

NALP - 4/20/83  
VLR - 7/20/82

OMB NO. 1024-0018  
EXP. 12/31/84

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only  
received AUG 17 1982  
date entered

See instructions in How to Complete National Register Forms  
Type all entries—complete applicable sections

1. Name

Boundaries Historic District

historic Shockoe Slip Historic District

and/or common Same

2. Location

Roughly bounded by Main, 14th, and Cary streets, Downtown Expressway, Dock and 12th Sts.

Roughly bounded by Main, 14th, and Cary streets on the NE; by 15th St. on the street & number SE; by Dock St. and the RMA Downtown Expressway on the SW; and by S. 12th St. on the NW. N/A not for publication

city, town Richmond vicinity of congressional district

state Virginia code 51 county (in city) code 760

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial <input checked="" type="checkbox"/> transportation
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property

name Multiple Ownership

street & number N/A

city, town N/A vicinity of N/A state N/A

5. Location of Legal Description

courthouse, registry of deeds, etc. Richmond City Courts Building

street & number N/A

city, town Richmond state Virginia

6. Representation in Existing Surveys (See Continuation Sheet #1)

title (1) Downtown Richmond Survey has this property been determined eligible?  yes  no

date 1980  federal  state  county  local

depository for survey records Virginia Historic Landmarks Commission, 221 Governor Street

city, town Richmond state Virginia 23219

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date <u>N/A</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

**Describe the present and original (if known) physical appearance**

### SUMMARY DESCRIPTION

The Shockoe Slip Historic District consists of approximately nine irregular blocks of late 19th- and early 20th-century commercial buildings located at the southeast edge of Richmond's financial district. When originally placed on the National Register of Historic Places in 1972, the district included about half the current area, but it is being expanded because of the growing interest in the preservation and rehabilitation of the whole district, now well defined on all four sides. Most of the buildings in the present, enlarged district are from two to four stories in height and were erected as wholesale food or tobacco warehouses, with some serving light industry. The buildings generally are modified Italianate in style, somewhat restrained, but many are ornamented with fine cast-iron details such as window lintels and shop fronts. The focal point of the district is Shockoe Slip, a small, stone-paved, triangular piazza off E. Cary Street in which is located an ornamental, Italian Renaissance-style fountain installed to supply water for the teams of horses that formerly hauled goods through the area. Although there are gaps in most of the block facades, the district retains a compact, European feeling, rich in urbanity, and contrasts strongly with the cluster of tall, modern bank buildings immediately to the west. A few of the buildings still function as wholesale outlets or light industrial establishments, although over the past decade the district has become a very fashionable entertainment and retail area with many of the buildings being converted to restaurants, shops, offices, and even residential units. Strictly protected by a locally established historic zoning ordinance, the district, with its steady upgrading, is ever assuming a stronger identity in the business and social life of the city.

### DETAILED ARCHITECTURAL ANALYSIS

The Shockoe Slip Historic District is composed of low-scale late 19th-century commercial buildings, nearly all of which are of brick construction in a modified Italianate style. The district centers around a gently sloping triangular piazza, known as Shockoe Slip, which is bounded by E. Cary Street, S. 13th Street, and Canal Street. East Cary Street is the principal east-west thoroughfare through the district and contains the main concentration of buildings. Between S. 12th and S. 14th streets, on both sides of E. Cary, is a fairly complete facade of late 19th-century warehouse and light industrial buildings. Most of the buildings are three stories tall with either bracketed or corbeled cornices. The majority of them retain handsome cast-iron shop fronts with ornamental pilasters and cornices. The shop fronts are one of the district's principal distinguishing characteristics. Gaps in the E. Cary Street facade occur at the northeast corner of S. 12th and E. Cary streets where two, three-bay buildings were demolished in 1973. A serious gap was created in 1973 on the south side of E. Cary between 1311 E. Cary Street and Virginia Street when five, three-bay, three-story commercial buildings were destroyed by fire. The majority of the remaining buildings along Cary Street west of S. 14th Street have either undergone rehabilitation in recent years or are scheduled for it. The conversions of the buildings to retail and entertainment use have changed the psychological character of the neighborhood, and although some of the local color has been lost in the process, the prevailing quality of the place less than a decade ago had become one of abandonment and deterioration. This cultivation of the district's architecture has spurred other types of rehabilitation such as the relaying of many of the sidewalks with brick, the planting of trees, the installation of historic-style

(See Continuation Sheet #1)

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates N/A Builder/Architect N/A

### Statement of Significance (in one paragraph)

#### STATEMENT OF SIGNIFICANCE

Encompassing some nine city blocks on the southern slopes of Richmond's Capitol Hill is the Shockoe Slip Historic District, a compact area of three- and four-story brick commercial structures, many with cast-iron architectural trim. Although leveled by the Evacuation Fire of April 1865 and rebuilt soon thereafter, the district has served as the site of warehouses, tobacco storage buildings, and mills since 1780. The focal point of the district, Shockoe Slip, is an early passageway from Main Street to the James River and Kanawha Canal which incorporates a small triangular piazza with a decorative fountain. The numerous, well-preserved, late 19th-century commercial and industrial buildings, while individually simple in design, achieve an intricate pattern and texture, especially along E. Cary Street. Following a general economic decline in the first half of the 20th century, preservation activity in the area during the last decade has served as a major catalyst for redevelopment, and the extended boundaries of the district reflect the Slip's recent transformation into one of downtown Richmond's most attractive features. The name "Shockoe" comes from "Shaccoe Creek," which originally formed the eastern boundary of the district. The name is also closely associated with Shockoe Warehouse, the largest warehouse and tobacco inspection center in antebellum Richmond.

#### HISTORICAL BACKGROUND

As early as 1780 the Shockoe Slip boasted some of Richmond's most important buildings. A barn-like structure was erected in that year at the northwest corner of S. 14th and E. Cary streets to serve as the temporary capitol and was occupied by the General Assembly until 1788 when Jefferson's capitol was completed. Early maps show that by 1810 the Hay Scales (for weighing tobacco) were located on the southwest corner of S. 12th and E. Cary streets, with Shockoe Warehouse occupying a large part of the block between the Canal and the river. Mayo's Bridge stood approximately where the 14th Street Bridge stands today connecting Shockoe Slip with the town of Manchester on the south bank of the James. Ross's Corn and Merchant Mill stood at the end of S. 12th Street, and a ferry lot and boat landing served passengers at S. 15th and S. 16th streets.

