NAME
Petersburg Old Town Historic District

LOCATION
Roughly bounded on the N by Appomattox River; on the E by the Appomattox Bridge and Seaboard Coast Line tracks; on the S by a line from E to W following along said tracks to Fourth Street then along the N line of E. Bank Street (00-200 blocks) and (See Continuation Sheet #57). NOT FOR PUBLICATION

CLASSIFICATION

STATUS
X OCCUPIED
X UNOCCUPIED
Y WORK IN PROGRESS
ACCESIBLE
X YES: RESTRICTED
X YES: UNRESTRICTED
X NO

PRESENT USE
X AGRICULTURE
X MUSEUM
X COMMERCIAL
X PARK
X EDUCATIONAL
X PRIVATE RESIDENCE
X ENTERTAINMENT
X RELIGIOUS
X GOVERNMENT
X SCIENTIFIC
X INDUSTRIAL
X TRANSPORTATION
X MILITARY
X OTHER

OWNER OF PROPERTY

NAME
Multiple ownership
(See Continuation Sheet #59-78)

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Petersburg City Hall

REPRESENTATION IN EXISTING SURVEYS
(3) (See Continuation Sheet #1)

TITLE
(1) Historic American Buildings Survey

DATE
1935, 1936, 1968

DEPOSITORY FOR SURVEY RECORDS
Library of Congress

CITY, TOWN
Washington
STATE
D.C.
Paralleling the Appomattox River at its fall line, the Old Town Historic District of Petersburg is situated in the city's earliest section. The district exhibits a varied collection of late 18th- through 20th-century architecture, including examples of both commercial and residential architecture in late Georgian, Federal, Greek Revival, Italianate, Second Empire, Queen Anne, and Colonial/Georgian Revival styles. In addition, notable groupings of mid- to late 19th-century warehouses and factories are found in the north and northeast sections of the district. The district is approximately 190 acres in area and encompasses over 250 buildings. The north boundary is the south side of the Appomattox River (including the Appomattox Bridge, linking vehicle traffic to Colonial Heights, and the Seaboard Air Line Railroad Bridge). East and west borders are marked respectively by the Seaboard Coast Line Railroad tracks and the Seaboard Air Line Railroad Bridge. The southern boundary is defined by the tracks of the Seaboard Coast Line Railroad (to just east of N. Davis Street) and the rear (south) property lines of buildings facing the 200 block of High Street and W. Bank Street. The boundaries were determined by historical precedent, the architectural integrity of the site, and the hard edges provided by the river and the railroad tracks.

The topography of this section of Petersburg is relatively flat to the north and northeast with hills gradually rising to the south and southwest. The greatest change in topography is seen between streets appropriately named Low and High streets.

Early 19th-century maps indicate few changes have been made to Petersburg's street plan. Most streets within the district provide for two-way vehicle traffic and on-street parking. Heaviest traffic appears centered to the northeast at Bollingbrook and the entrance to the Appomattox Bridge, on N. Sycamore Street between W. Bank and Old streets, and along the length of Canal Street.

The district exhibits an equal distribution of residential, commercial, and industrial land use. Industrial buildings including freight warehouses and factories are concentrated to the north and northeast along Old, Pike, and River streets as well as on Bank Street, east of Third Street. Additional light and heavy industry is scattered randomly through the district with minor clusters on Grove Avenue and Canal and High streets. The railroad tracks enclosing the district visually complement the industrial image presented in these portions of the district.

Commercial and industrial activity is integrated along Old Street and the northeast section. Antique shops and popular boutique stores on Old Street display successful adaptive reuse of 19th-century industrial buildings. Small businesses flank W. Bank and N. Sycamore streets in late 19th- and 20th-century commercial buildings of varying quality and design. Most buildings in this area are of masonry construction, ranging from one to four stories in height.

Residential neighborhoods are located west of N. Market Street in the trapezoid-shaped area bounded by Grove Avenue and Canal, High, and N. Market streets. Residences range from substantial late 18th-century Georgian dwellings to mid-20th century builder ranch houses. Worker houses are strung along Grove Avenue and Cross, Plum, Gilliam, and portions of Canal streets. Middle- and upper-middle-class houses are concentrated on High Street. Both frame and brick construction were chosen as preferred building materials although cinder block houses are noted occasionally on Crostic Alley and Cross, Canal, Hurt, and Plum streets. Most houses in the district maintain a scale of one to two stories.
SIGNIFICANCE

PERIOD AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

PREHISTORIC ARCHEOLOGY-PREHISTORIC COMMUNITY PLANNING LANDSCAPE ARCHITECTURE RELIGION
1400-1499 ARCHEOLOGY-HISTORIC CONSERVATION LAW SCIENCE
1500-1599 AGRICULTURE ECONOMICS LITERATURE SCULPTURE
1600-1699 ARCHITECTURE EDUCATION MILITARY (Civil War) SOCIAL/HUMANITARIAN
1700-1799 ART EDUCATION MILITARY (Civil War) SOCIAL/HUMANITARIAN
1800-1899 COMMERCE EXPLORATION/SETTLEMENT PHILOSOPHY TRANSPORTATION (Rail-
1900- INVENTION INDUSTRY POLITICS/GOVERNMENT OTHER (SPECIFY)

SPECIFIC DATES

STATEMENT OF SIGNIFICANCE

An early Colonial settlement, Petersburg is one of Virginia's oldest cities. It first gained regional significance as the site of Fort Henry, an important mid-17th-century military fort in frontier America. By 1769 Petersburg had developed into the major tobacco center of Virginia. Its growth continued through the mid-19th century, when Petersburg emerged as a leading Virginia manufacturing and transportation center. In 1860 the city was served by four railroads and a canal system providing transportation facilities for local merchants and manufacturers as well as for regional farming interests. Although deeply scarred physically and economically by the Civil War, Petersburg's prosperity was soon renewed through the leaf tobacco, cotton, grain, peanut, and lumber industries.

In addition to its economic and historical development, Petersburg is significant for its diversity of residential, commercial, and industrial architecture. Virtually all styles of architecture popular in the United States from 1800 to 1910 are represented within the district's boundaries. Of special importance are the worker cottages from the period 1800-1830, clustered in the southwestern portions of the district, as well as the mid- to late 19th-century, middle- and upper-middle-class houses on High Street. Industrial buildings of varying size and distinction are located on W. Old, Pike and River streets and scattered throughout the northeast portions of the district. It is from this diversity of building type and quality and from the city's rich history, that the Old Town Historic District of Petersburg gains its significance.

Although the arrival date of the first European settlers to the area now known as Petersburg remains a matter of conjecture, it is known that four Englishmen were killed there in the major Indian attack in 1622. General European settlement of the Appomattox River Valley occurred in the 1630s and by 1643 led to the formation of Bristol Parish. A second Indian attack in 1644 resulted in the establishment of Fort Henry the following year for "the defense of the inhabitants on the south side of the James River..."1

Following the establishment of the fort, the Appomattox Indians, expelled earlier from towns at Bermuda Hundred and Swift Creek, established a village nearby at India Town Creek. The Indian and white communities are said to have existed in relative peace with each other.

During the next three decades, Fort Henry gained regional importance as a trading post and point of departure for expeditions to the south and west. Abraham Wood, commander of the garrison, was active in the promotion of the fort as a trade center and led exploratory expeditions into the nearby frontier. These lines of exploration eventually developed into a regional network of trade with the Indian population.

