

United States Department of the Interior  
 National Park Service

# National Register of Historic Places Registration Form

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

## 1. Name of Property

Historic name: Hermitage Road Warehouse Historic District 2023 Boundary Increase and Update

Other names/site number: DHR ID No. 127-7825

Name of related multiple property listing: N/A

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

## 2. Location

Street & number: Hermitage Road, 1700 block of Rhoadmiller Street

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

Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

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

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

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

\_\_\_ national      \_\_\_ statewide      X local

Applicable National Register Criteria:

X A      \_\_\_ B      X C      \_\_\_ D

<p>_____  <b>Signature of certifying official/Title:</b>  <u>Virginia Department of Historic Resources</u>  <b>State or Federal agency/bureau or Tribal Government</b></p>	<p>_____  <b>Date</b></p>
<p>In my opinion, the property ___ meets ___ does not meet the National Register criteria.</p>	
<p>_____  <b>Signature of commenting official:</b></p>	<p>_____  <b>Date</b></p>
<p>_____  <b>Title:</b></p>	<p><b>State or Federal agency/bureau or Tribal Government</b></p>

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#### 4. National Park Service Certification

I hereby certify that this property is:

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

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Signature of the Keeper

Date of Action

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#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

Private:

Public – Local

Public – State

Public – Federal

##### Category of Property

(Check only one box.)

Building(s)

District

Site

Structure

Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>17</u>	<u>9</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>2</u>	structures
<u>0</u>	<u>0</u>	objects
<u>17</u>	<u>11</u>	Total

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION/Manufacturing Facility

INDUSTRY/PROCESSING/EXTRACTION/Industrial Storage

COMMERCE/TRADE/Specialty Store

TRANSPORTATION/Rail-related

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION/Manufacturing Facility

INDUSTRY/PROCESSING/EXTRACTION/Industrial Storage

COMMERCE/TRADE/Warehouse

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

NO STYLE

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS: Commercial Style

MODERN MOVEMENT: International Style

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: BRICK, METAL, CONCRETE

### Narrative Description

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

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### Summary Paragraph

The Hermitage Road Warehouse Historic District was originally listed in the National Register of Historic Places in 2014 under Criteria A and C with a period of significance extending from 1913 when the first building was constructed until 1958, when I-95 was built and restricted the district from further eastward growth. The district represents an intact collection of warehouses and other industrial buildings associated with the industrial history of Richmond, specifically as it relates to local industry's twentieth century growth northwest of the city center and adjacent to the railroad. Additionally, the district features a cohesive group of mid-twentieth century warehouse buildings exhibiting architectural and engineering trends of the period. The original district contains a total of 21 resources, including 16 contributing buildings, 4 noncontributing buildings, and one noncontributing structure, within roughly 47 acres bounded by Hermitage Road to the west, I-95 to the east, Overbrook Road to the south, and Sherwood Avenue to the north. The original historic district's period of significance was 1913-1958.

The Hermitage Road Warehouse Historic District 2023 Boundary Increase and Update consists of two increase areas that together include sixteen (16) contributing buildings built within an extended period of significance of 1906-1965, and 6 non-contributing buildings and 2 non-

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contributing structures built after 1965. Additionally, the primary building at 2601 Hermitage Road (127-6730-0016) within the original historic district has changed from non-contributing to contributing as it predates 1965, while the three outbuildings on the property continue to be non-contributing as they postdate the updated period of significance. The proposed boundary increase consists of two discontinuous areas adjacent to the original district. The northern portion of the boundary increase (boundary increase area 1) includes a single property – the 20-acre Richmond Food Stores (Richfood) warehouse and production complex at 2901 Hermitage Road – and is bounded by Hermitage Road to the west, I-95 to the east, Robin Hood Road to the north, and Sherwood Avenue to the south. The second portion of the boundary increase (boundary increase area 2) includes industrial properties to the west and south of the original district and is generally bounded by the present-day CSX railroad line to the south and west, Hermitage Road to the east, and Rhoadmiller Street to the north. The boundary increase areas and resources within them generally adhere to the same development patterns and architectural character as exists in the original historic district. Within the increase areas, development consists of early- to mid-twentieth industrial buildings, most of which were designed in the industrial Commercial Style and retain high levels of integrity. Some facades have been altered, primarily through the replacement of original doors and windows, but generally the historic form and character of the buildings are retained and compatible with the overall integrity of the district and its individual resources. The district's period of significance Additionally, the boundary increase areas and update includes an extension of the historic district's period of significance to 1906-1965. The revised period of significance begins with completion of the earliest extant, contributing building along the corridor (Richmond Foundry and Manufacturing Co.) and ends with construction of the most recent contributing resource, the Salvation Army building at 2601 Hermitage Road, which was designed by locally prominent architect Carl M. Lindner.

