Introduction

The Springhill Historic District was originally listed in the National Register of Historic Places on February 10, 2014. Since that time, research and review conducted by independent researchers Richard Helm, Lyle Browning, William Trout and Scott Williams have provided evidence of errors in the original nomination and significant documentation of the multiple-layered evolution of two properties within the historic district: the location of the former Manchester Waterworks and the location of a late 1970s high-rise apartment building for the elderly. This additional documentation is being submitted to correct the original nomination's numerous errors concerning these two properties and, more importantly, to provide a fuller understanding of the historic district's significance in the areas of Industry and Community Planning and Development.

The district's historic boundaries and areas of significance *have not changed* as a result of this update. The original nomination included an erroneous entry for 1920 Stonewall Avenue (DHR No. 127-6180-0062/ 127-0284) which was listed as having two contributing and two non-contributing resources. The resource referred to as an "aqueduct" in the original nomination in fact was a brick cellar and, moreover, was demolished during the 1970s. Therefore, the inventory entry for 1920 Stonewall Avenue has been corrected to show that the property has the contributing site of the water tower associated with the Manchester Waterworks, a non-contributing high-rise apartment building, and a non-contributing shed. Constructions dates for two resources, the Manchester Waterworks on Riverside Drive (DHR #127-6180-0060) and the dwelling at 620 W. 20th Street (DHR #127-6180-0036), also have been corrected.

The district's original two periods of significance *have changed* as a result of this update. The argument to define 1814-1834 as a period of significance for the district was based on misinterpretations of historic records and resultant faulty conclusions. Therefore, this period of significance *has been removed* from the historic district. The district's second original period of significance, 1870-1961, has been refined to begin in 1873 and end in 1961, beginning when residential development of Springhill is known to have commenced and ending with construction of the most recent contributing resources.

The following pages provide detailed narratives to update and correct the Springhill Historic District nomination, keyed to the numbered sections of the original nomination form that are changing as a result of the update. The additional research by Helm, Browning, and Trout has demonstrated that, while today it is an exclusively residential area, Springhill Historic District's quiet streets belie its history as a site for a Civil War-era fortification and a 19th-century municipal waterworks. The narratives below provide corrected descriptions and summaries of the resources associated with these historic events.

Section 5. Classification

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
75	29	buildings
1	0	sites
2	0	structures
0	0	objects
78	29	Total

Section 7. Description

Summary Paragraph

In the original historic district nomination, Springhill was described as a compact residential neighborhood on the south side of the James River, approximately one mile from the central business district of the City of Richmond, Virginia. The district is bounded by Riverside Drive and Springhill Avenue on the north; the alley running parallel to Semmes Avenue on the south; the rear property line of the houses facing West 19th Street on the east, and West 22nd Street on the west. The buildings in the neighborhood are all residential, with most houses ranging in date from circa 1900 to 1930, and a smaller number of houses and three apartment buildings dating from the World War II period through about 1964. The majority of housing stock was initially occupied by professionals and laborers employed in industries south of the James River. About one-third of the houses were rental properties in 1920. The Craftsman and Colonial Revival architectural styles prevail with numerous houses representing either the Bungalow or American Foursquare sub-types. A conceptual plan of the neighborhood was first published in 1848 when the area represented a small section of a larger planned town, Spring Hill. Legal plats depicting the present-day block-and-street-grid plan of the district were filed in Chesterfield County in 1862 and 1873. The earliest documented construction date of contributing dwellings within the district is 1873.

Narrative Description

The original historic district nomination indicated that the dwelling at 620 W. 20th Street (DHR #127-6180-0036) dates to ca. 1850, but further examination of the building and its setting suggests a more likely ca. 1900 construction date. The diminutive, one-story cottage has a painted brick foundation, board-and-batten siding, a metal clad roof, and replacement 6/6 window sash and multiple-light front door. The original nomination also stated that this dwelling is situated in close proximity to (above) a principal lock of the "James River Manchester Canal." Although such a canal was proposed, it was neither constructed nor placed into operation. According to the notes from a survey of the proposed

canal route, by 1819 a dam and guard locks had been constructed, but those structures were part of a private industrial waterworks development by three individuals – William Bowden, George Winston and William Wardlaw. Part of the ca. 1819 guard lock is still standing on the shore of the James River, below the pedestrian bridge over the railroad tracks, near 21st Street (Figure 1). Although this location is physically proximate to the Springhill Historic District, the structure is not within the district boundaries due to the steep change in grade between the district and the river.

Figure 1. Portion of the ca. 1819 Guard Lock Constructed by Bowden, Winston & Wardlaw.

The original nomination further stated that the dwelling at 620 W. 20th Street is close to the site of a "brick aqueduct" and "water-control" tower that were related to the "James River Manchester Canal" and "extensive waterworks" developed on the south bank of the James River in the "early-nineteenth" century. As previously stated, the proposed canal was never constructed and the waterworks were built ca. 1888, not during the early nineteenth century. In fact, the house *is* situated near the site of the ca. 1888 water tower that was constructed as part of the Manchester Waterworks; it may be the small building shown to the left of the water tower in a 1913 photo (see Figure 6 below). It is not known if the dwelling ever functioned as part of the waterworks, although its proximity lends credence to the possibility. The Manchester Waterworks and the "aqueduct" are discussed in greater detail below.

It should be noted that there are no photographs earlier than 1888 depicting the Manchester Waterworks. A Civil War era photo possibly indicating a tower standing on Spring Hill has been determined to show a smoke stack, possibly of the Haxall Mill, in the vicinity of the Mayo Bridge in Manchester. Furthermore, Civil War era images that do clearly show the south bank of the James River (as seen from the ruined piers of the Richmond and Petersburg Railroad Bridge in Richmond) provide no evidence of any brick structure in the vicinity of Spring Hill. Because the line of the Richmond and Petersburg Railroad passed immediately to the east of Battery No. 13 on Spring Hill, one would expect that a large brick structure would be evident in the extant photography (Figure 2).
Arrow in red showing location of Spring Hill on the south side of the James River.

Figure 2. Ruins of Richmond and Petersburg Railroad Bridge, James River, Richmond, Va.
Digital ID: (digital file from original item) ppmsca 34923 http://hdl.loc.gov/loc.pnp/ppmsca.34923
Repository: Library of Congress Prints and Photographs Division Washington, D.C. 20540 USA *http://hdl.loc.gov/loc.pnp/pp.print*

Arrow in Red showing location of Spring Hill on the south side of the James River.

Historic Structures and Site

The original historic district nomination provided a narrative description of three resources associated with the Manchester Waterworks: the site of the waterworks themselves, the site of a water tower, and a brick "aqueduct." Misinterpretations of historic records resulted in erroneous descriptions of each resource, particularly the "aqueduct," which in fact was an antebellum dwelling's brick cellar. The following paragraphs correct the misinterpretations and provide an accurate explanation of each resource's historic use.

Manchester Waterworks (Structure)
In the original nomination, at the foot of West 22nd Street, stone foundations were correctly attributed to the Manchester Waterworks, but their construction commenced circa 1888 (not 1820 as originally stated). The stone foundations (DHR #127-6180-0060) are located at the north end of West 22nd Street, just east of Canoe Run (creek) near a parking lot for the City of Richmond's James River Parks.

The Manchester Waterworks complex was built around 1888 for the City of Manchester (Figures 3-8). By the turn of the twentieth century, the waterworks complex included two round settling basins, a sluiceway, two one-story, gable-roofed buildings, and a two-story-high smokestack. The settling basins were built below the highest elevation point of Springhill and the water was pumped via an underground pipe uphill to the water tower, which stood at Springhill's apex. From the tower, the water flowed by gravity into Manchester's water mains. The original nomination incorrectly assigned an 1820s construction date to the settling basins and sluiceway; they were actually contemporary to the rest of the ca. 1888 waterworks complex.

The waterworks' main building and smokestack were demolished in 1948 but the foundations remained, and subsequently the property was used as a pipe storage facility by the City of Richmond's Department of Public Utilities. During the 1970s, the site was incorporated into the James River Park System.

Figure 3. 1905 Photograph of the Manchester Water Works, Located Near the End of 22nd Street Beside Canoe Run. Image provided by Richard Helm.

Figure 4. 1937 Aerial Photograph Showing the Location of the Abandoned Manchester Waterworks (the settling basins are circled in red). Image and annotation provided by Scott Williams.

Water Tower (Site)

A water tower associated with the Manchester Waterworks once stood near the intersection of West 19th Street and Stonewall Avenue, on property currently designated as 1920 Stonewall Avenue. The water tower was demolished around 1912 but its site (DHR No. 127-6180-0062) is a short distance from the high-rise apartment building constructed at 1920 Stonewall Avenue after 1976.

Figure 5. 1888 Photograph of the Manchester Waterworks' Water Tower. Image provided by Richard Helm.

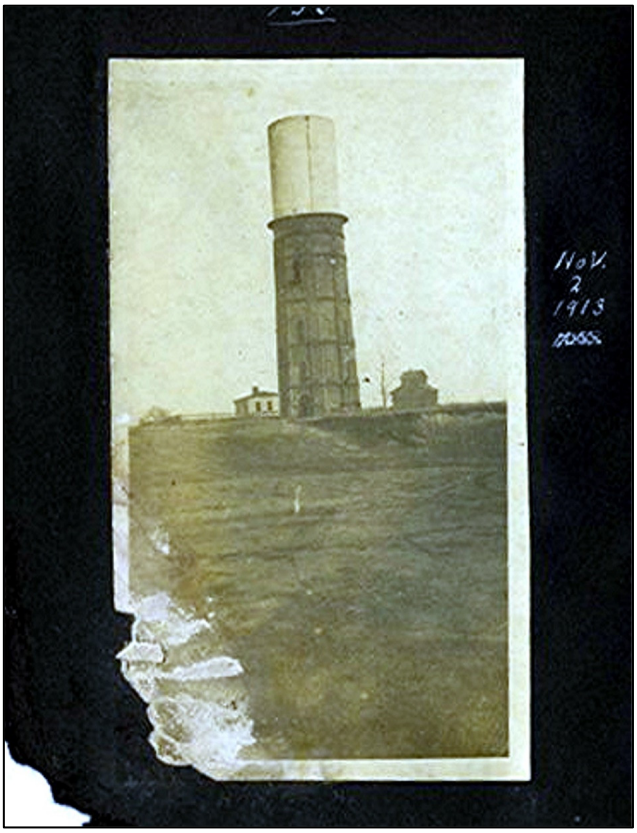

Figure 6. 1913 Photograph of the Manchester Waterworks' Water Tower. The small building immediately to the left of tower may be the dwelling at 620 W. 20th Street (DHR #127-6180-0036). Image provided by Richard Helm.

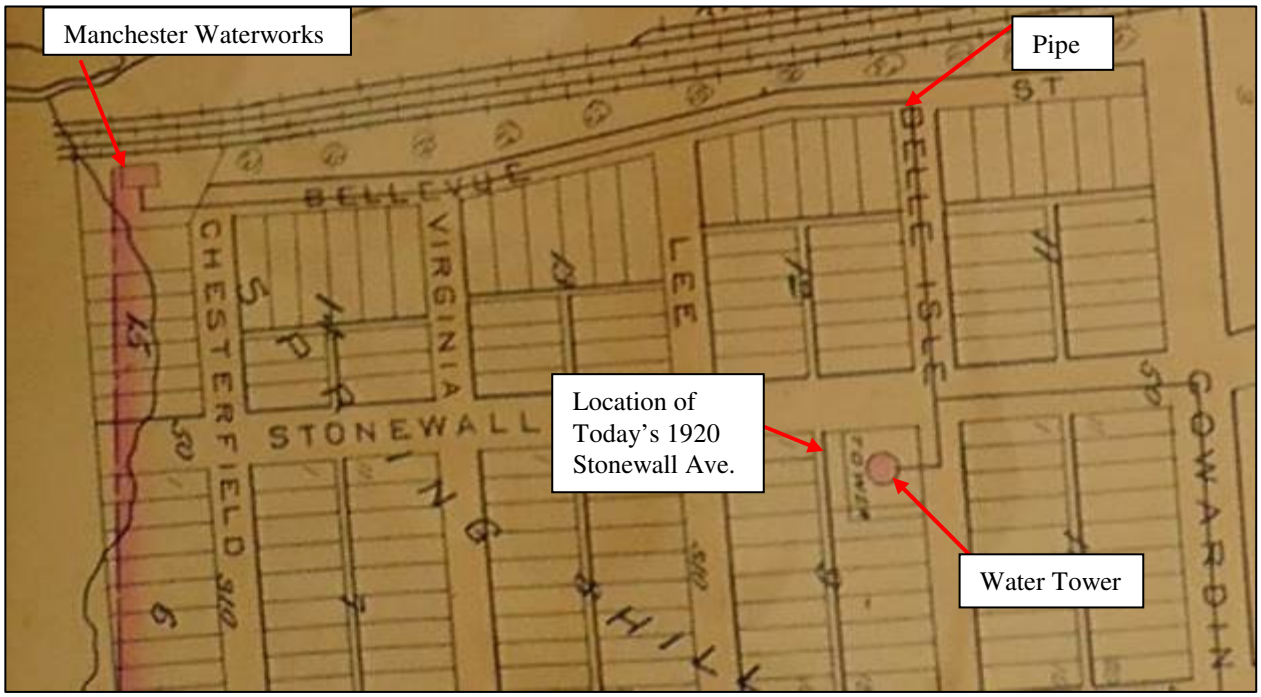

Figure 7. The 1889 Baist Atlas of Richmond Shows the Location of the Waterworks, Underground Pipe, and Water Tower. Image and annotations provided by Richard Helm.

