

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

VLR Listed: 12/14/2017
NRHP Listed: 4/26/2018

1. Name of Property

Historic name: Downtown Hopewell Historic District 2017 Boundary Increase

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

Name of related multiple property listing:
N/A

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

2. Location

Street & number: East City Point Rd., East Randolph Rd., East Poythress St.

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

Not For Publication: Vicinity:

3. State/Federal Agency Certification

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

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

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

 national statewide X local

Applicable National Register Criteria:

X A B X C D

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

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

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4. National Park Service Certification

I hereby certify that this property is:

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

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

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

Category of Property

(Check only **one** box.)

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>8</u>	<u>3</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>3</u>	objects
<u>8</u>	<u>6</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

COMMERCE/TRADE

GOVERNMENT

TRANSPORTATION

Current Functions

(Enter categories from instructions.)

COMMERCE/TRADE

VACANT

SOCIAL/Meeting Hall

GOVERNMENT/Government Office

GOVERNMENT/Correctional Facility

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7. Description

Architectural Classification

(Enter categories from instructions.)

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

MODERN MOVEMENT: Post-Modern

Materials: (enter categories from instructions.)

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

Narrative Description

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

Summary Paragraph

The Downtown Hopewell Historic District 2017 Boundary Increase consists of two distinct sections that together encompass approximately 5.75 acres with early to mid-20th century commercial and municipal buildings. There are two principal streets in the boundary increase areas, East City Point Road and East Poythress Street. Boundary increase area 1, located on the west side of the existing district, is composed largely of concrete masonry unit commercial buildings built to their lot lines, some with an adjacent parking area. Boundary increase area 2, located on the east side of the existing district, contains a single brick commercial building and a two-story city jail built in 1928. These two boundary increase areas are illustrative of early to mid-twentieth century automotive, commercial, and municipal design trends associated with the Downtown Hopewell Historic District (NRHP 2002). Minor alterations have been made to some buildings, but the two boundary increase areas retain integrity of location, setting, design, workmanship, materials, feeling, and association. The increase areas are seamlessly associated with the existing Downtown Hopewell Historic District in terms of land use, architectural character, and spatial relationships. The resources within the boundary increase areas are directly associated with the significant patterns of development and architectural design that make the

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historic district eligible for the National Register of Historic Places. The boundary increase areas also contribute to the feeling of downtown Hopewell as a dynamic built environment that grew and evolved during the early to mid-20th century to meet changing consumer patterns, government services, transportation options, and business needs. Together, the two boundary increase areas encompass 8 contributing buildings, 3 noncontributing buildings, and 3 non-contributing objects. All of the noncontributing buildings postdate the historic district's period of significance, as do the non-contributing objects, which are freestanding commercial signs and a flagpole.

Narrative Description

Architectural Analysis

The two distinct areas in the Downtown Hopewell Historic District 2017 Boundary Increase are divided by an area already included in the Downtown Hopewell Historic District.¹ These additional areas are continuations of the existing district's streetscapes and are predominately composed of masonry commercial and transportation-related buildings that are primarily utilitarian in architectural character, although some display Commercial stylistic influences. In boundary increase area 1, however, a 1948 automobile dealership has pretensions to Moderne style, evidenced by the façade's curved awning and cutaway corner. In boundary increase area 2, the 1928 city jail stands out from the other resources, both in terms of its historic use and its architectural design.

The commercial buildings and their parking lots are built to their lot lines and abut the adjacent sidewalks that line the city's streets, while the automobile service-related buildings tend to be set back from the adjacent street with parking at the front and/or sides of the building. Alleyways are typical in Hopewell, and run behind buildings on the northern edge of East City Point Road, as well as behind most buildings along the northern and southern edges of East Poythress Street.

Boundary Increase Area 1

The 200 block of East City Point Road, known prior to about 1966 as Commerce Street, runs parallel to a set of still-functional railroad tracks and features two contributing 1950s Commercial style buildings, historically used as garages. They are both one-story, concrete masonry unit buildings with flat roofs and short parapets. Built in 1958, the building at 202 East City Point Road (116-5092-0001) features several historic garage openings, an office area with storefront door and windows, and an awning above a parking area. A ca. 1995 rectangular sign with square metal posts is a non-contributing object on the property. Across the street to the

¹ Since its original listing in the NRHP in 2002, the Downtown Hopewell Historic District was increased in 2013 and 2015. The 2013 boundary adjustment nomination expanded upon the district's commercial significance after World War II and extended the period of significance to end in 1960. In 2015, a boundary increase nomination resulted in the addition of Transportation as an area of significance for the historic district and also documented the beginnings of gradual decline in commercial activity as the postwar era's two decades of continuous economic growth finally waned.

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northwest is 207 East City Point Road (116-5092-0002), a one-story, six-bay service station built in 1952 that features two sliding garage doors and a historic brick chimney behind the terracotta coped parapet. The windows have 15-light operable steel sash. The rear elevation is pierced with 6- and 8-light metal sash windows.

