

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

LISTED ON:	
VLR	03/17/2011
NRHP	06/08/2011

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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name St. Paul Historic District
 other names/site number VDHR Architectural Inventory Number: 294-0001

2. Location

street & number Portions of Fourth Avenue, Fifth Avenue, Russell Street, and Broad Street N/A not for publication
 city or town St. Paul vicinity
 state Virginia code VA county Wise code 195 zip code 24283

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 local

[Signature] Date April 21, 2011
 Signature of certifying official

Deputy Director + Deputy SMPO State or Federal agency/bureau or Tribal Government
 Title

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)

<input checked="" type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property

(Check only one box)

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	building(s)
<input type="checkbox"/>	object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
23	9	buildings
0	0	sites
2	9	structures
0	0	objects
25	18	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

COMMERCE/TRADE: business, professional, financial institution, warehouse,

DOMESTIC: single dwelling, multiple dwelling, secondary structure, hotel,

RECREATION/CULTURE: theater

TRANSPORTATION: rail related

Current Functions

(Enter categories from instructions)

COMMERCE/TRADE: business, professional, organizational, financial institution, store, restaurant, warehouse, specialty store

DOMESTIC: single dwelling, multiple dwelling, secondary structure

GOVERNMENT: fire station

INDUSTRY/PROCESSING/EXTRACTION: waterworks

TRANSPORTATION: rail related

7. Description

Architectural Classification

(Enter categories from instructions)

Commercial Style, Classical Revival, Art Deco,

Beaux Arts

Materials

(Enter categories from instructions)

foundation: Brick, Concrete, Stone

walls: Brick, Concrete, Stone

roof: Metal, Asphalt

other: Concrete, Brick, Wood

Narrative Description

Summary Paragraph

The St. Paul Historic District comprises the downtown business core of St. Paul, a small commercial town located in the southeastern extremity of Wise County, Virginia. Surrounded by steep hills on the west, north, and east, St. Paul's downtown is defined on the south by the railroad corridor that spurred the town's establishment and growth in the late nineteenth and early twentieth centuries; beyond the railroad tracks, south of the district, U.S. Route 58 Alternate extends roughly east-west along the floodplain of the Clinch River. The district boundaries are defined by the extent of early-twentieth-century commercial and industrial buildings in the downtown, interspersed with occasional domestic buildings. The historic district encompasses the block bounded by Broad Street (on the north), Fifth Avenue (east), Russell Street (south), and Fourth Avenue (west), along with portions of surrounding blocks. The district boundary juts southward along Fourth Avenue to include the railway bridge and underpass on the south—a distinctive gateway to the downtown emphasizing the historical importance of the railroads in the town's development. Paved streets with sidewalks on both sides and diagonal parking characterize the downtown streetscapes. Most commercial buildings stand two to three stories tall, are sited close to the street, and extend deep into their narrow lots. Except for some commercial blocks along the west side of Fourth Avenue, the longest dimensions of most buildings are oriented north-south. Dates of construction range from ca. 1890 to the 2010s, with most resources consisting of commercial buildings dating from the 1920s to 1950s. The district's architecture is distinguished by early-twentieth-century commercial styles, some with sophisticated masonry and elaborate ornamentation, particularly on the upper stories. Amid these commercial buildings are three vernacular dwellings dating from the period of the town's early development. The St. Paul Historic District includes a total of 32 primary resources and 11 secondary resources. Of the 32 primary resources, 24 are contributing and 8 are non-contributing to the eligibility of the historic district. Primary resources include 19 commercial buildings, three mixed commercial/domestic buildings, one hotel, one theater, one bank, one sewer/waterworks, one firestation, one railroad bridge, three single dwellings, and one multiple dwelling. Secondary resources consist of one well house, one shed, one mobile home/trailer, one open shelter, and seven concrete basins.

Narrative Description

See Continuation Sheet

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

- 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)

- Commerce
- Architecture
- Transportation

Period of Significance

1887-1960

Significant Dates

1887, 1891, 1911

Significant Person

(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

unknown

Period of Significance (justification)

In the area of Commerce and Transportation (Criterion A) and Architecture (Criterion C), the period of significance for the district extends from 1887, the construction date of the oldest extant resource (the Ennis House, at 3028 Fourth Avenue). The period of significance extends to 1960 in accordance with the minimum 50-year age of resources eligible for listing on the National Register.

Statement of Significance Summary Paragraph

The St. Paul Historic District is an excellent example of the downtown business areas of small commercial towns that developed in Wise County and surrounding areas of Southwest Virginia in conjunction with the growth of the coal mining industry from the late nineteenth through mid-twentieth centuries. By 1884, the area of the present town was envisioned as an excellent prospect for development, following the opening of coal mining in Wise County at the beginning of the decade. The small cove of relatively mild slopes suitable for building was located along the Clinch River valley, one of only two practical points of entry for railroads through the barrier of high mountains that surrounds Wise County. Even though early developers' vision of a twin metropolis, inspired by the booming cities of St. Paul and Minneapolis, Minnesota, did not come to fruition, St. Paul grew and thrived into the mid-twentieth century as a railroad junction and distribution point for local commerce among the surrounding coal towns to the north and west. The period of most intense development of buildings and infrastructure occurred in the 1920s and 1930s. Since the decline of the coal industry began in the 1950s, the town has likewise suffered and even experienced a slight decline in population at the turn of the present century. The district's architecture is distinguished by early twentieth-century commercial styles, some with sophisticated masonry and elaborate ornamentation, particularly on the upper stories. Some buildings consist of the commercial blocks commonly referred to as the Commercial Style, while others draw from a variety of styles and cannot be pegged with a particular style. Other architectural styles represented include interpretations of Classical Revival and Beaux Arts.

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

The St. Paul Historic District is considered eligible for listing under Criterion A in the areas of commerce and transportation at the local level. The collection of commercial, residential, and other buildings in this downtown area of St. Paul represent the growth that occurred in small commercial towns during the flourishing of the coal industry in Wise County from the 1880s to the 1950s. In addition, the pivotal role of the railroad in development of the coal mining industry and supporting commercial towns like St. Paul is recalled by a railway underpass that provides the distinctive gateway to the downtown.

The St. Paul Historic District, located in Wise County, Virginia, is considered eligible under Criterion C in the area of commerce at the local level. The approximately two-block area thrived as the business district of St. Paul during the first half of the twentieth century. By 1884, the area of the present town was envisioned as an excellent prospect for development, following the opening of coal mining in Wise County at the beginning of the decade. The small cove of relatively mild slopes suitable for building was located along the Clinch River valley, one of only two practical points of entry for railroads through the barrier of high mountains that surround Wise County.¹ Even though early developers' vision of a twin metropolis, inspired by the booming cities of St. Paul and Minneapolis, Minnesota, did not come to fruition, St. Paul grew and thrived into the mid-twentieth century as a railroad junction and distribution point for local commerce among the surrounding coal towns to the north and west. The period of most intense development of buildings and infrastructure occurred in the 1920s and 1930s. The district is also considered eligible under Criterion C for its collection of commercial and residential buildings of the late nineteenth through mid-twentieth century.

Developmental history/additional historic context information (if appropriate)

See Continuation Sheet

9. Major Bibliographical References**Bibliography** (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)**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 # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
 Name of repository: _____

Historic Resources Survey Number (if assigned): 294-0001

10. Geographical Data

Acreage of Property 10.84
 (Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>17</u> Zone	<u>383127</u> Easting	<u>4085243</u> Northing	3	<u>17</u> Zone	<u>383380</u> Easting	<u>4084910</u> Northing
2	<u>17</u> Zone	<u>383437</u> Easting	<u>4085173</u> Northing	4	<u>17</u> Zone	<u>383069</u> Easting	<u>4084980</u> Northing

Verbal Boundary Description (describe the boundaries of the property)

The St. Paul Historic District boundary is depicted on the accompanying USGS quad map and scaled district map showing property boundaries and building footprints.

Boundary Justification (explain why the boundaries were selected)

The St. Paul Historic District boundary is concisely drawn to include each and every contiguous eligible commercial and domestic building in the downtown business district.

11. Form Prepared Byname/title David Lewes/Project Manager; Mary Ruffin Hanbury/Architectural Historianorganization William and Mary Center for Archaeological Research date December 3, 2010street & number 327 Richmond Road telephone (757) 221-2580city or town Williamsburg state VA zip code 23185e-mail dwlewe@wm.edu; bjone@wm.edu

Additional Documentation

Submit the following items with the completed form:

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

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

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

All photographs are common to:

Property: St. Paul Historic District
Virginia

Location: Town of St. Paul in Wise County,

DHR Resource ID No.: 294-0001

Photographer: Mary Ruffin Hanbury

Date Photographed: July 2010

All digital images are stored at: Virginia Department of Historic Resources, Richmond, Virginia

Description of Photograph(s) and number:

View: St. Paul Historic District, Looking Southeast

Image: VA_WiseCounty_StPaulHistoricDistrict_0001.tif

View: Broad Street, Looking Southwest

Image: VA_WiseCounty_StPaulHistoricDistrict_0002.tif

View: Fourth Avenue, Looking Northwest

Image: VA_WiseCounty_StPaulHistoricDistrict_0003.tif

View: Fourth Avenue, Looking Southwest

Image: VA_WiseCounty_StPaulHistoricDistrict_0004.tif

View: Fourth Avenue, Looking Northeast

Image: VA_WiseCounty_StPaulHistoricDistrict_0005.tif

View: Russell Street, Looking Northeast

Image: VA_WiseCounty_StPaulHistoricDistrict_0006.tif

View: 3019-3031 Fourth Avenue, East Elevation

Image: VA_WiseCounty_StPaulHistoricDistrict_0007.tif

View: Clinchfield Railroad Overpass, Looking North

Image: VA_WiseCounty_StPaulHistoricDistrict_0008.tif

View: National Bank Building, 16603 Russell Street, West and South Elevations

Image: VA_WiseCounty_StPaulHistoricDistrict_0009.tif

View: 3037 Fourth Avenue, East Elevation

Image: VA_WiseCounty_StPaulHistoricDistrict_0010.tif

View: St. Paul Hotel, 16600 Broad Street, West Elevation

Image: VA_WiseCounty_StPaulHistoricDistrict_0011.tif

View: Lyric Theater, 16620-16622 Broad Street, North Elevation

Image: VA_WiseCounty_StPaulHistoricDistrict_0012.tif

View: Brown House, 16646 Russell Street, West Elevation

Image: VA_WiseCounty_StPaulHistoricDistrict_0013.tif

View: St. Paul Waterworks, 16632 Russell Street, Northeast Elevation

Image: VA_WiseCounty_StPaulHistoricDistrict_0014.tif

View: 3053 Fifth Avenue, East Elevation

Image: VA_WiseCounty_StPaulHistoricDistrict_0015.tif

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 18 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. fo the Interior, 1849 C. Street, NW, Washington, DC.**

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Narrative Description

The St. Paul Historic District comprises the downtown business core of St. Paul, a small commercial town located in the southeastern extremity of Wise County and extending south and west across the county line into Russell County, Virginia; the historic district is contained entirely within the Wise County portion of the town. Situated at more than 1,500 feet above sea level, the town occupies a small cove of moderately sloping ground surrounded by steep hills on the west, north, and east. State Route 63 leads north out of St. Paul to coal camps or towns such as Dante, Nora, Stratton, and Fremont. St. Paul's downtown is defined on the south by the railroad corridor that spurred the town's establishment and growth in the late nineteenth and early twentieth centuries. The Trail of the Lonesome Pine (U.S. Route 58 Alternate) crosses the Clinch River from Russell County to the south into both Wise County and the corporate limits of St. Paul, running westward along the floodplain between the river and the railroad. Turning north onto Fourth Avenue (SR 270) from Route 58 affords a distinctive approach to the district. The road leads northward under a concrete railroad bridge, embossed with the names of the earlier railways, and emerges among the downtown area's early twentieth-century commercial blocks. The townscape slopes gently upward to the north-northeast following a grid pattern approximately three blocks wide and five blocks long.