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## **Narrative Description**

### *Setting*

The Hermitage Road Warehouse Historic District 2023 Boundary Increase and Update is located in the northwestern part of the City of Richmond just east of the area historically known as Scott's Addition. It consists of two discontinuous areas located adjacent to the original district boundaries to the north and southwest, respectively, with both abutting Hermitage Road. Much of the landscape in both boundary increase areas is urban in nature and paved with concrete or asphalt and small patches of grass or landscaping lawn between parking lots and roadways. Boundary increase area 1, the northern expansion area, consists of only a single, large property – the Richmond Food Stores (Richfood) complex. This property features a massive warehouse bordered by parking lots and paved staging areas to all sides. Boundary increase area 2, the southwestern expansion area, is similar in size to the northern increase area, although it contains nine smaller parcels. Rhoadmiller Street extends east/west through this expansion area, and several properties front that street, while the others abut Hermitage Road. The development facing Rhoadmiller Street is characterized by a dense collection of warehouses resting on paved lots. The properties facing Hermitage Road tend to be set on larger lots with more space between them. This includes

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the Richmond Foundry and Manufacturing Company complex with multiple buildings, the former Salvation Army building, and the two noncontributing properties in the boundary increase: a 1980s warehouse set back from the road on a deep lot and an early 2000s municipal ambulance authority complex built in 2000. These later buildings stray from the architectural character and massing of the other buildings within the district. Both expansion areas are located on relatively flat topography within large, irregularly shaped blocks that deviate from the urban street grid pattern of the earlier, denser parts of the city to the east.

### *Architectural Analysis*

Both boundary increase areas are generally characterized by tall one- to two-story, concrete-block industrial buildings that display vernacular versions of the Commercial Style that was commonly used for industrial buildings in Virginia from the 1870s to early 1940s. Within the southern half of boundary increase area 2, primary resources are generally large buildings standing on relatively large lots, while the northern portion of the boundary increase area contain a higher concentration of properties. Smaller buildings typically exhibit simple rectangular forms, while larger buildings have complex forms composed of several different blocks. Most buildings are topped with flat or shallow gable roofs, many of which feature parapets on any elevation fronting a roadway. Primary cladding materials include brick and metal, although large portions of structural concrete block are left exposed on many buildings. A mix of original and replacement window sash light the buildings. Original windows are often metal hopper or fixed sash and some utilized glass block, while replacement sash are typically vinyl-clad units. Loading docks typically outnumber pedestrian entrances on each building. Additions to increase operational capacity, but lacking formal architectural design, were constructed on many buildings over time.

The Richmond Foundry and Manufacturing Company (#127-6847) complex at 2300 Hermitage Road at the southern end of boundary increase area 2 is the oldest resource in the Hermitage Road Warehouse Historic District 2023 Boundary Increase and Update. Within the foundry complex, the earliest extant building is a three-story, trapezoidal, red-brick warehouse constructed in 1906 shortly after the connection of the Seaboard Air Line (SAL) to the Richmond, Fredericksburg, and Potomac (RF&P) rail line in 1900 just to the west of the property. This building is the most embellished in the expansion area and features full-height recessed panels with stepped brickwork, arched fenestration, and a stepped parapet, all of which are character-defining elements of the Commercial Style as seen in Virginia (see the Classic Commonwealth architectural style guide at [https://www.dhr.virginia.gov/pdf\\_files/Classic\\_Commonwealth\\_Style\\_Guide.pdf](https://www.dhr.virginia.gov/pdf_files/Classic_Commonwealth_Style_Guide.pdf)). Just to the north of the three-story building is the façade of a contemporary and similarly styled red-brick building that was partially destroyed by fire. At that time, the façade and a portion of the side wall were retained, and two buildings were subsequently built within and around the original footprint including a smaller warehouse and a Quonset Hut, both built during the 1960s. Also on the property is a former brass foundry with rows of hopper windows, designed by Carneal, Johnston, & Wright and built in 1941.