According to the original nomination, an "aqueduct" was near the site of the Manchester Waterworks' water tower, close to the intersection of West 19th Street and Stonewall Avenue, on property currently designated as 1920 Stonewall Avenue (DHR #127-6180-0062). The nomination further erroneously notes that the structure was extant at the time of nomination and it was listed as a contributing resource in the historic district's inventory. In fact, the structure was demolished ca. 1976. Rather than being an "aqueduct," the structure has been demonstrated by further research to have been the "huge underground powder magazine," described by local historian Francis Earle Letz in 1956 and also detailed by David Pulliam in 1900 in the *Richmond News* newspaper (see Section 8 below). This structure, which admittedly is not like most Confederate dug-out bomb proofs and magazines, but more like a casemate, was contained within the Civil War-era Battery No.13. It possibly also incorporated a cellar constructed as part of the 18th-century Wardlaw Mansion that was destroyed by fire ca. 1851, and which was documented in 1900 as being the source for the brick used in the construction of portions of Battery No. 13.

The late-18th-century house Wardlaw Mansion is the dwelling noted on an 1818 plat map (Figure 8) at "the Dwelling house lot," which, in the original nomination, erroneously was called the location of the ca. 1900 dwelling at 618 W. 20th Street (DHR #127-6180-0036). There is no physical or documentary evidence to indicate that the cellar/magazine ever had anything to do with the water tower's historic function as part of the Manchester Waterworks. This resource has been removed from the historic

district's inventory, and the entry for the property with which it was associated (1920 Stonewall Avenue) has been corrected below. The property's true history is explained in greater detail in Section 8.

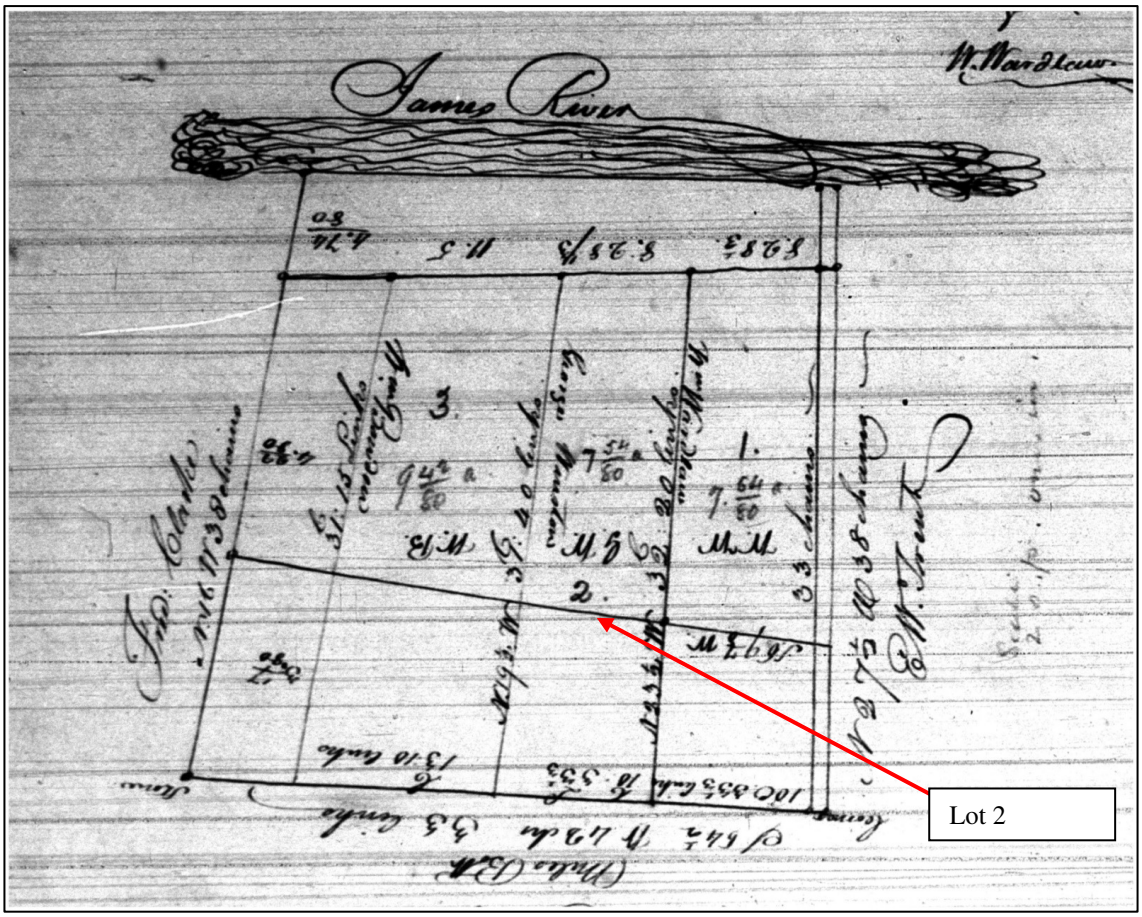

Figure 8. 1818 Plat Showing the Location of Lot 2 where the Wardlaw Dwelling was Constructed. Image and annotation provided by Richard Helm. The dwelling's location within the lot is not known.

Inventory

Following are the corrected inventory entries for the properties affected by this additional documentation.

20th Street, West
618 20th Street, West 127-6180-0036
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, Ca 1900** (corrected construction date)
Contributing *Total:* 1

Riverside Drive 127-6180-0060

Riverside Drive 127-6180-0060
Primary Resource: **Manchester Waterworks (Structure), Stories , Style: Other, Ca. 1888** (corrected construction date)
Contributing *Total:* 1

Stonewall Avenue
1920 Stonewall Avenue 127-6180-0062 *Other DHR Id#: 127-0284* (corrected resource list and count)
Primary Resource: **Water Tower (Site), Stories , Style: Other, Ca. 1888**
Contributing *Total:* 1
Secondary Resource : **Apartment Building (Building) Non-contributing** *Total:* 1
Secondary Resource : **Shed (Building) Non-contributing** *Total:* 1

Section 8. Statement of Significance

Period of Significance
1873-1961

Significant Dates
1888

Summary Paragraph
The Springhill Historic District is locally significant under Criterion A in the areas of Industry and Community Planning and Development and under Criterion C in the area of Architecture. The district is associated with late-nineteenth-century industrial development on the south bank of the James River. The site of the water tower and the foundations of the Manchester Waterworks are associated with an important historic trend in the development of industrial and residential waterworks in the City of Manchester (which later was annexed by the City of Richmond). Springhill also still is the earliest documented streetcar suburb in the greater Richmond metropolitan area, and preserves locally significant examples of late-nineteenth century and early-twentieth-century domestic vernacular dwellings showcasing the design, building materials, and construction techniques characterizing a streetcar suburb.

The original historic district nomination included two periods of significance for the Springhill Historic District. However, subsequent research proved that the site and structure associated with the Manchester Waterworks date to the late nineteenth century, not the 1820s as originally presented. No extant resources associated with the historic district predate 1873. Therefore, the historic district has one period of significance, beginning in 1873 when residential development of Springhill commenced and ending in

1961 with construction of the most recent contributing resources. An additional significant date, ca. 1888, is applicable as this marks construction of the Manchester Waterworks.

Furthermore, in the original nomination, information about the historic district's industrial development prior to 1873 is based on erroneous conclusions about canal transportation on the south side of the James River and not only is wholly inaccurate but also *is not relevant* to the Springhill Historic District significance in the areas of Industry and Community Planning & Development. Endnotes in the original nomination referring to the "James River Manchester Canal" as a completed operational navigation canal also are in error; the original nomination's endnote #8 includes some of the work conducted or authored by Browning and Trout, but the information presented in their findings directly conflicts with the remainder of the endnote's contents.

The following update to the statement of significance provides the basis for the district's significance in these areas. This update is based on new research that included consultation of a broad range of historic documents as well as the expertise of the independent researchers Helm, Browning, Trout, and Williams, in documenting this and other aspects of industrial development and canal construction on the James River as it flows through Richmond.

Narrative Statement of Significance

Manchester Waterworks

Independent historian Richard Helm discovered that, according to an 1843 *Richmond Compiler* newspaper article, Manchester's first water supply was from a pump and pipe located near today's Mayo's Bridge across the James River, leading to an uphill reservoir. The reservoir was later located at Eleventh and Bainbridge Streets. Manchester became an independent city in 1874. In 1878, Manchester annexed the Springhill area, primarily to improve its municipal water system. According to Francis Lutz's *Chesterfield – An Old Virginia County*, "Settling basins were built below Spring Hill and the water was pumped into a standpipe [water tower] on the high elevation and then flowed by gravity into the city mains."

The waterworks pumped water to a tower that was located on the hilltop. A December 8, 1900, *Richmond News* article, "The Haunted House," mentioned, "In 1888, the city of Manchester acquired a portion of the tract, precisely where the 'Haunted House' stood, and on it was erected the tall and picturesque 'Water Tower' which now adds a new beauty to the landscape…"

The Manchester waterworks lasted until the consolidation of Manchester with Richmond in 1910. A 20-inch water main was laid from the Richmond reservoir under the James River and Belle Isle to Manchester. Subsequently, the Manchester water tower was dismantled ca. 1913, and the waterworks complex entirely abandoned a year later. According to a *News Leader* article dated 9 April 1948, the buildings eventually were demolished that spring, although the foundations remain.

Cellar/Magazine (Structure – Demolished)
Independent historian Richard Helm conducted extensive research of land records and newspaper archives to document the early history of 1920 Stonewall Avenue (DHR #127-6180-0062), which is the property that historically included the cellar/magazine described in Section 7 of this additional documentation. By the time the cellar/magazine was professionally documented in 1976, it had been greatly altered and possibly at least partially demolished and reconstructed first in ca. 1862 during the Civil War as part of Battery No. 13 and again ca. 1916 when a dwelling was built on the lot and connected to the cellar (Figures 9-11).

According to Craig Rose's report, "The Industry of Water and Power Along the James River," the 40-acre property was purchased by William Bowden in 1812, and was quickly converted into a partnership property owned by William Bowden, George Winston and William Wardlaw. In 1817 a deed of trust issued between the partners claimed that "it is the intentions of the parties to improve and thereupon to trust machineries to considerable extent." Their plans were to construct water-power facilities and machinery along the James River. As detailed in the notes of a proposed canal route survey, by 1819 the three businessmen had constructed a dam and guard locks for their private industrial venture. Part of a guard lock is still standing on the shore of the James River, below the pedestrian bridge over the railroad tracks, near 21st Street (Figure 1). But in 1818 the partners had divided most of the property into parcels – one for each partner. George Winston received lot number 2, called "the Dwelling house lot."

The plat that accompanied the deed is the earliest primary source found for a dwelling on the hilltop In 1820, when the value of buildings was first added to local property tax books, the 40-acre "Dwelling Lot 2" had $4,000 in buildings value, indicating the presence of at least one substantial building. According to Craig Rose's report, "Later records show that the building of value was located on the property of George Winston and was probably the 'Dwelling House' rather than an industrial structure."[1] In 1841, the buildings value on this lot had dropped to $500, and by 1851 the property tax book showed no value for buildings on this lot. The location of this dwelling on the hilltop is shown on two maps of the area in 1836 and 1848 (Figures 9 and 10).

[1] Craig Rose, "The Industry of Water and Power Along the James River: Independent Study in Industrial Archaeology," Farmville, VA, n.d.