Layout of the downtown consists of a regular grid of paved streets lined with sidewalks. Interspersed among the buildings within the blocks are paved and unpaved alleys, driveways, parking areas, and vacant lots; some streets feature diagonal parking. The historic district encompasses the block bounded by Broad Street (on the north), Fifth Avenue (east), Russell Street (south), and Fourth Avenue (west), along with portions of surrounding blocks containing contributing resources. Most commercial buildings stand two to three stories tall, are sited close to the street, and extend deeply into their narrow lots; many buildings are sited on moderate grades. Except for some commercial buildings along the west side of Fourth Avenue, the longest dimensions of most buildings are oriented north-south.

Several prominent early twentieth-century masonry buildings with a variety of styles and influences provide architectural anchors for the district. Testament to the town's early confidence and optimism is the former National Bank of St. Paul, a massive brick commercial block that is visible immediately upon passing under the railway bridge into the downtown. The southwest corner of the building, at the northeast corner of the Russell Street/Fourth Avenue intersection, housed the bank. Marking the prominence of that institution are a rusticated stone foundation with dressed stone water table and recessed, corbelled crenellations above a soldier brick stringcourse. In addition, the projecting brickwork around the door and window openings has been laid so as to simulate the alternating large and small blocks used in Gibbs surrounds. Early photographs indicate an even more imposing façade for the bank, with a gabled parapet that has since been leveled off and capped with concrete. The remainder of the building, wrapping around the north and east sides of the former bank portion, is set off by no less elaborate brick masonry treatments such as projecting two-story brickwork and a central recessed panel.

The most striking and stylistically developed among the town's large early buildings is the old St. Paul Hotel. Still well maintained as the Stonebriar Apartments for senior citizens, this Classical Revival hotel offered visitors the most modern comforts available at the time it was constructed in 1901, including central steam heating, hot showers, and telephone service. Fronting on Broad Street, the brick hotel stands three stories tall and extends for ten bays southward along the east side of Fourth Avenue. Along with its size, the hotel is

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distinguished by formal masonry details such as the rough-faced ashlar block quoins and “Gibbs” door and window surrounds (which consist of alternating large and small blocks), a decorative basketweave brickwork cornice, and a composite brickwork belt course between the second and third floors.

A third highlight of this early period of construction is a mixed-use commercial/residential brick building with flat parapetted roof across from the National Bank building, at 3019-3131 Fourth Avenue. Built ca. 1900, the ground floor consists of commercial space, while the two floors above were designed for residential apartments. The layout comprises a rectangular plan on the ground floor and an E-shaped plan with light wells on the upper floors. This building features a variety of simple decorative masonry treatments, including soldier brick string courses and a honeycomb pattern of project headers below the roofline. The façade’s masonry also displays a neatly executed round-arched opening for the small central entrance, a single-leaf paneled wood door with a boarded up light and a tall, arched 15-light transom. Further embellishing the façade is the subtle random placement of green and bluish gray bricks among the predominantly red bricks.

Decorative masonry also features prominently on some later buildings such as 3037 Fourth Avenue, which displays an interesting combination of Beaux Arts detailing and Art Deco styling. Built in the 1920s, this building housed the Gaiety Movie Theater until the 1949. Extending up the edges of the stuccoed façade are pilasters with decoration that ranges from plain on the first floor, a subtle textured shape next to a panel that divides the first and second floors, and fluted at the second story. The panel dividing the first and second floors consists of recessed masonry outlined with a rectangle of protruding headers. Above the panel is a modest coved molding supporting a stone sill that supports the upper level of the pilasters and two banks windows. Above each bank of windows is a round-headed attic opening with a square louvered vent. The material surrounding the windows and vents is a rough-coat stucco or plaster with a stylized pattern of three vertical lines inscribed over circles above and between the second-story bays. A stylized band of alternating triglyphs and half spheres stretches the width of the façade and supports a modest roof cornice.

Most of the masonry commercial buildings built from the 1920s through 1950s are less richly ornamented. These typically have flat roofs and false-front parapets with terra cotta or concrete coping (the only example of a frame parapet is 16609 Russell Street, built ca. 1955). Simple masonry embellishments include panels of painted or contrasting color brick set off with projecting headers or corbelling, beltcourses of soldier or rowlock bricks, plain brick pilasters, and one example of a dogtooth brick cornice. Later masonry commercial buildings add materials such as permastone and painted or stuccoed concrete block to the predominant use of brick construction within the district.

The district includes only two contributing frame commercial buildings. The earlier example, built ca. 1915, is a two-story, three-bay, front-gabled store at 16549 Russell Street. Although the original doors of the first floor façade have been replaced, the configuration still features a recessed central entrance flanked by large four-light storefront windows typical to stores of the period. The second example, 16605-16607 Russell Street, consists of a ca. 1930 one-story, two-bay store or small warehouse with a front-gabled roof hidden behind a frame false-front parapet clad in weatherboard.

Recalling the vitality of the downtown during the mid-twentieth century is the ca. 1950 Lyric Theater, located at 16620-16622 Broad Street. The Lyric was preceded by the Gaiety on Fourth Avenue; it operated from sometime before 1924 until 1949. After buying out brothers’ Mark and Leroy Hilton’s interest in the Gaiety’s

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theater business, George Coleman then built a theater called the Cavalier on the north side of Broad Street (16619). In an aggressive competitive move, W. A. Turner then built the Lyric across from the Cavalier about 1950. Testament to St. Paul's former vitality, the downtown briefly supported both the Cavalier and the Lyric until George Coleman's accidental death sometime in the early 1950s.² The longstanding presence of a theater underscores the Lyric building's contribution as a key component of the historic downtown.³ The flat, seven-course common bond brick masonry of the Lyric's parapetted façade provides a suitably plain background for the projecting lighted sign and marquee that once glowed with brightly colored neon and chaser lights. Also projecting into the space of the sidewalk is the polygonal ticket booth.

Interspersed within the commercial district are three contributing frame dwellings and a later, non-contributing brick dwelling. The two earliest frame dwellings are simple vernacular buildings dating to the early establishment of settlement along the railroad in the 1890s. The Brown House at 16646 Russell Street is a variant of the central-passage I-house. The two-story, side-gabled building has two irregularly placed doors and one window on the first-story façade, a full-width one-story front porch, and a central brick chimney; there is a one-story shed-roofed rear addition. Located on a large lot with a surviving well house, this property reflects the town's more dispersed settlement during its earliest period of development. The well-maintained house features original windows and weatherboard cladding.

Also dating to this period is the Hillman/Ennis House at 3028 Fourth Avenue. Although the lot has been constricted by later commercial development, this dwelling also reflects the more dispersed mix of dwellings and commercial buildings that characterized the early town. The front-gabled, two-story, three-bay house has a one-story front porch. Although the original configuration of a central entrance and flanking windows has been modified with the substitution of a second front door for one of the windows, this remodeling to accommodate multiple families has helped to preserve this important early dwelling. An attractive renovation of the house has just been completed, in preparation for its use as an area visitor center.

Only one dwelling dates to the period of the downtown's more intensive commercial development during the 1920s to 1950s. Located at 16615 Broad Street, this vernacular frame dwelling was built in 1936 and displays a vernacular mix of details popular on houses during this period, including an inset porch, double and triple windows, a wide front-gabled dormer on the façade, overhanging eaves, and a lower-pitched roof than found on earlier houses of the late nineteenth and early twentieth centuries. Although the building is flanked by commercial buildings, it sits within a landscaped residential lot on the border of the commercial area to the south and the area of residential development to the north that was developed between the world wars.

The only later anomaly of a dwelling within this largely commercial district occurs at 3053 Fifth Avenue. Like 16615 Broad Street, it is wedged on the border of the commercial and residential areas. In this case, the ca. 1965 low-slung, one-story multiple dwelling adjoins the rear of a commercial building that faces Broad Street.

The district also includes two masonry municipal buildings, the non-contributing town waterworks and fire department. Both were built in 1969 along the southern edge of the historic district backing onto the railroad tracks and west of the Brown House. The one-story St. Paul Volunteer Fire Department (16640 Russell Street) is constructed of undecorated common bond brick and features a parapetted roof that is elevated in the center and steps down to the east and west; five rolling garage bay doors provide access to the fire-fighting vehicles. Dominating the top third of the façade, above the five garage bay doors, is large applied metal serif lettering

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with the building's name "ST PAUL VOL FIRE DEPT" and in smaller sans serif lettering below, the name of the fire chief.

Adjacent to the west is the St. Paul Waterworks (16632 Russell Street). Built in 1964, the one-story, five-bay common bond brick building has a slightly more formal appearance. The parapetted roof with concrete coping is decoratively stepped to a central pediment within which is a datestone inscribed 1964. Below the date stone are applied metal letters in a sans serif font reading "ST. PAUL WATERWORKS." A flat, solid concrete awning covers the windows and door.

Inventory of Resources

Properties in the St. Paul Historic District inventory are organized alphabetically by street, and numerically by address. If known, the historic name of the property is included, followed by the Virginia Department of Historic Resources resource inventory number, and resource types of all resources on the property. Abbreviations of contributing status include: the letters NC (non-contributing) or C (contributing) followed by the National Register resource type, either B (building), ST (structure), or O (object). Buildings identified as contributing are those constructed within the period of significance for the district, 1887-1960, that have retained most of their integrity as historic buildings. Buildings identified as non-contributing were either of more recent construction or have been altered or dilapidated to such an extent that they lack minimum integrity required to fall within the period or area of significance. The body of each entry describes the exterior architectural features of the primary resource. Construction dates are based on field observation and local history sources.

Broad St

16600 Broad Street / St. Paul Hotel / Blue Sulphur Hotel / 294-0001-0001

Hotel

1 CB

Built in 1909, this Classical Revival building was originally a hotel and is now used as apartments. It is three bays wide and ten bays deep, and built of brick laid in common bond with a parapetted flat roof. There is a modern addition on the rear elevation. All corners of the original portion of the building have quoins of a rough-faced ashlar block with a draft margin. Windows on the façade and west elevation (the elevations exposed to the street) have Gibbs surrounds. The first floor of the façade has a central entrance flanked by paired one-over-one sash windows. The single-leaf entrance door (a replacement with a large single light) is topped by a semicircular transom, also in a Gibbs surround. A full-width porch shelters the entrance; it has a flat roof supported by iron pipes and the name "STONEBRIAR" centered on the fascia. Between the pipes are modern metal balustrades. There is a decorative composite brickwork beltcourse between the second and third floors along the façade. It appears as if a decorative brickwork cornice has been covered on the façade. On the west elevation, a decorative basketweave brickwork cornice remains. The decorative composite brickwork beltcourse between the second and third floors continues along this elevation, and a more modest decorative brickwork beltcourse runs between the first and second floors (at the level of the porch roof on the façade). The east elevation has windows in roundheaded masonry openings with stone sills. As with the façade and west elevation, there are one-over-one though the basement windows exposed on this elevation, but these are slightly shorter. The south elevation is dominated by a later masonry addition with a central entrance on the

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grade/basement level and a single one-over-one window centered above it on each upper floor. This addition probably contains stairs and/or an elevator.