Wood's son-in-law, Peter Jones, succeeded him in the leadership of military affairs and Indian trade in 1675. A 19th-century historian recorded Jones "opened a trading establishment with the Indians, a few rods west of what is now the junction of Sycamore
MAJOR BIBLIOGRAPHICAL REFERENCES


GEOGRAPHICAL DATA

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ACREAGE OF NOMINATED PROPERTY: 190 acres

UTM REFERENCES

(See Continuation Sheet #57)

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VERBAL BOUNDARY DESCRIPTION

Beginning at a point on E side of Appomattox Bridge, approximately 300' NE of N bank of Appomattox River and at the N end of said bridge; thence extending about 900' SE along E side of said bridge to N intersection with ramp to Pocahontas; thence extending about 500' NE along NW side of Pocahontas ramp, then crossing said ramp to SE side and continuing about 420' SW along said side to point where ramp crosses over Seaboard Coast Line (SCL) tracks, thus encompassing said ramp; thence extending about 2600' SE along SCL tracks to convergence with side track; thence extending about 800' NW along side track to E side of Fourth Street; thence extending N along E side of Fourth

FORM PREPARED BY

Virginia Historic Landmarks Commission Staff

STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

The evaluated significance of this property within the state is:

NATIONAL ___ STATE X LOCAL ___

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Tucker Hill, Executive Director
Virginia Historic Landmarks Commission

DATE: NOV 26 1979

For NPS use only.

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE: July 4 1980

ATTEST:

KEEPER OF THE NATIONAL REGISTER
6. REPRESENTATION IN EXISTING SURVEYS

(2) Historic American Buildings Survey Inventory
   1959 Federal
   Library of Congress
   Washington, D.C.

(3) Virginia Historic Landmarks Commission Survey
   1974, 1979 State
   Virginia Historic Landmarks Commission
   221 Governor Street
   Richmond, Virginia 23219

7. DESCRIPTION

The Low Street Playground is the only park in the Petersburg Old Town Historic District. Comprising eight-tenths of one acre in area, the park is characterized by a flat, open green with a few centrally located weeping willows and a children's swing set.

Land densities vary across the district. Though 19th-century Petersburg was compactly built, only a few areas continue to exhibit this quality. Old Street, the nucleus of the district, still retains its high density with buildings two, three, and four stories in height standing against one another and observing virtually no setback from the street. Few of the district's remaining areas, however, continue to reflect their original 19th-century densities. Much of the commercial portion of the district has been compromised by the loss of buildings during the last ten years. The resulting vacant and parking lots detract from the area's sense of architectural continuity and historic integrity. Notably weak are the industrial areas east of N. Sycamore Street, Low Street, and the west side of Canal Street.

In spite of its losses, Petersburg holds a wide array of building types and styles spanning over two hundred years. Virtually every late 18th- and early 19th-century style of architecture popular in the United States is represented in the district. Noteworthy examples include the Strachan-Harrison house (302 Cross Street, mid- to late 18th century), the John F. May house (244 High Street, Federal, ca. 1810), six late Georgian/early Federal houses on High Street (265, 311, 320, 416, 545, and 614), and a fine collection of one and 1½-story worker houses dating to the first quarter of the 19th century (see inventory for Gilliam, Cross, Hurt, Low, and Canal streets, Pig Alley, and Grove Avenue).

An unusually fine cluster of Greek Revival and Italianate residences is found in the 300 block of Grove Avenue. A four-block area on High Street contains a rich mixture of 19th-century architecture including representatives of late Georgian, Federal, Greek Revival, Italianate, Second Empire, Romanesque Revival, Queen Anne, and Colonial/Georgian Revival styles.

Many of Petersburg's worker houses were erected following the conclusion of the Civil War. These single and double houses are of frame construction, two stories in

(See Continuation Sheet #2)
7. DESCRIPTION

height, capped by a gable roof, and four bays across. Examples of both single- and double-pile houses are observed.

Commercial and industrial structures reflect a wide range of 19th- and early 20th-century architectural styles as well. The stone warehouse at the north end of N. Market Street is one of the earlier industrial buildings extant in the district. Built in 1809 this building has long enjoyed the reputation of being the 18th-century trading post of Peter Jones (Petersburg is said to be named after Peter Jones). Although documentation has shown this building not to be Jones’s trading post, the stone structure continues to be of significance to the city.

Early commercial Federal and Italianate buildings are found in the area bounded by N. Market, Old, Second, and Bank streets. Of special importance are the Farmers' Bank (Federal, 1817) at 21 Bollingbrook Street and the Nathaniel Friend House (Federal, ca. 1816) at 27-29 Bollingbrook Street. The Exchange Building at 19 W. Bank Street is one of Petersburg's best examples of Greek Revival architecture. Designated a National Historic Landmark in 1969, this building has recently been restored and converted into a Civil War Museum. The Exchange Building, erected between 1840 and 1841, was designed by Mr. [?/ Berrien of New York. Petersburg's only example of commercial Second Empire (ca. 1880) is the Julius Gilbert Building at 22 Bollingbrook Street.

Several industrial buildings wedged between Pike and River streets and the railroad tracks date to ca. 1855. The transitional Greek Revival/Italianate South Side Railroad Depot (ca. 1853) at the north end of Rock Street is of particular interest. Other significant buildings are the octagonal City Market, the Dunlop Factory, and the Appomattox Iron Works on Old Street and three warehouses east of Third Street on E. Bank Street.

Vernacular churches spot the district. The High Street United Methodist Church is one of the city's few examples of the Romanesque Revival style of architecture. Built in 1844 as a Greek Revival church, the building was enlarged and a new facade added in 1897. The Georgian Revival Church of Christ on High Street was erected ca. 1925 and serves as a formidable visual terminus to Canal Street.

Two bridges cross the Appomattox River connecting Petersburg with present-day Colonial Heights. The Seaboard Air Line Railroad bridge forms the district's west boundary. The deck-plate girder viaduct bridge was erected between 1930 and 1931 and reflects the joint design efforts of the Seaboard Air Line Railroad and the American Bridge Company of New York.

The second bridge in the district is the Second Street Viaduct or Appomattox Bridge, erected in 1925. Built on the site of Pocahontas Bridge, the Appomattox Bridge provides automotive access to Petersburg from Richmond and Colonial Heights. Prior to the construction of Interstate 95, this bridge was a vital link of U.S. Route 1, a major (See Continuation Sheet #3)
7. DESCRIPTION

Although Petersburg displays an amazing array of architectural styles, many buildings are in varying states of disrepair. Throughout the district vacant and parking lots exist where 19th-century buildings have been lost through deterioration, neglect, or vandalism. Many streets display buildings of recent construction not compatible with the established character, scale, and/or massing of the neighborhood. This situation occasionally leads to a loss of historic integrity to the site. However, recent efforts to revitalize the Old Town area are meeting with growing success. Tangible preservation and rehabilitation results are witnessed most dramatically along High Street (residential) and Old Street (commercial). The city enacted historic district zoning for most of the area in 1973. Revitalization efforts are led by the Historic Petersburg Foundation (a local preservation organization) and many local citizens.

BNZ

1As early as 1798, official records refer to portions of the district as Old Town. See: Samuel Shepherd, The Statutes at Large of Virginia, vol. 2, p. 111 (January 11, 1798).

2Now the Seaboard Coast Line Railroad.

(See Continuation Sheet #10 for Inventory)

8. SIGNIFICANCE

and Old Streets. This position for trade was called 'Peter's Point,' subsequently changed to Petersburg."2

Concurrent with the development of Indian trade was the rise of Petersburg's tobacco industry. In 1730 inspection was authorized for a tobacco warehouse on the land of Colonel Robert Bolling at Bolling's Point.3 Two years later this permit was extended to include John Bolling's warehouse across the river, thus beginning a long line of warehouses in this locality. The area grew in prosperity with mills and stores soon following.

Petersburg was formally laid out in 1733 by William Byrd II. Byrd wrote on September 19, 1733,

(See Continuation Sheet #4)
8. SIGNIFICANCE

We laid the foundation of two large cities: one at Shacco's, to be called Richmond, and the other at the point of Appomattox River, to be named Petersburg. The truth of it is, these two places, being the uppermost landing of James and Appomattox rivers, are naturally intended for marts where the traffic of the outer inhabitants must center.