At the easternmost end of the 200 block is 217 East City Point Road (116-5092-0003), a non-contributing building that dates to 1970. An American Legion hall, the one-story L-plan building has a faux mansard roof along portions of the southern facade and northern elevation. The walls are composed primarily of painted concrete masonry blocks, although some areas on the southern and eastern walls have been clad with vinyl siding, while the northern elevation has stretcher bond brick veneer. Despite its non-contributing status, the scale and materials used in its construction fit well within the district, and its function as a meeting hall is complementary to the downtown area's themes of community and city development.

North of, and parallel to, East City Point Road is East Poythress Street. At the westernmost end of East Poythress Street, and addressed as 215 West Randolph Road (116-5092-0011), is a purpose-built automobile dealership that dates to 1948. Non-historic façade and parapet cladding recently was removed, revealing historic operable steel-frame windows, a cutaway corner, and a curved awning that lend the building a Moderne flair. The dealership façade along both West Randolph and East Poythress features large-pane storefront windows and doors that date to the building's use as a showroom. The portion of the building that continues down East Poythress for almost half a city block contains more commercial storefront entries, which historically served other parts of the dealership business, followed by several large garage door openings where cars were serviced. The building has a flat roof with large parapets around the intersection of West Randolph and East Poythress. The immediate vicinity around this property's western and southwestern edges has several vacant lots, which presented the possibility that one or more of these parcels may have once served as parking lots for the dealership. A check of Sanborn maps, however, showed that, in 1930, these parcels historically had buildings, including a hotel at the northwestern corner of Randolph Road and Poythress Street and a funeral home a short distance to its east. Interestingly, by 1944, the hotel had been replaced by an auto parts store and service garage, another indication of the prevalence of auto-related businesses within the district during the mid-20th century. According to historic aerial imagery, the auto parts store and funeral home buildings were extant through at least 1994, but had been removed by 2002.

Neighboring the former dealership is a contributing automotive service building at 225 East Poythress (116-5092-0010). Dating to 1960, this is a one-story, rectangular, concrete block building with a flat roof that retains its aluminum storefront windows, an engaged entry with double-leaf doors, and parapet roof covering. Framing the southern façade are two terrazzo-covered piers. The eastern (side) elevation is bare concrete block, pierced by a post-and-lintel garage door opening and faces a large storage lot surrounded by chain-link fence. The automotive building is located at the western end of a rectangular, fenced-in lot that includes a large paved parking lot and a small outbuilding, also built in 1960. Constructed with concrete masonry units, the rectangular building has a flat roof. A metal shed-roof extension on the

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building's southern façade has two replacement garage doors, while small metal shed-roof wings span the eastern and western elevations. According to aerial photos, the eastern wing was added after 1994.

The southern edge of the 200 block of East Poythress features a purpose-built automobile parts store near the center of the block at 226 East Poythress Street (116-5092-0004). Built in 1953, this is a front gable building constructed with concrete masonry units and features a brick veneer on its façade and parts of its side elevations. Aluminum storefront windows flank the central engaged entry. On the southern elevation, there are two windows with 12-light steel-framed sash as well as an overhead garage door and an entry with a single-leaf door. The eastern elevation has an entry with a single leaf door and two small windows with metal-frames sash.

Just east of, and sharing a wall with, 217 East City Point Road, is a small masonry, flat-roofed building located at 232 East Poythress (116-5092-0005). Dating to 1970, this modest building features no windows and only a single metal door for pedestrian entry; however, a wood-infilled garage or loading door pierces the southern elevation, indicating its automobile-related use, and an entry with a single-leaf metal door is at the northern end of the western elevation

Boundary Increase Area 2

Continuing down East Poythress Street to the eastern expansion area, the second boundary increase area is smaller than the first, and contains just three properties. At 350 East Poythress Street (116-5092-0007) is a c.1992 Post-Modern municipal building with a stretcher-bond brick veneer, gabled dormer vents, an asphalt-shingled, hipped roof, and a hipped-roof extension supported by minimal columns. Although this building postdates the district's period of significance by three decades, its association with the municipal government is entirely in keeping with the district's historic function as the nexus of local government services.

A little farther east, the 400 block of East Poythress Street contains two contributing resources. The first of these is a 1928 city jail at 402 East Poythress Street (116-5092-0008), probably the most architecturally distinguished building within the boundary increase areas. Designed by Richmond architect Matthew T. Shaffer, the two-story, brick jail is an eclectic design featuring an ornate stone entry arch set within a very slightly projecting central bay, water table, cast stone window sills, and decorative cast stone lintels above the first-story windows flanking the entry. The recessed set of paneled-single-light, double doors were replaced sometime after 1973 with infill composed of incompatible siding and a single, flush panel door. The façade's second-story windows consist of groups of three tall, narrow openings on the east and west bays and four windows grouped in the central bay; each window has a decorative cast concrete lintel matching those on the first-story windows. On the side elevations, unusual high-built windows, presumably associated with security needs as well as provision of natural light, still remain throughout the building.² Currently, this building has a front-gable roof, but historic Sanborn

² The windows are included in a description of the jail published in the May 29, 1928, edition of the *City and Tri-County News*.