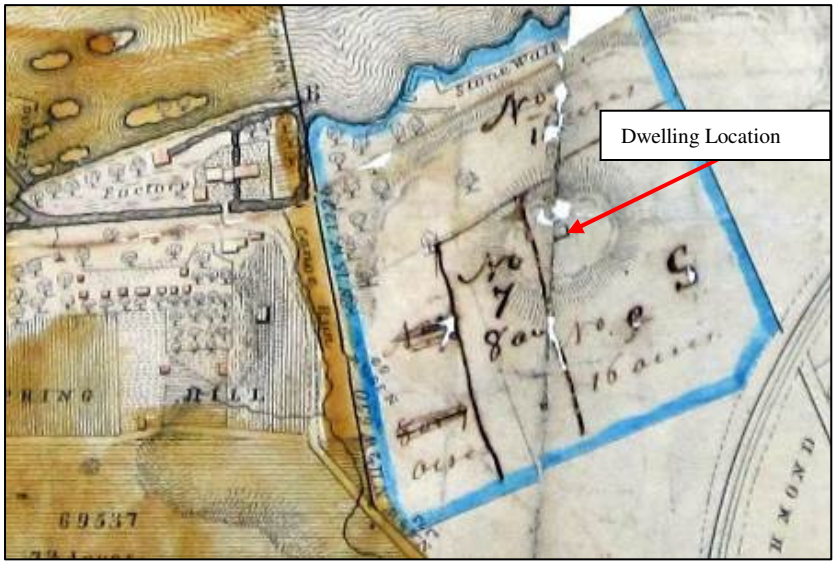

Figure 9. Micajah Bates' 1836 Map of Springhill (note the dwelling location and the topographic lines indicating that it occupies a knoll). Image and annotation provided by Richard Helm.

Figure 10. Charles S. Morgan's 1848 "Plan of Richmond." Image and annotation provided by Richard Helm.

On December 8, 1900, a lengthy article by David Pulliam in the *Richmond News* newspaper, entitled "The Haunted House" described the dwelling's history, at least as the reporter had discovered it to be. According to Pulliam, the house was built by a Mr. Wardlaw sometime before the American Revolution, and was a large, square, brick, central-hall dwelling built on a basement and with large porticos on the front and rear elevations. Despites its grand style, Wardlaw only occupied the property for a short time. The dwelling was vacant until about 1798, when an unknown family occupied the house for just three years. It is possible that the second owner of the mansion site was the son of Alexander Trent, who in 1798 sold several parcels of the nearby Trent Estate land. It could be that the tract with the Wardlaw house was sold during the same year and the new owner came to restore the mansion and grounds and live on his new property. Pulliam explained that the house's occupants vacated it without notice and left all their belongings behind. Over subsequent decades, the house was stripped of its furnishing and finishes until finally, in 1851, a fire destroyed what remained of the interior; the same year, local tax records show a considerably lowered value of buildings on the property.

As for what happened next with the mansion ruins, the 1900 article further relates:

> "In 1862, its [the house's] ruined walls were torn down, and the brick used to make the magazine built on its site by the Confederate States Government, in the centre [sic] of the splendid 'Battery' that frowned from this commanding eminence. The remains of the old war-time magazine are still there, but the fort has been levelled, and its last vestige is rapidly disappearing."

An 1867 post-Civil War map shows the location of Battery 13 in this location. It is clearly depicted being on the hilltop (Figure 11). The brick basement appears to have been left undisturbed, but its configuration may have been adapted to function as part of the "magazine".

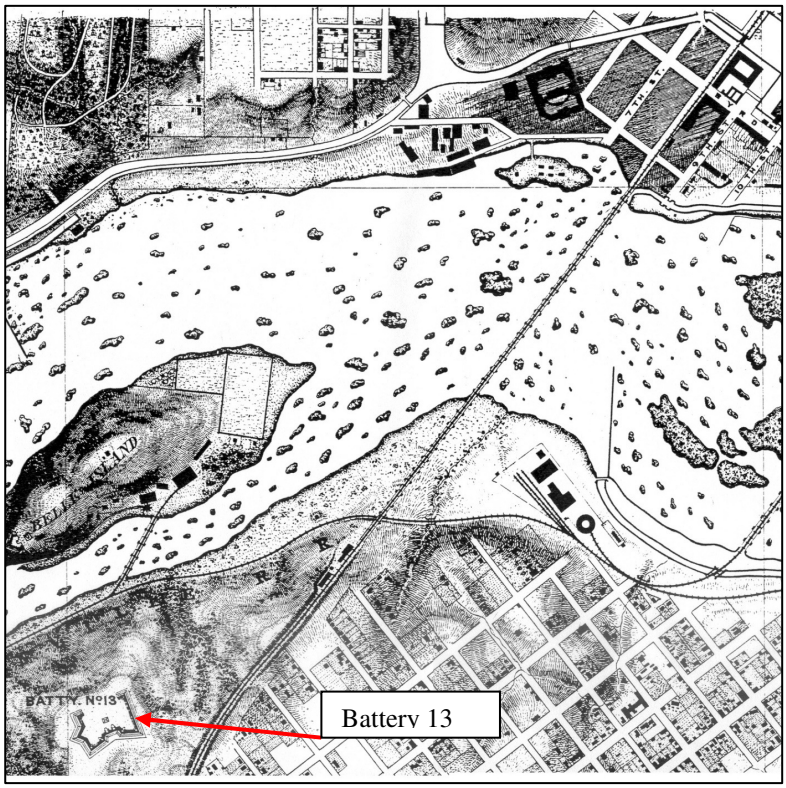

Figure 11. Maj. Nathaniel Micheler's 1867 U.S. Army Corps of Engineers Map of Richmond. Image and annotation provided by Richard Helm.

1956, Francis Earle Lutz wrote about Battery No. 13 in his book, *Chesterfield – An Old Virginia County*. The battery's guns were trained on the Danville and Petersburg rail lines as well as a Union prisoner of war camp on Belle Isle in the James River. Lutz noted that, "Connected with the fort was a huge underground powder magazine whose presence was forgotten nearly half a century until it was discovered in 1916 during excavations for basements for a residential development on Spring Hill."[2] The "powder magazine" (included a tunnel-like brick structure with an earthen floor that was possibly adapted from the remains of the cellar of the Wardlaw dwelling), was retained when a two-story frame dwelling was constructed on the battery's site around the turn of the twentieth century. An entrance to the cellar was marked with an iron hatch, and the dwelling was constructed so that the hatch entry was situated adjacent to the house's rear entry (Figure 12). The cast iron hatch was stamped with the name "Cruickshank Ironworks" (erroneously noted as "Tredegar Ironworks" in the original nomination).

[2] Francis Earle Lutz, *Chesterfield – An Old Virginia County* (Richmond: Library of Virginia, 1956), p. 234-235.

Figure 12. 1976 Photographs of the Cellar's Entry Hatch. Images provided by DHR.

In 1976, the early twentieth dwelling and the brick cellar were among the buildings planned to be demolished to make way for a high-rise apartment building for senior citizens. This building is a secondary resource located at 1920 Stonewall Avenue (DHR #127-6180-0062; 127-0284); due to its date of construction, the apartment building is a noncontributing resource within the historic district. The site of the aforementioned water tower also is at 1920 Stonewall Avenue and is a contributing site in the historic district.

Prior to its demolition, the cellar was documented as a brick structure with arched tunnels and a large room. Bob Swisher of the Department of Historic Resources prepared a rough drawing of the cellar (Figure 13) and described it as follows:

> "Battery Thirteen, strategically located on a hill overlooking the James River and Belle Island, was one of the inner defense positions which encircled Richmond during the War Between the States. Today all that remains is a subterranean munitions storage room and its entry corridor. The surface structure was probably destroyed when an early twentieth-century frame house was built directly over the storage facility. Entry into the storage room (there may have been others) was through a surface hatch and descending ladder.

The hatch is today just outside the house by the backdoor. An owner of the house created an [interior] entrance into the old storage room by cutting into its ceiling and placing a stair. The subterranean rooms are brick with barrel vaulted ceilings and earth floors. They are in good condition except where the stairway was cut through, where another part of the vaulting was cut for a furnace, and where one end of the corridor caved in. The house and property are now owned by the Richmond Redevelopment and Housing Authority who will raze the house this summer and prepare the land for the construction of a high-rise for the elderly."[3]

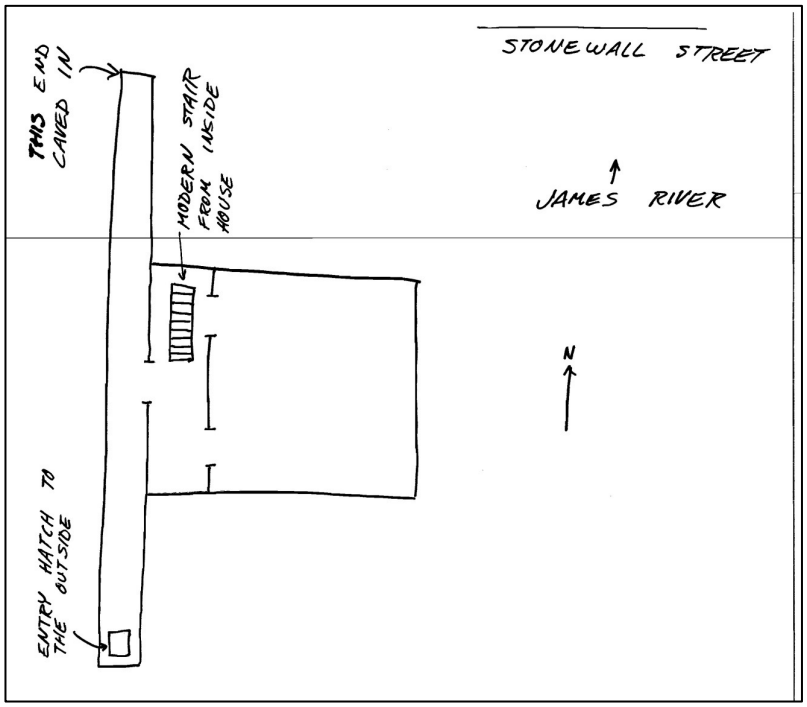

Figure 13. 1976 Sketch of the Antebellum Brick Cellar and Civil War-Era Powder Magazine. Image provided by DHR

[3] Bob Swisher, Department of Historic Resources, Survey of Battery 13 (DHR #127-0284).

Swisher's photographs of the subterranean structure demonstrate that it was of considerable size and built with a notable level of craftsmanship.

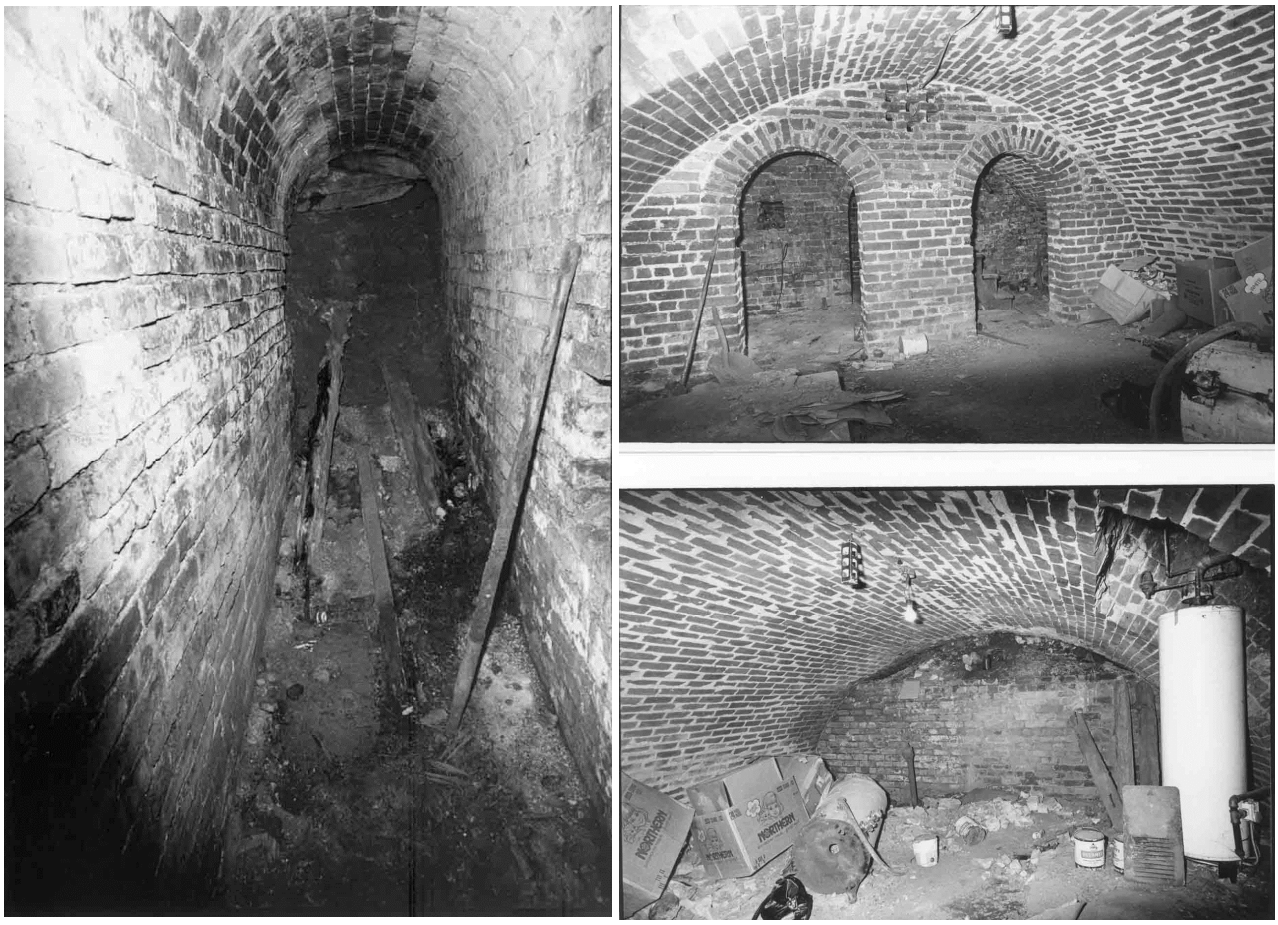

Figure 14. Bob Swisher's 1976 Photographs of the Brick Cellar Associated with the Wardlaw Dwelling and Battery 13. The photograph at left was included with the original district nomination, but erroneously labeled as an "aqueduct." Images provided by DHR.