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Rows of industrial buildings in the 1700 block of Rhoadmiller Street represent the largest concentration of individual resources in boundary increase area 2. The historic tire storage warehouse at 1717-1719 Rhoadmiller Street appears to retain the highest degree of integrity. The two-story office portion of the warehouse faces Rhoadmiller Street, and the one-story warehouse with two parallel roof monitors extends south from the office. This building retains historic steel windows and a remnant of historic wall signage. City Assessor records date the building to 1935. The evolved building at 1727 Rhoadmiller Street was constructed for the Brown Distribution Company in 1954. Richmond architect H. Carl Messerschmidt designed the original red-brick office and warehouse building that retains terra cotta and concrete coping on the building parapets and concrete frames at glass block windows. The building was later expanded in 1965 to increase operational capacity. The warehouse at 2522 Hermitage Road was constructed by Doyle & Russell for the Richmond Food Stores in 1949. The one-story building has brick veneer over on concrete block walls. A non-historic cladding material that mimics the appearance of stucco has been applied to the façade, but the side elevations remain largely the same. The building was designed with the intention to accommodate future expansion to the west.

Richmond Food Stores (later Richfood) was so successful that it rapidly outgrew the building at 2522 Hermitage Road. The company began developing plans for a site a few blocks to the north at a 27-acre tract bounded by Sherwood Avenue, Hermitage Road, Robin Hood Road, and the Richmond-Petersburg Turnpike (today's co-located I-64 and I-95). The new warehouse and manufacturing complex at 2901 Hermitage Road was completed in 1959 and included "its own miniature railroad system, freezing plant, shipping space... and a printing plant." The new plant utilized pre-stressed concrete structural framing with brick cladding. A 100,000 square foot addition was appended to the east end of the building in 1969 and enabled Richmond Food Stores to begin marketing dairy products under their own name. This property comprises the northern extent of boundary increase area 1 north of the original district.

Located within the original boundary of the historic district and originally classified as noncontributing is the Salvation Army building at 2601 Hermitage Road. Research since the original district's 2014 listing has provided evidence that the International Style building was designed by noted Richmond architect Carl Lindner and was completed in 1965. Its design and embellishment are in keeping with character-defining aspects of the International Style, including horizontal massing, smooth exterior walls, ribbons of windows, and flat roofs emphasized with contrasting coping along the low parapets. At 44,000 square feet, including a dormitory, chapel, warehouse, and retail store, at the time of its construction the project was the biggest Salvation Army development in Virginia.

### *Integrity*

Overall, the boundary increase areas and extant buildings within them retain a moderate- to high-degree of historic integrity. Most resources are still utilized for their original functions, despite a turnover of owners and tenants and the overall shift from rail-based to truck-based shipping. All but one of the primary resources within the two expansion areas were built between 1906-1965.

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Review of historic aerial photography and Sanborn Fire Insurance maps indicates that a handful of small, ancillary outbuildings and structures of unknown function have been demolished over time. Such resources typically were small, purpose-built buildings and structures that were removed as their functions became obsolete. Such outbuildings primarily were located to the rear and sides of the primary building. Although integrity of design and setting are eroded where the secondary resources have been removed, the primary resources retain their integrity of design, materials, and workmanship and, collectively, they comprise an orderly, defined streetscape that conveys the area's historic industrial character.

While few of the buildings are currently occupied by the specific business or industrial entity that owned them historically, they continue to function primarily as industrial properties and are consistent with the district's historic character. As such, each boundary increase area retains integrity of association. None of the buildings within the increase have been relocated within or out of the area and thus the district and the buildings within it retain integrity of location. As noted above, some aspects of the district's setting have been impacted due to demolition of various outbuildings. Newer construction at 2400 Hermitage Road, where the Richmond Ambulance Authority stands, and a 1980s warehouse at 2508 Hermitage Road, also has affected the district's integrity of setting. Notwithstanding these alterations, both of the boundary increase areas retain their industrial character and usages. Aside from the addition of ancillary wings to expand capacity and limited use of non-historic building materials such as vinyl cladding or sash, integrity of design and materials on the contributing resources is remarkably intact. Most of the resources within the district are utilitarian industrial buildings lacking architectural ornamentation, however, their integrity of workmanship is through features such as large panels of casement and hopper windows to illuminate interior work areas, multiple garage bays set above loading docks with canopy shelters, and large chimney stacks. Finally, the area's continued function as a hub of light industrial activity conveys the district's integrity of feeling.

### *Historic District Inventory*

In the following inventory, which is listed numerically by street address, all resources within the boundary increase areas, both primary and secondary, have been considered either contributing or non-contributing based upon the areas of significance as listed under Criterion A as Commerce and Transportation, and under Criterion C in the area of Architecture and based upon the period of significance of 1906-1965. All non-contributing resources have, therefore, been so noted for being constructed after the period of significance or, for some outbuildings, alterations that obscure their historic function. The resources are keyed to the accompanying sketch map by the last four digits of the resource's 11-digit DHR ID number (e.g. -0001, -0002, etc.) and are marked as Contributing (C) or Non-contributing (NC).