Later maps indicate that the Shockoe Slip area continued to serve as a hub of commerce and industry into the mid-19th century, with the large turning basin of the Kanawha Canal located at the western boundary of Shockoe Slip in close proximity to the huge Haxall milling complex to the south. In addition to various tobacco warehouses and supporting light industry, Shockoe Slip in the antebellum period had two of the city's leading hotels: the Columbia Hotel at S. 13th and E. Cary and the Eagle Hotel on E. Main Street between S. 12th and S. 13th streets. The large Shockoe Warehouse stood at the south end of the Shockoe Slip plaza. The 1859 Ferslew map of Richmond shows that a depot was constructed just west of S. 14th Street in the same vicinity as the present Southern Railway sheds. Also indicative of the commercial importance of the area was the location of the old U.S. Customs House on the east side of S. 15th Street between E. Main and E. Cary, where it stood until the new customs house was completed in 1858.

## 9. Major Bibliographical References (See Continuation Sheet #16 )

Gnesson, Michael B. Richmond After the War, 1865-1890. Richmond: Virginia State Library, 1981.  
 Dabney, Virginius. Richmond: The Story of a City. New York: Doubleday and Co., 1976.  
 Hill Directory of Richmond, Virginia. 1880, 1900, 1920.

## 10. Geographical Data

Acreeage of nomlnated property 2 1 acres

Quadrangle name Richmond, Va.

Quadrangle scale 1:24000

### UMT References

A	1 8	2 8 5	0 8 0	4 1 5 6	8 5 0	B	1 8	2 8 5	1 5 0	4 1 5 6	6 4 0
	Zone	Easting		Northing			Zone	Easting		Northing	
C	1 8	2 8 5	0 8 0	4 1 5 6	5 6 0	D	1 8	2 8 5	0 1 0 0	4 1 5 6	5 2 0
E	1 8	2 8 4	9 1 0	4 1 5 6	5 5 0	F	1 8	2 8 4	8 6 0	4 1 5 6	6 1 0
G	1 8	2 8 4	7 6 0	4 1 5 6	7 8 0	H	1 8	2 8 4	9 3 0	4 1 5 6	9 5 0

**Verbal boundary description and justification** Beginning at the intersection of the N right-of-way line of the Richmond Metropolitan Authority (RMA) Downtown Expressway and the E line of S. 12th St.; thence extending in a northerly direction along the E line of S. 12th St. to the intersection of the E line of S. 12th St. and the S line of E. Main St.; thence extending in an

**List all states and counties for properties overlapping state or county boundaries** (See Continuation Sheet #16 )

state	N/A	code	county	N/A	code
state	N/A	code	county	N/A	code

## 11. Form Prepared By

(2) John Albers, Historic Planner, City of Richmond  
 900 E. Broad Street  
 Richmond, VA 23219  
 (1) Virginia Historic Landmarks Commission Staff

organization Virginia Historic Landmarks Commission date July 1982

street & number 221 Governor Street telephone (804) 786-3144

city or town Richmond state Virginia 23219

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature H. Bryan Mitchell Resubmitted 2/28/83

H. Bryan Mitchell, Executive Director  
 title Virginia Historic Landmarks Commission date JUL 20 1982

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

SHOCKOE SLIP HISTORIC DISTRICT, RICHMOND, VA

Continuation sheet #1

Item number 6, 7

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6. REPRESENTATION IN EXISTING SURVEYS

- (2) Virginia Historic Landmarks Commission Survey (127-219)  
1970, 1978 State  
Virginia Historic Landmarks Commission, 221 Governor Street  
Richmond, VA 23219
- (3) National Register of Historic Places Inventory  
1971 Federal  
U.S. Department of the Interior/National Park Service  
Washington, DC
- (4) Historic American Buildings Survey  
1969, Inventory 1957 Federal  
Library of Congress  
Washington, DC

7. DESCRIPTION --

street lamps, and, most importantly, the restoration of the original fan-patterned granite pavers in E. Cary Street between S. 12th and S. 14th streets. The granite paving stones of Shockoe Slip itself fortunately were never covered over. Lending interest to the historic flavor of the streets are two Civil War cannons used as bollards, one at the corner of Shockoe Slip and E. Cary Street and one further down the south side of E. Cary Street.

The area's focal point, Shockoe Slip, is a most picturesque urban space bordered on the east side by the Columbian Block (1871), now a restaurant, and on the west by the Bowers Brothers Coffee Building (1870), now a retail, office, and residential building. Also on the west side is the Barrel Factory building, a large, late 19th-century commercial building scheduled for rehabilitation. A significant loss to the fabric of the piazza occurred in the 1950s with the demolition of the Shockoe Tobacco Exchange building, a robust, highly imaginative structure that closed the south side of the space and formed the backdrop for the fountain. The space is now a parking lot, but possible reconstruction of the Tobacco Exchange is under discussion.

The charming fountain, an Italian Renaissance urn-type fountain with an octagonal basin, all of stone, occupies the center of the piazza and was given in 1904 by Capt. Charles S. Morgan. The side of the basin is inscribed "In memory of one who loved animals." Water spews into the basin from the mouths of four grotesque masks around the edge of the urn. The fountain originally had a complicated ornamental jet, complete with light bulbs, rising from the urn but this has since been reduced to a simple pipe. Surrounding the fountain are irregularly spaced and shaped stone bollards.