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maps indicate that originally it may have had a flat or shed roof. A check of historic aerial photographs indicates that the gable roof was in place by 1994, although the image's poor resolution makes it impossible to determine with certainty. A 1973 newspaper photo of the jail is similarly grainy, and most of the roof is excluded from the image. The east corner, however, appears to have a slightly overhanging eave along the building's eastern elevation, as it does today. Consequently, the current gable roof appears to have been in place by the early 1970s. Although the roof's alteration and the incompatible infill at the entry detract from Shaffer's original design, the building's character-defining features, notably its ornate entry arch, projecting central bay, cast stone decorative elements, and unusual fenestration, are intact and convey its integrity of design and materials.

At 404 East Poythress Street (116-5092-0009), just east of the city jail, is a large building that once housed a metal processing plant and later a printing service. The Commercial style common-bond brick building has a shallow raking front gable roof and distinctive brick diapering on the façade and the northernmost bay of the west elevation. Later brick infill has been installed within the northern façade's storefront and the northern half of the west elevation's aforementioned bay. Storefront windows with fixed plate glass and a centered entry with a single-leaf, single-light metal door pierce the storefront. Built in 1929, the commercial building is nearly contemporaneous with the neighboring jail, and its heavy massing and decorative brickwork nicely complement the jail's substantial mass. Similar to the jail, according to Sanborn maps, the commercial building appears to have originally had a flat or shed roof. Aerial photographs demonstrate that the gable roof was in place by 2002, along with the small, recessed, one-story, brick, front-gable addition on the building's eastern elevation. Due to these alterations, the building's integrity of design is clearly diminished. However, the distinctive decorative brickwork has been retained and, as it is contemporaneous with the neighboring jail, the building conveys important aspects of the historic setting, association and feeling within the district.

Inventory

The following inventory lists the newly added resources within the two boundary expansion areas. For each increase area, the inventory is organized alphabetically by street name and then numerically by address number. Each entry provides the address, VDHR File Number, other DHR ID number if applicable, resource type, number of stories, style, construction date, and contributing status. The contributing/non-contributing status of each building was determined based on the integrity of each building as they support Criteria A (Commerce) and C (Architecture) during the Period of Significance (1915-1965). Resources are keyed to the attached Sketch Map by the last four digits of the resource's inventory number (i.e., -0001).

Boundary Increase Area 1

City Point Road

East 202 City Point Road

116-5092-0001

Other DHR Id#:

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Primary Resource: Service Station (Building), Stories 1, Style: Commercial Style, 1958

Contributing *Total: 1*

Secondary Resource: Sign (Object), 1995

Non-contributing *Total: 1*

East 207 City Point Road **116-5092-0002** *Other DHR Id#:*

Primary Resource: Service Station (Building), Stories 1, Style: Commercial Style, 1952

Contributing *Total: 1*

East 217 City Point Road **116-5092-0003** *Other DHR Id#:*

Primary Resource: Meeting/Fellowship Hall (Building), Stories 1, Style: Mixed (more than 3 styles from different periods), Ca 1970

Non-contributing *Total: 1*

Secondary Resource: Flagpole (Object), ca. 1970

Non-contributing *Total: 1*

Poythress Street

East 225 Poythress Street **116-5090** *Other DHR Id#: 116-5092-0010*

Primary Resource: Commercial Building (Building), Stories 1, Style: Moderne, 1960

Contributing *Total: 1*

Secondary Resource: Shed (Building), 1960

Contributing *Total: 1*

East 226 Poythress Street **116-5092-0004** *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, 1953

Contributing *Total: 1*

East 232 Poythress Street **116-5092-0005** *Other DHR Id#:*

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, 1970

Non-contributing *Total: 1*

West Randolph Road

West 215 Randolph Road **116-5091** *Other DHR Id#: 116-5092-0011*

Primary Resource: Commercial Building (Building), Stories 1.5, Style: Moderne Style, 1948

Contributing *Total: 1*

Boundary Increase Area 2

Poythress Street

East 350 Poythress Street **116-5092-0007** *Other DHR Id#:*

Primary Resource: Government Office (Building), Stories 1, Style: Post Modern, 1992

Non-contributing *Total: 1*

Secondary Resource : Sign (Object), 1992

Non-contributing *Total: 1*

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East 402 Poythress Street **116-5092-0008** *Other DHR Id#:*
Primary Resource: Jail (Building), Stories 2, Style: Other, 1928 Contributing *Total: 1*

East 404 Poythress Street **116-5092-0009** *Other DHR Id#:*
Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, Ca
1929 **Contributing** *Total: 1*

