	RADFORD NORTH
126-0084-0111	Kirby House	RADFORD NORTH
126-0084-0112	Brick House (1016 Clement Street)	RADFORD NORTH
126-0084-0113	Frame House (1020 Clement Street)	RADFORD NORTH
126-0084-0114	Baker House	RADFORD NORTH
126-0084-0115	Goodwin's Studio Frame House (1030 Clement Street) William E. Gilbert House	RADFORD NORTH
126-0084-0116	Frame House (SW Corner of First & Downey Sts.)	RADFORD NORTH
126-0084-0117	Garden Apartments (1105 Downey Street)	RADFORD NORTH
10084-0118	Frame House (409 Third Avenue)	RADFORD NORTH
126-0084-0119	Frame House (403 Third Avenue)	RADFORD NORTH

## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
100-0084-0120	Frame House (401 Third Avenue)	RADFORD NORTH
126-0084-0121	Shumate Store	RADFORD NORTH
126-0084-0122	Frame House (405 Third Avenue)	RADFORD NORTH
126-0084-0123	Frame House (407 Third Avenue)	RADFORD NORTH
126-0084-0124	Brick House (305 Third Avenue)	RADFORD NORTH
126-0084-0125	Brick House (301 Third Avenue)	RADFORD NORTH
126-0084-0126	Frame House (307 Third Avenue)	RADFORD NORTH
126-0084-0127	Radford Wesleyan Church & Parsonage	RADFORD NORTH
126-0084-0128	Frame House (410 Third Avenue)	RADFORD NORTH
126-0084-0129	Frame House (406 Third Avenue)	RADFORD NORTH
126-0084-0130	Frame House (404 Third Avenue)	RADFORD NORTH
126-0084-0131	Frame House (402 Third Avenue)	RADFORD NORTH
126-0084-0132	Frame House (400 Third Avenue)	RADFORD NORTH
126-0084-0133	Frame House (312 Third Avenue)	RADFORD NORTH
126-0084-0134	Frame House (308 Third Avenue)	RADFORD NORTH
126-0084-0135	Frame House (306 Third Avenue)	RADFORD NORTH
126-0084-0136	Frame House (302 Third Avenue)	RADFORD NORTH
126-0084-0137	Dollar General Store	RADFORD NORTH
126-0084-0138	Farmers' and Merchants' National Bank	RADFORD NORTH
126-0084-0139	Commercial Building (1102 Norwood Street)	RADFORD NORTH
126-0084-0140	Commercial Building (1104 Norwood Street)	RADFORD NORTH
126-0084-0141	Bumpers Cafe Pub & Deli	RADFORD NORTH
126-0084-0142	Radford City Florist	RADFORD NORTH
126-0084-0143	Garrett's Apparel/ Words Plus / Gail DeVilbiss, Attorney	RADFORD NORTH
126-0084-0144	Envision Advertising Design / Jebo & Turk, Attys	RADFORD NORTH
126-0084-0145	Christian Travel / Fun N Games	RADFORD NORTH
126-0084-0146	Bond Building Ken Farmer / vacant / PFS Photo / Chamber of Commerce Apartments	RADFORD NORTH
126-0084-0147	Spiers Building (Spiers & Spiers, Attorneys)	RADFORD NORTH
126-0084-0148	New Wheel Bike Shop / Daztech Screen Printing	RADFORD NORTH
126-0084-0149	First Virginia Bank	RADFORD NORTH
126-0084-0150	Martin Building	RADFORD NORTH
126-0084-0151	Shape Shop	RADFORD NORTH
126-0084-0152	L. Einstein (The Jewel Box) Radford Clothing Bank	RADFORD NORTH
126-0084-0153	Commercial Building (1119 Norwood Street)	RADFORD NORTH
126-0084-0154	Leggett's Department Store Norwood Center	RADFORD NORTH
126-0084-0155	Jackie Webb & Co.	RADFORD NORTH
126-0084-0156	Collins House	RADFORD NORTH
126-0084-0157	N & W Water Tower	RADFORD NORTH
126-0084-0158	Frame House (1106 Stockton Street)	RADFORD NORTH
126-0084-0159	Charles Snyder House	RADFORD NORTH
126-0084-0160	Bruce House	RADFORD NORTH

## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
100-0084-0161	Gill House	RADFORD NORTH
100-0084-0162	Frame House (1048 Stockton Street)	RADFORD NORTH
126-0084-0163	Frame House (1044 Stockton Street)	RADFORD NORTH
126-0084-0164	Smith House	RADFORD NORTH
126-0084-0165	J.J. Smith House	RADFORD NORTH
126-0084-0166	Block House (1012 Stockton Street)	RADFORD NORTH
126-0084-0167	Norris House	RADFORD NORTH
126-0084-0168	Rainbo Bread Warehouse	RADFORD NORTH
126-0084-0169	Frame House (920 Stockton Street)	RADFORD NORTH
126-0084-0170	Frame House (916 Stockton Street)	RADFORD NORTH
126-0084-0171	Frame House (912 Stockton Street)	RADFORD NORTH
126-0084-0172	Frame House (910 Stockton Street)	RADFORD NORTH
126-0084-0173	Sears and Roebuck House	RADFORD NORTH
126-0084-0174	Frame House (900 Stockton Street)	RADFORD NORTH
126-0084-0175	N & W Scale House	RADFORD NORTH
126-0084-0176	N & W Motor Car Shop	RADFORD NORTH
126-0084-0177	N & W Section House (1100 West Street)	RADFORD NORTH
126-0084-0178	N & W Section House (1101 West Street)	RADFORD NORTH
126-0084-0179	Railroad House (1104 West Street)	RADFORD NORTH
126-0084-0180	Frame House (1108 West Street)	RADFORD NORTH
126-0084-0181	Frame House (1112 West Street)	RADFORD NORTH
126-0084-0182	Frame House (1116 West Street)	RADFORD NORTH
126-0084-0183	Frame House (1206 West Street)	RADFORD NORTH
126-0084-0184	N & W Vehicle Storage Building	RADFORD NORTH
126-0084-0185	Warehouse (West Street)	RADFORD NORTH
126-0084-0186	Warehouse (Harrison Street)	RADFORD NORTH
126-0084-0187	Giles Shoe Shop/Caesar Shoe Shop Commercial/Apartment Building 104-110 Tyler Ave)	RADFORD NORTH
126-0084-0188	Blankenship Apts/Shoe Shop V and M Apartments	RADFORD NORTH
126-0084-0189	Chancey's Restaurant	RADFORD NORTH
126-0084-0190	King House	RADFORD NORTH
126-0084-0191	Cardin House	RADFORD NORTH
126-0084-0192	Frame House (208 Tyler Avenue)	RADFORD NORTH
126-0084-0193	Frame House (212 Tyler Avenue) The Bagel Tree Deli	RADFORD NORTH
126-0084-0194	Felix Bookstore	RADFORD NORTH
126-0084-0195	Frame House (218 Tyler Avenue) BT's Restaurant	RADFORD NORTH
126-0084-0196	Frame House (Downey Street)	RADFORD NORTH
126-0084-0197	Frame House (Alley parallel to Third Avenue)	RADFORD NORTH
126-0084-0198	Frame House (1030 Downey Street)	RADFORD NORTH
126-0084-0199	Wesley Foundation	RADFORD NORTH
126-0084-0200	Frame House (106 Harrison Street)	RADFORD NORTH
126-0084-0201	Hillcrest Apartments	RADFORD NORTH
126-0084-0202	Frame House (1100 Clement Street)	RADFORD NORTH
126-0084-0203	Frame House (1104 Clement Street)	RADFORD NORTH
126-0084-0204	Frame House (1108 Clement Street)	RADFORD NORTH
126-0084-0205	Brick House (1112 Clement Street)	RADFORD NORTH
126-0084-0206	Frame House (306 First Avenue)	RADFORD NORTH



## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
126-0084-0207	Smithfield Manor Apartments	RADFORD NORTH
126-0084-0208	Commercial Building (First and Grove Avenues)	RADFORD NORTH
126-0084-0209	Frame House (1109 Grove Avenue)	RADFORD NORTH
126-0084-0210	Frame Double House (1117 Grove Avenue)	RADFORD NORTH
126-0084-0211	Apartment Building (1209 Grove Avenue)	RADFORD NORTH
126-0084-0212	Commercial Building (117 Third Avenue) Ridpath & Associates Insurance Company	RADFORD NORTH
126-0084-0213	Commercial Building (Third Avenue)	RADFORD NORTH
126-0084-0214	Kirby Building	RADFORD NORTH
126-0084-0215	Edward O. Vance, CPA	RADFORD NORTH
126-0084-0216	Third Avenue Office Building Hughes Optical / American General Finance	RADFORD NORTH
126-0084-0217	Kendall Clay Attorney Office	RADFORD NORTH
126-0084-0218	Grand Piano & Furniture Co.	RADFORD NORTH
126-0084-0219	Frame House (Pickett Street)	RADFORD NORTH
126-0084-0220	Fraternity Building New River Martial Arts Center	RADFORD NORTH
126-0084-0221	Frame House (204 Third Avenue)	RADFORD NORTH
126-0084-0222	Department of Public Welfare / Virginia Employment Commission	RADFORD NORTH
126-0084-0223	Commercial Building (Pickett Street)	RADFORD NORTH
126-0084-0224	Stoney Mountain Video	RADFORD NORTH
126-0084-0225	Carson Building Uncle Bill's Used Furniture & Antiques	RADFORD NORTH
126-0084-0226	Carson Drug Store #2	RADFORD NORTH
126-0084-0227	Carson Drug Store #1 Smith Five and Dime Store Goldsmith and Anderson Attorneys / Unique Boutique	RADFORD NORTH
126-0084-0228	W. R. Roberts Co. Building Radford Fitness Center	RADFORD NORTH
126-0084-0229	Classic Cuts Salon	RADFORD NORTH
126-0084-0230	Game Quest Inc.	RADFORD NORTH
126-0084-0231	Good Looks / Java River Coffee / Mainstream Music	RADFORD NORTH
126-0084-0232	Wall's Jewelers	RADFORD NORTH
126-0084-0233	Briggs House Simon Block Radford Theater / Jefferson Apartments	RADFORD NORTH
126-0084-0234	Radford Deli / Carmella's Gourmet Italian Restaurant / Riley's Sports Bar	RADFORD NORTH
126-0084-0235	P. R. Sturgill Fine Jewelry Ltd.	RADFORD NORTH
126-0084-0236	Classy Critters / vacant	RADFORD NORTH
126-0084-0237	Alleghany Cafe	RADFORD NORTH

## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
126-0084-0238	SubWay / East Coast Oyster & Shrimp Bar	RADFORD NORTH
126-0084-0239	Save-X Citgo Gas Station	RADFORD NORTH
126-0084-0240	Crestar Bank	RADFORD NORTH
126-0084-0241	N & W Train Station	RADFORD NORTH
126-0084-0242	Central Fidelity National Bank	RADFORD NORTH
126-0084-0243	Hardee's	RADFORD NORTH
126-0084-0244	N & W Building	RADFORD NORTH
126-0084-0245	University Amoco Service Station	RADFORD NORTH
126-0084-0246	Southwestern Virginia Gas Service Corp.	RADFORD NORTH
126-0084-0247	Brick House (West Street)	RADFORD NORTH
126-0084-0248	Frame House (West Street)	RADFORD NORTH
126-0084-0249	Frame House (West Street)	RADFORD NORTH
126-0084-0250	Frame House (West Street)	RADFORD NORTH
126-0084-0251	Frame House (West Street)	RADFORD NORTH
126-0084-0252	Frame House (1724 West Street)	RADFORD NORTH
126-0084-0253	Brown House (1728 West Street)	RADFORD NORTH
126-0084-0254	Frame House (1732 West Street)	RADFORD NORTH
126-0084-0255	Frame House (West Street)	RADFORD NORTH
126-0084-0256	First Baptist Church	RADFORD NORTH
126-0084-0257	Frame House (West Street)	RADFORD NORTH
126-0084-0258	Frame House (1748 West Street)	RADFORD NORTH
126-0084-0259	Frame House (1802 West Street)	RADFORD NORTH
126-0084-0260	Frame House (1806 West Street)	RADFORD NORTH
126-0084-0261	Brick House (1808 West Street)	RADFORD NORTH
126-0084-0262	Frame House (West Street)	RADFORD NORTH
126-0084-0263	Randall Morton House	RADFORD NORTH
126-0084-0264	Frame House (1916 West Street)	RADFORD NORTH
126-0084-0265	Block House (1922 West Street)	RADFORD NORTH
126-0084-0266	Frame House (1924 West Street)	RADFORD NORTH
126-0084-0267	Samuel Phillips House	RADFORD NORTH
126-0084-0268	Star of Southwest AF & AM Lodge #230 Clayton & Dean Funeral Home	RADFORD NORTH

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## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
126-0084-0105	7-11 (Tyler Avenue)	RADFORD NORTH
126-0084-0237	Alleghany Cafe	RADFORD NORTH
126-0006-0001	Alleghany Hotel	RADFORD NORTH
	SOS / Mr. Bill's Barber Shop / L'amour's / Alleghany Cafe	
126-0061	Allen House	RADFORD NORTH
	Hinchee House	
126-0084-0095	Apartment Building (1104 Downey Street)	RADFORD NORTH
126-0084-0211	Apartment Building (1209 Grove Avenue)	RADFORD NORTH
126-0084-0114	Baker House	RADFORD NORTH
126-0084-0096	Beagle-Turner House	RADFORD NORTH
126-0084-0083	Belle Heth School	RADFORD NORTH
	Radford City Health Dept./NRV Community Services Board	
126-0084-0087	Bird House	RADFORD NORTH
126-0084-0074	Bird's Store	RADFORD NORTH
	Delores Upp School of Dance	
126-0084-0188	Blankenship Apts/Shoe Shop V and M Apartments	RADFORD NORTH
126-0084-0265	Block House (1922 West Street)	RADFORD NORTH
126-0084-0166	Block House (1012 Stockton Street)	RADFORD NORTH
126-0084-0055	Block House (1709 Downey Street)	RADFORD NORTH
126-0084-0146	Bond Building	RADFORD NORTH
	Ken Farmer / vacant / PFS Photo / Chamber of Commerce Apartments	
126-0084-0261	Brick House (1808 West Street)	RADFORD NORTH
126-0084-0247	Brick House (West Street)	RADFORD NORTH
126-0084-0112	Brick House (1016 Clement Street)	RADFORD NORTH
126-0084-0048	Brick House (1021 Grove Avenue)	RADFORD NORTH
126-0084-0003	Brick House (1022 Grove Avenue)	RADFORD NORTH
126-0084-0005	Brick House (1028 Grove Avenue)	RADFORD NORTH
126-0084-0006	Brick House (1104 Grove Avenue)	RADFORD NORTH
	The Electrolysis Center/Headliners on Grove	
126-0084-0205	Brick House (1112 Clement Street)	RADFORD NORTH
126-0084-0041	Brick House (1319 Grove Avenue)	RADFORD NORTH
126-0084-0081	Brick House (1400 Downey Street)	RADFORD NORTH
126-0084-0013	Brick House (1600 Grove Avenue)	RADFORD NORTH
126-0084-0016	Brick House (1608 Grove Avenue)	RADFORD NORTH
126-0084-0059	Brick House (1708 Downey Street)	RADFORD NORTH
126-0084-0053	Brick House (1717 Downey Street)	RADFORD NORTH
126-0084-0125	Brick House (301 Third Avenue)	RADFORD NORTH
126-0084-0124	Brick House (305 Third Avenue)	RADFORD NORTH
126-0084-0049	Brick House (Downey Street)	RADFORD NORTH
126-0084-0233	Briggs House	RADFORD NORTH
	Simon Block	
	Radford Theater / Jefferson Apartments	
126-0084-0253	Brown House (1728 West Street)	RADFORD NORTH
126-0084-0160	Bruce House	RADFORD NORTH
126-0084-0141	Bumpers Cafe Pub & Deli	RADFORD NORTH

## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
126-0084-0094	Caldwell Building	RADFORD NORTH
126-0084-0108	Calfee House	RADFORD NORTH
126-0084-0040	Cannady House	RADFORD NORTH
126-0084-0191	Cardin House	RADFORD NORTH
126-0084-0225	Carson Building Uncle Bill's Used Furniture & Antiques	RADFORD NORTH
126-0084-0227	Carson Drug Store #1 Smith Five and Dime Store Goldsmith and Anderson Attorneys / Unique Boutique	RADFORD NORTH
126-0084-0226	Carson Drug Store #2	RADFORD NORTH
126-0084-0242	Central Fidelity National Bank	RADFORD NORTH
126-0084-0189	Chancey's Restaurant	RADFORD NORTH
126-0084-0159	Charles Snyder House	RADFORD NORTH
126-0084-0145	Christian Travel / Fun N Games	RADFORD NORTH
126-0084-0229	Classic Cuts Salon	RADFORD NORTH
126-0084-0236	Classy Critters / vacant	RADFORD NORTH
126-0084-0044	Cole House	RADFORD NORTH
126-0084-0156	Collins House	RADFORD NORTH
126-0084-0011	Commercial Building Taylor Office Supply	RADFORD NORTH
126-0084-0046	Commercial Building (1025 Grove Avenue)	RADFORD NORTH
126-0084-0139	Commercial Building (1102 Norwood Street)	RADFORD NORTH
126-0084-0140	Commercial Building (1104 Norwood Street)	RADFORD NORTH
126-0084-0153	Commercial Building (1119 Norwood Street)	RADFORD NORTH
126-0084-0212	Commercial Building (117 Third Avenue) Ridpath & Associates Insurance Company	RADFORD NORTH
126-0084-0208	Commercial Building (First and Grove Avenues)	RADFORD NORTH
126-0084-0223	Commercial Building (Pickett Street)	RADFORD NORTH
126-0084-0213	Commercial Building (Third Avenue)	RADFORD NORTH
126-0084-0240	Crestar Bank	RADFORD NORTH
126-0084-0039	Daniel House	RADFORD NORTH
126-0084-0222	Department of Public Welfare / Virginia Employment Commission	RADFORD NORTH
126-0069	Dobbins Apartments	RADFORD NORTH
126-0084-0137	Dollar General Store	RADFORD NORTH
126-0068	Dr. J. S. Smith House	RADFORD NORTH
126-0084-0215	Edward O. Vance, CPA	RADFORD NORTH
126-0084-0144	Envision Advertising Design / Jebo & Turk, Attys	RADFORD NORTH
126-0084-0138	Farmers' and Merchants' National Bank	RADFORD NORTH
126-0084-0194	Felix Bookstore	RADFORD NORTH
126-0084-0256	First Baptist Church	RADFORD NORTH
126-0048	First Baptist Church	RADFORD NORTH

## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
7-0084-0110	First Christian Church (Disciples of Christ)	RADFORD NORTH
126-0084-0073	First Church of God and Parsonage	RADFORD NORTH
126-0084-0149	First Virginia Bank	RADFORD NORTH
126-0084-0210	Frame Double House (1117 Grove Avenue)	RADFORD NORTH
126-0084-0252	Frame House (1724 West Street)	RADFORD NORTH
126-0084-0254	Frame House (1732 West Street)	RADFORD NORTH
126-0084-0258	Frame House (1748 West Street)	RADFORD NORTH
126-0084-0259	Frame House (1802 West Street)	RADFORD NORTH
126-0084-0260	Frame House (1806 West Street)	RADFORD NORTH
126-0084-0264	Frame House (1916 West Street)	RADFORD NORTH
126-0084-0266	Frame House (1924 West Street)	RADFORD NORTH
126-0084-0249	Frame House (West Street)	RADFORD NORTH
126-0084-0250	Frame House (West Street)	RADFORD NORTH
126-0084-0251	Frame House (West Street)	RADFORD NORTH
126-0084-0255	Frame House (West Street)	RADFORD NORTH
126-0084-0257	Frame House (West Street)	RADFORD NORTH
126-0084-0262	Frame House (West Street)	RADFORD NORTH
126-0084-0248	Frame House (West Street)	RADFORD NORTH
126-0084-0100	Frame House (1015 Downey Street)	RADFORD NORTH
126-0084-0097	Frame House (1016 Downey Street)	RADFORD NORTH
126-0084-0101	Frame House (1019 Downey Street)	RADFORD NORTH
126-0084-0113	Frame House (1020 Clement Street)	RADFORD NORTH
126-0084-0002	Frame House (1020 Grove Avenue)	RADFORD NORTH
126-0084-0102	Frame House (1021 Downey Street)	RADFORD NORTH
126-0084-0047	Frame House (1023 Grove Avenue) Mikes Famous Pizza	RADFORD NORTH
126-0084-0103	Frame House (1027 Downey Street)	RADFORD NORTH
126-0084-0198	Frame House (1030 Downey Street)	RADFORD NORTH
126-0084-0104	Frame House (1031 Downey Street)	RADFORD NORTH
126-0084-0163	Frame House (1044 Stockton Street)	RADFORD NORTH
126-0084-0162	Frame House (1048 Stockton Street)	RADFORD NORTH
126-0084-0200	Frame House (106 Harrison Street)	RADFORD NORTH
126-0084-0202	Frame House (1100 Clement Street)	RADFORD NORTH
126-0084-0203	Frame House (1104 Clement Street)	RADFORD NORTH
126-0084-0158	Frame House (1106 Stockton Street)	RADFORD NORTH
126-0084-0204	Frame House (1108 Clement Street)	RADFORD NORTH
126-0084-0180	Frame House (1108 West Street)	RADFORD NORTH
126-0084-0093	Frame House (1109 Downey Street)	RADFORD NORTH
126-0084-0209	Frame House (1109 Grove Avenue)	RADFORD NORTH
126-0084-0181	Frame House (1112 West Street)	RADFORD NORTH
126-0084-0182	Frame House (1116 West Street)	RADFORD NORTH
126-0084-0090	Frame House (1201 Downey Street)	RADFORD NORTH
126-0084-0085	Frame House (1204 Downey Street)	RADFORD NORTH
126-0084-0183	Frame House (1206 West Street)	RADFORD NORTH
126-0084-0072	Frame House (1307 Downey Street)	RADFORD NORTH
126-0084-0043	Frame House (1313 Grove Avenue)	RADFORD NORTH
126-0084-0071	Frame House (1315 Downey Street)	RADFORD NORTH
126-0084-0042	Frame House (1315 Grove Avenue)	RADFORD NORTH
126-0084-0070	Frame House (1321 Downey Street)	RADFORD NORTH
126-0084-0082	Frame House (1322 Downey Street)	RADFORD NORTH
126-0084-0080	Frame House (1404 Downey Street)	RADFORD NORTH
126-0084-0068	Frame House (1411 Downey Street)	RADFORD NORTH

## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
100-0084-0067	Frame House (1501 Downey Street)	RADFORD NORTH
100-0084-0038	Frame House (1501 Grove Avenue)	RADFORD NORTH
126-0084-0066	Frame House (1505 Downey Street)	RADFORD NORTH
126-0084-0037	Frame House (1505 Grove Avenue)	RADFORD NORTH
126-0084-0065	Frame House (1601 Downey Street)	RADFORD NORTH
126-0084-0036	Frame House (1601 Grove Avenue)	RADFORD NORTH
126-0084-0035	Frame House (1603 Grove Avenue)	RADFORD NORTH
126-0084-0015	Frame House (1604 Grove Avenue)	RADFORD NORTH
126-0084-0034	Frame House (1605 Grove Avenue)	RADFORD NORTH
126-0084-0078	Frame House (1606 Downey Street)	RADFORD NORTH
126-0084-0033	Frame House (1607 Grove Avenue)	RADFORD NORTH
126-0084-0032	Frame House (1611 Grove Avenue)	RADFORD NORTH
126-0084-0077	Frame House (1614 Downey Street)	RADFORD NORTH
126-0084-0064	Frame House (1615 Downey Street)	RADFORD NORTH
126-0084-0031	Frame House (1615 Grove Avenue)	RADFORD NORTH
126-0084-0076	Frame House (1616 Downey Street)	RADFORD NORTH
126-0084-0063	Frame House (1617 Downey Street)	RADFORD NORTH
126-0084-0075	Frame House (1618 Downey Street)	RADFORD NORTH
126-0084-0062	Frame House (1619 Downey Street)	RADFORD NORTH
126-0084-0061	Frame House (1700 Downey Street)	RADFORD NORTH
126-0084-0058	Frame House (1701 Downey Street)	RADFORD NORTH
126-0084-0030	Frame House (1701 Grove Avenue)	RADFORD NORTH
126-0084-0057	Frame House (1705 Downey Street)	RADFORD NORTH
126-0084-0029	Frame House (1705 Grove Avenue)	RADFORD NORTH
126-0084-0060	Frame House (1706 Downey Street)	RADFORD NORTH
126-0084-0056	Frame House (1707 Downey Street)	RADFORD NORTH
100-0070	Frame House (1707 Grove Avenue)	RADFORD NORTH
126-0084-0018	Frame House (1708 Grove Avenue)	RADFORD NORTH
126-0084-0028	Frame House (1709 Grove Avenue)	RADFORD NORTH
126-0084-0019	Frame House (1710 Grove Avenue)	RADFORD NORTH
126-0084-0020	Frame House (1712 Grove Avenue)	RADFORD NORTH
126-0084-0027	Frame House (1713 Grove Avenue)	RADFORD NORTH
126-0084-0026	Frame House (1715 Grove Avenue)	RADFORD NORTH
126-0084-0021	Frame House (1716 Grove Avenue)	RADFORD NORTH
126-0084-0022	Frame House (1718 Grove Avenue)	RADFORD NORTH
126-0084-0052	Frame House (1719 Downey Street)	RADFORD NORTH
126-0084-0025	Frame House (1719 Grove Avenue)	RADFORD NORTH
126-0084-0051	Frame House (1801 Downey Street)	RADFORD NORTH
126-0084-0024	Frame House (1801 Grove Avenue)	RADFORD NORTH
126-0084-0050	Frame House (1807 Downey Street)	RADFORD NORTH
126-0084-0023	Frame House (1815 Grove Avenue)	RADFORD NORTH
126-0084-0221	Frame House (204 Third Avenue)	RADFORD NORTH
126-0084-0079	Frame House (205 Fifth Avenue)	RADFORD NORTH
126-0084-0192	Frame House (208 Tyler Avenue)	RADFORD NORTH
126-0084-0193	Frame House (212 Tyler Avenue)	RADFORD NORTH
	The Bagel Tree Deli	
126-0084-0195	Frame House (218 Tyler Avenue)	RADFORD NORTH
	BT's Restaurant	
126-0084-0069	Frame House (300 Fourth Avenue)	RADFORD NORTH
126-0084-0136	Frame House (302 Third Avenue)	RADFORD NORTH
126-0084-0206	Frame House (306 First Avenue)	RADFORD NORTH
100-0084-0135	Frame House (306 Third Avenue)	RADFORD NORTH
100-0084-0126	Frame House (307 Third Avenue)	RADFORD NORTH
126-0084-0134	Frame House (308 Third Avenue)	RADFORD NORTH

## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
126-0084-0133	Frame House (312 Third Avenue)	RADFORD NORTH
126-0084-0132	Frame House (400 Third Avenue)	RADFORD NORTH
126-0084-0120	Frame House (401 Third Avenue)	RADFORD NORTH
126-0084-0131	Frame House (402 Third Avenue)	RADFORD NORTH
126-0084-0119	Frame House (403 Third Avenue)	RADFORD NORTH
126-0084-0130	Frame House (404 Third Avenue)	RADFORD NORTH
126-0084-0122	Frame House (405 Third Avenue)	RADFORD NORTH
126-0084-0129	Frame House (406 Third Avenue)	RADFORD NORTH
126-0084-0123	Frame House (407 Third Avenue)	RADFORD NORTH
126-0084-0118	Frame House (409 Third Avenue)	RADFORD NORTH
126-0084-0128	Frame House (410 Third Avenue)	RADFORD NORTH
126-0084-0174	Frame House (900 Stockton Street)	RADFORD NORTH
126-0084-0172	Frame House (910 Stockton Street)	RADFORD NORTH
126-0084-0171	Frame House (912 Stockton Street)	RADFORD NORTH
126-0084-0170	Frame House (916 Stockton Street)	RADFORD NORTH
126-0084-0169	Frame House (920 Stockton Street)	RADFORD NORTH
126-0084-0197	Frame House (Alley parallel to Third Avenue)	RADFORD NORTH
126-0084-0054	Frame House (Downey Street)	RADFORD NORTH
126-0084-0086	Frame House (Downey Street)	RADFORD NORTH
126-0084-0196	Frame House (Downey Street)	RADFORD NORTH
126-0084-0219	Frame House (Pickett Street)	RADFORD NORTH
126-0084-0116	Frame House (SW Corner of First & Downey Sts.)	RADFORD NORTH
126-0084-0012	Frame House on Fifth Avenue	RADFORD NORTH
126-0084-0017	Frame House on Grove Avenue	RADFORD NORTH
126-0084-0220	Fraternity Building New River Martial Arts Center	RADFORD NORTH
126-0084-0230	Game Quest Inc.	RADFORD NORTH
126-0084-0117	Garden Apartments (1105 Downey Street)	RADFORD NORTH
126-0084-0143	Garrett's Apparel/ Words Plus / Gail DeVilbiss, Attorney	RADFORD NORTH
126-0084-0187	Giles Shoe Shop/Caesar Shoe Shop Commercial/Apartment Building 104-110 Tyler Ave)	RADFORD NORTH
126-0084-0161	Gill House	RADFORD NORTH
126-0084-0092	Gladstone House	RADFORD NORTH
126-0084-0231	Good Looks / Java River Coffee / Mainstream Music	RADFORD NORTH
126-0084-0115	Goodwin's Studio Frame House (1030 Clement Street) William E. Gilbert House	RADFORD NORTH
126-0084-0218	Grand Piano & Furniture Co.	RADFORD NORTH
126-0084-0045	Grove Avenue Methodist Episcopal Church South	RADFORD NORTH
126-0084-0243	Hardee's	RADFORD NORTH
126-0084-0201	Hillcrest Apartments	RADFORD NORTH
126-0063	House (1028 Clement Street)	RADFORD NORTH
126-0067	House (1205 Grove Avenue)	RADFORD NORTH
126-0077	House (310 Third Avenue)	RADFORD NORTH
126-0084-0009	House of Flowers Apartment House	RADFORD NORTH
126-0084-0099	Huddle-Earles House	RADFORD NORTH

## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
126-0065	J.H. Barnett House	RADFORD NORTH
126-0084-0165	J.J. Smith House	RADFORD NORTH
126-0084-0155	Jackie Webb & Co.	RADFORD NORTH
126-0084-0217	Kendall Clay Attorney Office	RADFORD NORTH
126-0084-0190	King House	RADFORD NORTH
126-0084-0214	Kirby Building	RADFORD NORTH
126-0084-0111	Kirby House	RADFORD NORTH
126-0084-0007	Kuhn House	RADFORD NORTH
126-0084-0152	L. Einstein (The Jewel Box) Radford Clothing Bank	RADFORD NORTH
126-0084-0154	Leggett's Department Store Norwood Center	RADFORD NORTH
126-0006-0002	M. A. Jackson Hardware Felix Department Store Radford Furniture	RADFORD NORTH
126-0057	Maplehurst/Roberts, Arthur House	RADFORD NORTH
126-0084-0150	Martin Building	RADFORD NORTH
126-0071	Martin-Crews House	RADFORD NORTH
126-0084-0008	McConnell/Barnett House	RADFORD NORTH
126-0084-0244	N & W Building	RADFORD NORTH
126-0084-0176	N & W Motor Car Shop	RADFORD NORTH
126-0084-0175	N & W Scale House	RADFORD NORTH
126-0084-0177	N & W Section House (1100 West Street)	RADFORD NORTH
126-0084-0178	N & W Section House (1101 West Street)	RADFORD NORTH
126-0084-0241	N & W Train Station	RADFORD NORTH
126-0084-0184	N & W Vehicle Storage Building	RADFORD NORTH
126-0084-0157	N & W Water Tower	RADFORD NORTH
126-0084-0148	New Wheel Bike Shop / Daztech Screen Printing	RADFORD NORTH
126-0084-0167	Norris House	RADFORD NORTH
126-0084-0107	Novelin House	RADFORD NORTH
126-0084-0235	P. R. Sturgill Fine Jewelry Ltd.	RADFORD NORTH
126-0066	Prefater House	RADFORD NORTH
126-0084-0142	Radford City Florist	RADFORD NORTH
126-0084-0234	Radford Deli / Carmella's Gourmet Italian Restaurant / Riley's Sports Bar	RADFORD NORTH
126-0084-0106	Radford Hospital Building Avalon Apartments	RADFORD NORTH
126-0007	Radford Post Office	RADFORD NORTH
126-0084-0127	Radford Wesleyan Church & Parsonage	RADFORD NORTH
126-0084-0001	Radnor Apartments	RADFORD NORTH
126-0084-0179	Railroad House (1104 West Street)	RADFORD NORTH
126-0084-0168	Rainbo Bread Warehouse	RADFORD NORTH
126-0084-0263	Randall Morton House	RADFORD NORTH
126-0084-0267	Samuel Phillips House	RADFORD NORTH
126-0084-0239	Save-X Citgo Gas Station	RADFORD NORTH
126-0084-0173	Sears and Roebuck House	RADFORD NORTH
126-0049	Shanks House	RADFORD NORTH
126-0084-0151	Shape Shop	RADFORD NORTH
126-0084-0121	Shumate Store	RADFORD NORTH
126-0084-0089	Smith House	RADFORD NORTH



## SURVEY INDEX - ID#, NAME, USGS MAP

DHR FILE #	PROPERTY NAME	USGS QUAD MAP
100-0084-0164	Smith House	RADFORD NORTH
126-0084-0207	Smithfield Manor Apartments	RADFORD NORTH
126-0084-0246	Southwestern Virginia Gas Service Corp.	RADFORD NORTH
126-0084-0147	Spiers Building (Spiers & Spiers, Attorneys)	RADFORD NORTH
126-0084-0268	Star of Southwest AF & AM Lodge #230 Clayton & Dean Funeral Home	RADFORD NORTH
126-0084-0224	Stoney Mountain Video	RADFORD NORTH
126-0084-0004	Stuccoed House (1026 Grove Avenue)	RADFORD NORTH
126-0084-0238	SubWay / East Coast Oyster & Shrimp Bar	RADFORD NORTH
126-0084-0088	Sullivan House Board House	RADFORD NORTH
126-0084-0109	The Cutting Edge Hair Salon Frame House (320 Tyler Avenue)	RADFORD NORTH
126-0084-0098	The Yankee Clipper Hair Shoppe	RADFORD NORTH
126-0084-0216	Third Avenue Office Building Hughes Optical / American General Finance	RADFORD NORTH
126-0084-0010	Trigg House Perfader Funeral Home DeVilbiss Funeral Home	RADFORD NORTH
126-0084-0245	University Amoco Service Station	RADFORD NORTH
126-0084-0084	Virginia May Masonic Lodge #38	RADFORD NORTH
126-0084-0228	W. R. Roberts Co. Building Radford Fitness Center	RADFORD NORTH
126-0084-0232	Wall's Jewelers	RADFORD NORTH
126-0051	Ward-Carter House	RADFORD NORTH
126-0084-0186	Warehouse (Harrison Street)	RADFORD NORTH
126-0084-0185	Warehouse (West Street)	RADFORD NORTH
126-0084-0091	Weddle House	RADFORD NORTH
126-0084-0199	Wesley Foundation	RADFORD NORTH
126-0084-0014	Williamson House	RADFORD NORTH