Behind the piazza, across a small bridge to the opposite side of Canal Street, is a small city park, also triangular. Facing onto the park are three commercial buildings

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SHOCKOE SLIP HISTORIC DISTRICT, RICHMOND, VA

Continuation sheet #2

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7. DESCRIPTION -- Architectural Analysis

in the Italianate idiom. The northernmost building of the row was completed in 1982 in a scale and style to harmonize with the existing buildings: its elaborate cast-iron hood moldings were salvaged from a building on E. Main Street demolished for the construction of the new United Virginia Bank. Flowing into Shockoe Slip from the north is S. 13th Street. Located on the east side, between E. Main and E. Cary streets, is one of the district's most important buildings, a brick, four-part Italianate building with a four-unit shop front manufactured by the Tredegar Ironworks of Richmond. The ca. 1878 building has recently been restored and is now occupied by the Virginia Housing Development Authority.

As originally delineated, the historic district did not include the buildings fronting onto the south side of E. Main Street between S. 12th and S. 14th streets. They have been included in the expanded historic district as they are architecturally harmonious and have historic associations with Shockoe Slip. The principal intrusions in the block facade are the one-story commercial buildings at the southwest corner of S. 13th and E. Main streets and a parking lot at the southeast corner of the same intersection, formerly occupied by a very handsome mansard-roof building. The new White Tower restaurant at the southeast corner of S. 12th and E. Main streets represents the demolition of three bays of an important Italianate structure, although the architects were sensitive to the character of the area and designed the new restaurant to harmonize, even reusing cast-iron lintels salvaged from the former structure. (The client insisted on a new building over the protests of the architects who wanted to rehabilitate the earlier structure.) The most important building in the Main Street group is the Donnan-Asher Building at 1207-11 E. Main, an elaborate, twelve-bay, iron-front building individually listed on the National Register of Historic Places. Except for the corner parking lot mentioned above, the facade of buildings from S. 13th to S. 14th streets and around the corner is essentially complete and represents a fine grouping of Italianate commercial architecture richly decorated with cast-iron trimmings. The buildings in this block remain either vacant or occupied by wholesalers; the adaptive reuse that has occurred on E. Cary Street has not yet spread to this part of the district.

South 14th Street is a major thoroughfare through the district and at one time was regarded as the area's main commercial artery, as it leads directly to Mayo's Bridge, long Richmond's chief crossing of the James. Two excellent warehouse buildings

(See Continuation Sheet #3)



**United States Department of the Interior  
Heritage Conservation and Recreation Service**

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SHOCKOE SLIP HISTORIC DISTRICT, RICHMOND, VA

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7. DESCRIPTION -- Architectural Analysis

remain on the east side of S. 14th Street between E. Cary and Dock streets with additional structures of interest to the east facing onto both sides of S. 15th Street. The Winston Building on the corner of S. 14th and E. Cary streets has a notably fine cast-iron storefront consisting of a Doric colonnade. The buildings around S. 15th Street are still given over primarily to tobacco warehousing and thus preserve an element of the early functional flavor of the neighborhood.

Adding to the commercial and industrial quality of the district is the long railroad freight station facing onto S. 14th Street between Canal Street and the C & O Railroad trestle. On the opposite side of this building was formerly a small freight yard. Facing the yard on Virginia Street is one of the district's most distinguished commercial buildings, the 1879 W.R. Hill Building which has a splendid cast-iron shop front of twenty bays by Asa Snyder, one of Richmond's chief producers of architectural ironwork. The historic character of the freight yard is somewhat marred by the Downtown Expressway which crosses over the area on a viaduct. Fortunately the viaduct caused the demolition of none of the buildings. To the south of the expressway is another early warehouse but with a later facade. This building borders directly onto the James River and Kanawha Canal, one of the few sections of it in the city actually exposed and filled with water. This section of the canal provides the southern boundary of the historic district at this point. The canal goes underground at Virginia Street and flows covered over until it reaches the Richmond Dock, southeast of the district.

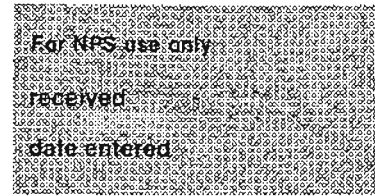
Forming a hard western boundary for the district is S. 12th Street, beyond which all historic buildings have been demolished. The only major nonconforming element on S. 12th Street is a modern parking deck at the northeast corner of Canal and S. 12th streets. The southeast corner of S. 12th and E. Cary streets is marked by the Tobacco Company building, a massive brick structure converted several years ago into what has become one of the most popular restaurants in the region.

On the whole, the Shockoe Slip Historic District, with its expanded boundaries across S. 14th Street and along E. Main Street, presents an important and highly conspicuous historic enclave in the midst of an ever-modernizing central business district rapidly becoming dominated by high-rise bank and office buildings. The district provides visual relief and a sense of time and place to the heart of one of the South's leading cities and provides excellent opportunity for the sympathetic adaptation of early buildings and infill of open spaces for the aesthetic and commercial enhancement of one of the city's most picturesque quarters.

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United States Department of the Interior  
National Park Service

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SHOCKOE SLIP HISTORIC DISTRICT, RICHMOND, VA

Continuation sheet #4

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7. DESCRIPTION -- Inventory

An inventory of the approximately 75 structures comprising the Shockoe Slip Historic District follows. Buildings signified by an asterisk (\*) are noncontributing to the district. The inventory is arranged alphabetically by street name, followed by numbered streets.

Canal Street

1300 Block (#66) North Side

Parking lot including parcel 24 of Block #66.

1316: Parking lot including parcel 16 of Block #66. (Assumed demolition of concrete block building.)

Cary Street

1200 Block (#82) North Side

Parking lot including parcel 26-1 of Block #82.

1204: Three-story brick commercial building; three bays wide. Arched windows and corbeled cornice. 1871.

1206-8: Three-story brick commercial double building; six bays wide. Cast-iron storefronts; pilaster between fronts with segmental arched windows. 1871.

1210: Four-story brick commercial building; three bays wide. Cast-iron storefront; segmental windows and corbeled cornice. Italianate. 1868.

1210½: Four-story brick commercial building; three bays wide. Arched windows and corbeled cornice. 1870 (?).

1212: Three-story brick commercial building; three bays wide. First floor has oversized semicircular arches with stone keystones. Second floor has semicircular arches with stone sill; third floor segmental arches and stone sills. 1869.