Integrity Analysis

The two discrete areas that compose the Downtown Hopewell Historic District 2018 Boundary Increase have integrity of location and association as part of the City's downtown core. Within Boundary Increase Area 1, the historic resources are reflective of extensive societal changes, due largely to adoption of automobile transportation, that have shaped the built environment here from 1915 to the early 1960s. The district's period of significance begins at the dawn of the automobile age and coincides with the waning years of two decades of sustained economic growth that had begun during World War II. By 1960, automobile transportation had been widely accepted as the transportation mode of choice, even in the face of unparalleled costs related to expanding road-related infrastructure, particularly interstate highways. The historic resources within Boundary Increase Area 1 are directly associated with these trends. In terms of integrity of setting, this boundary increase area retains the character of an area that dates to auto-centric transportation, with large parking lots, numerous auto-related businesses, and wide streets with multiple travel lanes. Some of the individual resources within Boundary Increase Area 1 have diminished integrity of design and materials, particularly with regard to storefronts that have been altered with infill materials. Other commercial buildings, however, most notably the former auto dealership at 215 West Randolph Road, retain high integrity of design and materials. The integrity of workmanship for the resources within Boundary Increase Area 1 is generally maintained, and typical of commercial buildings constructed from the postwar era to the early 1960s, with a heavy reliance on standardized construction materials and an emphasis on mass production; these trends became steadily more pronounced across the twentieth century. The overall integrity of feeling of Boundary Increase Area 1 moderate, as some of the commercial resources along West Poythress Street are vacant; however, the continued presence of auto-related businesses do illustrate the area's historical associations.

Boundary Increase Area 2 is smaller, consisting of a less than two-block stretch of the south side of East Poythress Street. Integrity of location is maintained within the boundary increase area, while the setting has been altered by the presence of the noncontributing commercial building at 350 East Poythress. Notwithstanding this, the visual continuity within Increase Area 2 toward the rest of the historic district is evident. At the eastern end of the increase area, the former city jail is the architectural highlight and its neighbor, a brick commercial building, features robust decorative brickwork. Thus integrity of workmanship and materials are present, despite the aforementioned alterations to the roofs of the two contributing buildings that affected their integrity of design. The former jail's integrity of association ties the increase area to the core of the Downtown Hopewell Historic District, where many governmental buildings are located along

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Main Street. The 1929 jail was constructed just four years after the Classical Revival-inspired municipal center and the jail's interesting decorative cast stone elements and elaborate entry arch certainly echo that style. Integrity of feeling within Boundary Increase Area 2 is fair, primarily due to the continuity of the built environment along East Poythress Street. Beyond the boundary increase area's historic boundary, the jail and contributing commercial building are essentially surrounded by dense woodlots to the north, east, and south. Sanborn maps show that approximately a dozen dwellings, along with small outbuildings, once were arrayed along Main Street east to its intersection with Marks Street.

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8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

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

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMERCE

TRANSPORTATION

Period of Significance

1928-1960

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Shaffer, Mathew T. (architect)

Rose, Frank J. (contractor)

Brewer, J.L. (contractor)

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

The Downtown Hopewell Historic District 2017 Boundary Increase is locally significant under Criterion A for its association with historic events and trends in the areas of Commerce and Transportation, and under Criterion C in the area of Architecture. The district's original 2002 nomination describes Hopewell's downtown area as a central location for government and commerce, with much of its development driven by the DuPont Corporation's nearby industrial complexes. The 2013 and 2015 boundary adjustment nominations expanded the commerce theme and added Transportation as an area of significance by considering the influence of automobile transportation, especially in the aftermath of World War II, on the district's evolution. Within the 2012 and 2015 boundary adjustments, as well as the current two expansion areas, residents' increased reliance on personal automobiles and related commercial services are echoed in the architecture and landscapes of stores, garages and a sprawling dealership. The proposed 2017 Boundary Increase extends the district's boundaries to their logical geographical and temporal limits by bringing in several more resources associated with transportation and commerce, as well as the architecturally distinct former city jail. Buttressing the Transportation area of significance, this nomination includes three service stations, a Moderne-influenced automotive dealership, and a purpose-built auto parts store, while the contributing commercial buildings reflect some of the last examples of Hopewell's post-World War II commercial development. The period of significance for this boundary increase is from 1928 to 1960, beginning with the jail's construction and ending with the final evidence of historically significant commercial expansion in the district.

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

Architecture

In 1915, downtown Hopewell was described as being built mostly with flimsy, weak materials such as "tin, tar paper, packing boxes and canvas."³ That year, following a fire that devastated a large swath of the businesses extant in Hopewell at the time, property owners took to more permanent construction methods. Brick buildings from the period immediately following the fire still remain, and were included in the original Downtown Hopewell Historic District boundaries as listed in 2002. Brick buildings still standing today were not only built as replacements to those lost in the fire, but also house additional businesses to serve the rapidly expanding city. Population growth exploded in 1917 after the United States' entry into World War I, and especially after the construction of Camp Lee, a nearby army post. Necessary municipal buildings began to be updated and constructed to serve the growing population, including a

³ Lutz. The Prince George-Hopewell Story (Richmond, VA: The William Byrd Press, Inc., 1957), p. 227

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municipal building in 1925 and a new jail in 1928.⁴ The jail, located at 402 East Poythress Street, represented not only continued growth in population, but an expansion in the city's geographic area and continuation of the shift from wood buildings to fireproof construction..