As in most of the Tidewater area, streets in Petersburg and Richmond were laid in a simple grid. The plat of Byrd's plan has not survive. Reflecting Petersburg's regional importance, the town officially incorporated on December 17, 1748. The town of Blandford, located just northeast of Petersburg, incorporated at the same time. Four years later, a third nearby town, Pocahontas, incorporated across the Appomattox to the north. Petersburg itself, acquired twenty-eight additional acres to the west in 1762. The culmination of the area's 18th-century growth occurred in 1784 when these cities, Petersburg, Blandford, and Pocahontas, along with the recent subdivision Ravencroft, merged into the borough of Petersburg.

By the 1760s Petersburg flourished as a center of tobacco and milling industries. Traveler Roger Atkinson described the importance of tobacco to pre-Revolutionary Petersburg when he wrote in 1769,

When tobacco is not to be got at these Petersburg's warehouses it is not to be got anywhere else in Virginia. Perhaps it may not be generally known—but there is more land and more good land and more inhabitants (and these yearly increasing) on ye south side of James River than there is in all Virginia besides. There is more tobacco in these Warehouses than there is in all York or James River besides from head to foot.

With the falls of the Appomattox River providing power for its mills, Petersburg developed a substantial flour industry, as well. Wheat soon became second only to tobacco in importance to the town's economy. "Besides ye very valuable staple of tobacco..." Atkinson wrote one year later, "of late wheat, than which no country under the sun produces better, and that in great abundance—I say ye article of wheat, a kind of second staple, is a prodigious addition...."

Due to its regional importance, Petersburg was a major British military target during the American Revolution. In April 1781 British ships sailed up the Appomattox intent on destroying tobacco and seizing public stores. Though the local militia made a strong effort, including a stand at what is now Fifth Street, they were finally forced to retreat over Pocahontas Bridge.

The damage to Petersburg was extensive. General Henry Lee wrote,
8. SIGNIFICANCE

Petersburg, the great mart of that section of the state...ranked first among commercial towns of the state. Its chief export was tobacco... and at this time its warehouses were filled. In addition... this town had become a place of depot for all imported supplies required for southern operations.10

"Everything valuable was destroyed by the British and the wealth of this town in a few hours disappeared."11

Peace ushered in a new period of prosperity and growth. As noted above, the towns of Petersburg, Blandford, and Pocahontas merged and incorporated as Petersburg in May 1784. Tobacco warehouses, flour mills, stores, and small manufacturing ventures dominated the local economy. Jedidiah Morse in his American Gazetteer of 1797 described Petersburg ten years after the war. Petersburg, he wrote,

...contains about 300 houses, built irregularly...There are several tobacco warehouses, stores of dry goods, and some few neat and commodious dwelling houses.... It contains 2,828 inhabitants, including 1,265 slaves. The situation of the town is low and rather unhealthy."12 Flour processed in Petersburg's mills exceeded 60,000 barrels per year. Trade exports amounted to over one million dollars. Shipping in 1805 totaled 5,594 tons.13

Civic improvements were undertaken to refute charges that Petersburg was an unhealthy town. The marsh was filled and streets were repaved. Bank Street was created around 1800 to connect High and Back (now E. Bank) streets. Bollingbrook, Petersburg's principal street, was paved in 1813.14

On July 16, 1815, fire consumed nearly two-thirds of Petersburg. Virtually all property on Market Square, Bollingbrook, Old, Bank, and Back streets was destroyed. A citizen's report issued following the fire noted,

A few days ago the town of Petersburg was prosperous and flourishing -- commerce crowded its wharves - a busy population thronged its streets - and new buildings, daily erected, announced its increasing wealth and importance.

In one awful night the whole scene was changed; a fire...has involved the larger portion of our citizens in distress, and reduced many of them to beggary.15

The city quickly engaged in an energetic rebuilding program with three hundred buildings of brick construction erected during the next two years.

Joseph Martin chronicled the city's renewed strength when he wrote in 1835, "The number of houses besides the county buildings, which are handsome, may be estimated at about 800...There are six tobacco factories, six manufacturing flour mills, 1 brass and cast-iron foundry, 2 earthen-ware potteries, 2 cotten-seed-oil mills, numerous mercantile

(See Continuation Sheet #6)
8. SIGNIFICANCE

stores and 4 druggist shops... Petersburg, Martin concluded, "has become salubrious as any part of lower Virginia; and has the character of being hospitable and patriotic; and a very delightful place of residence." In addition to tobacco and flour, cotton manufacture also had become a major local industry with three factories employing over three hundred workers.

Demographic studies reveal Petersburg's population swelled from 8,322 in 1830 to 14,010 in 1850. By 1854 it was estimated to be 18,000, placing Petersburg third in Virginia with respect to population. Just prior to the Civil War the city possessed a race track, a theater, and numerous taverns and is said to have overshadowed Richmond in popularity.

Petersburg's unchecked growth during the first half of the 19th century was stimulated greatly by the arrival of the railroad in 1830. Sixty miles of track were laid by the Petersburg Railroad to Weldon, North Carolina, by 1833. Other railroads quickly following were the City Point Railroad (chartered 1836); the Southside Railroad to Lynchburg (completed in 1854); and the Norfolk and Petersburg Railroad through the Dismal Swamp (completed in 1858). These railroads, coupled with the extensive routes of the upper Appomattox Canal Company, made Petersburg a major transportation center for the South.

The unrivaled prosperity of Petersburg during the 1850s ended with the Civil War. With its numerous railroads allowing supplies to reach Richmond, Petersburg became a primary Union target. The siege of Petersburg lasted ten months with extensive shelling of the Old Town area. The fall of the city on April 2, 1865, was a major turning point in the war and led to the surrender at Appomattox one week later.

The city rebuilt itself after the war with major industries being tobacco, cotton, grain, peanuts, and lumber. Although by 1880 over seventy new industries had emerged, including sumac, fertilizers, veneers, crates, baskets, trunks and bags, Petersburg never regained its former prominence. The shift in demand from plug tobacco to cigarettes during the early 20th century, together with the moving of cotton interests to North Carolina, led to a period of decline.

Aside from its rich historical associations, Petersburg is significant for its diverse collection of late 18th- and 19th-century architecture. The variety of historical periods, building types, and building styles represented is the Old Town district's greatest asset. Commercial and residential architecture alike range from the vernacular to complex architect-designed schemes; from simple, early 19th-century, 1½-story, frame workers' cottages to prodigious Federal and Greek Revival town houses; from Reconstruction frame, 2-story, double-pile "I" houses to large, brick, Queen Anne mansions.

(See Continuation Sheet #7)
8. SIGNIFICANCE

Industrial architecture, located for the most part in the center and eastern portions of the district, includes pre-Civil War railroad buildings, late 19th-century factories and tobacco warehouses, an ironworks, an ice company, a luggage factory, and several early 20th-century automotive buildings. Two bridges in the district span the Appomattox River. The Seaboard Air Line Railroad Bridge (now the Seaboard Coast Line Railroad), a deck-plate girder viaduct bridge (erected 1930-31) lies to the northwest. The Second Street Viaduct Bridge (or Appomattox Bridge) connecting Petersburg to Colonial Heights is located to the northeast. Built in 1925, this latter, automotive bridge rests on the late 18th-century site of Pocahontas Bridge.

Due to the devastation of Petersburg from two wars and several major fires, traditional patterns of growth and expansion are not witnessed in the city's architectural fabric. The repeated destruction of and subsequent rebuilding in Petersburg, combined with mid-20th-century random demolition of historic buildings, has left the city with a curious intermingling of building types and styles. Bollingbrook Street, the mid-19th-century site of Petersburg's commercial section, is currently a light industrial area with numerous automotive-related businesses. Only a few buildings, such as the Nathaniel Friend House (27-29 Bollingbrook Street) and the Farmer's Bank (19 Bollingbrook Street), hint at the area's early 19th-century character. On N. Market Street, only the Trapezium House (244 N. Market Street) remains of an antebellum residential block.