1214: Three-story brick commercial building; four bays wide. Segmental arch windows, brick frieze, and corbeled cornice. Italianate. 1876.

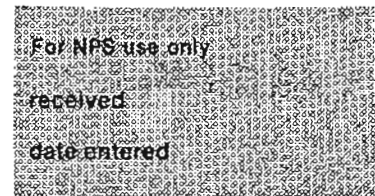
1216-18: Three-story brick commercial building; five bays wide. Segmental arch windows and wood cornice. Italianate. 1866.

(See Continuation Sheet # 5)



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7. DESCRIPTION -- Inventory (continued)

Cary Street (continued)

1200 Block (#65) South Side

- 1201: Three-story brick commercial building; five bays wide. Segmental windows and corbeled cornice. Italianate. 1866.
- 1205-7: Three-story brick commercial building; four bays wide. Pilasters between bays, segmental arch openings. Warehouse. 1880.
- 1209: Four-story brick commercial building; three bays wide. Cast-iron front with segmental windows and corbeled cornice. Italianate. 1874.
- 1211-13-15-17: Four-story brick commercial building; four fronts; sixteen bays wide. Third and fourth floors of 1215 removed. Unified cast-iron front in form of colonnade of Doric columns, segmental windows on upper floors and corbeled cornice. Barrel factory. Ca. 1865.

1300 Block (#83) North Side

- 1300-2: Three-story brick commercial building; five bays wide on both 13th Street and Cary. Rusticated pilasters between bays on first floor with segmental arches, niched pilasters on second floor with semicircular arches on second floor, smooth pilasters on third floor. 1869-70.
- 1304: Three-story brick commercial building; three bays wide; similar to 1300-2 with end pilasters only. 1869-70.
- 1308: Four-story brick commercial building; three bays wide. Cast-iron storefront with bracketed window cornices. Italianate. 1866.
- 1310: Three-story brick commercial building; three bays wide. Cast-iron storefront, segmental arch windows. 1870.
- 1312-14: Three-story brick commercial double building; six bays wide. Rectangular windows with altered first-floor fronts. 1872.
- 1316-18: Three-story brick commercial building; six bays wide. Segmental windows and corbeled cornice. Italianate. 1866.
- 1320-22: Parking lot including parcel 31 of Block #83.
- 1324: Parking lot including parcels 25, 28, 30 of Block #83.

(See Continuation Sheet # 6 )

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7. DESCRIPTION -- Inventory (continued)

Cary Street (continued)

1300 Block (#66) South Side

1301-3-5-7: Columbian Building: Three-story stuccoed brick above ground floor commercial building; three fronts; eleven bays wide. Rounded corner entry for one front, molded window hoods; modillion cornice. 1871.

1309: Three-story stuccoed brick above ground floor commercial building; three bays wide. Molded window hoods. 1871.

1311: Three-story brick commercial building; three bays wide. Segmental arch openings with stone keystones and sills. 1874.

1323-25-27: See appendix (Continuation Sheet #13)

Parking lot including parcels 7-11 of Block #66.

1329-31: See appendix (Continuation Sheet #13)

1400 Block (#70) South Side

1407-9: Three-story brick industrial double building; two fronts; six bays wide. Centered entry, segmental arched openings and corbeled cornice. 1878.

1411: Three-story brick industrial building; four bays wide. Segmental arch openings. Ca. 1870.

1415: Parking lot including parcel 4 of Block #70.

1417-19-21-23: Three-story brick industrial building; four fronts; twelve bays wide. Pilasters at center and corners, central entry per front, segmental arches and corbeled cornice. Ca. 1870.

1425-27-29: Jordan's Old Virginia Smokehouse: Four-story brick industrial building; seven bays wide. 1425 (first two bays) narrower with higher parapet. First two floors Flemish bond, third and fourth floors common bond. Semicircular arched openings on first floor. Ca. 1844; ca. 1880.

(See Continuation Sheet #7)

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7. DESCRIPTION -- Inventory (continued)

Exchange Alley

1300 Block (#83) South Side

1309-11-13: Three-story brick industrial double building; six pilastered bays wide; Two segmental arch windows with stone sills per bay per floor. Altered entries.

1315: Three-story brick industrial building; six bays wide. Segmental arch openings.

Main Street

1200 Block (#82) South Side

1201: Two-story brick commercial building constructed in 1977. Flat roof and cast-iron window hoods salvaged from original building on the site.

1203-5: Four-story brick commercial double building; six bays wide. Cast-iron, first-floor storefront with cast-iron window hoods, console bracketed cornice. 1870.

1207-13: Donnan-Asher Building: Four-story, cast-iron, Italianate-style commercial building; three fronts wide, four bays per front. Fluted Corinthian order throughout, middle shopfront removed. 1866. Iron facade cast by Heyward and Bartlett of Baltimore. (National Register of Historic Places).

(See Continuation Sheet #8)

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7. DESCRIPTION -- Inventory (continued)

Main Street (continued)

1200 Block (#82) South Side (continued)

1215: Four-story brick commercial double building built in 1916. Two, three-part windows per bay, stone coping and fourth-floor window arches. Carneal and Johnston, architects.

\*1217-19: One-story brick commercial building on double lot built in 1955.

1300 Block (#83) South Side

1301-3-5-7: Parking lot including parcels 1-4, 50 of Block #83.

1309: Four-story stuccoed brick commercial building; four bays wide. Cast-iron, first-floor storefront, cast-iron segmented window hoods and sills. 1870.

1311: Three-story brick commercial building; three bays wide. Cast-iron storefront with flat molded hoods and sills. Italianate. Ca. 1871.

1313: Three-story stuccoed brick commercial building; three bays wide. Cast-iron storefront. 1871.

1315: Four-story stuccoed brick commercial building; three bays wide. Cast-iron storefront with bracketed segmental arch window hoods on second and third floors, molded flat hoods on fourth floor. 1872.

1317: Four-story brick commercial building; three bays wide. Cast-iron storefront, rough cut-stone lintels on second and fourth floors with circular brick arches on third floor. 1868; 1890 Romanesque refacing.