16608 Broad Street / 294-0001-0020

Commercial/Domestic Building

1 CB

This is a 1948 two-story, four-bay brick building laid in common bond. The first floor of the façade has a large masonry opening with a soldier brick lintel. At the easternmost portion of this opening is a single-leaf door with a vertical three-light transom above that leads to stairs to the second floor. A hipped roof pent supported by brackets shelters the entrance to the second floor. This entrance is separated from the remainder of the masonry opening by a slender brick pilaster. The remainder of the masonry opening consists of a central recessed single-leaf entrance flanked by storefront windows with brick panels below and a broad transom above that spans the entrance and storefront and has been covered over with wood siding. The second floor has four composite casement windows that share a concrete sill. The parapet roof retains its terra cotta coping. A small one-story frame addition to the west of the building has double-leaf nine-light doors.

The east elevation is obscured by an adjoining building; however, the portion that is visible is laid in six-course American bond and has an exterior chimney sistered to an interior chimney, both laid in common bond. The west elevation is also laid in six-course American bond. It has a one-over-one sash window on the first floor with a brick rowlock sill and a brick roundheaded double-rowlock-course lintel. On the second floor, there is evidence of two masonry openings that match those on the first floor but that have been bricked in. Five windows have been cut in and consist of a variety of metal casements and what appears to be a small sash window. The exposed foundation on this elevation is concrete.

The south elevation has evidence of bricked-in roundheaded windows on the second floor. In their place are three metal casement windows. There is a ghost sign on this elevation between the first and second floors. The first floor has two later windows and a one-bay porch with a shed roof sheltering a rear entrance.

16609 Broad Street / 294-0001-0028

Commercial/Domestic Building

1 CB

This ca. 1950 property is an evolved building constructed principally in three campaigns: west, east, and north. The west portion of the building is concrete block. Its façade is four bays wide and covered with perma stone. On the east is a single-leaf glazed door; on the west is a single-leaf glazed entrance door with transom above, flanked by plate glass storefronts. The second story has three one-over-one windows, each with an opening below, that have been covered save for the center window, which has an air conditioning unit within it. A shed roof with vinyl siding adjoins the gable roof of the eastern portion of the building, extending it. The east elevation of this portion of the building has nine upper-floor one-over-one sash windows of varying sizes. The north elevation has a single-leaf basement door with a two-light window below and paired, central, single-leaf doors with pent roofs above flanked by paired six-over-six sash windows. There is a small entrance to the attic space within the shed roof.

The east portion of the building adjoins the west. It is painted brick and appears to have originally been one story. Four six-over-six sash windows pierce a frame, vinyl-sided second story below a gable roof with a triangular louvered vent in the peak of the gable. Below, the building has a recessed single-leaf central entrance; one either side of the entrance are five four-over-four sash windows with transoms above: two are canted

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toward the entrance and three are flush with the façade. All other elevations of this portion of the building are obscured.

The north portion of the building adjoins the rear elevation of the east portion the building. It is two stories and faces the rear alley. The first story is cinderblock and the second is frame with vinyl siding. Single-leaf entrance doors are centered on its north and west elevations on the first floor and the second story of the north elevation, accessed by an external wooden stair rising from west to east to a small deck at the door. Windows are principally paired metal one-over-one sash. Due to a change in grade, the second level of this portion of the building is higher than the second level of the east portion.

16610 Broad St / 294-0001-0019

Commercial Building

1 CB

16610 Broad Street, built ca. 1940, is a modest one-story, two-bay commercial building. The bays are divided by a brick pilaster that extends to the parapet. The façade has a single-leaf glass door entrance in the western bay with a single full-height sidelight within a taller masonry opening with wood siding infill above. The eastern bay has a three-part, fixed-plate glass shop window with a rowlock sill and a 15-light transom (that has been painted over) above. The masonry openings of both the entrance bay and the shop window have concrete lintels above. Above the lintels are brick panels topped by a soldier brick course and three courses of corbelling that support the parapet section above. Except where indicated, the façade is laid in common bond.

The west elevation is obscured by the adjoining building. A portion of the east elevation extends beyond its adjoining building. The brickwork is common bond with more modern bricks on a cinderblock foundation, which suggests a later addition extension or a substantial re-construction. The south elevation is four bays with an entrance in the easternmost bay via a single-leaf metal door, and the three remaining bays house one-over-one sash windows with rowlock sills. The rear entrance is accessed by a two-bay porch with a standing-seam metal shed roof supported by square wooden posts and four cinderblock steps that extend to the east of the building.

16611 Broad Street / 294-0001-0029

Commercial Building

1 CB

16611 Broad Street, built in 1955, is a typical, modest one-story commercial building with rear additions. The building is constructed of concrete block with a brick façade laid in common bond. The parapet roof with terra cotta coping steps down two levels from a central section and up to modest end parapets. The façade is divided into two portions. The western shop front has been rebuilt with a central glazed metal door with a transom above and fixed sidelights flanked by plate glass display windows with a canvas bubble awning above. The eastern shop front has a recessed central entrance with a wooden glazed door flanked by canted widows and plate glass display windows. Spanning the entrance and display windows is a wooden panel that may cover a transom or signage. The northern elevation has three additions that, in effect, make the building U-shaped in plan. The first addition stands against the front portion of the building, and two other additions extend on the east and the west. Because of the change of grade in the lot, these projecting addition are accessed by single-leaf doors that face the interior space and by concrete steps from the rear alley.

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16612 Broad Street / 294-0001-0018

Commercial Building

1 NCB

16612 Broad Street, built in 1945, is a one-story, three-bay brick building. The façade has been altered from its original appearance. The pilasters and parapet, laid in common bond, as well as the soldier course and corbelled cornice are original. A contemporary infill includes a single-leaf, smoked glass door flanked by two small carriage lights and two fixed, single, smoked plate glass windows. They are set in a salmon-colored brick panel laid in common bond, all below what appears to be a dryvit panel.

The east elevation is obscured by an adjoining building but appears to be laid in random courses. The roofline steps back to the rear. The south elevation has a concrete foundation with double-leaf doors within a larger infilled masonry opening flanked by single-light, barred windows in the basement level. A modern deck with steps from the rear grade to the first floor leads to a central single-leaf door in a double rowlock, round-headed opening flanked by six-over-six sash windows and brick infill within what had been larger, double rowlock, round-headed masonry openings.

16614 Broad Street / 294-0001-0017

Commercial Building

1 NCB

16614 Broad Street, built 1978, is a non-descript one-story, two-bay building, built of brick laid in common bond with a parapet roof. The west bay of the façade has a single-leaf smoked glass door and the east bay has a tripartite smoked glass window with tripartite panels below and a rowlock sill. The east elevation is a blank wall, and the sloping grade exposes a concrete foundation. The south elevation has a single-leaf door in the west bay of the basement level and a 12-light composite window in the east bay of the basement level. The main floor has two two-light windows with rowlock sills. The west elevation adjoins the adjacent building.

16615 Broad Street / 294-0001-0030

Single Dwelling

1 CB

Shed

1 NCB

16615 Broad Street, built in 1936, is a frame two-story dwelling. Built on a sloping the lot, the west side of the façade has an exposed basement garage entrance with double-leaf wooden doors, each with six lights. A poured concrete retaining wall with pipe railings surrounds the remainder of the front yard with a flight of concrete steps leading to grade. The frame side-gabled house is clad in vinyl siding and has a centered front-gabled dormer with three six-over-six sash windows and a rectangular louvered vent above. The east side of the first-floor façade has a shed-roofed porch that is partially inset, accessed by a flight of concrete steps rising from the east. The porch shelters a six-over-six sash window as well as the single-leaf entrance on an east-facing wall. The west side of the façade has paired six-over-six sash windows.

The west elevation is obscured by an adjacent building, although an exterior end chimney is visible. The east elevation has paired six-over-six sash windows in the gable and three six-over-six sash windows in the first floor, including one in the rear addition. The north elevation has a two-story, cross-gabled addition with a one-story half-hipped-roof addition containing a bank of eight six-over-six sash windows that may have originally been a porch. The cross gable has paired six-over-six sash windows flanked by four-light windows. An additional interior brick chimney is also evident from the rear.

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Cavalier Theater/ Phillips Building / 16619 Broad Street / 294-0001-0031

Theater

1 CB

16619 Broad Street is a ca. 1955 two-story masonry building. The façade is stuccoed on the second floor and covered in permastone on the first. Although the first floor façade is divided into two uneven shopfronts, the building once served as a movie theater. The smaller western shopfront has a recessed single-leaf glazed wooden entrance door to the east and a two-part display window to the west. The display windows have wooden panels below that appear to be infill, and one houses an air conditioning unit. The windows also appear to have semicircular cutouts that would have served as ticket windows. The east shopfront has a six-part configuration of fixed windows and a glazed door to a vestibule with a door and fenestration pattern configured similarly to the interior of the building. The second story has three one-over-one sash windows and a corbeled cornice.

The east and west elevations have one-over-one sash windows in the upper level. They extend to the rear quarter of the building, which rises approximately 10-12 feet to accommodate an extra story. The window placement indicates that the floor levels in the rear portion do not align with those in the front portion of the building, which is consistent with a sloping floor that would have been incorporated into the building's construction for use as a theater. The north elevation has a basement level exposed to an excavated courtyard surrounded by a concrete retaining wall. It has two poured concrete platforms adjacent to the building; the west platform supports a chimney, and the east platform has other HVAC equipment. To the east, in the excavated courtyard, is a shed-roofed addition that appears to be storage.

The first floor of the rear elevation has a single-leaf door flanked by one-over-one windows, all east of the chimney. The entrance is accessed by a wooden walkway that runs along the face of the rear elevation and by a second intersecting wooden walkway extending north from the door, supported over the excavated courtyard by metal pipes. The second level has a single-leaf exterior entrance door immediately west of the chimney accessed by a flight of metal stairs that rises from the rear alley across the courtyard.

Lyric Theater / 16620-16622 Broad Street / 294-5001 / 294-0001-0015

Theater

1 CB

The ca. 1950 Lyric Theater is a two-story masonry building constructed of brick laid in seven-course American bond. The façade has a large, partially obscured marquee, with capacity for neon and chaser lights. On either side of the marquee are additional signs with arrows pointing to the marquee. Below the marquee is the main theater entrance, which is boarded up; however, the ticket window is evident. Below the marquee to the west of the theater entrance are a single-leaf, multi-light door and a boarded-up storefront. To the east of the theater entrance is a recessed single-leaf door to apartments above. Roughly centered on the second floor is a projecting sign supported by a decorative bracket and displaying the word "LYRIC" on both sides; the entire apparatus has inoperable neon tubing. Flanking the projecting sign are two boarded up windows with concrete sills. There is an additional six-light window with a concrete sill to the east on the second-story façade.

The west elevation, now exposed, reveals that the volume of the theater is built up toward the northern end of the building. The roof line steps down greatly and extends to a brick parapet near the rear of the building. With the exception of what appears to be a boarded-up paired window with a bracketed shelf below, near the façade, the west elevation is a blank brick wall with a concrete foundation exposed below.

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The south elevation is staggered, with the westernmost and easternmost bays set back approximately 10-15 feet. The west and east bays each have a single-leaf door and infilled panels beneath a header lintel. The wall plane perpendicular to the south-facing walls at the west contains an interior end chimney. The remainder of the south elevation has two two-light windows that are roughly centered, a coal chute door, and a single-leaf metal door to the east.