285 RECORDS IN THIS REPORT

Figure 5  
Map of Survey Properties

Feet  
0 100 200 300 400 500 FEET



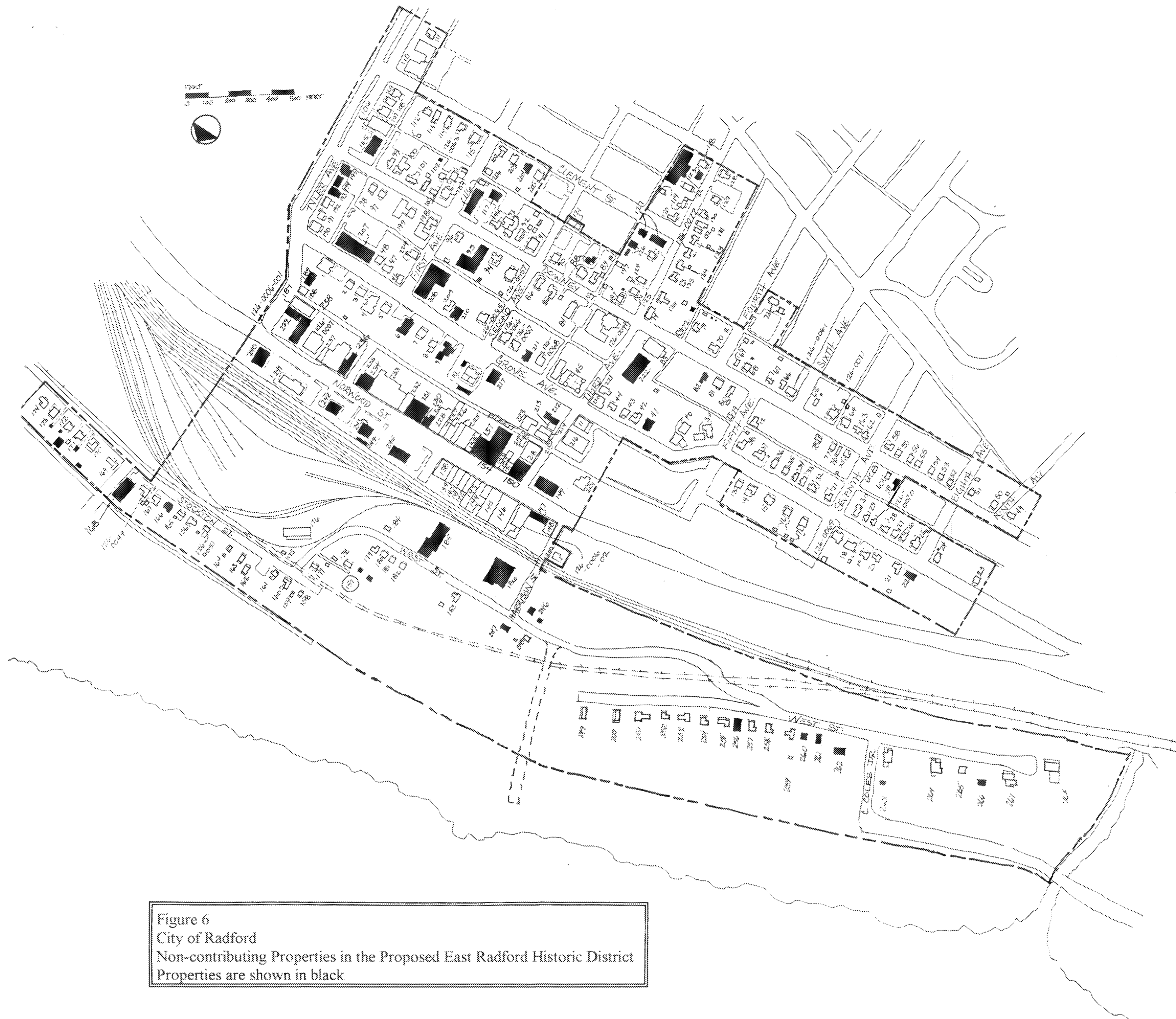


Figure 6  
 City of Radford  
 Non-contributing Properties in the Proposed East Radford Historic District  
 Properties are shown in black