Ordered years prior by a local judge after several successful escapes from the old wooden jail nearby, contractors Frank J. Rose and J.L. Brewer completed and opened the building in June of 1928.⁵ The jail was designed by Richmond architect Matthew T. Shaffer, who remained active in Virginia from 1929-1931, before moving his architectural practice to New York City.⁶ Shaffer won the project over two other prominent Virginia architects: Osbert L. Edwards and Fred Bishop, both of whom have substantial design credits throughout eastern Virginia.⁷

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

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

The second floor is the jail proper and will have steel cells for forty prisoners and a prison kitchen. Each cell will have toilet and sanitary washstand with running water.⁸

A product of the Jim Crow era of legally mandated racial segregation, the jail was constructed with segregation of its prisoners by race as a key design component. "Negroes [sic] and whites will be placed in separate compartments, with ample provision for further segregating different types of criminal, both male and female," explained the *City and Tri-County News*. Also specified in the plans for the jail were "high-built windows" that "throughout the structure assure adequate day-light for persons wishing to read or perform duties inside."⁹ These windows remain intact throughout the building.

⁴ McRae, Jean, Sarah Meacham and Ashley Neville, *Downtown Hopewell Historic District National Register of Historic Places Registration Form* (December 2001), available at Archives, Virginia Department of Historic Resources, Richmond, VA.

⁵ "Rapid Progress On New Jail Building." *City and Tri-County News*, 10 Feb. 1928.

⁶ Wells. *The Virginia Architects 1835-1955: A Biographical Dictionary* (Richmond, VA; New South Architectural Press, 1997), p. 404

⁷ "Contracts Made by City Council are Contingent Upon Success of Proposed \$50,000 Bond Issue Vote: Design Specifications for New Jail and Police Building Let.," *City and Tri-County News*, 16 Sept. 1927.

⁸ "Build New Jail About As Cheap As The Old One," *City and Tri-County News*, 23 Dec. 1927.

⁹ "Expect Hopewell's New Jail To Be Occupied Next Week, Is Declared 'Escape Proof,'" *City and Tri-County News*, 29 May 1928.

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The fireproof building was constructed of steel, stone, brick and concrete, making it a major departure from the previous frame jail building. The cost of the building was around \$30,000, which the city manager claimed was “about as cheap as the old wooden jail.”¹⁰ The construction and design of the jail was not only believed to be fireproof, but also escape proof, with “super-strength” cell bars, and stairs “protected by double tiers of barred doors, through which the jailer may look within, in case of uprisings or disturbance, without fear of being overpowered by prisoners.”¹¹ After construction was completed and the building completely furnished, prisoners were marched from the old wooden jail, less than a block away, “six at a time, handcuffed in pairs” until all of the first 25 of its inhabitants were confined.¹²

Commerce

Hopewell developed both economically and socially as a result of a continued trend of industry introduced to the area by the DuPont Corporation.¹³ DuPont helped guide Hopewell into becoming a city capable of thriving in even the toughest economic conditions, thanks largely to a contemporary industry that was able to succeed during war and when there were poor economic circumstances elsewhere. After the 1915 fire destroyed much of the building stock, residents had the resources to rebuilding, this time with more substantial materials, such as brick and concrete.

The 1915 fire coincidentally occurred after World War I began and demand for DuPont’s products dramatically increased. After the war ended in November 1918, demand for goods from the DuPont chemical works subsided, but rather than closing their doors, the company was able to sell some of its plants to other corporations. Because of this, unemployment stayed low and the city of Hopewell was able to continue to thrive through the 1920s and the 1930s. According to interviews with local history room assistant librarian and archivist, Jeanie Langford, employees of the numerous plants in the area were able to succeed, purchasing cars and commuting to and from work, even during the Great Depression.¹⁴

Thanks in large part to its five large chemical plants, Hopewell “sustained an astounding financial growth from 1938 to 1950.” During this time, retail sales in area business grew from just over \$2 million to nearly \$12.5 million and the population steadily increased.¹⁵ In the midst of this prosperity, the growing population demanded more and more services that local businesses eagerly provided, most notably in the still-emerging automobile market with dealerships, parts stores, and repair shops, as well as better publicly-financed infrastructure, including roads and parking.

¹⁰ *City and Tri-County News*, 23 Dec. 1927. This claim stretches credulity and may be more indicative of local concerns with minimizing public expenditures versus an accurate construction cost comparison between the two buildings.

¹¹ *City and Tri-Counties News*, 29 May 1928.

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

¹³ Sadler et. al., *Downtown Hopewell Historic District Nomination Update and Boundary Adjustment*, 2013.

¹⁴ Oral History: Jeanie Langford

¹⁵ Calos, Easterling, Rayburn, *Old City Point and Hopewell; The First 370 Years* (Norfolk, VA: The Donning Company/Publishers, 1983), p. 160

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The Hopewell area also hosted the U.S. Army's Camp Lee during World War I. The camp closed in 1921 and all its buildings were razed but the federal government retained ownership of the land. Camp Lee was reestablished during World War II, and infrastructure to support the massive influx of soldiers was built, including four "motor repair shops."¹⁶ New or expanded roads, including several state routes and highways leading to Hopewell and Camp Lee, allowed for easier access to the area and "...brought one-fourth of the nation's population within overnight shipping distance of Hopewell."¹⁷ At its peak population, in December 1942, around 45,000 officers and enlisted troops lived at Camp Lee. By the time the Camp was made a permanent installation and re-named Fort Lee in 1950, it was home to just 12,000 soldiers, but this was enough to warrant the construction of more shops, homes, apartments, and roads in the vicinity.¹⁸ Fort Lee continues to be a major presence in the Hopewell area today.