16625-16631 Broad Street / 294-0001-0032

Commercial Building

1 CB

16625-16631 Broad Street is a ca. 1945 typical commercial structure on a corner lot. The façade has a stepped parapet with terra cotta and concrete coping and three pilasters; the end pilasters run full height and the central pilaster rises to the height of the storefront masonry openings. Each storefront has a central recessed single-leaf wooden entrance with a glazed panel flanked by canted windows and plate glass display windows. Above the storefronts and entrances and between the pilasters is infill wooden paneling that may cover a transom and a rowlock course. Centered above each storefront is a flush brick panel edged by headers, and a third similar panel is centered in the central parapet.

The west elevation is laid in a six-course pattern of five common bond courses to one Flemish bond course and has four exposed corbelled buttresses. The east elevation is divided into five bays by four buttresses. The south bay has a large masonry opening with a soldier course lintel that has been since infilled. The three central bays have window openings; the center window opening has been infilled; however; the other two retain rowlock sills and single-light windows. This elevation has a centered three-bay recessed brick panel surrounded by headers. A small two-light awning clerestory window is in the north bay. The north elevation is obscured by an adjoining building.

Fifth Avenue

3024 Fifth Avenue / 294-0001-0040

Commercial Building

1 CB

This 1946 two-story masonry building was constructed into a steeply sloping lot; although the façade is two stories, only one story is evident on the east and north elevations. It is built of brick laid in common bond, and the façade has a central stepped parapet with three decorative triangular projections on the central portion. The façade has eight uneven bays along the first floor. The three northern bays with soldier course lintels have been bricked in or board up. Proceeding south along the façade, there is a display window with a wooden panel above and a soldier course lintel, a single-leaf glazed door with a wooden panel above and a soldier course lintel, what may have been a window opening (now bricked and obscured by machinery), and three double storefront display windows with soldier course lintels. The upper level has ten unevenly spaced four-light windows, predominantly to the south, all with soldier course lintels and concrete sills.

The south elevation has eight four-light windows, all with soldier course lintels and concrete sills on the upper level and evidence of two large display windows on the first story, bricked in, with soldier course lintels remaining. The roof steps back to the rear of the building. Some of the concrete foundation is revealed on the north elevation, has a stepped roof and is lighted by a single composite window to the west. The east elevation is blank.

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3037-3043 Fifth Avenue / 294-0001-0016

Commercial Building

1 CB

This two-story brick building on a corner lot is three bays wide and eight bays deep. It is laid in a seven-course bond pattern of six courses of running bond and a course of Flemish bond. The parapetted roof has terra cotta coping. The north elevation has a central entrance accessed by steps (on the west) and a ramp (on the east), both of which are flush against the building and lead to a stoop and double-leaf glass doors with a fixed metal awning above. The entrance is flanked by storefront windows paired with panels above. The second story has four one-over-one windows; three are equally sized and one is smaller. All four have brick sills.

The east elevation, running north-south on the first floor, has three storefront windows, a single-leaf entrance, an altered entrance, two sets of windows (painted out) and a roll-up garage door entrance. The storefront windows each have three large fixed panes with three corresponding panels above, concrete sills, and rowlock lintels. The single-leaf entrance has been boarded up, but the concrete step, the brick sill, and the rowlock brick lintel are evident. The altered entrance is a large masonry opening that has been infilled with glazed panels and double-leaf glass doors; it has a fixed metal awning above. A concrete ramp that leads to the sidewalk level and again to the base of this masonry opening would indicate it had at one point served as vehicular access. The two windows appear to be paired ten-light casements, with concrete sills and rowlock lintels. The roll-up garage door entrance has a concrete ramp and a rowlock lintel. On the second floor are nine windows, some one-over-one and others with two vertical lights, all with brick sills. The roof steps down from north to south. Toward the north end of the east elevation is a bulkheaded entrance to the basement via concrete steps.

The sloping grade at the rear (south) elevation exposes the concrete foundation. The basement level has a double-leaf entrance and one window, both of which are obscured. An exterior end chimney is at the east side of the rear elevation. There are three sets of paired casement windows with concrete sills on the first floor and two one-over-one windows and a two-light window with brick sills on the second floor. A metal fire escape crosses this elevation, rising diagonally from east to west with a landing at the central first-floor window and a terminus at the second-floor level, immediately to the west of the building, to a porch that appears to have been constructed later atop the adjacent building. The porch has a shed roof along the west elevation of the 3037-3043 Fifth Avenue building.

3053 Fifth Avenue / 294-0001-0033

Multiple Dwelling

1 NCB

3053 Fifth Avenue is a ca. 1965 low-slung, one-story multiple dwelling that adjoins a commercial building facing Broad Street. It is laid in a pattern of five common bond courses and a Flemish bond course. The east elevation has double-leaf metal doors accessed by poured concrete steps at the southernmost bay. To the north is a configuration of paired one-over-one window/brickwork panel/one-over-one window/brickwork panel/paired one-over-one window, all sharing a poured concrete sill. The brickwork panels consists of alternating double courses of projecting and flush stretcher courses of brick that is slightly more orange than the red brick of the walls. Beyond that is a recessed single-leaf entrance flanked by full-height glass block sidelights and a pair of one-over-one windows with a concrete sill. The entire elevation has a broad overhanging frame eave with siding on its face. The north elevation has two sets of paired one-over-one windows with the same brick panels as found on the east elevation. The west elevation has a broad overhanging eave, similar to the one on the east elevation, sheltering a full-width concrete porch that serves two entrances—one in the second bay

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from the north and the other leading to the rear of the adjoining building. The remaining five bays have paired one-over-one windows with shared concrete sills.

Fourth Avenue

Fourth Avenue / 294-0001-0023

Bridge

1 CSt

This 1933 concrete railroad overpass has two openings—one to accommodate two lanes of vehicular traffic and the other to accommodate elevated pedestrian traffic on the east side. The pedestrian path is separated from the vehicular traffic by a nine-bay arcade. Above the vehicular opening on the north and south sides is inscribed “CLINCHFIELD RAILROAD / NORFOLK & WESTERN RAILWAY.”

3019-3031 Fourth Avenue / 294-0001-0006

Commercial/Domestic Building

1 CB

Built ca. 1914, this large commercial building has a first floor that is rectangular in plan. The second and third floors have an “E” shaped plan with light wells that are open to the façade. The north and south multistory portions of the façade are two bays wide, and the central multistory portion is four bays wide. The building is six bays deep. It has a concrete foundation and is laid in seven-course American bond with a subtly multicolored brick pattern on the north, south, and east elevations and a more common red brick on the west elevation. The flat roof is parapetted.

The first level of the façade is a series of six storefronts with similar treatment. Each of the outer four storefronts (in the base of the multistory wings and in the base of the one-story hyphens) has a recessed central entrance (double-leaf in all but the southernmost bay, which has a replacement single-leaf door) flanked by plate glass storefronts on brick bases with a three-part paneled transom above, spanning the windows and the entrance. The central portion of the building has a single-leaf door with a 15-light transom above in an arched masonry opening. This entrance is flanked by two storefronts. The one to the south has dual single-leaf entrances with display windows between, topped by a four-panel transom that mimics those in the outer bays. The storefront to the north of the central arched opening has been altered and includes a single entrance with a multi-light smoked glass and metal-framed fenestration.

Windows on the upper stories of the façade are one-over-one wood sash that are paired in the north and south sections. The light wells have one-over-one wood sash windows that are single and paired. The masonry structural system in the light wells is variously parged or covered with synthetic siding. There is a soldier course stringcourse between the first and second stories that wraps the north, east, and south elevations. Windows on all elevations have brick sills and soldiercourse lintels. The parapet is set off with a soldier course, and within the parapet on the north, south, and east elevations is a central decorative honeycomb pattern of protruding brick headers.

The south elevation has a shopfront window to the east, a single-leaf door at the west, and three boarded windows on the first floor with six bays of one-over-one wood sash windows on the floors above, variously paired and single. The north elevation similarly has a storefront window on the east with three additional windows on the first floor and six bays of one-over-one wood sash windows on the floors above, variously paired and single. There is a vertical metal fire escape and generous exposed conduit on the north façade.

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The west façade is twenty bays across. It has six entrances along the first floor, some of which retain the original configuration of double-leaf wood doors with transom spanning above. The fenestration pattern is regular but random except in the northern portion of the building where there is one window between floor levels. A large chimney flue and several vents service the rear of the building. Many windows are broken but frames generally remain.

3028 Fourth Avenue / Hillman/Ennis House / 294-0001-0002

Single Dwelling

1 CB

This is a ca. 1890 two-story, three-bay, frame, front-gable dwelling. The façade has a full-width front porch with a half-hipped standing seam metal roof supported by turned columns. The porch shelters two single-leaf doors in the central and west bays and a two-over-two wood sash window in the east bay. Above the porch are two two-over-two sash windows on the second floor and a rectangular louvered vent in the attic gable.

The house is two bays deep and the exposed west elevation has two two-over-two windows on each floor. The rear of the building has two-over-two windows on the first and second stories, a single-leaf door in the east bay, and a rectangular louvered vent in the attic gable. The east elevation is obscured by a later adjacent building. The roof is standing-seam metal and has a central interior chimney, canted at a 45-degree angle.

The building is under renovation and the front porch access is being converted to incorporate a ramp.

3030 Fourth Avenue / 294-0001-0039

Commercial Building

1 NCB

3030 Fourth Avenue is a ca. 1980 frame, one-story, gable roofed building clad in vertical siding and attached at its northeast corner to 16608 Broad Street (VDHR 294-0001-0020). The north elevation has a single-leaf glazed door to the west of two fixed plate glass windows in a wooden frame. In the gable peak, there is a small solid access door. There is a full-width concrete stoop/porch. The west elevation is largely blank except for an applied horizontal member at approximately two-thirds of the height of the wall and a single window toward the south. The south elevation has a projecting front-gabled porch supported by three columns sheltering a concrete deck and single-leaf glazed door to the west of two fixed plate glass windows in a wooden frame. The east elevation is largely blank except for an applied horizontal member at approximately two-thirds of the height of the wall and paired fixed windows roughly centered beneath it.

3033 Fourth Avenue / 294-0001-0026

Commercial Building

1 CB

3033 Fourth Avenue is a ca. 1940 one-story, six-bay masonry building. The façade, largely covered with stucco, is divided into two storefronts that have been infilled with what appears to be dryvit. Each storefront has a recessed central entrance through a single-leaf, paneled and nine-light door. Flanking the doors are two six-over-six sash windows. Above the storefronts is a fixed metal awning.

The south elevation has a front, brick portion and two rear, concrete block additions. The brick portion has four large masonry openings with rowlock sills and double rowlock arches above that have been infilled. A larger masonry opening with a concrete lintel, which may have served as a loading dock or vehicular access, has been infilled with concrete block. A masonry opening with a rowlock sill within the infill has also been infilled with concrete block. Toward the western end of the brick portion is a single-leaf door with a pent roof above. The first concrete block addition has a central single-leaf door flanked by six-over-six sash windows. The second addition is blank on the south elevation.

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The west elevation is staggered with a projecting cinderblock addition with a double-leaf service entrance to the south and a recessed portion with a door and window opening boarded up. The north elevation is partially obscured by an adjoining building; however, the exposed western portion has a boarded up window opening. The façade has a parapet. Each building campaign has a separate roof of various forms.