As part of site preparation prior to the construction of the extant high-rise apartment building at 1920 Stonewall Avenue, the brick cellar/former magazine was demolished, as well as several dwellings in the immediate vicinity. Additionally, the lot was graded to remove the knoll where the dwelling had stood. Although no physical trace remains of the historic-period buildings and structures, this lot's history has been at the center of the Springhill neighborhood throughout its history. It was the location of the first documented dwelling in the vicinity, the site of Battery 13 during the Civil War, the site of the ca. 1888 water tower associated with the Manchester Waterworks, and the site of an early twentieth century dwelling. These events combine to tie this lot closely to the Springhill Historic District's areas of significance in Industry and Community Development and Planning.

Section 9. Major Bibliographical References

Bibliography

Sources consulted by Richard Helm:

Architectural – Historic Inventory Card 127-284, Department of Historic Resources

Chesterfield – An Old Virginia County, Lutz, Francis Earle, Library of Virginia (LVA), 1956.

Chesterfield County Deed Book 23, page 134, LVA, 1818

Chesterfield County Deed Book 28, page 399, Library of Virginia (LVA), 1831

Geographical Sketch of the City of Richmond with the Surrounding Encampments, 1862.

"The Haunted House," *Richmond News*, 8 Dec. 1900, page 3 col. 1. LVA

"High Rise Apartment for Elderly" plots provided by City of Richmond.

Map of Spring Hill, Micajah Bates, map room, LVA, 1836

News Leader, page 23a, 9 April 1948, LVA

"Old Manchester & Its Environments," B. B. Weisiger III, Chesterfield Historical Society

Plan of Richmond, Charles S. Morgan, map room, LVA, 1848

A Richmond Album, Lutz, Francis Earle, 1937, page 177, LVA

Richmond Compiler, page 2 col. 1, 4 October 1843, Library of Virginia (LVA)

Richmond Redevelopment and Housing Authority High Rise Apartment for Elderly A-001 & D-001 plans

Rose, Craig, "The Industry of Water and Power Along the James River: Independent Study in Industrial Archaeology," Farmville, VA, n.d.

Survey of Manchester Canal, Hugh P. Taylor, Board of Public Works Collection, LVA, 1819

U.S. Army Corps of Engineers Map of Richmond, Maj. Nathaniel Micheler, 1867

Archival Repositories and Online Sources

The Library of Virginia is the repository for deeds, newspaper articles, surveys, most maps and Lutz

pages.

Civil War maps were obtained from online sites.

Property line maps and aerial photos were provided by Chesterfield County's Environmental Engineering GIS Analyst.

Section 11.
Prepared By
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date: March 2016

Additional Documentation
The caption for the first figure included in the original nomination as Additional Documentation is corrected as follows:

Continuation sheets: Index of Figures
View of: Cellar recorded as VDHR #127-0284, 1976.
Figure: 1 of 3.

NPS Form 10-900 OMB No. 1024-0018

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.

LISTED ON:	
VLR:	12/12/2013
NRHP:	2/10/2014

1. Name of Property
Historic name: Springhill Historic District
Other names/site number: Bellevue; VDHR 127-6180
Name of related multiple property listing:
Historic Residential Suburbs in the United States, 1830-1960
(Enter "N/A" if property is not part of a multiple property listing

2. Location
Street & number: W. 19th Street; W. 20th Street; W. 21st Street; W. 22nd Street; Riverside Drive; Stonewall Avenue
City or town: Richmond State: VA County: Independent City
Not For Publication: NA Vicinity: NA

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**

Julie V. Langan 12/20/13
Signature of certifying official/Title: **Date**

Virginia Department of Historic Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

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: [x]

Public – Local [x]

Public – State [ ]

Public – Federal [ ]

Category of Property

(Check only **one** box.)

Building(s) [ ]

District [x]

Site [ ]

Structure [ ]

Object [ ]

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
76	29	buildings
1	0	sites
2	0	structures
0	0	objects
79	29	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use
Historic Functions
(Enter categories from instructions.)
DOMESTIC/Single Dwelling
DOMESTIC/Secondary Resource
DOMESTIC/Multiple Dwelling
INDUSTRY/PROCESSING/EXTRACTION/waterworks

Current Functions
(Enter categories from instructions.)
DOMESTIC/Single Dwelling
DOMESTIC/Secondary Resource
DOMESTIC/Multiple Dwelling

7. Description

Architectural Classification
(Enter categories from instructions.)
LATE VICTORIAN: Italianate; Queen Anne
LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman
MODERN MOVEMENT: Ranch

Materials: (enter categories from instructions.)
Principal exterior materials of the property:
Foundation
CONCRETE; BRICK
Walls
WOOD: weatherboard; board-and-batten; STUCCO; BRICK; SYNTHETICS: vinyl
Roof
METAL: Tin; 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
Springhill is a compact residential neighborhood on the south side of the James River, approximately one mile from the central business district of the City of Richmond, Virginia.[1] The district is bounded by Riverside Drive and Springhill Avenue on the north; the alley running parallel to Semmes Avenue on the south; the rear property line of the houses facing West 19th Street on the east, and West 22nd Street on the west. The buildings in the neighborhood are all residential, with most houses ranging in date from 1900 to 1930, and a smaller number of houses and three apartment buildings dating from the World War II period through about 1964. The majority of housing stock was initially occupied by professionals and laborers employed in industries south of the James River. About one-third of the houses were rental properties in 1920. The Craftsman and Colonial Revival architectural styles prevail with numerous houses representing either the Bungalow or American Foursquare sub-types. Two early-nineteenth-century, waterworks-related structures and one site are within the boundaries. At the foot of West 22nd Street are the stone foundations of the Manchester Waterworks, commenced circa 1820 and enlarged circa 1878. An underground aqueduct and the site of a water-control tower, built between 1814 and 1820, are situated near the intersection of West 19th Street and Stonewall

Avenue. A conceptual plan of the neighborhood was first published in 1848 when the area represented a small section of a larger planned town, Spring Hill. Legal plats depicting the present-day block-and-street-grid plan of the district were filed in Chesterfield County in 1862 and 1873.

Narrative Description

Landscape

The historic district is situated on a terrace that slopes gently down from the apex of 120 feet above sea level to 100 feet at the perimeter. Along the north boundary, the terrain falls sharply toward the James River below. Riverside Drive generally parallels the district's north boundary and is notable for having been originally constructed by the Works Progress Administration during the Great Depression. As its name suggests, Riverside Drive extends along the James River. Original stonework and retaining walls are extant along many segments of the road.

The district's layout corresponds to the original plat for the neighborhood, that of a rectilinear grid of evenly spaced streets and square blocks, spanning three square blocks from north to south and four square blocks from east to west. Each block is subdivided into a smaller grid of standardized rectangular lots, with lots approximately 30 feet wide and 120 feet deep. Nearly all of the houses on West 19th and West 22nd Streets are situated on single lots. The majority of dwellings on West 20th and West 21st Streets are situated on double-wide lots, approximately 60 feet wide by 120 feet deep. The streets appear to have been cut in so that most of the lots are elevated several feet above the plane of the streets. To minimize erosion, houses on elevated lots typically have low stone or concrete retaining walls. Viewed from street level, houses perched above the grade of the street take on a vertical quality, a characteristic that is accentuated when a two-story dwelling is situated on a narrow, 30-foot-wide lot. Compared to the nearby streetcar suburbs of Woodland Heights and Forest Hill, where lots typically range in width from 50 to 100 feet, the relatively narrow lots in Springhill are atypical. The early development of the plat suggests a closer association with urban planning where standard lots may be 20 or 25-feet-wide. Springhill may be viewed as suburban insofar as the houses are detached and are separated by at least a narrow buffer.

Along most streets, sidewalks, rear alleys, and uniform set-backs are typical landscape features. Large trees and mature landscape plantings are a prominent visual feature. In the lush summer months, many of the houses are enveloped in a canopy of enormous trees. The interior streets, Springhill and Stonewall Avenues, and West 19th, 20th, 21st and 22nd Streets are residential, two way streets with on and off-street parking. Semmes and Cowardin Avenues are primary roadways south of the river. These streets are characterized by steady, often brisk, traffic. Riverside Drive is a popular through-street to the adjacent Woodland Heights and Forest Hill neighborhoods, both *National Register* Historic Districts.

House Types and Styles of Architecture

Nearly all of the primary residential resources in Springhill are single-family dwellings.[2] The district is composed exclusively of wood-frame houses, typically with weatherboard or stucco

walls. Brick appears only in foundations and chimneys. Eight houses have asbestos siding, and three houses have faux-brick composition sheathing that is deceptively realistic.[3] Craftsman (twenty-seven) and Colonial Revival (eighteen) architectural types dominate though most examples lack a full spectrum of character-defining features associated with those styles. A few "hybrid-houses" in each category, Craftsman and Colonial Revival, present the form and fundamentals of the respective style in combination with architectural details borrowed from other classifications. For example, a Craftsman-type house may have classical porch columns and balustrade or a Colonial Revival dwelling may display a touch of scroll-sawn trim associated with Folk Victorian architecture.

Nearly half (twenty-one) of the contributing primary resources (fifty-two) represent the Bungalow sub-type, typically a one-story, three-bay house with a low-pitched, front-gabled roof, a full-width, front-gabled (or occasionally shed-roofed) porch, tapered square porch columns, and deep eaves with exposed rafters, ornamental brackets or plain boxing. Each Craftsman-inspired bungalow displays a few character-defining embellishments associated with the architectural style such as exposed rafters tails, decorative brackets, arched porch entablature, solid balustrade, stucco-finished exterior, diamond-shaped lights in the front gable, or cross-gabled bays. There are a few "pure" examples of Craftsman bungalows such as the dwellings at 512 and 519 West 21st Street. Each of these front-gabled houses displays an unenclosed, over-hanging eave with exposed rafters, tapered square columns set on brick piers, decorative brackets, and double-hung fenestration. The string of four nearly identical bungalows, 2000, 2002, 2004, and 2006 Riverside Drive, bear a striking similarity to economical bungalows pictured in period pattern books.[4] These dwellings are "plain Janes", one-story, three-bay, front-gabled houses, each with an elongated rectangular form and nominal decorative detail.

There are six, one-and-one-half-story Craftsman-inspired houses that were built from the same plan, on the same street, and probably by the same builder: 501, 503, 505, 507, 603 and 609 West 19th Street. Each of these houses displays: a side-gable roof that extends in the front to shelter a full-width porch; heavy square porch columns; a full-width, shed-roofed dormer on the facade, and (originally) nine-over-nine (first story) and six-over-six-light (second story), double-hung wood windows. Though lacking a full complement of character-defining Craftsman features, each dwelling achieves individuality through selective use of such features. The mix includes scroll-sawn exposed rafter tails; decorative brackets; over-hanging eaves; a combination of exterior finishes such as stucco, cedar shakes, or weatherboard; an enclosed (solid) balustrade; and an arched porch entablature. The narrow lots provided only a little space between the houses which may explain the shallow boxed eaves (rather than deep eaves) on the side elevations. One dwelling retains its original standing-seam metal roof, 503 West 19th Street. One dwelling has a diamond-paned light centered in the dormer, a token touch of Prairie influence.

The relatively large concentration of rather plain Craftsman/Bungalow houses in Springhill provides insight into local vernacular construction at the turn of the twentieth century. *"There is a strong likelihood that some of Springhill's 'pre-fab' bungalow-style homes were the result of either speculative building by a single developer using identical purchased components, or an in-house millworks/builder operation".*[5]

Colonial Revival-style houses may be grouped into three sub-types: American Foursquare, front gabled; and Williamsburg-inspired (sometimes called Southern Cape Cods). About half of the Colonial Revival houses may be described as hybrids, vernacular buildings that present the form and fundamentals of the architectural style with details borrowed from other classifications.