High Street and Grove Avenue hold a diverse collection of vernacular, Late Georgian, Federal, Greek Revival, Italianate Second Empire, Romanesque Revival, Queen Anne, and Colonial/Georgian Revival buildings. Conspicuously absent from this unique assemblage are representatives of the Gothic Revival and Eastlake styles. High Street has been fortunate in retaining much of its historic integrity as a 19th-century, middle- and upper-middle-class residential street. An early 20th-century intrusion to the residential character of the street is the Seward Luggage Factory (ca. 1907). The placement of the factory in this location suggests the area's association with middle- and upper-middle-class society began to wane shortly after the turn-of-the-century. The Artwork of Petersburg (1906), a nine-volume publication of Petersburg's fashionable houses cites only one example from High Street. These factors, combined with the lack of Craftsman houses, bungalows or 1930s revival-style houses on High Street, indicate that by World War I the prosperity traditionally associated with this area had declined. Extant architecture in other sections of Petersburg indicates a move by the middle- and upper-middle-class population to both the southern portions of the city and across the river to the north.

Today, efforts are underway to revitalize the Old Town area. Thus far, adaptive reuse of industrial buildings on Old Street and the rehabilitation of houses on High Street are the most visible indicators of these ventures. The city enacted historic district zoning ordinances for the Old Town Historic District in 1973. Four other historic districts have been established within the city by the City Council.
8. SIGNIFICANCE

1James G. Scott and Edward A. Wyatt, IV, Petersburg's Story, p. 6. The history of this fort is surprisingly undocumented. It is thought to have stood north of the intersection of High and South streets on land patented by Edward Prince in 1639.

2Reverend Dr. William S. Plummer, quoted in ibid., p. 11.

3This is thought to be the site of the present Farmer's Market.

4Quoted in John W. Reps, Tidewater Towns, pp. 221-22.

5This grid-iron town was to have been named Wittontown after its developer, Richard Witton; however, the State General Assembly changed the name to Pocahontas. Op. cit., p. 222.

6These twenty-eight acres were called New Town and include what is now High Street.

7Reps, loc. cit.

8Quoted in Scott and Wyatt, op. cit., p. 22.

9Ibid., p. 23.

10Ibid., p. 27.

11Ibid., p. 29.

12Jedidiah Morse, American Gazetteer /1797/, unpaginated.

13Ibid. and Jedidiah Morse, American Gazetteer /1810/, unpaginated.

14For other streets established in Petersburg during the early years of the 19th century see: Samuel Shepherd, The Statutes at Large, vol. 2. p. 111 (January 11, 1798); page 213 (January 20, 1800); p. 364 (January 18, 1802); and vol. 3. p. 376 (December 23, 1807).

15Quoted in Scott and Wyatt, op. cit. p. 57.


17The first of these was the Petersburg Manufacturing Company, established in 1828. Martin observed, "This factory gives employment to none but white persons, and has
constantly employed about 110 operatives, who are mostly young girls..." The remaining two factories were operated by the Merchant's Manufacturing Company. Ibid.


9. MAJOR BIBLIOGRAPHICAL REFERENCES


Shepherd, Samuel. The Statutes at Large of Virginia. vol. 2 (1798-1802) and vol. 3 (1807).


MAPS


Town of Petersburg...laid off for Robert Bolling...August 1783...surveyed by William Watkins in Petersburg City Hustings Court. Deed Book I, 1784-1790, p. 301. Recorded April 4, 1787.
7. DESCRIPTION - Inventory

Below is an inventory of all the buildings comprising the Petersburg Old Town Historic District. The following abbreviations are used in this inventory:
HABS = Historic American Buildings Survey; HAER = Historic American Engineering Record; NHL = National Historic Landmark; NR = National Register of Historic Places; HABSI = Historic American Buildings Survey Inventory;

Bank Street
Bank Street east of Sycamore Street was formerly called Back Street. The street name was changed to Lombard Street before being renamed Bank Street.


5. 23: brick; 1 story; low gable roof. Mid-20th-century automotive building. Ca. 1940.


100 Block


8. 111: Vacant/Parking Lot.


200 Block


(See continuation sheet # 11 )
7. DESCRIPTION - Inventory

E. Bank Street, Cont'd

Northwest corner E. Bank and 4th streets: brick; 1 story, low-pitch roof with skylights; prominent fire wall divides building into two sections. Each section 5 bays with central segmentally arched entrance flanked on each side by 2 segmentally arched windows. All windows bricked in. Warehouse. Late 19th century.


300 Block


W. Bank Street

00/100 Block


12: brick; 3 stories; gable roof; 4 bays. Federal. Ca. 1820. Keystone window heads over 3rd-story wall openings. 12 and 16 W. Bank Street were built following the fire of 1815.

(See continuation sheet # 12)
7. **DESCRIPTION - Inventory**

**W. Bank St., Cont'd**

16: brick; 2 stories; flat roof with front parapet; 3 bays. Federal, Ca. 1820. Flemish-bond facade; keystone window heads over 2nd-floor window openings. 3rd floor removed.

19: (Exchange Building): brick; 2 stories; dome roof with octagonal cupola; giant order Doric portico. Greek Revival. 1841. Mr. Berrien (of New York), architect. N.H.L., HABS (1968), HABS (1959). Erected as an agricultural exchange during the mid-19th century, this building was later occupied by the Bank of Virginia. In 1927 the building was purchased by the city to be used as a police department. It now houses a Civil War museum.


24: Parking Lot.


(See continuation sheet #13)
7. DESCRIPTION - Inventory

W. Bank St., Cont'd


35 118: brick; 3 stories; gable roof with front parapet; 3 bays. Commercial Vernacular. 4th quarter of 19th century. 1st floor extensively altered. 2nd-floor windows bricked in.


39 129: Twin of 127 W. Bank Street.


(See Continuation Sheet #13 for additional entries)

Bollingbrook Street

Once one of Petersburg's great residential avenues, Bollingbrook Street was severely damaged by the fires of 1816 and 1826. Most buildings here were shelled during the siege of 1864-65. The western end of Bollingbrook was Petersburg's business center during the prosperous decade of the 1850s.

(See continuation sheet #14)
7. DESCRIPTION - Inventory

Bollingbrook Street, cont'd
00 Block

7: brick; 2 stories; low-pitch roof. Late 19th century. Facade extensively altered ca. 1965. Does not contribute to the historic character of the district.


9: Vacant Lot.


21 (Farmer's Bank): brick; 3 stories; low-pitch roof; 4 bays. Commercial Federal. 1817. Granite string courses divide stories. Flat granite jack arches with beaded keystones over all window openings. Aediculae surrounds around 1st and 3rd bay entrances. One of Virginia's oldest bank buildings. N.R., HABS.

22 (Julius Gilbert Building): brick; 2 1/2 stories; mansard roof with 3 gabled dormers; 3 bays. Second Empire. Ca. 1880. 1st floor altered. 2nd floor: segmentally arched end windows; paired, round-arched windows in center bay. Attic level: gabled dormers with decorative surrounds; central wall dormer with paired round-arched windows and central round attic vent. This is the only example of commercial Second Empire in Petersburg.

(See continuation sheet # 15)
7. DESCRIPTION - Inventory

Bollingbrook Street, cont'd


100 Block

100: brick; 1 story; flat and gable roofs. Commercial/automotive buildings. Ca. 1950-60. Does not contribute to the historic character of the district.