Transportation

As stated in the 2013 nomination that increased the historic district's boundaries, "[The buildings in downtown Hopewell] represent the evolution of Hopewell from an early twentieth-century boomtown to a modern city with structures that serve the social, civic, and governmental needs of the populace."¹⁹ In addition to these buildings, transportation infrastructure was constructed to accommodate two important trends in early twentieth century transportation: first, mass transit via a trolley system, and second, personal transportation via automobiles. The importance of personal and public vehicles shaped the commercial and physical landscape of Hopewell dramatically and is still readily apparent today. Hopewell's first bus service began in 1921 and by 1922 "the [neighboring] county was beginning to be more road conscious."²⁰

Virginia State Route 10, known in Hopewell as Randolph Road, has a long history in the area. Originally a stagecoach road, it was paved in the early twentieth century to accommodate the growing needs of private and public, as well as military, automobile traffic. Its widening during the mid-twentieth century, however, is considered by many local and longtime residents to be one of the key reasons for Hopewell's economic decline starting the 1960s. Travelers who would likely once have stopped in the city for shopping, meals, or lodging, now found a route that was easier to navigate through and required fewer breaks.²¹

As this boundary increase nomination demonstrates, East Poythress Street has had a long automotive history as well. In contrast to Broadway Avenue and Main Street's partiality to entertainment and more fashionable commerce, auto parts stores, as well as dealerships and

¹⁶ Lutz, p. 267

¹⁷ Lutz, p. 278

¹⁸ Calos, p. 160

¹⁹ 2013 Boundary Expansion

²⁰ Calos, p.109, 116.

²¹ Jeanie Langford, personal communication.

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garages, have populated the buildings along Poythress Street since at least the 1930s when businesses such as Allied Auto Parts and Dunnington Motors were located on this street.

The most important business and transportation-related resource within this district expansion is the former Broyhill's Ford dealership (116-5092-0011) at the corner of East Poythress Street and Randolph Road. Ray R. Broyhill opened Broyhill's Auto Service Center at this location in 1939 and sold automotive supplies and gasoline and offered repair services.²² In 1948, Broyhill constructed a new building at the corner of Poythress and Randolph Streets, and it is this building that still stands today. The new dealership building featured a large sales room fronting both streets, administrative offices on the mezzanine floor, and new and enlarged service departments and an auto paint shop in sections further down Poythress Street. The fenestration patterns of the dealership at the corner, down to the auto paint shop in the last bay, are still clearly identifiable from mid-twentieth century advertisements.²³

Within boundary increase area 1, a majority of the other contributing resources also were linked to the automobile industry in some fashion. The large commercial building and warehouse at 202 East City Point (116-5092-0001) housed Harrison Tire Service Inc. from its construction in 1958 until 1990, and continues to be the site of a tire business today. For much of its history since its construction ca 1952, the property at 207 East City Point Road (116-5092-0002), formerly 203 Commerce Road, was the location of Turner's Welding, which was the last business located in this now-vacant building. The ca. 1960 light industrial buildings at 225 East Poythress Street (116-5092-0010) appear to have housed an automobile body repair shop for most or all of its existence. The retail business at 226 East Poythress Street (116-5092-0004) has been an auto parts store since it was constructed in the mid-twentieth century: Allied Auto Parts Inc. occupied it for most of that time and it became a Napa Auto Parts store. Within boundary increase area 2, the distinctive commercial building at 404 East Poythress Street (116-5092-0009), constructed ca 1929, does not appear in early city directories and may have initially been used by the City Jail next door. Beginning in the mid-twentieth century, the Southern Metal Processing Co. occupied the building followed by Johnson Printing Services Inc. beginning in 1990.

²² "New Service Center To Open Saturday," *The Hopewell News*, Tuesday, May 23, 1939, p.4.

²³ "1949 Fords Will Go On Display Here Friday In Broyhill's New Building," *The Hopewell News*, Friday, September 28, 1951, p.4; "The Grand Opening of The New Broyhill's and The First Showing of The New '49 Ford" (advertisement), *The Hopewell News*, Tuesday, June 15, 1948, p.5; "Meet The Folks At Ray Broyhill's" (advertisement), *The Hopewell News*, Friday, September 28, 1951, p.4-5.

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Boundary Increase

Name of Property \

City of Hopewell, VA

County and State

9. Major Bibliographical References

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

“1949 Fords Will Go On Display Here Friday In Broyhill’s New Building,” *The Hopewell News*, Tuesday, June 15, 1948, p.4.

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

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

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Langford, Jeanie. Personal Interview. December 2014.