Popular from the turn of the twentieth century into the 1930s, the American Foursquare in Springhill is a vernacular form of the Colonial Revival style. Plain and utilitarian, a typical example is two stories high with a balanced facade, a hipped roof, a central front dormer, and a full-width porch. Character-defining details generally include classical porch columns, a molded cornice, double-hung windows, and a single-leaf door and rectangular transom on the facade. Representatives of this house-type are located at 510 West 20th Street and 508 West 21st Street.

Six houses in Springhill are simple rectangular boxes with front-gabled roofs and symmetrical facades, reminiscent of the early-nineteenth-century Greek Revival style. Examples are 515, 600 and 602 West 20th Street and 513, 514, and 613 West 21st Street. Stylistic details vary, but each example has one or more of the following Colonial Revival-style characteristics: a pedimented or returning classical cornice, a full-width porch with classical columns, pilasters and/or balustrade, and a single-leaf front door and transom. Although two of the dwellings have a touch of Folk Victorian flavor--scroll-sawn trim in the front gable--none displays the cross-gables, spindle work, turned columns, or scroll-sawn trim that often characterize Folk Victorian houses.

Four houses on West 22nd Street, 507, 509, 511, and 513, all built from the same plan in 1947, are examples of the Cape Cod sub-type of Colonial Revival architecture. These plain but functional dwellings were inspired by popular regional interest in the restoration of the colonial-era buildings in nearby Colonial Williamsburg.[6] The dwellings are one-story, wood-frame and weatherboard (presently vinyl clad) buildings with steeply pitched, side-gable roofs, interior brick chimneys, and distinctively small double-hung, six-over-six windows.

There are three notable, one-of-a-kind houses in the district. The oldest house, circa 1818, is an anomaly. The vernacular one-story dwelling displays a metal-covered, hipped roof and vertical board-and-batten siding. The exterior finish is similar in appearance to the lock-keeper's house, once located across the river near the Great Shiplock Park.[7] The board-and-batten house is situated in close proximity to (above) a principal lock of the James River Manchester Canal.[8] The dwelling is also close to the site of the brick aqueduct and water-control tower that were related to the James River Manchester Canal and the "extensive waterworks" developed on the south bank of the James River in the early-nineteenth century. A photograph of the brick tower, c. 1890, shows the board-and-batten house in the immediate background. (Figure 2). A plat from 1818 identifies the property as the "dwelling house lot".[9]

A "high style" Victorian Queen Anne dwelling, 516 West 19th Street, is a fanciful frame-and-weatherboard building with an asymmetrical facade, a square tower, a polygonal bay, prominent front and side gables, multiple intersecting roof planes, decorative scroll-sawn details, and a wrap-around first-story porch with classical columns. Constructed c. 1890, the dwelling is distinctive, but comparable in design and detail to the T.D. Mann House, c. 1890, in nearby Woodland Heights. Both dwellings are reminiscent of the James K. Hazen House in Bon Air

(also on Richmond's Southside). The Hazen House and all of the early buildings in Bon Air were designed by engineer-architect Joseph F.Z. Caracristi. After moving to Chesterfield County in 1877, Caracristi designed a number of post-bellum, Gothic Revival-inspired buildings in the area. Caracristi also served as the architect for the Richmond and Danville Railroad that runs along the north boundary of Springhill.[10] Future research may reveal if Caracristi was the architect for 516 West 19th Street.

The Italianate-style house at 615 West 19th Street was one of the earliest houses, c. 1880, erected in Springhill. This square, box-shaped dwelling has a very low-pitched hipped roof and projecting boxed eaves. Distinctive features include molded window crowns, full-height, triple-hung windows on the facade (first floor), two-pane glazing, and a full-width porch with restrained detailing. The tall first floor windows, reminiscent of a *piano nobile*, are typical of post-bellum Italianate dwellings (1870s and 1880s), found in Jackson Ward and Church Hill North in Richmond, Virginia.

Secondary Buildings

Most of the contributing secondary buildings are one-bay, wood-frame, gable-roofed garages or garden sheds. Approximately 20% of the houses in the district have an associated contributing garage, reflecting the early dependence on public transportation and the slow progressive transition to privately owned automobiles. The non-contributing secondary buildings are small, pre-fabricated, utility sheds. Most of the secondary buildings are situated along the rear property line.

Historic Structures and Site

Manchester Waterworks (Structure)

The stone foundations of the Manchester Waterworks are located at the north end of West 22nd Street, just east of Canoe Run (creek). At the turn of the twentieth century, the waterworks complex included two round settling basins, a sluiceway, two one-story, gable-roofed buildings, and a two-story-high smokestack.[11] The sluiceway and at least one settling basin were constructed in the 1820s as part of the "extensive waterworks" developed along the south bank of the Falls.[12] The buildings and smoke stack were built around 1878 by the Town of Manchester.[13] The main building and the smokestack were demolished in 1948: "*The old Manchester water works at the foot of Twenty-second Street, a noted landmark of the days when there were twin cities at the James River falls, will be dismantled this summer... The plant that is being dismantled figured prominently in the annexation discussions prior to 1910. Some Manchester citizens opposed annexation until they received assurance that Richmond would provide water as good as the Manchester supply. Many other Southsiders favored annexation because the little plant had about reached its capacity by 1910."*[14] After 1948, the property was used as a pipe storage facility by the Department of Public Utilities (City of Richmond).[15] In the 1970s, the property was incorporated into the James River Park System.

Aqueduct and Water-Control Tower (Structure and Site, respectively)

An underground aqueduct and the site of a water-control tower are located near the intersection of West 19th Street and Stonewall Avenue. The subject of archaeological study in 1976, the aqueduct was a complex of arched, brick, subterranean waterways and cisterns.[16] Access to the underground tunnels was possible through a cast-iron hatch, stamped with "Tredegar Ironworks". A photograph, circa 1890, shows the circular, multi-storied brick tower with structural pilasters and arched blind openings at regular intervals. The tower was topped with a circular metal cistern, probably in the late-nineteenth century when it was used as a water-storage standpipe.[17] The water-control tower was demolished around 1912.[18] Deeds and land records suggest that the aqueduct and water-control tower were constructed between 1814 and 1820 as part of the "extensive waterworks" initiative and the excavation of the James River Manchester Canal, both to support industrial development at the Falls.[19]

Inventory

The following inventory lists the resources within the Springhill Historic District. The inventory is arranged numerically by street address. It then lists any alternate street addresses, building name(s), VDHR file numbers, construction date, architectural style, and contributing status. The contributing/noncontributing status of each resource was determined based on the continued use and/or style of each building in support of Criteria A and C within the district's two Periods of Significance (1814-1834 and 1870-1961).

19th Street, West

501 19th Street, West 127-6180-0001 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1920**
Contributing *Total:* 1

502 19th Street, West 127-6180-0002 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Colonial Revival, Ca 1910**
Contributing *Total:* 1
Secondary Resource : **Shed (Building) Non-contributing** *Total:* 1

503 19th Street, West 127-6180-0003 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1920**
Contributing *Total:* 1
Secondary Resource : **Shed (Building) Non-contributing** *Total:* 1

505 19th Street, West 127-6180-0004 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1920**
Contributing *Total:* 1

507 19th Street, West 127-6180-0005 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1920**
Contributing *Total:* 1

509 19th Street, West 127-6180-0006 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Craftsman, Ca 2007**
Contributing *Total:* 1
Secondary Resource : **Shed (Building) Non-contributing** *Total:* 1

511-513 19th Street, West 127-6180-0007 *Other DHR Id#:*
Primary Resource: **Multiple Dwelling (Building), Stories 2, Style: Ranch, Ca 1957**
Contributing *Total:* 1

514 19th Street, West 127-6180-0008 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1925**
Contributing *Total:* 1
Secondary Resource: **Shed (Building) Contributing** *Total:* 1
Secondary Resource: **Shed, Tool (Building) Contributing** *Total:* 1

516 19th Street, West 127-6180-0009 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Victorian, Queen Anne, Ca 1915**
Contributing *Total:* 1
Secondary Resource: **Shed, Tool (Building) Non-contributing** *Total:* 1

600 19th Street, West 127-6180-0010 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Colonial Revival, Ca 1921**
Contributing *Total:* 1
Secondary Resource: **Garage (Building) Contributing** *Total:* 1

601 19th Street, West 127-6180-0011 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: No Discernible Style, Ca 2005**
Non-contributing *Total:* 1

603 19th Street, West 127-6180-0012 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1920**
Contributing *Total:* 1

605 19th Street, West 127-6180-0013 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1920**
Contributing *Total:* 1

606 19th Street, West 127-6180-0014 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Victorian, Folk, Ca 1913**
Contributing *Total:* 1

607 19th Street, West 127-6180-0015 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No Discernible Style, Ca 2007**
Non-contributing *Total:* 1

608 19th Street, West 127-6180-0016 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1916**
Contributing *Total:* 1
Secondary Resource: **Shed (Building) Non-contributing** *Total:* 1

609 19th Street, West 127-6180-0017 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No Discernible Style, Ca 2007**
Non-contributing *Total:* 1

610 19th Street, West 127-6180-0018 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1925**
Contributing *Total:* 1

611 19th Street, West 127-6180-0019 *Other DHR Id#:*

Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: No Discernible Style, Ca 2007 Non-contributing** *Total:* 1

613 19th Street, West 127-6180-0020 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: No Discernible Style, Ca 2007 Non-contributing** *Total:* 1
Secondary Resource: **Garage (Building) Non-contributing** *Total:* 1

615 19th Street, West 127-6180-0021 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Italianate, Ca 1870 Contributing** *Total:* 1
Secondary Resource: **Secondary Dwelling (Building) Contributing** *Total:* 1

619 19th Street, West 127-6180-0022 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Colonial Revival, Ca 1920 Contributing** *Total:* 1

20th Street, West

510 20th Street, West 127-6180-0023 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Colonial Revival, Ca 1925 Contributing** *Total:* 1
Secondary Resource: **Garage (Building) Contributing** *Total:* 1

511 20th Street, West 127-6180-0024 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Colonial Revival, Ca 1910 Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Non-contributing** *Total:* 1

512 20th Street, West 127-6180-0025 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1920 Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Non-contributing** *Total:* 1

515 20th Street, West 127-6180-0026 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Colonial Revival, Ca 1910 Contributing** *Total:* 1
Secondary Resource: **Garage (Building) Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Contributing** *Total:* 1

516 20th Street, West 127-6180-0027 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Colonial Revival, Ca 1910 Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Non-contributing** *Total:* 2

518 20th Street, West 127-6180-0028 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1930 Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Non-contributing** *Total:* 1

519 20th Street, West 127-6180-0029 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Colonial Revival, Ca 1910 Contributing** *Total:* 1

Secondary Resource: **Shed (Building) Non-contributing** *Total:* 1

600 20th Street, West 127-6180-0030 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Colonial Revival, Ca 1910 Contributing** *Total:* 1

602 20th Street, West 127-6180-0031 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Colonial Revival, Ca 1910 Contributing** *Total:* 1

604 20th Street, West 127-6180-0032 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1916 Contributing** *Total:* 1
Secondary Resource: **Garage (Building) Contributing** *Total:* 1

612 20th Street, West 127-6180-0033 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1924 Contributing** *Total:* 1
Secondary Resource: **Secondary Dwelling (Building) Contributing** *Total:* 1

614 20th Street, West 127-6180-0034 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1920 Contributing** *Total:* 1
Secondary Resource: **Garage (Building) Contributing** *Total:* 1

618 20th Street, West 127-6180-0035 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2, Style: Colonial Revival, Ca 1920 Contributing** *Total:* 1

620 20th Street, West 127-6180-0036 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Vernacular, Ca 1850 Contributing** *Total:* 1

21st Street, West

508 21st Street, West 127-6180-0037 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Colonial Revival, Ca 1930 Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Contributing** *Total:* 1

511 21st Street, West 127-6180-0038 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1920 Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Non-contributing** *Total:* 1

512 21st Street, West 127-6180-0039 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1915 Contributing** *Total:* 1
Secondary Resource: **Garage (Building) Contributing** *Total:* 1

513 21st Street, West 127-6180-0040 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Colonial Revival, Ca 1920 Contributing** *Total:* 1

Secondary Resource: **Garage (Building) Contributing** *Total:* 1

514 21st Street, West 127-6180-0041 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Colonial Revival, Ca 1920 Contributing** *Total:* 1
Secondary Resource: **Garage (Building) Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Non-contributing** *Total:* 1

519 21st Street, West 127-6180-0042 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1920 Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Contributing** *Total:* 1