(See continuation sheet #16 )
7. DESCRIPTION - Inventory

Bollingbrook Street (Cont'd)


200 Block

201 (Ladies Hospital): brick; 3 stories; low-pitch roof; 6 bays. Commercial Vernacular. Mid-19th century. Used as a hospital during the Civil War. Flemish-bond facade. HABS (also 123-49)


(See continuation sheet # 17)
**PETERSBURG OLD TOWN HISTORIC DISTRICT, PETERSBURG, VIRGINIA**

**CONTINUATION SHEET # 17**

<table>
<thead>
<tr>
<th>Item Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>244</td>
<td>Vacant Lot.</td>
</tr>
<tr>
<td>245</td>
<td>frame; 2½ stories; gable roof with 2 gable dormers; 3 bays; 1-story porch addition in center bay. Vernacular. Early to mid-19th century. 2 end chimneys.</td>
</tr>
<tr>
<td><strong>Canal Street</strong></td>
<td></td>
</tr>
<tr>
<td>300 Block</td>
<td></td>
</tr>
<tr>
<td>308 B</td>
<td>brick; 1 story; flat roof; 3 bays. Factory. Ca. 1940.</td>
</tr>
<tr>
<td>308 D</td>
<td>brick; 2 stories; flat roof; 3 bays. Factory. Ca. 1930. 2nd story is later addition.</td>
</tr>
<tr>
<td>310</td>
<td>Parking Lot.</td>
</tr>
<tr>
<td>315</td>
<td>Vacant Lot.</td>
</tr>
</tbody>
</table>

(See continuation sheet #18)
7. **DESCRIPTION - Inventory**

**Canal Street (Cont'd)**


- **79** 339: Vacant Lot.

- **80** 342: Parking Lot.


- **82** 349: Vacant Lot

- **83** 351-53: Similar to 343-45 Canal Street.


**400 Block**

- **85** West side: Vacant Lot.


- **87** 413-15: frame; 1 story; gable roof; 4 bays; 1-story porches in end bays. Duplex Vernacular. 1st half of 19th century. House rests on stone foundations.

- **88** 419: frame with aluminum siding; 1 story; gable roof; 3 bays; 1-story porch addition in center bay. Vernacular. Ca. 1800-30. Exterior end chimney to the south.

(See continuation sheet #19)
<table>
<thead>
<tr>
<th>Item Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td><strong>DESCRIPTION - Inventory</strong></td>
</tr>
<tr>
<td><strong>Canal Street (Cont'd)</strong></td>
<td></td>
</tr>
<tr>
<td>425</td>
<td>frame; 1 story; hipped roof; 3 bays. Vernacular/Greek Revival. Mid-19th century.</td>
</tr>
<tr>
<td><strong>Cockade Alley</strong></td>
<td></td>
</tr>
<tr>
<td>400 Block</td>
<td></td>
</tr>
<tr>
<td>407</td>
<td>brick (Flemish bond); 3 stories; gable roof. Federal. Ca. 1820. 1st floor altered. Roof caved in.</td>
</tr>
<tr>
<td>409</td>
<td>brick (Flemish bond); 3 stories; gable roof. Federal. Ca. 1820. 1st floor altered.</td>
</tr>
<tr>
<td><strong>Commerce Street</strong></td>
<td></td>
</tr>
<tr>
<td>300 Block</td>
<td></td>
</tr>
<tr>
<td>311</td>
<td>Vacant Lot.</td>
</tr>
</tbody>
</table>

(See continuation sheet #20)
7. DESCRIPTION - Inventory

Commerce Street (Cont'd)

500-700 Block

101 539: Similar to 537 Commerce Street.
105 623: Similar to 615 Commerce Street.
106 627: Similar to 615 Commerce Street.
107 633: Similar to 615 Commerce Street.
108 637: Similar to 615 Commerce Street.
109 645: Similar to 615 Commerce Street.
110 653: Similar to 615 Commerce Street.
111 703: Similar to 615 Commerce Street.

(See continuation sheet # 21 )
300 Block

114 302 (Strachan-Harrison house): frame; 1½ stories; gambrel roof with hipped dormers. Vernacular. Center section of this house dates to the mid-18th century (traditional date is 1735). HABS (1968), HABS (1959).

115 319: Vacant Lot.


117 323: Vacant Lot.

400 Block

118 403: frame; 2 stories; gable roof; 3 bays. Builder's house. Ca. 1890.


120 407: frame; 1½ stories; gable roof with 2 gable dormers; 1-story entrance porch in center bay. Cape Cod. Ca. 1940.

121 408: Vacant Lot.


123 413: frame; 2 stories; gable roof; 2 bays. Vernacular. Ca. 1900.


125 420: frame; 2 stories; gable roof. Vernacular. 1st half of 19th century.

126 422: Vacant Lot.


(See continuation sheet #22 )
7. DESCRIPTION - Inventory

Cross Street (Cont'd)


132 437-39: Similar to 429-31 Cross Street.

133 440: Vacant Lot.

Crostic Alley

600 Block

134 612: cinder block; 1 story; gable roof; 4 bays; shed roof over entrance bay. Builder's ranch house. Ca. 1950. 2 interior chimneys.

135 615: Similar to 612 Crostic Alley.

136 619: Similar to 612 Crostic Alley.

N. Davis Street

200 Block


138 206: Stone wall fronts vacant lot.

139 211: Vacant Lot.

(See continuation sheet #23 )
7. DESCRIPTION - Inventory

Fleet Street

500 Block


141 512: brick; 1 story; gable roof; 3 bays. Commercial Vernacular. Ca. 1940.

Gilliam Street

600 Block


143 613: Vacant Lot.

144 614: Parking Lot.


150 626: Vacant Lot.

151 631: Vacant Lot.

152 633: frame; 1 story; hipped roof; 2 bays; 1-story porch to west. Vernacular. Ca. 1900.

(See continuation sheet #24)
7. DESCRIPTION - Inventory

Grove Avenue (Formerly Old Street)
Grove Avenue contains many fine examples of mid-19th-century architecture. An exceptionally fine grouping occurs along the south side of the 300 block.

200 Block

203: brick; 2 and 3 stories. 19th- and 20th-century Commercial (built in 4 sections). Section to east has Flemish-bond facade (ca. 1830). Center 2 sections ca. 1950. West section ca. 1855.


219: Parking Lot.


(See continuation sheet # 25 )
7. **DESCRIPTION** - Inventory

Grove Avenue (Cont'd)

<table>
<thead>
<tr>
<th>Item Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>246</td>
<td>brick; 1 story; gable roof; 5 bays; 1-story Italianate entrance porch in center bay. Federal. Ca. 1820-30. Flemish-bond facade to west 2 bays. East 2 bays are later addition.</td>
</tr>
<tr>
<td>247</td>
<td>brick; 2 stories on raised basement; 3 bays. Italianate. Ca. 1860. Italianate porch fronts entrance in east bay.</td>
</tr>
<tr>
<td>251-253</td>
<td>brick; 2 stories on raised basement; gable roof; 6 bays. Greek Revival. Ca. 1850. Entrances in end bays. Center chimney.</td>
</tr>
<tr>
<td>258</td>
<td>frame; 2 stories. Vernacular. Mid-19th century. May have been a service building of 256 Grove.</td>
</tr>
<tr>
<td>278</td>
<td>frame; 2 stories; gable roof; 3 bays. Vernacular. Ca. 1900.</td>
</tr>
</tbody>
</table>

(See continuation sheet #26 )
7. DESCRIPTION - Inventory

Grove Avenue (Cont'd)

300 Block

301: Vacant Lot.

302-04: Vacant Lot.

305: frame; 2 stories; gable roof (slate); 3 bays; porch recessed beneath 2nd story. Vernacular. Mid-19th century. Similar to 244 Grove Avenue.

308: frame; 2 stories; gable roof; 3 bays; 1-story porch in west bay. Greek Revival. Ca. 1850.

312 313: brick; 2 stories; gable roof; 3 bays. Greek Revival. Ca. 1840. 3-bay porch recessed under 2nd story.


315-17: brick; 2 stories; gable roof; 6 bays; 2, 3-bay porches. Italianate derivative. Ca. 1865. 6/9 sash on 1st floor. Large eave brackets.