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

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

“Meet The Folks At Ray Broyhill’s” (advertisement), *The Hopewell News*, Friday, September 28, 1951, p.4-5.

“New Service Center To Open Saturday,” *The Hopewell News*, Tuesday, May 23, 1939, p.4.

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

“The Grand Opening of The New Broyhill’s and The First Showing of The New ’49 Ford” (advertisement), *The Hopewell News*, Tuesday, June 15, 1948, p.5.

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

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67) has been requested

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # _____

recorded by Historic American Engineering Record # _____

recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

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

Historic Resources Survey Number (if assigned): VDHR # 116-5092

10. Geographical Data

Acreage of Property 5.75 Acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

Boundary Increase Area 1

1. Latitude: 37.304860 Longitude: -77.283120

2. Latitude: 37.305730 Longitude: -77.281440

3. Latitude: 37.305470 Longitude: -77.281230

4. Latitude: 37.304590 Longitude: -77.282900

Downtown Hopewell Historic District 2017

City of Hopewell, VA

Boundary Increase

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County and State

Boundary Increase Area 2

- | | |
|------------------------|-----------------------|
| 1. Latitude: 37.303830 | Longitude: -77.286000 |
| 2. Latitude: 37.304780 | Longitude: -77.284200 |
| 3. Latitude: 37.303860 | Longitude: -77.283410 |
| 4. Latitude: 37.303560 | Longitude: -77.283470 |
| 5. Latitude: 37.303060 | Longitude: -77.284390 |
| 6. Latitude: 37.303190 | Longitude: -77.284670 |
| 7. Latitude: 37.303650 | Longitude: -77.285620 |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

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

The existing boundary for the Downtown Hopewell Historic District is being increased in two areas to add three resources on East City Point Road, one resource on West Randolph Road, and six resources on East Poythress Street. The true and correct historic boundaries for each area is shown on the attached Sketch Map/Photo Key.

Boundary Increase Area 1

This boundary increase area is immediately west of the existing historic district boundary. It is located along the 200 block of East Poythress Street, encompassing the eastern half of the block bounded to the north by East Poythress Street, to the east by Hopewell Street, to the south by East City Point Road, and to the west by West Randolph Road. A small section of this increase area runs along the southern edge of the 200 block of East City Point Road.

Downtown Hopewell Historic District 2017
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Boundary Increase Area 2

The second increase area extends from the district's existing eastern historic boundary to include the south side of the 300 and 400 blocks of East Poythress Street, terminating at a wooded area immediately east of the building at 404 East Poythress Street and extending to the rear lot line of these properties

Boundary Justification (Explain why the boundaries were selected.)

This expansion of the Downtown Hopewell Historic District includes resources that are directly associated with the historic district's areas and period of significance. Contributing resources within the boundary increase areas retain sufficient integrity to convey their significant association with commercial, transportation, and architectural trends that shaped the district from 1915 until 1960.

11. Form Prepared By

name/title: Jonathan Valalik, Marcus Pollard
organization: Commonwealth Preservation Group
street & number: 716 W 20th St.
city or town: Norfolk state: VA zip code: 23517
e-mail marcus@commonwealthpreservationgroup.com
telephone: 757-651-0494
date: September 5, 2017

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

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

Downtown Hopewell Historic District 2017
Boundary Increase

City of Hopewell, VA

Name of Property \

County and State

Photo Log

Name of Property: Downtown Hopewell Historic District 2017 Boundary Increase

City or Vicinity: Hopewell

State: Virginia

Photographer: Jonathan Valalik

Date Photographed: August 29, 2017

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

- 1 of 6. VA_Hopewell_DowntownHopewellHistoricDistrictBoundaryIncrease2017_0001.
Streetscape view along Randolph Road, including former dealership at 215 West Randolph Road at right, looking N/NW
- 2 of 6. VA_Hopewell_DowntownHopewellHistoricDistrictBoundaryIncrease2017_0002.
Streetscape view along East Poythress Street elevation including former dealership at left, looking NE
- 3 of 6. VA_Hopewell_DowntownHopewellHistoricDistrictBoundaryIncrease2017_0003.
Streetscape view along East City Point Road, including former service station at 202 E. City Point Road, looking SW
- 4 of 6. VA_Hopewell_DowntownHopewellHistoricDistrictBoundaryIncrease2017_0004.
Streetscape view along Hopewell Street, including the noncontributing meeting hall at left and the existing historic district at right, looking N
- 5 of 6. VA_Hopewell_DowntownHopewellHistoricDistrictBoundaryIncrease2017_0005.
Streetscape view along East Poythress Street within existing historic district, looking E
- 6 of 6. VA_Hopewell_DowntownHopewellHistoricDistrictBoundaryIncrease2017_0006.
View of former city jail at 402 East Poythress Street, Looking E