521 21st Street, West 127-6180-0043 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1.5, Style: Craftsman, Ca 1920 Contributing** *Total:* 1
Secondary Resource: **Garage (Building) Contributing** *Total:* 1

600 21st Street, West 127-6180-0044 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1920 Contributing** *Total:* 1
Secondary Resource: **Garage (Building) Contributing** *Total:* 1

601-603 21st Street, West 127-6180-0045 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1959 Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Non-contributing** *Total:* 1

605 21st Street, West 127-6180-0046 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1929 Contributing** *Total:* 1
Secondary Resource: **Garage (Building) Contributing** *Total:* 1

607 21st Street, West 127-6180-0047 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1929 Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Non-contributing** *Total:* 1

613 21st Street, West 127-6180-0048 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 2.5, Style: Colonial Revival, Ca 1920 Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Non-contributing** *Total:* 2

619 21st Street, West 127-6180-0049 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1929 Contributing** *Total:* 1
Secondary Resource: **Garage (Building) Contributing** *Total:* 1

22nd Street, West

507 22nd Street, West 127-6180-0050 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Colonial Revival, Cape Cod, Ca 1947 Contributing** *Total:* 1

Secondary Resource: **Shed (Building) Non-contributing** *Total:* 1

509 22nd Street, West 127-6180-0051 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Colonial Revival, Cape Cod, Ca 1947 Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Non-contributing** *Total:* 1

511 22nd Street, West 127-6180-0052 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Colonial Revival, Cape Cod, Ca 1947 Contributing** *Total:* 1

513 22nd Street, West 127-6180-0053 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Colonial Revival, Cape Cod, Ca 1947 Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Contributing** *Total:* 1

515 22nd Street, West 127-6180-0054 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: No Discernible Style, Ca 1958 Contributing** *Total:* 1

Riverside Drive

2000 Riverside Drive 127-6180-0061 *Other DHR Id#:*
Primary Resource: **Apartment Building (Building), Stories , Style: Other, Ca 1964 Non-contributing** *Total:* 1

2100 Riverside Drive 127-6180-0055 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1926 Contributing** *Total:* 1
Secondary Resource: **Garage (Building) Contributing** *Total:* 1

2102 Riverside Drive 127-6180-0056 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1926 Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Contributing** *Total:* 1

2104 Riverside Drive 127-6180-0057 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1926 Contributing** *Total:* 1
Secondary Resource: **Shed (Building) Non-contributing** *Total:* 1

2106 Riverside Drive 127-6180-0058 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1920 Contributing** *Total:* 1

2112 Riverside Drive 127-6180-0059 *Other DHR Id#:*
Primary Resource: **Single Dwelling (Building), Stories 3, Style: International Style, Ca 1961 Contributing** *Total*: 1

Riverside Drive 127-6180-0060 *Other DHR Id#:*
Primary Resource: **Manchester Waterworks (Structure), Stories , Style: Other, Ca 1814 Contributing** *Total:* 1

Stonewall Avenue

1920 Stonewall Avenue 127-6180-0062 *Other DHR Id#:*
Primary Resource: **Water Control Tower (Site), Stories , Style: Other, Ca 1818 Contributing** *Total:* 1
Secondary Resource : **Apartment Building (Building) Non-contributing** *Total:* 1
Secondary Resource : **Other - Aqueduct (Structure) Contributing** *Total:* 1
Secondary Resource : **Shed (Building) Non-contributing** *Total:* 1

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.)

- [x] 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.
- [x] 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

Areas of Significance
(Enter categories from instructions.)
ARCHITECTURE
COMMUNITY PLANNING AND DEVELOPMENT
INDUSTRY

Period of Significance
1814-1834
1870-1961

Significant Dates
1873

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
Unknown

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 Springhill Historic District is locally significant under Criterion A in the areas of Industry and Community Planning and Development and under Criterion C in the area of Architecture. The district is associated with early-nineteenth-century industrial development on the south bank of the James River. The extant aqueduct, the site of the water-control tower, and the foundations of the Manchester Waterworks are associated with an important historic trend in the development of canal transportation and the origin of industrial and residential waterworks. Springhill, the earliest documented streetcar suburb in the greater Richmond metropolitan area, preserves locally significant examples of late-nineteenth century and early-twentieth-century domestic vernacular dwellings showcasing the design, building materials, and construction techniques characterizing a streetcar suburb. The district was part of Chesterfield County until 1873 when it became one of the first adjacent land areas to be legally annexed to the incorporated Town of Manchester.[20] The residential expansion was tied to a boom in manufacturing, quarrying, and shipping in Manchester after the Civil War. A conceptual gridiron plan of Springhill was first published in 1848, part of a larger planned development called *Spring Hill*.[21] Originally called *Bellevue*, Springhill represented a small section, the northeast corner, of a larger planned suburb called Spring Hill. The legal plat of the present-day neighborhood was initially filed in Chesterfield County in 1862 but development was suspended during the Civil War. In 1873, the Richmond & Manchester Railway & Improvement Company initiated horse-car service along the east boundary of Springhill and the Town of Manchester annexed the 40-acre *Bellevue* tract. Around the turn of the twentieth century, streetcar service improved with additional routes across the 9th Street Bridge to Main Street in downtown Richmond and to quarries located farther west along the Forest Hill street railway. As part of the Town of Manchester, Springhill was annexed to the City of Richmond in 1910. The neighborhood was largely built out by the early 1930s, but infill construction continued through the early 1960s.

There are two periods of significance for Springhill. The first period of significance extends from 1818 to 1834 when structures related to "extensive waterworks" and the James River Manchester Canal were constructed. Extant historic structures include a sub-surface aqueduct and the stone foundations of the Manchester Waterworks, a water processing complex. The stone sluiceway and a settling basin were built in the 1820s; the facility was expanded circa 1878. The site of a water-control tower is known from historic maps and photographs. The second period of significance for Springhill extends from 1870 through 1961, encompassing the period during which the residential neighborhood was developed and significant domestic architecture was constructed. The Springhill Historic District is being nominated under the *Multiple Property Nomination (MPD), Historic Residential Suburbs in the United States, 1830-1960*, published by the National Park Service in 2002.

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

Criterion A: Industrial History

Springhill is locally significant under Criterion A in the area of ***Industrial History***. Springhill qualifies under Criterion A because the early-nineteenth-century aqueduct and water-control tower reveal an important historic trend in the development of canal transportation along the south bank of the James River and of the origin of industrial and residential waterworks in the Town of Manchester. Maps published in 1836 and 1848 show a stone sluiceway and a settling basin, constructed in the 1820s. These structures were incorporated into the Manchester Waterworks complex around 1878 to augment the town's municipal water system. The history of the waterworks on the south bank of the James River reveals progressive, incremental improvements in the delivery of fresh water to support residential and commercial needs.

The sub-surface system, a complex of arched, brick waterways and cisterns, and the site of a water-control tower, a circular, multi-storied brick structure, were constructed between 1814 and 1820 as part of the excavation of the James River Manchester Canal and the "extensive waterworks" initiative on the south bank. The inter-related endeavors were conceived to support industrial development at the Falls.[22] The connection of the aqueduct and tower to the canal and lift-lock below are supported by archaeological evaluation conducted by William Moore, III, co-author of the *Falls of the James Atlas*, in the late 1980s. According to Moore, there was a tunnel below Springhill, across from Belle Isle, that was covered with metal to prevent passersby from falling in and a 17-foot-wide flume, dating from 1817, that was partially caved in. Based on available documentary and archaeological research, the structures correlate well with other extant historic canal and water-control tower sites.[23] A revealing precedent may be found in the Barton Aqueduct and Bridgewater Canal system (1761) in Manchester, England. Although the operational complex was replaced in the 1890s, surviving subterranean brick tunnels are indistinguishable from the tunnels beneath Springhill.[24]

The underground aqueduct system (DHR # 127-0284) was surveyed and photographed in 1976 by an archaeologist of the Virginia Department of Historic Resources. At that time, the aqueduct was identified as Civil War Battery No. 13. Robert Krick, a historian for the National Park Service and an authority on the Civil War battlefields in the greater Richmond metropolitan area stated "emphatically" that the underground aqueduct was not constructed as part of the Civil War Battery: "*Having a subterranean storage for a fort was unusual, and I cannot think of any other earthen fortification in central Virginia with anything comparable. Even the very large and sophisticated forts, including ones in the line of fire and manned 'round the clock, used traditional earthen bombproofs and magazines, above the surface. If this really was affiliated with Battery #13, then I can't help but think that it was an adaptive reuse of some existing, pre-1861 feature. The biggest reason for believing so, apart from precedent, is that there was absolutely no reason to build anything like that to support #13. It would have been wholly unnecessary, immensely expensive and labor intensive, and to no direct purpose...*"[25]

Although it is possible that the aqueduct was re-purposed during the Civil War, it was not the site of Civil War Battery No. 13. *"Number 13 battery was near the present south end of the R.E. Lee Bridge in Richmond. The fort...had guns trained on the* [Richmond &] *Danville and* [Richmond, Fredericksburg, &] *Petersburg rail lines which converged here...This* [Battery] *had been the site of the old Wardlaw Mansion built before the Revolution and burned in 1851."*[26] Apparently the

aqueduct *"was forgotten for nearly a half century until it was uncovered in 1916 during excavations for basements for a residential development on Spring Hill."*[27]

The aqueduct and tower were most likely constructed in conjunction with the excavation of the James River Manchester Canal, a continuous navigation canal on the south bank that spanned the distance between the Westham Foundry on the west (near present-day Pony Pasture Park) and Broad Rock Island (present-day Belle Isle, DHR File No. 127-0455) on the east. The canal initiative, approved by the General Assembly in 1817 and nearly complete in 1833, was coordinated with efforts to promote industrial and residential development along the Southside Falls. In 1814, George Winston, William Wardlaw, and William Bowden acquired the 40-acre Springhill property *"with a view to future profit"* and with *"the intention of erecting buildings, constructing the machinery, preparing the apparatus, conducting the business, and in all things attending the completion and prosecution of their said undertaking"*.[28] Each partner pledged to contribute one-third of the investment costs, with each sharing in one-third of the profits. The deed of purchase implied the financial backing of other investors because it stipulated that in the event of a dispute, *"Arbitration will be accomplished, if need be, by John G. Smith; Thomas Rutherford; Edward Cunningham; Benjamin James Harris; Philip Haxall; Benjamin W. Coleman",* influential developers of canals and mills in Manchester and Richmond .[29] Future archaeological and documentary research may shed additional light on the Springhill structures and sites.

Criteria A and C: Historic Residential Suburbs in the United States: Multiple Property Residential Requirements

The Springhill Historic District is nominated under the *Multiple Property Nomination (MPD), Historic Residential Suburbs in the United States, 1830-1960*, published by the National Park Service in 2002.[30] The development of Springhill as a historic residential suburb is tied to the growth and development of the greater Richmond metropolitan area. The district possesses the physical and associative characteristics typical of two suburban sub-types: (1) Railroad and Horsecar Suburbs, 1830 to 1890; (2) Streetcar Suburbs, 1888-1928.

As outlined in the Registration Requirements of the MPD, Springhill qualifies under Criterion A because it *"reflects an important historic trend in the development and growth of a locality"* and because it *"introduced conventions of community planning important in the history of suburbanization".*

Under Criterion C, Springhill comprises a *"collection of residential architecture"* exhibiting important examples of *"distinctive period construction, [and] method[s] of construction".* The neighborhood also *"reflects principles of design important in the history of community planning…"*

Springhill reflects important trends for which a historic residential suburb may qualify for listing in the National Register of Historic Places:

- Exhibiting features that demonstrate significant trends in the growth and patterns of American suburbanization;
- Aiding in understanding the history of subdivision planning, residential development, house and yard design;
- Possessing examples of vernacular domestic architecture illustrating local building practices and use of materials;
- Representing a suburban design composed of original rectilinear street layout, standardized lots and set-backs, yards, and houses that collectively illustrate the evolution of a local streetcar suburb.

Condition and Integrity

The contributing buildings, structures and site in the Springhill Historic District retain good integrity. Most of the dwellings retain their original form, building fabric, and character-defining features. A small percentage of the houses display newer surface materials such as vinyl and aluminum siding, but the architectural character conveyed by the form and character-defining elements remains intact. Single-paned window sashes have been replaced with double-paned glass in less than twenty percent of the housing stock, but for the most part the original fenestration patterns remain intact. The historic plan of the district, defined by the linear quality of the streets, the alleys that run parallel to the streets, and the size and shape of the lots, is intact. Some of the district's historic resources have been lost through the years, in some cases replaced with compatible residential infill.

DEVELOPMENTAL HISTORY

Before 1873, the story of Springhill is a story of the development of waterworks: water transport, water power, and municipal water delivery. After 1873, the story of Springhill is that of a streetcar suburb.