318: frame; 2 stories; gable roof; 3 bays. Greek Revival. Ca. 1840.


322: frame; 2 stories; hipped roof; 5 bays; 1-story porch fronts central entrance. Greek Revival. Ca. 1850. 2 chimneys at each end.

324: frame; 2 stories; gable roof; 3 bays; 1-story, 2-bay porch in center and west bays. Vernacular. Mid-19th century.

328: Vacant Lot.

329: Vacant Lot.

(See continuation sheet # 27 )
7. DESCRIPTION - Inventory

Grove Avenue (Cont'd)

400 Block


405: frame; 2 stories; gable roof; 2 bays; 1-story porch across facade. Italianate derivative. Ca. 1890.

408: Vacant Lot.

409: brick; 1 story; low gable roof; 3 bays. Large Greek Revival porch in west bay. Greek Revival. Ca. 1840. Flat window heads and sills. House may have had a 2nd floor.


411: brick (pressed-brick facade); 2 stories; gable roof; 3 bays; 1-story porch in west bay. Greek Revival. Ca. 1840. Flat window heads and sills.

414: frame; 2 stories; gable roof. Vernacular. Ca. 1870(?). May have been a kitchen for the LeMoine house at 410 Grove.


416: frame; 2½ stories; gable roof; 3 bays; 1-story pedimented porch to west end. Vernacular. Ca. 1810.


419: frame; 2 stories; low-pitch hipped roof; 3 bays; 1-story porch to west. Italianate derivative. Ca. 1880.

(See continuation sheet #28)
7. DESCRIPTION - Inventory

Grove Avenue (Cont'd)


207 434: brick; 2 stories; gable roof. Italianate derivative. Ca. 1880. House originally fronted onto side street to east. Core of the house may date to Ca. 1840.

500 Block


209 502: Vacant lot.

210 505: brick; 2 stories; low-pitch roof; 2 bays; 1-story entrance porch in west bay. Italianate town house. Ca. 1890. 3-part bay window in east bay. Bracketed eave.

211 507: brick; 2 stories. Modern (Ca. 1965) facade hides late 19th-century core. Does not contribute to the historic character of the district.

(See continuation sheet #29)
7. DESCRIPTION - Inventory

Grove Avenue (Cont'd)

512: Vacant Lot.


515-17: frame; 2 stories; low-pitch roof; 4 bays; 1-story porch across facade. Italianate derivative. Ca. 1880.

520: frame; 1 story; hipped roof; 3 bays. Vernacular. Mid-to late 19th century.

521: frame; 2 stories; low-pitch roof; 3 bays. Italianate derivative. Ca. 1880.

522: brick; 2 stories; gable roof; 3 bays. Vernacular. Mid-19th century. Similar to 421 Grove Avenue.

523: Vacant Lot.


530: frame; 2 stories; gable roof; 3 bays. Vernacular. Ca. 1850.

531: frame; 2½ stories; gable roof. Italianate derivative. Ca. 1880. May have an earlier core.

532: brick; 2 stories; low-pitch roof; 3 bays. Italianate. Ca. 1870. May have an earlier core. Center tripartite window on 2nd floor.


(See continuation sheet #30)
7. **DESCRIPTION - Inventory**

**Grove Avenue (Cont'd)**


227 536: Vacant Lot.

228 540: frame; 2 stories; low-pitch roof; 3 bays. Italianate derivative. Ca. 1880-90.


**600 Block**

230 601: brick; 2 stories; low-pitch roof with front shingle skirt; 2 bays. Late 19th century. Extensively altered.


232 609: frame; 1 and 2 stories; gable roof. Vernacular. 1st half of 19th century.

233 614: Vacant Lot.

234 615: brick; 2 stories; gable roof; 3 bays; 2-story porch to east. Federal. Ca. 1820.

235 616: Vacant Lot.

236 617: frame; 2 stories; 3 bays; gable roof; 2-story porch to east. Italianate derivative. Ca. 1880.

237 618: frame; 2 stories; gable roof; 3 bays; 1-story porch across facade. Italianate. Ca. 1870.

(See continuation sheet #31)
7. **DESCRIPTION - Inventory**

Grove Avenue (Cont'd)

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>238</td>
<td>619: Vacant Lot.</td>
</tr>
<tr>
<td>243</td>
<td>627: frame; 2 stories; 3 bays; hipped roof. Vernacular. Mid-19 century.</td>
</tr>
<tr>
<td>244</td>
<td>629: Vacant Lot.</td>
</tr>
<tr>
<td>245</td>
<td>630: Vacant Lot.</td>
</tr>
</tbody>
</table>

700 Block

<table>
<thead>
<tr>
<th>ITEM NUMBER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>247</td>
<td>701-03: frame; 2 stories; hipped roof. Vernacular. 3rd quarter 19th century.</td>
</tr>
<tr>
<td>249</td>
<td>705: frame; 1 story; gable roof. Commercial Vernacular. 20th century.</td>
</tr>
<tr>
<td>250</td>
<td>706: Vacant Lot.</td>
</tr>
</tbody>
</table>

(See continuation sheet # 32)
7. DESCRIPTION - Inventory

High Street

High Street exhibits a wide variety of 19th-century architectural styles. The street lies in the area annexed to Petersburg in the late 18th century.

200 Block

(209-15 (Smith's Row)): brick; 3 stories; gable roof; 12 bays. Greek Revival town houses. 1837-38. Each town house is 3 bays in width and follows a side-hall plan. HABS (1968), NABS (1959). Originally five row houses.


217-223 (May's Row): brick; 3 stories; gable roof; 12 bays; Greek Revival/Italianate town houses. 1859-60. Each town house is 3 bays in width and follows a side-hall plan. Entrances are fronted by 1-story porches with Doric columns. Architrave window heads. HABS (1968). Built by David May.

218: brick; (Flemish bond); 2 stories; gable roof; 3 bays. Transitional Federal/Greek Revival. Ca. 1830.


239: frame; 2 stories; gable roof; 3 bays; 1-story porch addition across center and east bays. Federal. Ca. 1830.

(See continuation sheet # 33 )
DESCRIPTION - Inventory

High Street (Cont'd)


246: Parking lot.


253: frame; 2 stories; gable roof; 3-part bay window (possible addition) to east. Builder's house. Ca. 1885-90.

255: Vacant lot.


265: frame; 2 stories on high brick basement (presently reads as 3 stories); gable roof; 5 bays; 1-story, gable-roof porch in center bay. Late Georgian/Early Federal. Ca. 1800. Local history states this building was used as a tavern during the early 19th century. In the 1820s, 265 High St. was a "Boarding House for Young Ladies."


269 (Elliott House): frame; 2½ stories; mansard roof with cast-iron cresting and round-arched dormers; 2 bays; 1-story entrance porch fronts west bay. Second Empire. Ca. 1884. 3-part bay window to east. One of the best examples of Second Empire in Petersburg. HABS (1968)

(See continuation sheet #34)
7. DESCRIPTION - Inventory

High Street (Cont'd)


277: frame; 2 stories; gable roof. Greek Revival. Ca. 1845-60.


300/400 Blocks


(See continuation sheet #35)
7. DESCRIPTION - Inventory

High Street (Cont'd)

311 (Dodson's Tavern): frame; 2 stories on high brick basement; gable roof; 5 bays; 1-story porch in center bay. Modified Late Georgian. Ca. 1790. HABS (also 123-47)


315: frame; 2½ stories; cross gable roof; 3 bays; 1-story "L" porch with spindle frieze and turned columns. Eastlake/Queen Anne. Ca. 1890. (also 123-76)

319: frame; 2 stories; gable roof; 3 bays. Federal. Ca. 1800. 2 chimneys on each end.