1319: Parking lot including parcel 10 of Block #83.

1321: Southern Railway Supply Co.: Three-story brick commercial building; three bays wide. Cast-iron storefront with molded segmented window hoods. 1868-1873. Marion J. Dimmock, architect.

1321½: Three-story brick commercial building; one bay wide. Cast-iron storefront, quoins, segmented window cornice on second-floor window flanked by Corinthian columns. Pedimented cornice with columns on third-floor window. 1873. Iron cast by Architectural Ironworks of Richmond.

1323: Three-story stuccoed brick commercial building; three bays wide. Cast-iron storefront with pilasters and string courses dividing bays and floors. Molded window hoods and console bracketed cornice. 1873.

(See Continuation Sheet # 9 )

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7. DESCRIPTION -- Inventory (continued)

Main Street (continued)

1300 Block (#83) South Side (continued)

- 1325-29: Three-story brick commercial building; seven bays wide on Main Street. First six bays form a double wide building with first-floor wood storefront. Seventh bay relates to corner entrance and 14th Street facade that has rusticated first floor with segmentally arched windows and door. Second and third-floor windows are rectangular, with wood cornice. Ca. 1866.

Shockoe Lane

1200 Block (#65) North Side

- 1206: One-story brick industrial building; eight bays wide; originally three stories. Pilasters divide bays with segmental arch openings.

Shockoe Slip

100 Block (#67) East Side

- 117: Two-story brick commercial building; three bays wide. Salvaged cast-iron front and semicircular window hoods. 1981-82.
- 119: Two-story brick commercial building; four bays wide. Brick pilasters on first floor, raised brick segmental arches on second. 1870s.
- 121: Two-story brick commercial building; four bays wide. Rusticated brick pilasters on first floor, raised brick segmental arches on second. Ca. 1870s.

100 Block (#67) West Side

- 120: City park.

(See Continuation Sheet #10)

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7. DESCRIPTION -- Inventory (continued)

Virginia Street

100 Block (#66) West Side

- 102: Three-story brick commercial building; three bays wide. Cast-iron storefront with segmental arched cast-iron window hoods on second and third floors, projecting corbeled brick cornice. Italianate. Ca. 1875.
- 104: Three-story brick commercial building; three bays wide. Flemish bond with contrasting colored headers, segmental arches on second and third floors. Vertical bounding defining first and second floors, corbeled cornice. Fenestration pattern repeats 102 Virginia. Early 20th century.
- 106: Parking lot including parcel 14 of block #66 (assumed demolition of brick service station).

100 Block (#67) West Side

- 114-16-18-20-22: W.R. Hill Co.: Three-story brick Italianate-style commercial building; five fronts; twenty bays wide. Modillion cornice extends length of building. Cast-iron storefronts of double doors, segmental arch windows. 1879. Cast-iron by Asa Snyder of Richmond.

100 Block (#52) West Side

- 140: Lady Bird Hat Company: Two-and-one-half-story brick industrial building; nine bays wide. Flemish-bond front with stepped parapet to shallow gable. Ca. 1907.

South 12th Street

O Block (#82) East Side

- 3-5: Three-story brick commercial double building; six bays wide, dentil cornice. Italianate. Ca. 1873.
- 7-9: Four-story brick industrial building; four bays wide. Segmental arch openings and heavily bracketed cornice. Italianate. Ca. 1881.
- 11-13: Five-story brick commercial building; three bays wide. Cast-iron storefront with rusticated brick end pilasters to fifth floor. Double windows with transoms on floors, two, three, and four. Six semicircular arched windows on fifth floor. 1900.

100 Block (#65) East Side

- 105-7: Three-story brick commercial building; four bays wide. Segmental arch windows and corbeled brick cornice. 1868.

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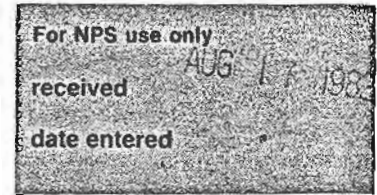
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7. DESCRIPTION -- Inventory (continued)

South 12th Street (continued)

100 Block (#65) East Side (continued)

109-111: Three-story brick commercial double building; six bays wide. Segmental arch windows with corbeled brick cornice. 1868.

113: Three-story brick industrial building; three bays wide. Granite sills, keystones and corner stones of segmental arches. Italianate. 1870.

South 13th Street

0 Block (#82) West Side

Parking lot including parcel 12-1 of block #82.

Parking lot including parcel 13, 15 of block #82.

0 Block (#83) East Side

9-11-13-15-17: Virginia Housing Development Authority Building: Four-story brick commercial building; four fronts; twelve bays wide. Cast-iron storefronts with pedimented center bay per front. Double pilasters divide facade in half, single pilasters into three bay quarters. Flat window arches on second and third floors with semicircular arches on fourth. ca. 1878.

19-21: Five-story brick industrial building; three bays wide. Fourth and fifth floors added. Bays divided by pilasters, segmental arched door in line with two arched windows above. 1871; 1913 (fourth and fifth floors added).

23: Two-story stuccoed brick industrial building; three bays wide. Altered first floor, semicircular arched windows on second. 1874.

25: Two-story brick commercial building; two bays wide. Wood storefront.

100 Block (#65) West Side

104: Bowers Brothers Building: Five-story brick commercial building; seven bays wide. Floors four and five added, segmental arches. 1870; 1977 (fourth and fifth floors).

\*110: Five-level parking garage structure of prestress concrete.

South 14th Street

0 Block (#83) West Side

4: Three-story brick commercial building; three bays wide. Cast-iron storefront and keystones in segmental arches. 1870s.



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7. DESCRIPTION -- Inventory (continued)

South 14th Street (continued)

0 Block (#83) West Side (continued)

- 6: Four-story brick commercial building; three bay wide. Cast-iron storefront four bays wide, segmental arch windows with keystones. 1870.
- 8-10: Four-story stuccoed brick commercial double building; eight bays wide. Cast-iron storefronts and segmental window hoods. Cornices different. Ca. 1875.
- 12: Parking lot including part of parcel 21 of block #83.
- 14: Three-story brick commercial building; three bays wide. Refaced older structure. Ca. 1920s.