Gaiety Theater / 3037 Fourth Avenue / 294-0001-0027

Commercial Building

1 CB

Built ca. 1920, this building is a curious mixture of vernacular commercial form, restrained Beaux Arts detailing, and some Art Deco styling. The ornate appearance is consistent with the building's construction and operation as the Gaiety Theater. The two-story, two-bay masonry building with a largely stuccoed façade has pilasters that extend up the north and south edges of the façade; at the first floor they are plain, parallel to the panel that divides the first and second floor, there is evidence of a some decoration, and at the second story they are fluted. The first floor has an entrance in the south bay with double-leaf glazed doors that have a fixed metal awning above. The north bay is a two-light, fixed plate glass shop window. Above both bays is a five-light transom that has been painted over. Visually dividing the first and second floors is a recessed masonry panel that fills the area between the pilasters. The panel has a rectangle that is outlined with protruding headers. Above the panel is a modest coved molding beneath a stone sill that supports the upper level of the pilasters and two banks of three one-over-one sash windows. Above each bank of windows is a round-headed attic opening containing a square louvered vent. The material surrounding the windows and vents is a rough-coat stucco or plaster with a stylized pattern of three vertical lines inscribed over circles above and between the second-story bays. A stylized band of alternating triglyphs and half spheres stretches the width of the façade and supports a modest roof cornice.

The exposed upper level of the south elevation has one-over-one windows with concrete sills set in a wall of six-course American bond. The exposed north elevation had at one point been a party wall and retains first-floor piers, some plaster finish work and infilled and rafter holes. A frame addition houses stairs with a second flight cantilevered over the first. The west elevation has four one-over-one sash windows in double rowlock roundheaded openings with a shared concrete sill on the second floor. The first floor has a one-story, two-bay shed-roofed porch addition that shelters a single-leaf exit door. On the south side of the rear elevation is an exterior chimney.

Russell Street

294-0001-0007 / 16542-16550 Russell Street

Commercial Building

1 CB

16542-16550 Russell Street is a ca. 1910 three-story, three-bay painted brick masonry building laid in seven-course American bond with a flat, parapetted roof. The north elevation has a single-leaf door centered on the first floor flanked by paired windows with brick sills. The windows to the east are one-over-one sash and the ones to the west are single, fixed panes. The three masonry openings on the second floor of the façade are irregular: to the east is a bank of four one-over-one sash in the upper portion of a larger masonry opening infilled with wooden siding; the central bay has a single one-over-one sash in an oversized masonry opening with wood siding on the side and below the window; in the west bay are three one-over-one sash in an oversized masonry opening with wood siding to the sides of the window and below. Each masonry opening has brick sills, brick header sides, and a soldier and header course of undersized bricks as a lintel.

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Between the second and third floors of the façade is a brick panel set off by projecting headers, the upper row of which serves as sills for the third-floor windows: three pairs of one-over-one wood sash windows with soldier course lintels. Above the third floor windows is a soldier brick belt course.

The west elevation of the building is largely blank except for one single window and one paired sash window roughly in the center of the second floor. The roof line on the west elevation has a stepped parapet.

The east elevation is similarly sparse with a modern double-leaf metal door centered on the first floor with a large fixed metal awning above and flanked by paired one-over-one windows in oversized masonry openings with wood siding above. The roofline on the east elevation has a stepped parapet and an exterior end chimney.

The south elevation has a modern roll-up garage door in the first-floor east bay within a two-story masonry opening that houses a single one-over-one sash window surrounded by wood siding above. The central bay is infilled with cinderblock and glass block below the concrete sill of the masonry opening above. The west bay of the first floor has a louvered vent and an enclosed opening with cinderblock infill beneath a soldier course lintel.

In the central bay at the second floor is a set of double-leaf wooden doors with a three-light horizontal transom above, all set in a masonry opening that has been enlarged with a poured concrete sill with infilled cinderblock below. The west bay of the second floor has a bank of three one-over-one sash windows with a three-light horizontal transom above. Soldier course lintels on the second-floor masonry opening suggest that all three bays were once configured as the western bay still remains.

Between the second and third floors of the façade is a brick panel with a ghost sign reading "St Paul Supply Company." The panel is set off by projecting headers, the upper row of which serves as sills for the third floor windows, three pairs of one-over-one wood sash windows with soldier course lintels. The center windows have been covered with a sign. Above the third-floor window is a soldier brick belt course. Above the belt course are modest ranks of projecting bricks articulating the bays, indicating that this elevation may have originally been the façade.

16549/16553 Russell Street / 294-0001-0024

*Commercial Building 1 CB
Mobile Home/Trailer 1 NCS*

16549/16553 Russell Street is a ca. 1915 frame, standing-seam metal gable-fronted building with a two tier, full width, shed roofed porch added to the east elevation. The façade is three bays wide and has a recessed central entrance through a double-leaf glazed door with a two-light transom above. Flanking the entrance are four-light storefront windows. A large wooden panel spanning the entrance and shop fronts may obscure a transom. The second floor of the façade has three one-over-one wood sash windows. The west elevation is obscured by a neighboring building. The east elevation is partially obscured by a neighboring building. However, a wooden porch supported by wooden posts and with a wooden balustrade is evident. Access to the porch is from an exterior stair extending from the rear of the building and an interior stair from the first floor porch rising to the north. There are two single-leaf doors and three windows on the second-floor porch. The north elevation is obscured by a trailer in the rear yard; however, a one-over-one sash window is evident on the first floor and a smaller two-light window in what had been a larger opening is visible on the second floor.

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16603 Russell Street / National Bank Building / 294-0001-0005

Bank

1 CB

This ca. 1900 bank building sits on a corner lot. Its south and west elevations are laid in common bond in a buff-colored brick; the north and east are in a red brick. The building can be described as having a primary portion at the southwest with "additions" to the north and east. The building was most likely built altogether at one time but the variation in treatment breaks up the primary elevations into distinct entities.

The southwest portion has a rusticated stone foundation with a dressed stone water table. The primary entrance is on the south elevation, a single-leaf glass door with an enclosed transom above accessed by four steps. The transom has a brick work label mold as do all of the windows and transoms in the southwest portion of the building. First-floor windows have been replaced and the masonry openings house large single-pane windows below with an enclosed panel above that was likely previously glazed.

On the second floor, the windows are paired one-over-ones except above the primary entrance and the secondary entrance on the east elevation where there are single one-over-ones. Each of these windows has a modified Gibbs surround.

The south elevation of this primary portion of the building has two parts. The entrance bay (east) is set back slightly and at the roofline there are three corbelled recessed "crenellations" above a soldier course stringcourse. The projecting bay has a small attic window above the stringcourse. The western elevation of the primary portion of the building has three bays; the central bay projects, all have the soldier brick string course, and the central bay has a recessed brick panel centered above the stringcourse that mimics the window on the south elevation. The west elevation also contains a secondary single-leaf entrance to the primary portion of the building in its northernmost bay.

The eastern portion of the building projects from the entrance bay of the neighboring section. It is three bays across. The elevation has projecting two-story brickwork and a central recessed panel. The first floor has a recessed entrance on the east flanked by a plate glass storefront, and both are beneath a glass block transom. West of the entrance is a single window with a stone sill in a modified brickwork Gibbs surround with a decorative brickwork sill and coursework that fades into the adjoining glass block transom. The second story has three one-over-one windows; the central window is slightly larger than those that flank it. Above the second-story windows, the recessed area has brickwork in a crenellated pattern. Above the brickwork, below the parapet, and within the projecting frame is a dentiled brick cornice.

The overall treatment of the northern portion of the building is similar to the eastern portion of the building. The first floor however is somewhat different. There is a central recessed single-leaf entrance flanked by storefront windows with glass block above. Between the first and second floor there is a metal cornice that extends across the façade and south two bays into the primary portion of the building.

The east elevation of the building as a whole is red brick laid in common bond. The northern elevation of the building as a whole has irregularly spaced one-over-one windows (five on the second floor and three on the first) within round-headed masonry openings that have been partially bricked in and, in the case of one first-floor window, in a new masonry opening. There is a single-leaf entrance on the first floor in the easternmost bay.

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16605-16607 Russell Street / 294-0001-0038

Commercial Building

1 CB

16605-16607 Russell Street is a ca. 1930 frame, one-story, two-bay building. Its gable roof has a parapet. The façade has double-leaf doors with glazed panels to the east and a single display window to the west. A brick veneer wall of about three feet has been added to the base of the façade. It is topped by a rowlock course that serves as the sill for the display window. The parapet has weatherboard, and the façade between the parapet and brick veneer is vertical paneling. The north elevation is clad in German siding. It has double-leaf metal doors to the west and a six-over-six sash window to the east. An exterior side cinderblock chimney is visible on the west elevation and the standing-seam metal roof has exposed rafter tails.

16609 Russell Street / 294-0001-0037

Commercial Building

1 NCB

16609 Russell Street, initially built ca. 1955, is an evolved building. The eastern portion of the building is brick masonry with a frame parapet above. The eastern portion has a single-leaf glazed door with a transom in its westernmost bay. To the east are two fixed plate glass windows that retain a fluted affixed pilaster to the west. Between the pilaster and the entrance is a small recessed brick panel that corbels to become flush with the wall plane at the height of the windows and entrance. The east and west elevations of this portion are obscured by an adjacent building and the western portion. Its north elevation has a masonry first floor with what appears to be an added frame, gabled roof above. It has a single-leaf metal door west of center.

The western portion of the building has affixed metal panels obscuring the structural system. It has a recessed double-leaf glazed door entrance at the east with a canted display window and two flush plate glass windows to the west. A fixed metal awning spans the western portion of the building. Above the awning and a bank of metal panels is a shed roof that descends to the west. The western portion of the building extends nearly the full depth of the lot and its east and west elevations are blank cinderblock walls. Its north elevation has a single-leaf metal door to the east. There is a gap between the original flat parapetted roof and the frame shed-roofed addition above.

16611 Russell Street / 294-0001-0036

Commercial Building

1 CB

16611 Russell Street is a ca. 1950 one-story, three-bay, side-gabled masonry building. The façade has double-leaf glazed doors with a fixed light above, flanked by two-part, fixed display windows with rowlock sills. A centered bracket with a sign attached extends from the building. The façade is laid in common bond in yellow brick. The north elevation is concrete block with a central single-leaf door and two two-light windows to the east.

16615-16617 Russell Street / 294-0001-0035

Commercial Building

1 CB

16615-16617 Russell Street is a ca. 1950 two-story masonry commercial building constructed of brick laid in common bond. The core of the building to the west is two stories, and a frame gable with synthetic siding in the gable has been added to the originally flat roof. The eastern portion of the building is a single story with a flat roof that serves as a deck to the second story of the core of the building and has a shed-roofed porch (extending the line of the added gable to the west) supported by wooden posts. The core of the building has a single-leaf recessed glazed entrance flanked by canted plate glass windows with rowlock sills and two-part display windows on the façade, also with rowlock sills. The second story of the core has a centered composite casement

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flanked on either side by two eight-light double casements all with rowlock sills. The eastern portion has a central glazed entrance with a fixed window above, flanked by two-part display windows with rowlock sills. A seam in the brick work surrounding the shopfront indicates that there may have been an earlier, larger commercial entrance/shopfront.

The east elevation has an exterior metal staircase covered by a series of escalating shed roofs supported by wooden posts affixed to the stairs. At a point roughly one-half the depth of the building, the steps reach the level of the porch on the roof deck of the eastern portion of the building. The rear half of the east elevation (beyond the steps) comprises five bays with composite casement windows.