320 (Sterling Castle): frame; 2 stories; hipped roof; 5 bays; 1-story Greek Revival porch addition in center bay. Modified Late Georgian. Ca. 1800. HABS (1936), HABS/I (1959). Said to be the country home of Peter Jones II. Moved from Cox Road, eight miles from Petersburg, in the early 19th century. (also 123-21)

402: frame; 2 stories; low-pitch roof; 2 bays; 1-story entrance hood with ornamental scrolls in east bay. Italianate. Ca. 1880. 3-part bay window in west bay.

405 (John A. Gill residence): brick; 2½ stories; hipped roof intersected by gable, hipped, and conical roof projections; 1-story "L" porch across facade and west end. Queen Anne. Ca. 1900-02. The best example of high style Queen Anne on High Street.


410 (John Jackson residence): brick; 2½ stories; mansard roof with 3 segmentally arched dormers; 5 bays; 1-story entrance porch fronts center bay. Second Empire. 1867. HABS (1968)

(See continuation sheet #36)
7. DESCRIPTION - Inventory

High Street (Cont'd)


293 416 (Hinton House): brick; 2 stories; hipped roof; 5 bays; Late Georgian. Ca. 1800. End chimneys. HABS (1935). (also 123-45)


434 C (Seward Luggage): brick; 3 stories; gable roof with front parapet; 3 bays. Factory. Ca. 1925. All windows are segmentally arched. Recessed brick panels in facade attic level. 2-story enclosed aluminum bridge connects buildings B and C.

500/600 Blocks

501: Parking lot. Site of Grace Episcopal Church.


(See continuation sheet #37 )
7. **DESCRIPTION - Inventory**

**High Street (Cont'd)**

523: frame; 2 stories; hipped roof; 3 bays (west bay recessed); 1-story porch. Vernacular. Ca. 1875-80.


529 (John Grammar residence): frame; 2 stories; gable roof; 3 bays; 1-story Greek Revival porch addition fronts center bay. Vernacular remodeled as Greek Revival. Ca. 1800. Double weatherings on east end chimney.


537: frame; 2 stories; gable roof with central cross gable; 5 bays; 1-story porch across facade. Early 19th-century house extensively remodeled during the late 19th century. End chimneys are Flemish bond with 3 sets of weatherings.


544: frame; 2 stories; hipped roof; 3 bays; 1-story porch fronts center bay. Italianate. Ca. 1870. 1-story Greek Revival section to rear (north).

545: frame; 2 stories; gable roof; 5 bays; 1-story entrance porch fronts center bay. Modified Late Georgian. Ca. 1800.

(See continuation sheet #38)
7. **DESCRIPTION** - Inventory

**High Street (Cont'd)**


312. 555: brick; 3 stories; low-pitch roof; 3 bays. Italianate. Ca. 1875.


316. 568: frame; 1 story; gable roof; 3 bays; shed-roof porch in center bay. Vernacular. Early 19th century. Beaded siding. (also 123-59)


(See continuation sheet # 39 )
7. DESCRIPTION - Inventory

High Street (Cont'd)

321 615 (High Street M. E. Church): stone (1st story) and brick; 2½ stories with side towers. Greek Revival remodeled as Romanesque Revival. 1844 (rear); 1897 (facade). West tower: brick on stone base; open tower on 3rd-story level topped by tent roof and crowning finial. East tower: brick on stone base; thin, round-arched windows set diagonally to each other on 2nd- and 3rd-story levels topped by stone string course and three round-arched banded windows; tent roof with crowning finial. Nave section: 3 stone arches set at stair landing define entrance; brick 2nd floor with 3 round-arched windows topped by small cross gable with crucifix finial.


323 618: frame; 2 stories; low-pitch roof; 2 bays; 2-story porch in east bay; 3-part bay window in west bay. Ca. 1885. Architrave window trim. Porch exhibits decorative spindle and frieze work.


325 625: frame; 2 stories; hipped roof; 5 bays; 1-story porch across facade. Italianate. Ca. 1885.


(See continuation sheet #40)
7. DESCRIPTION - Inventory

High Street (Cont'd)


330 636: Vacant lot.


332 641: frame; 2 stories; low-pitch roof; 5 bays; 1-story porch across facade. It. ...ate. Ca. 1880.


700 Block

334 701: frame; 2 stories; hipped roof; 3 bays. Late 19th-century commercial. 1st floor holds commercial front. 2nd floor is living quarters.


336 709: frame; 2 stories; gable roof; 3 bays; 1-story porch across facade with square pillars and paired brackets. Italianate. Ca. 1870-75. Entrance in west bay. Later frame additions to both ends of house.

337 710: frame; 2 stories; hipped roof with cross gable in west bay; 2 bays; 1-story porch with turned columns across facade of house. Builder's Queen Anne. Entrance in east bay. Large, 3-part bay window in west bay.


(See continuation sheet #41)
High Street (Cont'd)


High Street and Canal (Church of Christ): brick; 2 stories; low-pitch roof; 7 bays; central giant order Doric portico; 1-story entrance porch with Doric columns and full entablature in end bays. Georgian Revival. Ca. 1920. 3 stained-glass windows set behind portico. Round-arched, 2nd-floor windows. This building provides a strong visual terminus to Canal Street.

724 (High Street Church): cinder block; 1 story; flat roof; 5 bays. Ca. 1975. Cinder block front added to late 19th-century warehouse (brick; 1 story; gable roof with front stepped parapet; side bays are slightly recessed behind brick piers).

343 High and South Streets (north of intersection): Site of Fort Henry, established 1645-46 for the defense of English settlers following the massacre of 1644.

Fort Street

344 315: Vacant lot.

345 316: frame; 1 story; gable roof. Vernacular. 19th century.


(See continuation sheet 42)
7. DESCRIPTION - Inventory

Hurt Street (Cont'd)

348 325: Vacant lot.


351 330: frame; 2 stories; gable roof; 2 bays; 1-story, shed-roof entrance porch. Vernacular. Ca. 1890-1910. Similar to 324 Hurt Street

352 331: Similar to 327 Hurt Street.


355 336-350: Vacant lot.

356 341-351: Vacant lot.

400 Block:

357 402-450: Vacant lot.


359 415-449: Vacant lot.

(See continuation sheet #43)
7. DESCRIPTION - Inventory

Jones Street
200 Block


Low Street
Low Street was known briefly during the 19th century as Gladstone Street.

200 Block


(See continuation sheet #44)
### CONTINUATION SHEET #44

#### ITEM NUMBER 7

**Low Street (Cont'd)**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>370</td>
<td>220-270: Vacant lot.</td>
</tr>
<tr>
<td>371</td>
<td>221: Car lot for 237 Low Street.</td>
</tr>
<tr>
<td>372</td>
<td>237: brick; 1 story; stepped parapet fronts gable roof; 3 bays with addition to the north. Automotive building. Ca. 1950. Does not contribute to the historic character of the district.</td>
</tr>
<tr>
<td>374</td>
<td>243: Salvage yard for 241 Low Street.</td>
</tr>
<tr>
<td>375</td>
<td>245: Equipment parking lot surrounded by chain-link fence.</td>
</tr>
<tr>
<td>378</td>
<td>300-312: Vacant lot.</td>
</tr>
<tr>
<td>380</td>
<td>305-07: Similar to 301-03 Low Street.</td>
</tr>
<tr>
<td>381</td>
<td>309-339: Vacant lot.</td>
</tr>
<tr>
<td>383</td>
<td>322: Similar to 316-18 Low Street. 1-story porch extends across west 2 bays. (See continuation sheet # 45 )</td>
</tr>
</tbody>
</table>
7. DESCRIPTION - Inventory

Low Street (Cont'd)


288  363: frame; 1 story; gable roof. Vernacular church. 1st half of the 20th century.

K. Market Street


291  246: frame; 1 story; gable roof; 2 bays. Vernacular. Early to mid-20th century.

400 Block


293  410: brick; 2 stories; low-pitch roof; 4 bays. Commercial Italianate. Ca. 1870. Core may be earlier.