100 Block (#69) West Side

- 100: Two-and-one-half-story brick industrial building; one front; three bays wide on Canal, nine fronts long on 14th Street. One-and-one-half-story, 17-bay warehouse extension on 14th Street. Hipped roof with hipped dormers. Italianate. 1869.

100 Block (#70) East Side

- 101-3-5-7: Four-story brick industrial double building; eleven bays wide. Cast-iron storefront, fluted pilasters at corners and between bays five and six, fluted columns, segmental arches. Ca. 1866.
- 109-11-13-15-17: Watkins-Cottrell Building: Three-story brick industrial double building; five-bay-wide first front, eight-bay-wide second. Segmental arch windows and corbeled cornice. Ca. 1875.
- 119-21-25: Three-story brick industrial building; seven bays wide. Rusticated brick base, two-story pilasters divide compound segmental arches and three-part windows in center five bays. Ca. 1910.

South 15th Street

100 Block (#70) West Side

- 110-12: Four-story brick industrial building; seven bays wide. First two bays over public alley. Altered first floor, segmental arch openings.
- 114: Three-story brick infill, industrial building; two bays wide. Irregularly spaced semicircular and segmental arched openings.

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7. DESCRIPTION -- Inventory AppendixCary Street1300 Block (#68) South Side

1323-25-27: Three-story brick commercial building; three fronts; twelve bays wide. Fronts divided by Doric pilasters with central portion capped by brick pediment. Ca. 1870.

1329-31: Three-story brick commercial building; three bays wide. Double windows on second and third floors. 1917.

8. SIGNIFICANCE -- Historical Background

During the final days of the Civil War, all of the buildings in the Shockoe Slip district were burned. Most remarkable was the speed with which Richmonders rebuilt in the devastated area, particularly along Main Street. Among the ironfront buildings with stores and offices completed before 1870 were the Donnan-Asher building at 1207-1213 E. Main and 1317 and 1325-29 E. Main as well as 1216-1218, 1201, 1211-1217, 1300-1310, 1316-1318, and 1329-1331 E. Cary. Several buildings on the numbered north-south streets also predate 1870 including 105-107 S. 12th, 109-111 S. 12th, 100 S. 14th, and 101-107 S. 14th streets. Like the antebellum buildings which they replaced, these structures housed both wholesale and retail establishments as well as warehouses, offices, and factories producing such goods required for shipping as barrels, twine, and cartons. Tobacco manufacture, wheat and corn milling, and metalworking, which had dominated the industrial scene of antebellum Richmond, gave way after the war to a greater diversification in manufacturing as the city entered into shoe and other leather goods production, printing and publishing, and food and drug processing on a large scale.

The largest single building campaign in Shockoe Slip in the postbellum era took place in the 1870s and reflected Richmond's determination to return to the American economic mainstream. As thriving railroads stimulated large-scale building of facilities and offices to serve them, large banks established headquarters in the area, including the Merchants National Bank on E. Main Street between S. 12th and S. 13th streets, Planters Bank at 12th and E. Main, and the National Bank of Virginia on E. Cary between S. 12th and S. 13th streets. Concentrated in the vicinity of Shockoe Slip itself and along the numbered north-south streets were importers and tobacco merchants' offices. Then as today, the area of S. 13th and E. Cary streets was dominated by several restaurants, most notably the building on the northeast corner, now Gatsby's, which has housed a retail food establishment for much of its history since 1868. Smaller retail shops and "confectioners" stood along both E. Main and S. 14th streets. The laying of the streetcar lines along Main Street, completed in 1869, made that artery particularly attractive for shops selling dry goods, notions, clothing, and hardware. This trend continued until the beginning of the 20th century, when, in conjunction with the westward movement of the population of the city, the buildings began to house an increasing number of wholesale rather than retail establishments. The rebuilding of the bridge carrying 14th Street across the James River to Manchester also served as a stimulus for shops along its trace.

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8. SIGNIFICANCE -- Historical Background

The area along E. Main, E. Cary, and Dock streets to the east of S. 14th Street has been dominated by quite different activity since the last quarter of the 19th century. Buildings constructed in that area, although maintaining a three- to five-story scale, are substantially larger than the structures to the west. These structures have traditionally housed warehouses, tobacco factories, and metal manufacturing enterprises, while also serving as the sites of several large lumbering mills. Notable warehouses built before the 20th century include the Watkins-Cottrell building (ca. 1875) and 1407 E. Cary (ca. 1878). At 1423 E. Cary stands Jordan's Old Virginia Smokehouse, the earlier part of which dates to 1844 with a substantial enlargement in 1880. Along both sides of S. 14th Street and dating from the late years of the 19th century were a number of printing establishments, several of which are still in operation today. Fourteenth Street thus served as both a bridge and a boundary line between the manufacturing and warehouse and the services, retail, and office, areas of the district.

The restored canal locks in the James River and Kanawha Cannal Historic District (National Register of Historic Places) on the southern boundary of Shockoe Slip, are tangible reminders of the dominant role played by transportation systems in the evolution of Shockoe Slip. Following the disastrous flood in 1879 that virtually destroyed all the canal system, the Richmond City Council accepted the proposal of James R. Anderson for upgrading and building substantial rail facilities in the city. Anderson's influence also touched Shockoe Slip, especially in the area of S. 14th, Virginia, and Canal streets, which had served as an important terminus for the old Richmond and Danville Railroad. Since the late 19th century the Southern Railroad (now the Norfolk-Southern) has continued this activity, with railroad tracks, train sheds, and railroad offices, along with factories manufacturing equipment for the railroad still dominating the spaces of the central and eastern portions of the district. With the introduction of electric streetcars in 1888 replacing the earlier horsedrawn trolleys, it became even easier for those living in the western reaches of the city to get to shops and work places in the Slip area. Advertisements in period newspapers and journals underscore the prosperous condition of retail and commercial activity in this section of Richmond throughout the remainder of the 19th century.