The north elevation of the building has a series of four large masonry openings along the first level (three in the core and one in the east). To the east of those is a single-leaf wooden door with glazing. The large masonry openings have vehicular-sized roll-up access in the east and in the western two bays; the remaining bay has a frame, sided infill with a single-leaf door flanked by two windows. The second level of this elevation has paired six-light double casements flanked by eight-light double casements in the core of the building. The west elevation is obscured by adjacent buildings.

16625 Russell Street / 294-0001-0034

Commercial Building

1 CB

This ca. 1935 three-story, two-bay building is constructed of brick laid in common bond. The steep slope of the lot creates a cascading series of poured concrete steps that span the façade, with one step at the east increasing to four at the west. The masonry on the first floor has been reworked. There is a single-leaf entrance at the east with a two-light window with a rowlock sill above. To the west is a three-part commercial entrance with a central single-leaf glazed entrance flanked by projecting brick piers that corbel back to the wall plane and two three-part fixed windows with rowlock sills. The commercial entrance and the eastern entrance are all within an area topped by a nearly full-width, flush rowlock course. The second story has two ten-light composite casement windows with rowlock sills and a staggered double dogtooth beltcourse above. The third floor has two ten-light composite casement windows with rowlock sills and a more compact double dogtooth cornice.

The east elevation shows the stepped back parapet of the roof. It has an interior end and an exterior end chimney flue, and some of the lower-level brick work has been replaced with tile work. The masonry may have been damaged and reworked when an adjacent building was demolished. The west elevation shows an exposed stone foundation. The second and third floors each have an oversized composite casement window. The north elevation is two stories. It has a roll-up garage door to the west with two windows above. To the east is a sloping addition that provides a single-story addition and exterior access to the second story by a set of concrete stairs that rise to the east to meet the bottom slope of a covered concrete ramp with a stepped brick cheek wall that extends to a single-leaf entrance at the eastern side of the upper level. The west side of the sloping addition has three four-light windows with rowlock sills, two single-leaf entrances, and what appears to be a coal scuttle door with a service access below.

16632 Russell Street / St. Paul Waterworks / 294-0001-0022

Sewer/Water Works

1 NCB

Concrete Basins

7 NCS

The St. Paul Waterworks, built in 1964, is housed in a one-story, five-bay brick building laid in common bond. Poured concrete steps with pipe railings lead to a central single-leaf metal entrance door with a glazed panel

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with metal carriage lanterns mounted on each side. The entrance is flanked by two casement windows with rowlock sills on each side; the interior windows are three-part twelve-light windows and the exterior windows are double four-light windows. The parapet roof has concrete coping and is decoratively stepped to a central pediment within which is a datestone inscribed 1964. Below the date stone are applied metal letters in a vaguely Art Deco sans serif font reading ST. PAUL WATERWORKS. A flat, solid concrete awning covers the windows and door. The concrete foundation is exposed on the façade and there are two poured concrete window wells below the windows. The building has an interior chimney flue laid in common bond with a concrete cap. The west elevation has a three-part, twelve-light casement window with a soldier brick lintel, a rowlock brick sill, and a poured concrete window well. The east elevation has a central single-leaf entrance with a transom above flanked by windows—the north window has been boarded up, but the south one is an eight-light double casement with a soldier lintel and rowlock sill.

The rear elevation is divided into two sections with an elevated concrete deck that spans both. The east section has a single-leaf door and an interior eight-light double casement window with a soldier lintel and rowlock sill on the principal floor. A large swale exposes a basement level with a single-leaf, four-light door flanked by eight-light double casement windows with concrete sills. The concrete decking on the east is supported by two poured concrete piers. The west section has a central single-leaf door flanked by three-part, twelve-light casement windows with soldier lintels and rowlock sills. The door leads to an elevated concrete walkway that extends from the building to the elevated containment basins in the rear yard.

There are seven elevated concrete basins laid out in an “L” shaped pattern extending from the building. Beyond them is a round in-ground tank with an exposed concrete cap.

16640 Russell Street / 294-0001-0021

*Fire Station 1 NCB
Shelter 1 NCS*

The St. Paul Volunteer Fire Department is a one-story masonry building built in 1969. The six-bay façade is divided into three parts under a parapetted roof that is elevated in the center and steps down to the east and west. The easternmost portion houses a single roll-up garage door. A prominent seam in the brickwork indicates that this bay is an addition. The central portion of the façade has three bays housing a single-leaf metal door accessed by steps to a stoop with brick cheek walls and two roll-up garage doors. The western section of the façade contains two roll-up garage doors. One is smaller and is housed in an oversized masonry opening infilled with synthetic siding; it is also above grade without a compensating ramp and appears to serve as a loading dock. All other vehicular doors have concrete ramps to negotiate the variation in grade. There is a date stone inscribed 1969 between the central and western sections of the façade. The entire façade is laid in common bond. The east elevation is painted concrete block. The west elevation is a combination of brick for the first two bays and concrete block to the south. The first two bays have single-leaf metal doors, both in oversized masonry openings with wooden infill. The north door is accessed by concrete masonry steps that run north-south along the exterior wall; the south door has a poured concrete stoop and wooden ramp.

The rear elevation is also built in sections—all concrete block. The easternmost portion is higher than the other two. The central section has an exterior end concrete block chimney flue and a frame, shed-roofed, one-bay addition with a single-leaf door; the addition is flanked by two two-light windows. The western section is set back slightly and has a one-over-one window. It is slightly lower than the central section.

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16646 Russell Street / Brown House / 294-0001-0004

Single Dwelling

1 CB

Well House

1 CSt

This ca. 1890 two-bay, two-story, side-gabled frame house is a vernacular variant on an I-house. The façade has two two-over-two windows on the second floor and two irregularly spaced single-leaf doors and a two-over-two window on the first floor, within a full-width porch. The porch has wooden decking and recent replacement square posts and balustrade, supporting a shed roof with vertical siding in the ends and the fascia. The house has a central interior chimney with a corbelled cap. The foundation is obscured by a permastone veneer. The standing-seam metal roof appears to be recent. The north elevation has two two-over-two windows on the first and second floors and a rectangular louvered vent in the gable. The south elevation has a two-over-two window on the second floor centered above a six-over-six window below. The east elevation has two two-over-two windows on the second floor above a one-story full-width shed-roofed addition. The addition is in two parts: to the south is a larger addition with board-and-batten siding, and to the north a smaller addition clad in weatherboard. The weatherboard addition has a six-light window and a single-leaf door with one half length sidelight with panel below and is accessed by a poured concrete ramp. The southern addition has a brick interior chimney and paired two-over-two windows on its east elevation. It also has a single six-light window on its south elevation.

16551 Russell Street 294-0001-0025

Commercial Building

1 NCB

This is a ca. 1990 one-story, two-bay building made of concrete block with a brick veneer façade. The stepped parapet on the façade hides a gabled roof. To the east is a single-leaf door with two panels and a glazed panel above, and to the west are paired one-over-one sash windows. The west elevation is obscured by a neighboring building. The east elevation has four windows: three are six-over-six sash and one has been replaced by a window air conditioning unit. The north elevation has a single-leaf door to the east and a six-over-six sash window to the west. There is a full-width, shed-roofed porch on wooden posts across the north elevation.

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Developmental history/additional historic context information (if appropriate)

St. Paul is located in the southeast extremity of Wise County in Southwest Virginia, a rugged mountainous region that did not attract European settlement until the second half of the eighteenth century. Comprising an area of 420 square miles, Wise County is bordered on the north, northwest, and west by Kentucky, and on the southwest, south, east, and northeast by Lee, Scott, Russell, and Dickenson counties of Virginia, respectively. Major rivers include the Pound, Guest, and Powell rivers, while the Clinch forms a natural boundary in the southeast adjacent to St. Paul.

European exploration of present Wise County did not occur until the spring of 1751, when Capt. Christopher Gist spent 13 days in the area. The Gist expedition was tasked with mapping the region for the Ohio Company of Virginia. During this visit, Gist encountered an Indian encampment with approximately 80 warriors (or adult males) in the southwestern part of the present county, near Big Stone Gap.⁴ According to available historical accounts, it is assumed that the land which makes up Wise County was not permanently occupied by Native Americans by the time of European contact in the region.⁵ By the late seventeenth century, the Cherokee Indians made regular hunting trips to the Clinch and Powell rivers from their villages on the Holston and Tennessee rivers. Shawnee and Iroquois groups later challenged Cherokee control of the valuable hunting ground, keeping the contested area off limits for permanent native settlement. As the colonial government of Virginia generally had good relations with the Cherokees, they were acknowledged as having rights to most of southwest Virginia in treaty negotiations.⁶

It was not until two decades after the Gist expedition that European settlement began in what is now Wise County. In 1770 a man named Hamilton may have established a homestead near the future site of Coeburn.⁷ Settlement remained sparse until 1787, when London speculator Richard Smith obtained a grant for 335,000 acres on the north side of the Clinch River.⁸ By that time, the region lay under the jurisdiction of the sprawling county of Russell, only divided from the even larger Washington County the year before.⁹ Until the time of the American Revolution, settlement in the area had lagged due to restrictions of the Proclamation Act of 1763. Population growth and the ensuing creation of new counties accelerated once the new Virginia government opened the region west of the Proclamation Line to settlers.

Settlement in the immediate vicinity of St. Paul did not begin until 1790, when Francois Pierre De Tubeuf purchased a 55,000-acre portion of Smith's grant. Fleeing the chaos of revolution in his country the following year, the French nobleman made plans to establish a community of his refugee countrymen. With the ambitious promise of luring some 20,000 French settlers to Virginia, he persuaded Patrick Henry and other members of the House of Delegates to advance him money so he could pay Richard Smith for the land purchase, to fund the building of a road from the Russell County courthouse to the present area of St. Paul, and to provide a guard of six soldiers as protection from Indians who might dispute his right to settle in their favored hunting grounds. Indeed, an earlier settler, John Ingles, had abandoned a tract he had purchased from Smith after his family was killed during an Indian attack. Once the legislature made these provisions, De Tubeuf settled onto Ingles' old property on the Clinch ridge, located on the west side of St. Paul within a former river oxbow (since diverted). Here he built a house that stood until an arsonist destroyed it in 1976; the chimney ruins (archaeological site 44WS0142) stand on a tract called Sugar Hill, so named later for a 1930s maple sugar operation.¹⁰

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De Tubeuf's dreams of the settlement of Sainte Marie on the Clinch came to an abrupt end in April 1795. Richard Barrow and John Brown gained entry to De Tubeuf's house under the guise of seeking help for an injured horse. As the Frenchman had his back turned, he was murdered by one of the visitors who then severely injured his son and indirectly caused the death of a servant.¹¹ After the elder De Tubeuf's death, his surviving children were unable to make the property profitable, and the Commonwealth foreclosed on the property. When the land was laid off for auction in 1853, it was found to comprise more than 150,000 acres and sold off as tracts of various sizes.¹²

De Tubeuf's death and the collapse of his development scheme slowed the progress of settlement in the vicinity of St. Paul. However, population grew sufficiently to the north and west so that Wise County was formed from Lee, Scott, and Russell counties in 1856. During this period, the local area retained a largely subsistence-level economy of small homesteads with limited crops and livestock supplemented by hunting. Rugged topography limited the construction of transportation networks that would have allowed more intensive agricultural development and access to wider markets. Most of these early residents lived in simple log cabins "chinked and daubed with clay mortar" and covered with roofs of riven boards made from local timber.¹³

Even though coal deposits had been known in Southwest Virginia since the mid-eighteenth century, the bulky material was only exploited on a limited scale for local use. Just as crude transportation limited the development of agriculture, so did the coal industry remain dormant until the late nineteenth century because the county's roads consisted of "ungraded cart trails and bridal paths."¹⁴ Likewise, the steep terrain precluded navigable streams as a method of transportation. During the nineteenth century, coal was widely exploited but in very small quantities in the form of "wagon mines." For extra cash, farmers would extract readily accessible deposits on their land and sell the coal locally by the wagon load.¹⁵ In the absence of major improvements to transportation networks, the coal industry would have remained a sporadic, locally focused enterprise.