Springhill, Before 1873

The Springhill Historic District is situated on land contiguous to the seven-mile-stretch of the James River called "the Falls". Part of a 30,000-acre patent spanning both sides of the James River, Springhill was owned successively in the seventeenth and eighteenth centuries by the William Byrds I, II and III.[31] In 1768, William Byrd III devised a land lottery to settle his debts. The subsequent ownership of the Springhill property is unclear until 1814 when William Bowden of Petersburg sold the property to George Winston, William Wardlaw, and William Bowden *"with a view to future profit"* and with *"the intention of erecting buildings, constructing the machinery, preparing the apparatus, conducting the business, and in all things attending the completion and prosecution of their said undertaking"*.[32] Each partner pledged to contribute one-third of the investment costs, with each sharing in one-third of the profits. The deed of purchase implies the financial backing of other investors because it stipulates that in the event of a dispute, *"Arbitration will be accomplished, if need be, by John G. Smith; Thomas Rutherford; Edward Cunningham; Benjamin James Harris; Philip Haxall; Benjamin W. Coleman."*[33]

Between 1814 and 1818, the partners completed $4000 of improvements on the property, including the water-control tower (for the James River Manchester Canal below), the aqueduct, and a dwelling (probably present-day 618 West 20th Street).[34] After a few years, the partnership faltered. In 1818, Bowden, Winston, and Wardlaw subdivided the property into three lots plus a separate 4.29-acre parcel bordering Canoe Run and another 11.5-acre tract bordering the James River.[35] Wardlaw's Lot 1 (7.5 acres) was the easternmost parcel, bordering present-day Cowardin Avenue on the east.[36] George Winston received Lot 2 (7.5 acres), in the middle, that encompassed the aqueduct, tower, and dwelling. Bowden received the westernmost lot (9.5 acres) and also paid an additional sum to acquire the Canoe Run parcel. The sub-divided property accounted for 29 acres. Although the deed specified a 40-acre tract, the river frontage was not included in the subdivision of lots. The plat that accompanied the deed showed an 11.74-acre rectangular lot along the James River, jointly-owned and most likely leased to the James River Manchester Canal Company.

A prototype for the aqueduct and water-control tower may have been the original Barton Aqueduct and Bridgewater Canal system, completed in 1761, in Manchester, England. The waterworks employed gravity to supply water to the population and industries in the growing town. Although the scope of the Spring Hill waterworks is not yet fully understood, numerous early-nineteenth-century surveys and documents confirm that the plan was to complete a gravity-operated system. In addition to an extant aqueduct, canal lock, lock-gate, flume, and tunnel at Springhill, other structures related to the waterworks survive a short distance to the west of Springhill including an industrial site (sluices and dams) in Forest Hill Park and a large stone spring-related structure on Riverside Drive. Future archaeological study may reveal the complexities of the early-nineteenth-century operation.

The period of construction of the aqueduct and tower correlated with the excavation of the James River Manchester Canal, a continuous navigation canal on the south bank that spanned the distance between Westham at the west end (near present-day Huguenot Bridge) and Broad Rock Island at the east end. A major proponent of the canal initiative on Southside was Major John Clarke, owner and operator of Bellona Arsenal and the Westham Foundry.[37] Clarke, a manufacturer of military arms and other iron products, had much to gain from reliable and cost-effective water transportation.[38] Early efforts on Southside to harness the industrial water-power of the Falls were initiated by Frederick Clarke and Chastain Clarke who owned much of the land bordering the James River, between Canoe Run and Powhite Creek, in the early-nineteenth century. The Clarkes and other investors developed "extensive waterworks" that "utilized water powered sluices along the river bank". The capital investment required for the excavation of the canal and the development of water-power at the Falls led to financial ruin for Frederick and Chastain Clarke and many other investors in the Southside scheme. Following a proliferation of bankruptcies, court-ordered sales, and real estate-related lawsuits, efforts to harness water power subsided in the 1830s. The James River Manchester Canal and the aqueduct and canal-control tower became outdated, almost before completion, surpassed in 1833 by the faster, more efficient and dependable Chesterfield Railroad and, a decade later, the Richmond & Danville Railway.

In the 1840s, Charles S. Morgan acquired 185 acres of the Southside Falls, extending from Canoe Run to Powhite Creek.[39] To promote suburban residential and commercial development on Southside, Morgan planned to harness the Falls to generate water power. Morgan's vision was described in a newspaper article, published in 1848, in the *Philadelphia Daily Sun*, extolling "*that splendid waterpower on the Spring Hill and Falls property, opposite the city"*. That same year, Morgan published a subdivision plan for the town of Spring Hill.[40] For nearly a decade, Morgan assembled investors and developers from Richmond and Philadelphia in an effort to realize the suburbanization of Southside.[41] Morgan's premature death in 1859, followed by the upheaval of the Civil War, arrested development.

In the 1870s, John Cullen Robertson renewed interest in harnessing water power of the Falls.[42] The City of Manchester commissioned a study by Colonel CPE Burgwyn, an engineer who completed a comparative study of the potential water power of the Falls with power already being generated by various waterworks in New England. The report, published in 1888, concluded what early nineteenth-century investors had known: that Southside was *"as richly endowed by nature as almost any place in the world"*, also noting that *"various plans have been proposed for impounding this great supply of water and utilizing by storage means for this vast power."*[43] By the turn of twentieth century, promotional publications continued to extoll the *"rare conditions for the development of a great water-power plant"* at the Falls.[44] In 1903, a petition by J.C. Robertson was referred to the clear water committee of the Board of Water Commissioners.[45] Robertson then channeled his business acumen into residential real estate speculation and development.

Springhill, After 1873

In 1873, the City of Manchester annexed the 36-acre Springhill tract, the same year that horse car trolley service began operating along Cowardin Avenue. James J. Faran and John R. McLean, Washington, D.C.-based real estate investors, re-filed the legal plat for Springhill at the Hustings Courthouse in Manchester.[46] Between 1873 and 1890, the partners sold twelve lots. A sprinkling of houses was probably constructed during this period, but the Panic of 1873 triggered a severe economic depression that slowed economic growth in the United States for nearly a decade. Still, the population of Manchester and its suburbs doubled between 1870 and 1880.[47] Late-nineteenth-century census records show that most of the residents in the outlying suburbs were employed in nearby Manchester. Major employers included the Richmond & Danville Railroad, tobacco factories and warehouses, an iron foundry, and cotton and grain mills.[48]

During the same period, between 1870 and 1890, John C. Robertson organized and operated the Southside Land & Improvement Company, acquiring most of the land encompassing Woodland Heights, Forest Hill and Westover Hills (the contiguous "sister" suburbs to Springhill). Robertson filed legal plats and secured the financing to create the suburban neighborhoods along the existing and expanding streetcar lines.

On June 7, 1890, Robertson purchased the Springhill property from Faran and McLean. The twelve lots previously sold were excluded from Robertson's purchase.[49] The "tower and pump house lot "owned by the Manchester Water Company" was also excluded. That same day, to

secure financing, Robertson mortgaged the property to Alexander T. Brittan and George E. Eramus for $45,000. This deed excluded 17 additional lots that were apparently held by Robertson for re-sale or development.[50] Census reports and city directories show a rapid build-out in Springhill between 1900 and 1930, with forty-six houses constructed in that period.

The City of Richmond annexed Manchester, including the outlying Springhill neighborhood, in 1910, but not without some resistance from Southside residents. One issue was fear that water quality would not be maintained: *"While the good citizens of Richmond at the turn of the century were disgustedly using water that resembled boarding-house coffee, their neighbors in the smaller city of Manchester were gloating over the clear fluid that flowed from their faucets...the small, yet efficient water plant of old Manchester" was appreciated for the consistently pure water provided its citizens*." [51] The Manchester Waterworks was abandoned in 1914 when the City of Richmond opened a new twenty-inch water main from the reservoir in Byrd Park, across Belle Isle, to serve the Southside suburbs and Springhill and Manchester.[52]

During the Great Depression, construction of Riverside Drive (which extends along the district's northern boundary) improved transportation options to areas immediately adjacent to the south bank of the James River. The Works Progress Administration performed the work and examples of original stonework and retaining walls are extant. With improved access via automobile and proximity to the urban core, Springhill easily attracted additional development after World War II. The neighborhood's few remaining lots, along West 22nd Street, were built out during the postwar housing boom that extended from 1945 until 1961.[53] In the second half of the twentieth century, a number of older houses were torn down, due to deterioration and neglect. Some were replaced with new houses, designed to imitate the form, massing and architectural character of the existing historic fabric.

Along the northern perimeter, three apartment buildings were erected. The introduction of apartment buildings to Springhill reflects a trend in the expansion of the rental housing market into the suburbs, especially in the 1950s and 1960s, during the post-World War II population boom. Developers located apartment buildings outside the urban core to attract prospective residents across a wide spectrum of social and socioeconomic groups at the same time promoting the benefits of suburban living. Various books were published promoting "modernistic" designs in apartment buildings.[54] The International style of the apartment building at 2112 Riverside Drive is an example in Springhill of how "Modernism was embraced as the rental housing market expanded into the suburbs of large cities."[55] The presence of high-density apartment buildings along the perimeter of the neighborhood contributes to the understanding of mid-twentieth-century trends in architectural and social history. Since the early 1960s, the neighborhood has seen just a handful of new dwellings constructed. Today its streetscapes preserve the historic sense of time and place of a residential suburb that displays distinct architectural styles dating from the 1870s through the early 1960s.

9. Major Bibliographical References

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With Great Vision: The James River and Kanawha Canal. Virginia Cavalcade, Winter, 1972, 22-45.

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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:
__X_ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: Virginia Department of Historic Resources, Richmond, VA

Historic Resources Survey Number (if assigned): DHR File No. 127-6180

10. Geographical Data

Acreage of Property 36 (approx.)_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)
1. Latitude: 37.523972 Longitude: -77.458361

2. Latitude: 37.525998 Longitude: -77.453771

3. Latitude: 37.523165 Longitude: -77.452442

4. Latitude: 37.521823 Longitude: -77.455721

Or
UTM References

Datum (indicated on USGS map):

[ ] NAD 1927 or [x] 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 boundary of the Springhill Historic District is shown as the solid black line on the accompanying map entitled, "Springhill Historic District City of Richmond – 127-6180)."

Boundary Justification (Explain why the boundaries were selected.)
The district boundaries correspond to the boundaries depicted on the 1862 legal plat of *Bellevue*, a subdivision of a larger planned development known as *Spring Hill.* Development of *Bellevue* began in 1873 when the plat was re-filed in Chesterfield County, the same year that horsecar trolley service began service to the neighborhood. *Bellevue* was designated Springhill, after the *Spring Hill Tract*, sometime in the twentieth century. The lots included in the district encompass late-nineteenth to mid-twentieth-century dwellings of similar scale and design that retain historic integrity. Vacant and commercial lots around the perimeter of the original plat are excluded from the boundaries.

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11. Form Prepared By

name/title: Nancy Kraus
organization:
street & number: 6224 New Harvard Lane
city or town: Glen Allen state: VA zip code: 23059
e-mail: nancy.kraus@gmail.com
telephone: (804)- 304-6053
date: 15 August 2013

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

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

Photo Log

Name of Property: Springhill Historic District

City or Vicinity: Richmond

County: Independent City State: Virginia

Photographer: Nancy W. Kraus

Date Photographed: August, 2013

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

View of: Site of Manchester Waterworks at the foot of West 22nd Street, looking NE
Photo: 1 of 8. VA_City of Richmond_Springhill Historic District_0001

View of: Corner of West 20th Street and Stonewall Avenue, looking W
Photo: 2 of 8. VA_City of Richmond_Springhill Historic District_0002

View of: 600 block of West 20th Street, looking SW
Photo: 3 of 8. VA_City of Richmond_Springhill Historic District_0003

View of: 500 block of West 19th Street, looking NE
Photo: 4 of 8. VA_City of Richmond_Springhill Historic District_0004

View of: 600 block of West 19th Street, looking NW
Photo: 5 of 8. VA_City of Richmond_Springhill Historic District_0005

View of: 516 West 19th Street, looking W
Photo: 6 of 8. VA_City of Richmond_Springhill Historic District_0006

View of: 514 West 21st Street, looking W
Photo: 7 of 8. VA_City of Richmond_Springhill Historic District_0007

View of: 510 West 20th Street, looking W
Photo: 8 of 8. VA_City of Richmond_Springhill Historic District_0008

Continuation sheets: Index of Figures

View of: Subterranean aqueduct, VDHR File 127-0284, 1976.
Figure: 1 of 3.

View of: Tower, corner of West 19th Street and Stonewall Avenue, c. 1890, looking W
Figure: 2 of 3.

View of: Manchester Waterworks, foot of West 22nd Street, c. 1948, looking NE
Figure: 3 of 3.

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.