From 1920 until the commencement of rehabilitation efforts in the 1960s, Shockoe Slip and its environs suffered a general economic decline associated with the increasing availability of the automobile, the shift of population to the suburbs, and the general deterioration of the center city. Even before World War I the larger banks had closed their offices in the area and moved farther west along Main Street, while the offices of major tobacco companies, merchants, and other importers were removed to new high-rise buildings at 9th and Main. The growing number of suburban dwellers found it more convenient to shop closer to their neighborhoods, and Shockoe Slip in this period became almost exclusively an area of warehouse and wholesale facilities.

Since the mid-1960s Shockoe Slip has become the target of increasing rehabilitation and adaptive reuse efforts, beginning first with the opening of Sam Miller's Cafe in the Columbian Block of 1301 E. Cary followed by the relocation of First and Merchants

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8. SIGNIFICANCE -- Historical Background

Bank at 12th and Cary. Maintaining a remarkable uniformity of scale and use, restaurants and retail shops stand side by side with substantial brick warehouses and small factories along brick and cobbled streets and alleys that are better suited to pedestrian than to vehicular traffic. Where less than ten years ago the Slip had a blighted ghost-town appearance, the district today projects a picturesque image and has become one of the major downtown Richmond focal points of visitor traffic. Shockoe Slip has become identified internationally as one of preservation's more notable success stories, and preservation activity can be expected to make a major contribution to the continued revitalization of the district through the creation of new businesses and new jobs and the stimulation of increasing private investment in its redevelopment.

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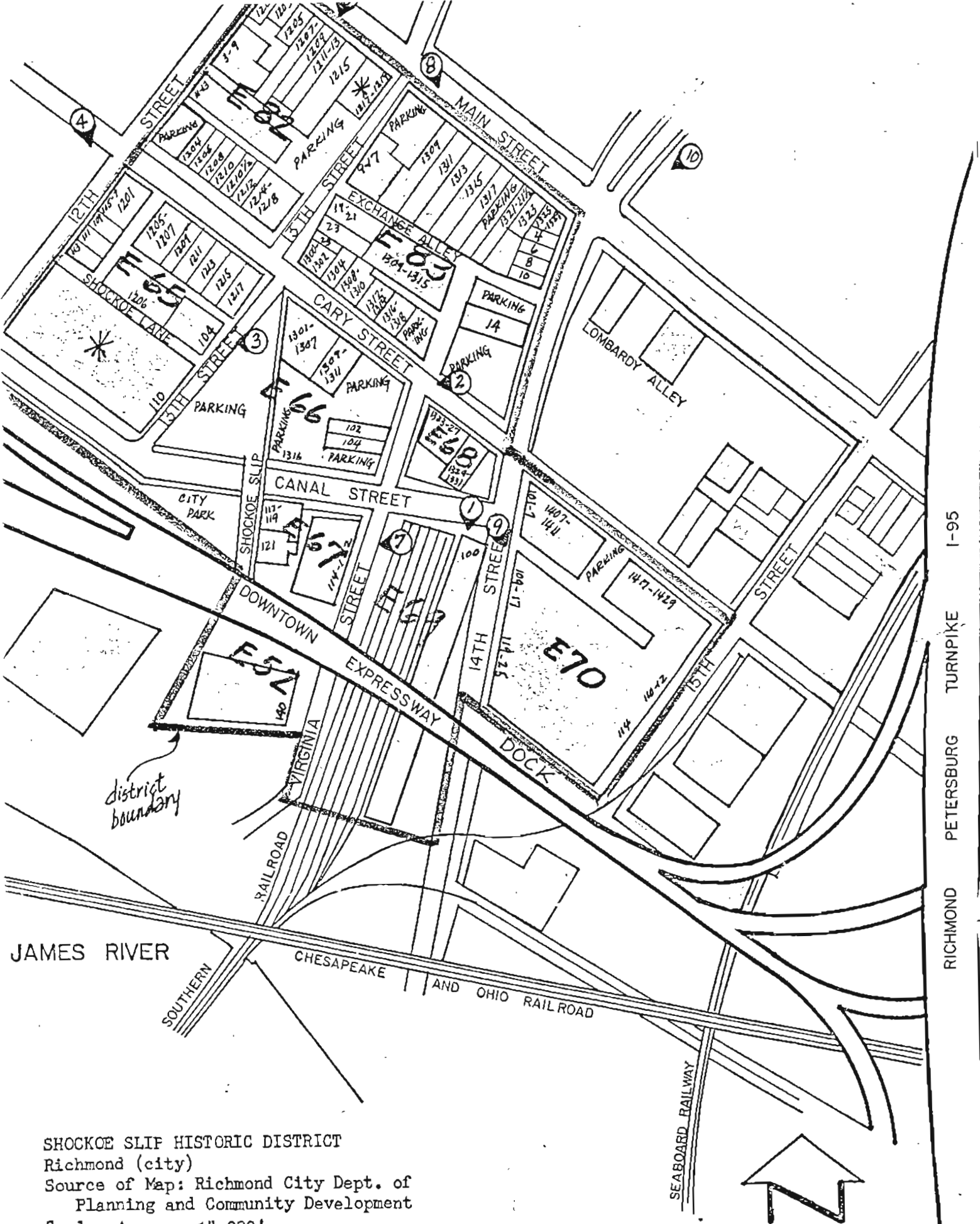
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10. GEOGRAPHICAL DATA -- Verbal Boundary Description & Boundary Justification

easterly direction along the S line of E. Main St. to the intersection with the W line of S. 14th St.; thence extending in a southerly direction along the W line of S. 14th St. to the intersection with the S line of E. Cary St.; thence extending in an easterly direction along the S line of E. Cary St. to the intersection with the W line of S. 15th St.; thence extending in a southerly direction along the W line of S. 15th St. to the intersection with the N line of Dock St.; thence extending in a westerly direction along the N line of Dock St. to a point at the intersection of the N line of Dock St. (extended) and the W line of S. 14th St.; thence extending 300' in a southerly direction along the W line of S. 14th St. to a point; thence extending in a westerly direction to the W right-of-way line of Virginia St.; thence extending in a northerly direction along the W right-of-way line of Virginia St. to a point at the intersection of the W right-of-way line of Virginia St. and the S building line of 140 Virginia St.; thence extending in a westerly direction along the S building line of 140 Virginia St. to a point at the intersection of the S building line (extended) of 140 Virginia St. and the E property line of Reynolds Metals North Plant; thence extending in a northerly direction to a point at the intersection of the E property line (extended) of Reynolds Metals North Plant and the N right-of-way line of the RMA Downtown Expressway; thence in a westerly direction along the N right-of-way line of the RMA Downtown Expressway to the point of origin.