With increased energy demands of a rapidly industrializing American economy, the region's coal resources attracted the attention of mining interests and railroad companies in the 1880s. Foreseeing a lucrative market for transporting coal, as well as lumber, three railroad companies almost simultaneously drove track into the county. By 1891 all three had begun to operate. Entering the Wise County from the southwest were the Louisville & Nashville and the Southern, and from the east the Norfolk & Western. The paths of all three lines were determined by the most practical routes for construction of line and the presence of major coal deposits.¹⁶ Once the major lines were laid, the railroad companies also built small spurs connecting the main lines directly to the emerging coal mining camps. In addition to these regional railroads, a local company called the Interstate laid track that also linked communities within the county.

Once major transportation networks were in place, the county began a period of remarkable economic and population growth. Establishment of the coal industry soon led to a rise in manufacturing. Valued at a mere \$425 in 1860, the manufacturing sector grew to more than \$3 million in the early twentieth century and \$10 million by the late 1920s.¹⁷ With the improvements to transportation and growth of coal extraction and manufacturing, there was a steady influx of workers to meet the labor demand, swelling the population of the county from 4,785 in 1870 to 7,772 in 1880. An even more dramatic surge in population shadowed the establishment of the railroads in the early 1890s. From the census of 1890 to 1900, Wise County residents increased by more than 110 percent, from 9,345 to 19,653, then by a still robust 73.8 percent to 34,163 by 1910.

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Demand for labor also resulted in a moderate rise in ethnic diversity. Whereas the 4,508 resident of 1860 included only 92 African Americans, by 1900 their proportion increased to nearly 10 percent. By 1920 the population of 41,911 also included 778 foreign-born residents.¹⁸ Most of these recent immigrants worked in the coal mines, where they made up roughly 10 percent of the labor force, with Italians, Hungarians, Poles, Mexicans, Portuguese, and Spanish workers well represented. However, commercial towns comprised mainly white Virginia-born residents.¹⁹

Even before the completion of the new rail lines, investors began to realize that the site of St. Paul held great promise as a commercial hub. Located along the planned route of the Norfolk & Western, the cove of moderately sloping ground on the north side of the Clinch River was suitable for construction of industrial, commercial, and residential buildings. In 1884, Frank Stratton purchased the 324.5-acre site of the future town from William Fields for \$25,000. Stratton had the town laid out into a grid of streets and narrow lots mostly oriented north-south. Only a year later, even grander plans than the junction of the two railways were afoot. A group of railroad investors made plans for a vast regional network of lines to connect the cities of Charleston, Cincinnati, and Chicago that was to be dubbed the 3-C Railway. Upon hearing that Stratton's property would be located at a major hub of this network, a group of investors led by Col. J. B. Moon of Charlottesville made an attractive offer for the town site. As Moon's group began to grade the streets and produced a revised town plat, a second group of investors purchased a tract across the river to the south in Russell County, and began a similar development project. Col. T. L. Rosser, who headed the group on the Russell County side, reportedly had been involved in the development of St. Paul, Minnesota. Given expectations for future growth, the investors adopted the names of St. Paul and Minneapolis for their "Twin Cities" on the Clinch. As speculation reached a fever pitch between 1885 and 1889, on the Minneapolis side lots sold for \$200 and whole blocks of 40 lots for \$8,000. In St. Paul, some 25-by-140-foot lots sold for as much as \$1,200.

The visions of a vast twin metropolis were not destined to materialize. Following the deaths of the key investors in the 3-C Railroad in 1890, plans for the ambitious transportation network ground to a halt. In response to this setback, Rosser's group of developers sold off the more arable land on the south side of the river in large tracts to farmers.²⁰ As a result, the dense development that later characterized St. Paul would not be possible for Minneapolis and it never became a viable town.²¹

Although slowed by the demise of the 3-C railroad, the St. Paul development grew steadily over the next decade due to its more advantageous location on the same side of the river as the Norfolk & Western tracks (completed in 1890). A scattering of wooden dwellings and businesses sprang up, concentrated at the southern end of the town lands near the railroad right-of-way. An iron bridge with a wooden deck, linking St. Paul with the south side of the Clinch River, had just been completed in 1890 as a joint venture of the then-hopeful development companies prior to the 3-C collapse. Early businesses at the foot of the bridge on the south side of the tracks included the M. V. Bates Store and the two-story wood frame Riverside Hotel, a multipurpose building that also served as a mercantile store and post office. The earliest surviving building in St. Paul is a house built in 1890 by Norfolk & Western for its section foreman, C. R. Brown, who was in charge of a crew that maintained the track in the vicinity of St. Paul; Brown also was in business as a skilled gunsmith.²² During the late 1880s or early 1890s, John Hillman, Jr. constructed a frame dwelling in the middle of the block bounded by Russell, Broad, Fourth, and Fifth. Two early frame stores also survive from this period, a two-story front-gable building with two-story porch at 16549 Russell Street and an even earlier building at 16605-16607

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Russell Street that is visible in late nineteenth-century photographs. The latter one-story building with a false front housed the R. W. Hurd grocery.²³

It was not until 1904 that development once again ramped up in St. Paul. When the purchaser of 3-C right-of-way began construction of the Carolina, Clinchfield, and Ohio (C, C, & O) rail line, the town's potential as a transportation hub grew exponentially. The C, C, & O would converge with the Norfolk & Western track at the southern edge of the platted town. The wholesale firm of Dickenson, Duff & Handy, which had been established at Castlewood in 1906, moved its operation to St. Paul the following year. By 1910, the C, C, & O reached St. Paul. On April 12, 1911, the town of St. Paul was incorporated, following the increase in population and commerce spurred by its status as a junction of two major railways.²⁴ By the time of the next census, the town's population had reached 574. In 1920, St. Paul was the smallest of Wise County's six thriving little commercial towns, with populations ranging up to 3,068.²⁵

The importance of St. Paul and the confidence of its residents in the second decade of the century began to be manifested in the construction of substantial masonry buildings. One of the town's most distinctive landmarks, the three-story Blue Sulphur Hotel (later also known as St. Paul Hotel), is an interpretation of the Classical Revival, built in 1909. "Gibbs" door and window surrounds (which consist of alternating large and small stone blocks), basketweave brickwork in the cornice, and a composite brickwork belt course would have impressed the visitor from the outside, while the rooms offered the latest modern conveniences such as central steam heating, hot showers, and telephone service. Also presaging the surge of new masonry construction to follow was the St. Paul National Bank, built in 1910 just after consolidation with the Bank of Saint Paul.²⁶ The brick commercial block at the corner of Russell Street and Fourth Avenue has a rusticated stone water table and several decorative brickwork embellishments. A third building in this early period of masonry construction is the large apartment/commercial building at 3019-3031 Fourth Avenue, built ca. 1914 across from the bank building. Although the ground floor is rectangular in plan, the residential portions on the two upper stories contain open areas to allow light into the interior apartments such that the building resembles an "E" open toward Fourth Avenue. Mr. Kyle Fletcher, the current mayor of St. Paul, lived there as a small boy and recalls that the façade once had pairs of columns supporting lintels at the fronts of the light wells.

Construction of the "E" building marks the beginning of another period of rapid growth in St. Paul. One important spur to the local economy occurred in 1914, when Swift and Company of Chicago established a tannic acid extract plant that employed some 300 workers. Available transportation along two major railroads and the abundance of chestnut timber made St. Paul an excellent location for the plant. The acid was used for processing hides into leather goods. With the outbreak of World War I, military demand for leather shoes and other leather products had surged. During the war, St. Paul experienced further growth when John M. Hillman established the Hillman Coal Company in nearby Virginia City.²⁷ By the 1920s, other business contributing to the jobs base included the St. Paul Baking Company and the Clinchfield Lumber Company.²⁸

With a large population of industrial and mining workers in St. Paul and surrounding areas, the town became a focal point for entertainment and recreation, as well as commerce. With regular rail access, even workers from neighboring states would converge on the saloons, pool halls, and gambling dens in the strip along the south side of railroad tracks. Due to the area's reputation for brawls among the rough crowd of patrons, the area acquired the nickname "Western Front," as a hyperbolic comparison to the most violent theater of World War I. A 1927 fire insurance map of the town indicates that Western Front was also the official name of the frontage

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road that ran between this strip of buildings and the railroad track.²⁹ The lone brick building from this row that survives just south of the historic district is in fair condition and used as a storage building.

By 1927, the lots across the entire grid of streets in St. Paul had begun to fill in, although there was still more open space than today. Immediately northeast of the Western Front, along the north side of the state highway leading to the iron bridge over the Clinch River, a cluster of industrial buildings and stores had been established, including an ice plant and the St. Paul Bottling Company. The Clinch River Extract Plant (the subsidiary of the Swift Company) stood just south of the river. On the north side of the tracks, the town accommodated freight and passengers at a long, narrow masonry train station. Directly behind the station in the block contained by Fourth and Fifth avenues and Russell Street, Norfolk & Western set aside an attractive park, a common feature near railroad stations at the time. As is currently the case, the blocks between the train tracks northward to Broad Street comprised the commercial core of the town, interspersed with a handful of frame dwellings. The west half of Russell street, west of Fourth Avenue, was fronted with large stores on the south and smaller ones on the north side. At the far west end of the block was Coleman's and at the east end Dickinson & McNair. Both were wholesale grocers that would deliver to points across the county.³⁰ A large wholesale hardware firm occupied a building (still standing at 16542 Russell Street) midway between the wholesale grocers. The cluster of distinctive commercial buildings that forms the core of the historic district lined both sides of Fourth Avenue and the south side of Broad Street just east of the hotel. North of the E-shaped apartment/retail building on the west side of Fourth Avenue stood a large bakery, the Gaiety Movie Theater, and a narrow store. Lining the east side were the bank building and the Blue Sulphur Hotel. East of the hotel on Broad Street stood three contiguous buildings: a drugstore, the post office, and an unspecified store. Residential blocks of frame dwellings on medium-sized lots extended to the lake and school at the north end of town.

The Gaiety Theater was built sometime before 1924, as local historian Leroy Hilton remembers the building already being at 3037 Fourth Avenue when he moved to St. Paul with his family that year. After serving in the military in World War II, Mr. Hilton and his brother Mark operated the theater for four years. In addition to showing motion pictures, the brothers managed to book such celebrated country music acts as Maybelle Carter and the Carter family; Maybelle Carter's uncle David Addington was the sheriff of St. Paul until his death in a gunfight at the corner of Russell Street and Fourth Avenue in 1921.³¹

Although nearly all dwellings and several stores were of frame construction, the more substantial commercial buildings were masonry (mainly brick). These masonry buildings were focused along the main thoroughfares: the wholesale stores on the south side of the west end of Russell Street; the commercial buildings, hotel, and apartment/retail building along Fourth Avenue between Russell Street and Broad Street; and the cluster east of the hotel on the south side of Broad Street. Other masonry buildings scattered throughout the town included the First Baptist Church within the residential area, an automobile sales and storage building at the northwest corner of Russell and Fifth, the train station, and four of the buildings in the Western Front.