(See continuation sheet # 46 )


419 SE Corner Market and Grove Avenue: Site of Golden Ball Tavern (Mid-18th century). Demolished.


Old Street

Petersburg's oldest street is appropriately named Old Street. Originally lying west of Market Street, Old Street was extended to Sycamore in 1798. In 1838 and 1826, fires caused extensive damage to buildings on this street.

East Old Street

60 Block

401: pressed brick (Flemish bond); 3 stories; low-pitch roof; 5 bays. Store and warehouse. Ca. 1855. Granite doorway.


(See continuation sheet #47)
7. **DESCRIPTION** - Inventory

**East Old Street (Cont'd)**


**West Old Street**

60/100 Block

8. Southwest corner W. Old and N. Sycamore Streets: Vacant lot.


15: brick (Flemish bond); 3 stories; gable roof; 3 bays. Commercial Federal; Flat-arch stone lintels with beaded keystones.

(See continuation sheet #48)
West Old Street (Cont'd)

20-28 (Appomattox Iron Works):

20: Pressed brick; 1 story. Ca. 1890.

22-24: Brick (Flemish bond); 3 stories; gable roof with 2 gable dormers. Federal with pressed-tin hood; cold additions. Ca. 1839; 1870.


23-25: Brick (Flemish bond); 3 stories, gable roof (original shed-roof dormer removed with recent construction of a new roof); 6 bays. Federal. Ca. 1820.


106-08: Brick; 3 stories; low-pitch roof; 6 bays. Commercial Italianate derivative. 1909.


112: Vacant lot.


7. DESCRIPTION - Inventory

West Old Street (Cont'd)

421 Southeast corner W. Old and N. Market streets: Parking lot.

Pelham Street

00 Block

422 Northwest corner Pelham and 2nd streets: Vacant lot.

100 Block

423 Northwest corner Pelham and 3rd streets: Cinder block and brick; 1 story. Ruins from demolition of mid-19th-century factory.

Pike Street

Pike Street is a short extension of River Street. The street is paved with granite spalls.


Plum Street

500 Block

425 502: Vacant lot.

426 509-11 (The Pigeon house): Stone and stucco; 2 stories; hipped roof; 4 bays. Vernacular. Late 18th century. Reputed to be one of the oldest buildings in Petersburg.

427 514: Vacant lot.


(See continuation sheet #50)
7. DESCRIPTION

Plum Street (Cont'd)


520-22: 2 stories; gable roof; 4 bays; 1-story porch. Vernacular. Late 19th century.

524-610: Vacant lot.

531: frame; 1 story; gable roof; 2 bays. Early 20th-century cottage.

535: Vacant lot.

539-41: Similar to houses on Crocsh Alley.

600 Block

601: Vacant lot.


612: frame; 1 story; shed roof; 2 bays. Vernacular. 20th century.


618: Vacant lot.


548: 548 Plum St

"The Stone House"
7. DESCRIPTION - Inventory

Plum Street (Cont'd)


444 624-26: frame; 2 stories; low-pitch/gable roof; 4 bays. Vernacular. 1st half of 19th century. Altered. Chimney to west has 2 sets of weatherings.


447 636: Vacant lot.


449 639-41: Similar to 638-40 Plum Street.

450 642: Vacant lot.


452 646 (Baptist Temple Church): frame; 1 story with 2-story tower; 2 bays. Vernacular. Early 20th century.

700 block


455 703 A & B: Similar to 701 A & B Plum Street.

(See continuation sheet #52)
7. DESCRIPTION - Inventory

River Street

00 Block


Northeast corner River and 2nd streets: Identical to freight storage buildings on Pike Street. Original 9/6 sash.

45A Southeast corner River Street and Cockade Alley: Vacant lot.


100 Block


(See continuation sheet #53 )

102: Originally part of 100 River Street. Only walls remain.

104: brick; 1 story; gable roof. Warehouse. Ca. 1890.

Southwest corner River and 3rd streets: Vacant lot.

Southeast corner River and 3rd streets: Vacant lot.

South Street

200 Block

208: brick; 1 story; flat roof. Warehouse. Mid-20th century.


218: brick; 1 story; flat roof; 3 bays. Former Gas Station. Ca. 1940.


(See continuation sheet #54.)
Squaw Alley

500 Block

472 509: Vacant lot.

473 510: frame; 1½ stories; gable roof; 3 bays. Vernacular. 1st half of the 20th century.

474 514: Fenced vacant lot.


600 Block


N. Sycamore Street

200 Block

(See Continuation Sheet #56 for additional entries)


300/400 Block


305-13: brick; 2, 3 and 3½ stories; gable roof with gable dormers; commercial row; each building 3 bays. Row of 5 buildings possibly erected as Commercial Federal following the fire of 1815. Facades rebuilt on 305 and 307. 1st story extensively altered on 305-13. 3rd story removed from 313.

(See continuation sheet #55)
7. DESCRIPTION - Inventory

N. Sycamore Street (Cont'd)

480 308: brick (Flemish bond); 3 stories; gable roof; 4 bays. Commercial Federal. Ca. 1820. Probably built at the same time as 312 and 314 N. Sycamore Street.

481 312: brick (Flemish bond); 3 stories; gable roof; 4 bays. Commercial Federal. Ca. 1820.


483 Northeast corner N. Sycamore and Bollingbrook streets: Parking lot.

484 400: brick and stucco; 3 and 4 stories; 6 buildings dating from 1850 to 1920 lie behind the present facade (ca. 1955).


3rd Street
Street car tracks leading to the train station are still visible along portions of 3rd Street.

400 Block


(See continuation sheet # 56 )
FHR-8-300A
(11/78)
UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

BUILDING OLD TOWN HISTORIC DISTRICT, PETERSBURG, VIRGINIA

CONTINUATION SHEET #56

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7. DESCRIPTION - Inventory

3rd Street (Cont'd)


Southwest corner 3rd and River Streets: Vacant lot.

4th Street

300 Block

315 (Petersburg Fire Department): brick; 2 stories; flat roof; 4 bays. 1952. Raleigh C. Powell, architect. 1-story, 4-bay wing (for fire trucks) to north.

Bridges


INVENTORY CREDIT: JY & SMZ

(See Continuation Sheet #57)
2. LOCATION

continuing W along the rear property lines of the 00-100 block of W. Bank Street and the 200 block of High Street and then continuing W along Seaboard Coast Line tracks; and on the W by the Seaboard Coast Line tracks and Seaboard RR bridge.

7. DESCRIPTION - Inventory

Johnson Alley


N. Market Street


N. Sycamore Street


10. GEOGRAPHICAL DATA

I 18 285560 4123210
J 18 286720 4123560

VERBAL BOUNDARY DESCRIPTION

to N side of E. Bank Street; thence extending W along N side of E. Bank to NW corner of W. Bank and N. Sycamore streets; thence extending about 160' S, crossing W. Bank and continuing along W side of N. Sycamore; thence extending about 170' WSW, then about 180' SSE, then about 600' W along Brickhouse Run to E side of N. Market Street, then about 40' N along said side, thus extending along the rear property lines of the 00/100 block of S side of W. Bank; thence extending about 160' W, crossing N. Market, then 50' S, then 60' W, then 40' NW, then 130' SW, then 40' SE, then 460' SW, then 260' SE to SCL tracks, thus following along the rear property lines of S. side of 200 block of High Street; thence

(See Continuation Sheet #58)
extending about 3500' W along SCL tracts to convergence with tracks at Dunlop Street; thence extending about 3700' NE along SCL tracks, thus crossing Appomattox River and continuing along W side of railroad bridge; thence extending E to E side of said bridge and continuing about 800' S along said side of point where bridge crosses over S bank of said river, thus encompassing said railroad bridge; thence extending about 4500' NE along S bank of Appomattox River to point of Appomattox Bridge crossover; thence extending about 600' NNW along W side of Appomattox Bridge, then crossing over to E side of said bridge to point of origin.

BZ