Boundary Justification: The boundary has been drawn to include all of the properties in the original Shockoe Slip Historic District (except 1019-21, 1107-13, and 1117 E. Cary Street, all demolished in 1974), centering around Shockoe Slip, a hub of Richmond's commercial and industrial activity from the late 18th to the early 20th centuries. Also encompassed are those properties of significance along the south side of E. Main Street between 12th and 14th streets and those related historic warehouse buildings east of 14th Street between Dock, 15th, and Cary streets. The boundary has been extended south of Canal Street to include those historic railroad and warehouse structures between 14th Street, Shockoe Slip (Street) and the James River and Kanawha Canal.



**SHOCKOE SLIP HISTORIC DISTRICT**

Richmond (city)

Source of Map: Richmond City Dept. of  
Planning and Community Development

Scale: Approx. 1"=200'

1982

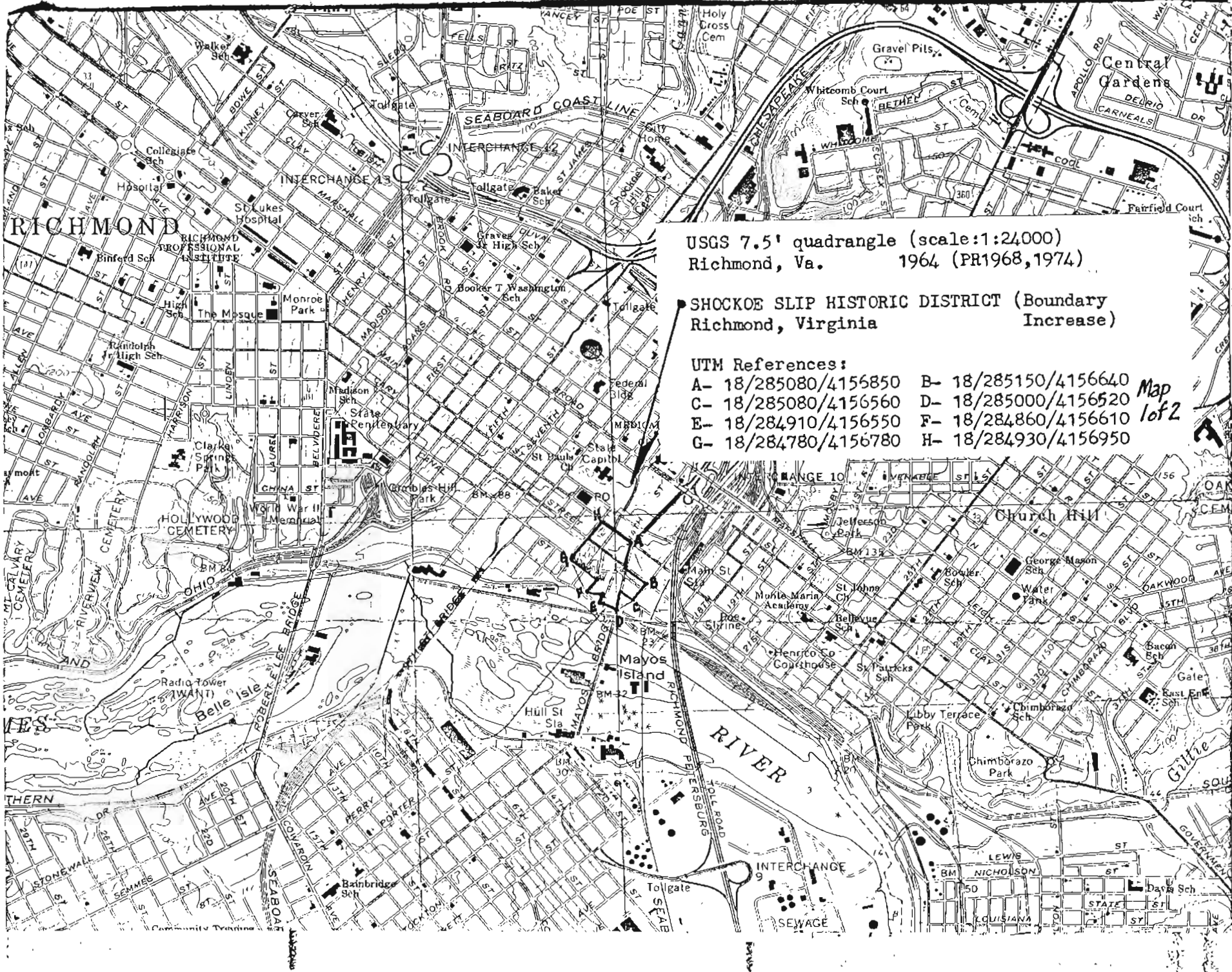
\*= Noncontributing Structures

CIRCLED NUMBERS WITH ARROWS INDICATE  
DIAPOGRAMMATIC VIEWS

Map 2 of 7

RICHMOND    PETERSBURG    TURNPIKE    I-95





USGS 7.5' quadrangle (scale:1:24,000)  
 Richmond, Va. 1964 (PR1968,1974)

SHOCKOE SLIP HISTORIC DISTRICT (Boundary Increase)  
 Richmond, Virginia

UTM References:

- |                      |                      |
|----------------------|----------------------|
| A- 18/285080/4156850 | B- 18/285150/4156640 |
| C- 18/285080/4156560 | D- 18/285000/4156520 |
| E- 18/284910/4156550 | F- 18/284860/4156610 |
| G- 18/284780/4156780 | H- 18/284930/4156950 |

Map  
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