[1] Near the northeast corner, the district is connected to downtown Richmond by the Lee Bridge (at Cowardin Avenue).
[2] Two infill Ranch-style duplexes, built in the late 1950s, are located at 511 and 513 West 19th Street.
[3] Faux brick shingle-siding covers the houses at 507 West 19th Street, 516 West 20th Street, and 618 West 20th Street. Houses with asbestos siding are 605, 608, and 610, West 19th Street; 600 West 20th Street; 605 and 613 West 21st Street; and 2100 and 2104 Riverside Drive.
[4] See, for example and comparison, see "The Hawthorne" (page 8); The Dayton (page 34); and "The Cypress (page 36) in the Aladdin Company catalog published in 1931. Accessed 10 August 2013. http://www.cmich.edu/library/clarke/ResearchResources/Michigan_Material_Local/Bay_City_Aladdin_Co/Documents/1931_annual_sales_catalog.pdf
[5] Quote from the City of Richmond Old and Historic Districts Booklet.
[6] For illustrations, see Whiffen, Marcus. The Eighteenth-Century Houses of Williamsburg. Williamsburg, VA: Colonial Williamsburg, 1960.
[7] *With Great Vision: The James River and Kanawha Canal.* Virginia Cavalcade, Winter, 1972, 22-45.

[8] The stone canal lock and wall (sluiceway) were evaluated by canal expert William Trout, III, and archaeologists Craig Rose and Lyle Browning. See Rose, Craig. *The Industry of Water and Power Along the James River: Independent Study in Industrial Archaeology*. Farmville, VA, n.d., and Trout, W.E., III, James Moore, III, and George D. Rawls. Falls of the James Atlas. Richmond, VA: Virginia Canals and Navigations Society, 1987, 1995. Between 1817 and 1833, a continuous canal was excavated by the Manchester James River Canal and Rail Road Company. The canal extended from the Mayo Bridge on the east to (Southside) Westham, near the present-day Huguenot Bridge. In 1833, the Manchester Canal Company (incorporated by the General Assembly in 1817) was re-incorporated as the Manchester James River Canal and Rail Road Company. See Journal of the General Assembly. Second Petition of the Manchester Canal Company. December 04, 1817. Library of Virginia, Reel #39, Box 55, Folder 37. Primary-source documents support the possibility that the earliest lock of the James River Canal, completed between 1785 and 1795 near Broad Rock Island (Belle Isle) was subsequently incorporated into the James River Manchester Canal.
[9] Chesterfield County Deed Book 23: 134-136.
[10] Caracristi, Joseph F.Z., Engineer. "Story of a Southern Sympathizer". 13 May 1931. Published in Tyler's Quarterly Magazine, 214-222.
[11] Photographs of the complex may be found in Lutz, Francis Earle. A Richmond Album. Richmond, VA: Garrett & Massie, 1937, 176; and *"Old Water Works to Be Dismantled". Richmond Newsleader*. Friday, April 9, 1948, 23.
[12] Part of a sluice, constructed by Frederick Clarke and Chastain Clarke, is depicted on the Map of Spring Hill, published in 1836. A sluiceway and settling basin are depicted on the Morgan Map of Richmond and Spring Hill, 1848. For an archaeological analysis of the water-works-related sites near the north boundary of Springhill, see Rose, Craig. *The Industry of Water and Power Along the James River: Independent Study in Industrial Archaeology*. Farmville, VA, n.d.
[13] Lutz, Francis Earle. Chesterfield: An Old Virginia County. Richmond, VA: William Byrd Press, 1990, 282.
[14] *"Old Water Works to Be Dismantled". Richmond Newsleader*. Friday, April 9, 1948, 23.
[15] *"Old Water Works to Be Dismantled". Richmond Newsleader*. Friday, April 9, 1948, 23.
[16] File No. 127-0284, Virginia Department of Historic Resources, Richmond, VA.
[17] Lutz, Francis Earle. A Richmond Album. Richmond, VA: Garrett & Massie, 1937, 176.
[18] Lutz, Francis Earle. A Richmond Album. Richmond, VA: Garrett & Massie, 1937, 176.
[19] Cousins Frederick Clarke and Chastain Clarke, among others, were proponents on Southside of development of water-powered industries at the Falls. Between 1813 and 1840, both were actively involved in the improvement of canal transportation and the expansion of various manufacturing industries in present-day Woodland Heights and Forest Hill.
For a preliminary archaeological overview of the early-nineteenth century development of waterworks along the south bank of the James River, see Rose, Craig. *The Industry of Water and Power Along the James River: Independent Study in Industrial Archaeology*. Farmville, VA, n.d.
[20] The Town of Manchester was incorporated by the Virginia General Assembly in 1769. In 1874, Manchester became an Independent City.
[21] *Plan of Richmond Manchester & Springhill Virginia.* Charles S. Morgan, 1848. Virginia Historical Society, Richmond, VA, 1848:1.
[22] Cousins Frederick Clarke and Chastain Clarke, among others, were proponents on Southside of development of water-powered industries at the Falls. Between 1813 and 1840, both were actively involved in the improvement of canal transportation and the expansion of various manufacturing industries in present-day Woodland Heights and Forest Hill.
For a preliminary archaeological overview of the early-nineteenth century development of waterworks along the south bank of the James River, see Rose, Craig. *The Industry of Water and Power Along the James River: Independent Study in Industrial Archaeology*. Farmville, VA, n.d.
[23] For a general understanding of late-eighteenth and early-nineteenth century canals, see the Barton Aqueduct (original, 1761, replaced 1893), Manchester, England; the C&O Canal complex in Great Falls, Virginia; the Paw-Paw Tunnel, West Virginia; the Washington Aqueduct system (National Register of Historic Place Nomination, DHR File No. 029-5198, 1973); For comparison with contemporary examples,

see the control tower and lock entering the Kiel Canal in Brunsbettel, Germany and the New Hood Canal Bridge Control Tower at the Todd Pacific Shipyard in Seattle, Washington.

[24] Sub-surface aqueducts in Manchester, England, are accessible. A recent photograph of one Barton tunnel, compared to a photograph (1976) of a Springhill tunnel, are indistinguishable.

[25] Email from Robert Krick, historian, National Park Service at Chimborazo, 14 September 2012, to Nancy Kraus.

[26] Lutz, Francis Earle. Chesterfield: An Old Virginia County. Richmond, VA: William Byrd Press, 1990, 234-5.

[27] Lutz, Francis Earle. Chesterfield: An Old Virginia County. Richmond, VA: William Byrd Press, 1990, 234-5.

[28] Chesterfield County Deed Book 20:313-314. George Winston was a prolific builder in Richmond, beginning in the late eighteenth century, who operated a brickyard on "Adam's Hill" (present-day Church Hill in Richmond). The elaborate complex of arched brickwork, buttress-like pilasters, and arched blind openings, are reminiscent of the artistry of master brick mason and brickyard owner Anthony Turner, a contemporary and neighbor of George Winston. An unusual brick arcade, c. 1809, is extant at Anthony Turner's house, 2520 East Franklin Street, in Richmond. An arched buttress, mostly bricked in, is only partially visible. The brick arcade and arched buttress executed by Turner at his personal residence prompted Thomas Jefferson to hire two of Turner's apprentices (the Phillips brothers) to work on the Rotunda and the Academical Village at the University of Virginia. Biographical information about Anthony Turner was collected by Deanna Lewis, the current owner (in 2013) of the Turner House, from Turner's will and other family papers. See also Scott, Mary Wingfield. Old Richmond Neighborhoods. Richmond, VA: William Byrd Press, 1950, 18-19, 36; and Figure 130, page 153. The Rutherfoord House, 14 West Franklin Street, was erected in 1795 and demolished in 1894. See Figure 117 pages 132-133.

[29] All of the men listed were major players in early-nineteenth century Richmond, especially with regard to the development of the canals and mills in the Richmond metropolitan area.

[30] McClelland, Linda Flint, David L. Ames, and Sarah Dillard Pope, *National Register of Historic Places Multiple Property Documentation Form: Historic Residential Suburbs in the United States, 1830-1960, 2002.*

[31] McGraw, Mary Tyler. At the Falls: Richmond, Virginia and its People. Chapel Hill, NC: University of North Carolina Press, 1994, 32-53. See also *William Byrd title book*. *The Virginia magazine of history and biography*. Vol. 48, no. 1, between p. 32-33.

[32] Chesterfield County Deed Book 20:313-314.

[33] All of the men listed as potential arbiters were major players in early-nineteenth century Richmond, especially with regard to the development of the canals and mills in the Richmond metropolitan area.

[34] Chesterfield County Land Tax Record, 1820.

[35] The deed chain for the water-front property is murky. It was most likely leased to the James River Manchester Canal Company and then to the Richmond & Danville Railroad. In 1916, the right to the property belonged to the James River & Kanawha Power Company. [Manchester Canal, Lock Title Chain. Private Paper compiled by Craig Rose and Lyle Browning, archaeologists.]

[36] This is the lot where Battery No. 13 was located during the Civil War.

[37] Minutes of the General Assembly show that the canal on Southside was approved by the General Assembly in 1817 and nearly completed by 1833.

[38] Major John Clarke was an expert in canal engineering, as demonstrated by his letter, to Thomas M. Randolph, Governor of Va., written from Keswick in Powhatan, February 9, 1820. James River and Kanawha Company (Richmond, Va.). Records, 1835-1881. Accession 36027. Business records collection, The Library of Virginia, Richmond, , VA. 23219.

[39] Land Office Treasury Warrants in the name of Charles S. Morgan; the first of the No. 18.102 for one hundred Acres; and the second, of the No. 18.715 for eighty-five acres. Surveyed in 1844; approved by the General Assembly in 1845.

[40] *Plan of Richmond Manchester & Springhill Virginia.* Charles S. Morgan, 1848. Virginia Historical Society, Richmond VA.

[41] e.g. Chesterfield County Deed Books 37-274-277; 37-278-280; 37-281-283. One of Morgan's business partners was Philadelphian Burgess Long, a principal in the Spring Hill Company. Others included local real estate developers Hall Neilson, Thomas Neilson, and Wellington Goddin.
[42] City of Manchester, Alderman Minutes, reel 992. Library of Virginia.
[43] *On the Natural Advantages and Water-Powered Facilities of the City of Manchester and the County of Chesterfield,* 1888, 3.
[44] Richmond: The Pride of Virginia. Philadelphia, PA: Progress Publishing Co., 1900, 8.
[45] City of Manchester, Alderman Minutes, reel 992. Library of Virginia, April17, 1903, 22.
[46] In the 1850s and 1860s, portions of the Springhill tract were bought and sold multiple times. Due to a misunderstanding about the location of Canoe Run (one of the names for Reedy Creek through much of the 19th century), multiple, lengthy court battles about ownership and location of the tract kept the property in limbo. Faran and McLean acquired the property between 1870 and 1873 but were unable to secure a clear title until 1886. See Chesterfield Deed Book 73-222-228.
[47] Richmond City Directory, 1881.
[48] See the Beers Map of Richmond, 1876, and the Sanborn Insurance Maps of South Richmond, 1917-1933.
[49] Chesterfield County Deed Book123-466-467. The excluded lots were the Manchester Water Company tower and pump house lot; lot No. 1, sq. 11 was sold to D.L. Toney; Lot No. 3, sq. 1 was sold to W.H. Ownes; Lot 12 in sq 11 was sold to W. Snellings; Lots 2 & 3 in sq. 10 were sold to H.C. Beattie; and Lot No. 1, Sqs. 10 & 12 and Lots 11, 12, 13, 14, & 15 in Sq 1 were sold to W. S. Rollins “all of which will appear in the records of the Clerks office of the Hustings Court of the City of Manchester, Va.”
[50] Chesterfield County Deed Book123-467-469. Robertson’s lots included: Lot No. 8, Square 2, SE corner of 19th or Belle Isle Street; Lots No. 9, 10, & 11 Square 2; Lot No. 11, Square 5; Lots 1, 2, 3, 4, 5, 6, 11, 12, 13, 14, 15, Square 8; and Lot No. 14, Square 7.
[51] Lutz, Francis Earle. A Richmond Album. Richmond, VA: Garrett & Massie, 1937, 176.
[52] *Richmond Newsleader*. Friday, April 9, 1948, 23.
[53] *GI Bill History* accessed: http://www.gibill.va.gov/gi_bill_info/history.htm
[54] For examples, see David L. Ames and Linda Flint McClelland, Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places (Department of the Interior, National Park Service, 2002), 69.
[55] Ames and McClelland, 69.

Springhill Historic District, Richmond, VA

Springhill Historic District
City of Richmond, Virginia
DHR #127-6180

Location Map

1. Latitude: 37.523972 Longitude: -77.458361

2. Latitude: 37.525998 Longitude: -77.453771

3. Latitude: 37.523165 Longitude: -77.452442

4. Latitude: 37.521823 Longitude: -77.455721