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

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

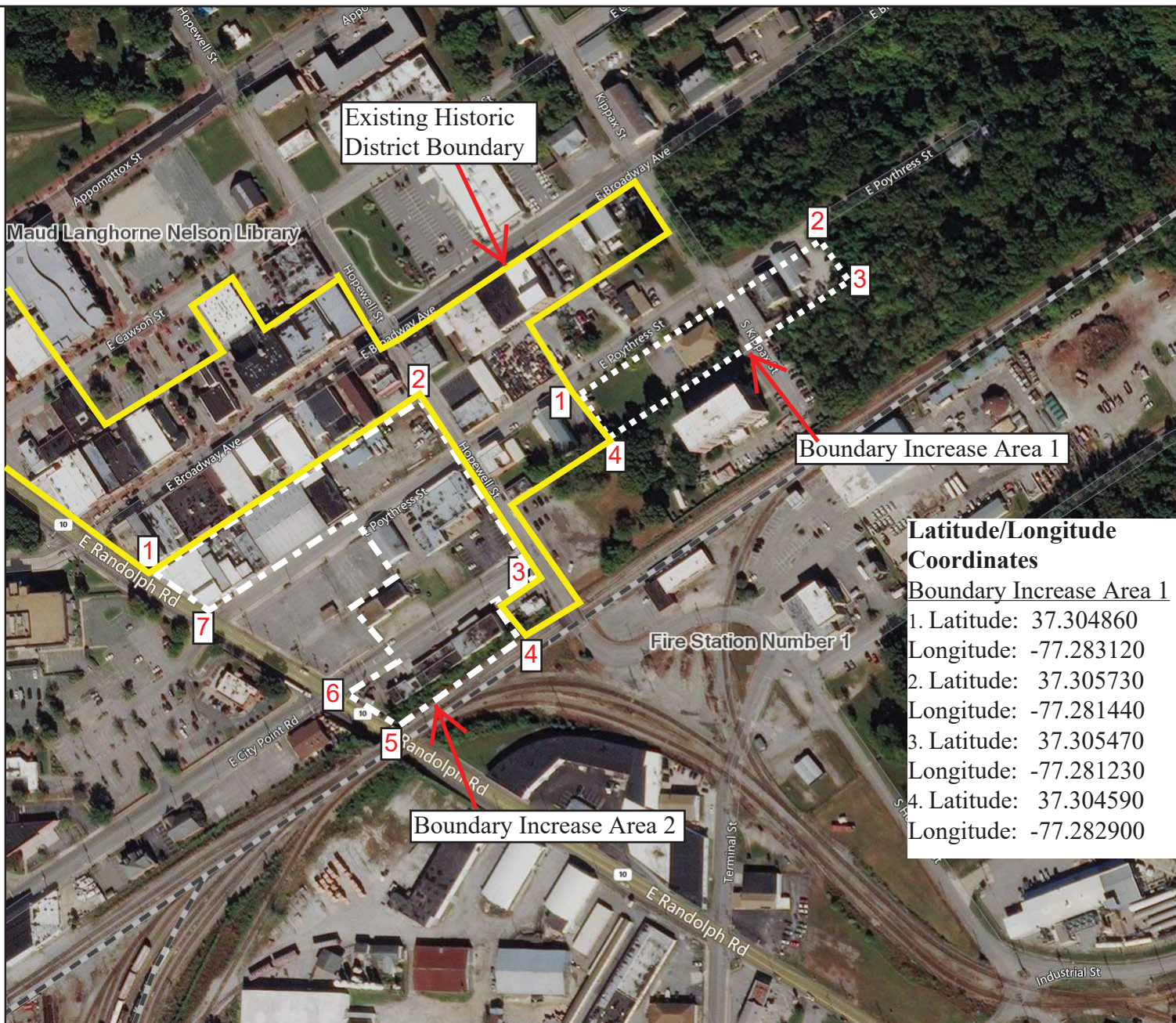


LOCATION MAP

Downtown Hopewell historic District 2017 Boundary Increase
City of Hopewell, VA
DHR No. 116-5092

Boundary Increase Area 2

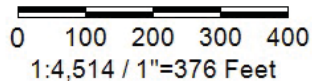
- 1. Latitude: 37.303830
Longitude: -77.286000
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- 3. Latitude: 37.303860
Longitude: -77.283410
- 4. Latitude: 37.303560
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Longitude: -77.284390
- 6. Latitude: 37.303190
Longitude: -77.284670
- 7. Latitude: 37.303650
Longitude: -77.285620



Latitude/Longitude Coordinates	
Boundary Increase Area 1	
1. Latitude: 37.304860	Longitude: -77.283120
2. Latitude: 37.305730	Longitude: -77.281440
3. Latitude: 37.305470	Longitude: -77.281230
4. Latitude: 37.304590	Longitude: -77.282900



Feet



Title:

Date: 2/27/2018

DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.

Notice if AE sites: Locations of archaeological sites may be sensitive to the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.

SKETCH MAP/ PHOTO KEY

Legend

- Streets
- Tax Parcels
- Railroad
- Structures**
- Building
- Photo Locations

Downtown Hopewell
Historic District
City of Hopewell, VA
2017 Boundary Expansion

C: Contributing
NC: Non-Contributing

Tax parcels tied together with same or associated resources

0 200 ft

N