As was the case in most of the United States, the Great Depression took its toll on the economic vitality of St. Paul. However, relief programs for the unemployed mitigated some of the impact and contributed important infrastructure improvements that would serve the town well in the more prosperous years ahead. Until the 1930s, all of the streets in St. Paul were dirt thoroughfares with board sidewalks. Under the Works Progress Administration (WPA) program, workers earning 10 cents per hour used hand tools to break rocks into gravel, which they pounded into the streets as a first step toward paving. In addition, in 1932-1933 the WPA workers

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constructed the two-lane, metal-truss Bickley Memorial Bridge for automobiles, replacing the iron and timber bridge that had been built for wagons in 1890.³² This bridge stood until it was later replaced by a four-lane concrete bridge. An underpass was also built at this time to direct traffic under the rail lines and into town along Fourth Avenue, whereas previously access was over a level crossing at Fifth Avenue. A new business was established during this interwar period. The L. V. Mileman Company acquired the old Coleman grocery at the west end of Russell Street and operated a factory that made petticoats and other women's lingerie.³³

As the economy improved toward the beginning of World War II and into the 1950s, some other new businesses were established. The population of St. Paul was just under 6,000 at this time.³⁴ Accordingly, some important additions were made to the built commercial landscape during the period. Serving passengers on the Norton to Bristol route, a bus station was constructed at 16615-16617 Russell Street in the early 1950s. Following the trend toward large supermarkets, the Piggly Wiggly company purchased land on the south side of Russell Street that was formerly the railroad park and erected a large store. Formerly, the company had operated a small grocery store in the ground floor retail space of the E-shaped building at 3019-3031 Fourth Avenue. At the northeast corner of Russell Street and Fifth Avenue, W. A. Turner established a Chevrolet automobile dealership in 1946.³⁵

A series of transactions led to the brief co-existence of two movie theaters on Broad Street in the early 1950s. In 1949, George Coleman bought out the theater business at the Gaiety run by Mark and Leroy Hilton. Coleman had the floor leveled and agreed to the building's use as a drugstore. He then began construction of the Cavalier Theater at 16619 Broad Street about 1950. According to Leroy Hilton, local entrepreneur W. A. Turner almost immediately began construction of the Lyric Theater opposite the Cavalier, at 16620-16622 Broad Street. The clientele from the thriving town managed to provide enough business for both theaters for a short span in the early 1950s. However, Coleman died soon after of a fall from a high ladder while installing a stage set for a minstrel show. His heirs sold the theater, which was converted into the Phillips automobile parts store.³⁶

Following this peak of St. Paul's prosperity, changes in the coal mining industry led to the town's steady decline, which has continued almost to the present. Until the 1960s, most coal had been extracted from deep mines with shafts leading to the underground seams, requiring a large labor force. In the early 1960s, the innovation of strip mining with heavy machinery allowed the rapid surface removal of topsoil and other intervening deposits to expose the seams of coal. Since then, mining technology has continued to develop even more intensive methods requiring progressively less labor. As a result, population growth slowed and even declined in the region and in St. Paul by the turn of the twenty-first century. The principal additions to the district in this period include the municipal fire department and waterworks; both of these non-contributing resources were built on the south side of Russell Street in 1964.

Despite the economic decline related to changes in the mining industry, infrastructure improvements in sewerage and other areas are being developed and have begun to attract light industry to offset some of the loss of mining jobs. Construction of a large coal-burning power plant just west of town in Virginia City has also benefitted the local economy. Although some of the buildings in the historic downtown are currently underutilized, plans for revitalization through tax credit incentives are underway. Improvements in local highways allow local residents to commute to jobs across Wise County and even in neighboring states. Stores, restaurants, gas stations, and other businesses built in the last three decades to the west of the downtown continue to serve local residents.

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- ² Leroy N. Hilton, Jr., personal communication 2010.
- ³ Leroy N. Hilton, Jr., *Historical Memories in a Mountain Kingdom: A Human Interest Story of St. Paul, Virginia and Surrounding Area - Its People, Its Settlers, Its Beginning* (Wise, Virginia: Wise County Historical Society, 2007), 22.
- ⁴ Ralph Emerson Kennedy, *An Economic and Social Survey of Wise County, by Ralph Emerson Kennedy; a Laboratory Study in the School of Rural Social Economics of the University of Virginia* (Charlottesville: University of Virginia, 1928), 12.
- ⁵ Luther F. Addington (ed.), *The Story of Wise County, Virginia* (Wise: Centennial Committee and School Board of Wise County, Virginia, 1956), 6; Hugh L. Sulfridge, *Early History of Wise County, Virginia* (Charlottesville, 1929), 5.
- ⁶ Sulfridge, 6-8.
- ⁷ Kennedy, 13.
- ⁸ Sulfridge, 30.
- ⁹ Michael F. Doran, *Atlas of County Boundary Changes in Virginia, 1634-1895* (Athens, Georgia: Iberian Publishing Company, 1987), 30-31.
- ¹⁰ Joe Tennis, *Southwest Virginia Crossroads: An Almanac of Place Names and Places to See* (Johnson City, Tenn.: The Overmountain Press, 2004), 26.; James William Hagy, "The Frontier Dreams of Francois Pierre De Tubeuf," *The Virginia Magazine of History and Biography* 77, no. 3 (July 1969): 329-331.
- ¹¹ Hagy, 334-335.
- ¹² Charles A. Johnson, *A Narrative History of Wise County, Virginia* (Northon, Va: The Norton Press, 1938), 8.
- ¹³ Sulfridge, 33-40.
- ¹⁴ Kennedy, *An Economic and Social Survey of Wise County, by Ralph Emerson Kennedy; a Laboratory Study in the School of Rural Social Economics of the University of Virginia*, 14.
- ¹⁵ Mrs. R. Tate Irvine, "Wise County in War Time," in *Virginia Communities in War Time*, Publications of the Virginia War History Commission (Richmond, Va.: War History Commission, 1926), 669.
- ¹⁶ Addington (ed.), *The Story of Wise County, Virginia*, 117-118.
- ¹⁷ Luther Foster Addington et al., *Wise County Geography Supplement*, (Big Stone Gap, Va.: Wise County School Board [and] Charlottesville: University of Virginia, 1928), 14.
- ¹⁸ Addington et al., 38.
- ¹⁹ Irvine, "Wise County in War Time," 667, 670-671.
- ²⁰ Kyle Fletcher, Mayor of St. Paul, Virginia, personal communication 2010.
- ²¹ Addington, *The Story of Wise County, Virginia*, 199-200.
- ²² Hilton, personal communication 2010.
- ²³ Addington, *The Story of Wise County, Virginia*, 200-201; Hilton, 85, 134.
- ²⁴ *Ibid.*; Addington, *The Story of Wise County, Virginia*, 200-201.
- ²⁵ Hilton, 84.
- ²⁶ Addington et al., *Wise County Geography Supplement*, by L. F. Addington, Nancy Fields, Della Inge [and] Cora Reynolds, 28.

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²⁷ Irvine, "Wise County in War Time," 668; Wise County Historical Society, *The Heritage of Wise County and the City of Norton* (Wise, Va.: Wise County Historical Society, 1993), 86.

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²⁹ Sanborn Map Company, "St. Paul, Wise County, Virginia," Insurance map (New York: Sanborn Map Company, 1927).

³⁰ Hilton, personal communication 2010.

³¹ Ibid.

³² Hilton, 21, 85.

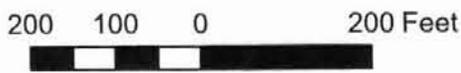
³³ Hilton, personal communication 2010.

³⁴ Fletcher, personal communication 2010.

³⁵ Hilton, personal communication, 2010.

³⁶ Hilton, personal communication, 2010.

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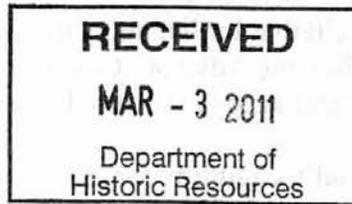


St. Paul Historic District boundary

NC = Non-contributing resource



Norfolk Southern Corporation
Law Department
Three Commercial Place
Norfolk, Virginia 23510-2191



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March 2, 2011

Kathleen Kilpatrick
DHR Director & State Historic Preservation Officer
DHR Central Office
2801 Kensington Avenue, Richmond, VA 23221

RE: St. Paul Historic District, Wise County; Objection to property nomination

Dear Ms. Kilpatrick,

Norfolk Southern Railway Company (“Norfolk Southern”) received a notice from your office (“DHR”), dated January 20, 2011, informing us that a portion of downtown St. Paul, in Wise County, Virginia, is being considered by DHR for nomination into the National Register of Historic Places (NRHP) and the Virginia Landmarks Register (VLR).

The proposed historic district boundary is primarily comprised of the central block of downtown St. Paul, but a small portion “juts southward along 4th Avenue to include the railway bridge and underpass to the south”. It is this small portion of the proposed historic district – comprised of railroad right-of-way owned by Norfolk Southern – to which we must object, for the following reasons.

I had the opportunity to speak with Ms. Ann Andrus of your department and she generously took the time to allay some of our concerns. However, a final concern remains, which is that nomination of Norfolk Southern’s rail bridge and surrounding right-of-way may interfere with our ability to secure federal investment in rail infrastructure development on that property. As you may know, Norfolk Southern has successfully partnered with the federal government on rail projects that are designed to deliver important public benefits, including alleviating highway congestion and reducing production of greenhouse gases. The ability to create future partnerships with the federal government is important to both Norfolk Southern and our nation’s broader transportation policy, which recognizes the need for a vibrant freight rail network.

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I understand from your January 20 correspondence that nomination of a property – if that property is determined eligible for listing by the National Park Service’s Keeper – will require that federal agencies allow the Advisory Council on Historic Preservation opportunity to comment before the federal agency may fund, license, or assist a project affecting the property.

It is apparent that St. Paul’s eligibility for inclusion in the NRHP and VLR is not dependent upon the inclusion of railroad property in the historic district, and that the downtown block can stand on its own as a portion of Virginia worthy of preservation. Excluding the railroad property would achieve the Commonwealth’s goals of preserving both its historic resources and the strength of its rail network. After all, the General Assembly has declared that “the retention, maintenance, improvement and development of the railways are essential to the Commonwealth’s continued economic growth, vitality, and competitiveness in national and world markets.” Va. Code Ann. § 33.1-221.1:1.1(A).

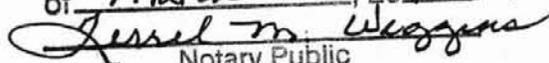
It is in this spirit – to support the intent of the General Assembly, and to support the towns and counties in Virginia whose economies rely on railroads – that Norfolk Southern wishes to remain agile and able to utilize all resources available, including federal support. Because nomination of Norfolk Southern’s rail bridge and surrounding right-of-way reduces that agility, we respectfully request that the St. Paul Historic District be redrawn to exclude Norfolk Southern property.

Cheers,



Grant H. Kidner

Commonwealth of Virginia,
City of Norfolk. Subscribed and
sworn before me this 2nd day
of March, 2011.


Notary Public

My Comm. Expires 1-31-2014