### **Hermitage Road**

**2300 Hermitage Road**

**127-6847**

*Other DHR Id#: 127-7825-0009*

*Primary Resource: Warehouse (Building), Stories 3, Style: Commercial Style, Ca 1906*

**Contributing Total:1**



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*Secondary Resource:* **Foundry (Building)**  
*Secondary Resource:* **Quonset Hut (Building)**  
*Secondary Resource:* **Warehouse (Building)**

**Contributing Total 1**  
**Contributing Total 1**  
**Contributing Total 1**

**2400 Hermitage Road 127-7825-0001**

*Other DHR Id#:*

*Primary Resource:* **Office/Office Building (Building), Stories 1, Style: Commercial Style, 2000**

**Non-contributing Total: 1**

*Secondary Resource:* **Carport (Structure)**

**Non-contributing Total: 1**

*Secondary Resource:* **Commercial Building (Building)**

**Non-contributing Total: 1**

**2405 Hermitage Road 127-6848**

*Other DHR Id#:* 127-7825-0010

*Primary Resource:* **Commercial Building (Building), Stories 1, Style: Commercial Style, Ca 1956**

**Contributing Total: 1**

*Secondary Resource:* **Outbuilding (Building)**

**Non-contributing Total: 2**

*Secondary Resource:* **Shelter (Building)**

**Contributing Total: 2**

**2508 Hermitage Road 127-7825-0002**

*Other DHR Id#:*

*Primary Resource:* **Warehouse (Building), Stories 1, Style: No discernible style, 1984**

**Non-contributing Total: 1**

**2522 Hermitage Road 127-6843**

*Other DHR Id#:* 127-7825-0005

*Primary Resource:* **Warehouse (Building), Stories 1, Style: Commercial Style, 1924**

**Contributing Total: 1**

**2901 Hermitage Road 127-7176**

*Other DHR Id#:* 127-7825-0004

*Primary Resource:* **Office/Office Building (Building), Stories 1, Style: Commercial Style, 1959**

**Contributing Total: 1**

*Secondary Resource:* **Gatehouse/Guard House (Building)**

**Contributing Total: 2**

*Secondary Resource:* **Shed (Building)**

**Non-contributing Total: 1**

*Secondary Resource:* **Silo (Structure)**

**Non-contributing Total: 1**

**Rhoadmiller Street**

**1701 Rhoadmiller Street 127-6846**

*Other DHR Id#:* 127-7825-0008

*Primary Resource:* **Commercial Building (Building), Stories 1, Style: No discernible style, 1945**

**Contributing Total: 1**

**1717 Rhoadmiller Street 127-6845**

*Other DHR Id#:* 127-7825-0007

*Primary Resource:* **Warehouse (Building), Stories 2, Style: Commercial Style, 1935**

**Contributing Total: 1**

**1723 Rhoadmiller Street 127-7825-0003**

*Other DHR Id#:*

*Primary Resource:* **Warehouse (Building), Stories 1, Style: No discernible style, 1947**

**Contributing Total: 1**

*Secondary Resource:* **Warehouse (Building)**

**Contributing Total: 1**

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**1727 Rhoadmiller Street**

**127-6844**

*Other DHR Id#:* 127-7825-0006

*Primary Resource:* **Warehouse (Building), Stories 1, Style: Commercial Style, 1954**

**Contributing Total: 1**

Updates to Property within Original Historic District

**2601 Hermitage Road**

**127-6730-0016**

*Other DHR Id#:*

**Salvation Army Building**

*Primary Resource:* **Commercial Building (Building), Stories 1, Style: International Style, 1965**

**Contributing Total: 1**

*Secondary Resource:* **Outbuilding (Building)**

**Non-contributing Total: 2**

*Secondary Resource:* **Outbuilding (Mobile Home - Building) Non-contributing Total: 1**

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## 8. Statement of Significance

### Applicable National Register Criteria

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

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

### Criteria Considerations

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

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

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**Areas of Significance**

(Enter categories from instructions.)

COMMERCE

TRANSPORTATION

ARCHITECTURE

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1906-1965

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Messerschmidt, H. Carl

Lindner, Carl M.

Carneal, Johnston, & Wright

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

The Hermitage Road Warehouse Historic District 2023 Boundary Increase and Update shares much of the same history and development patterns as the original district and represents additional industrial and commercial growth near the Seaboard Air Line Railroad transportation corridor in Richmond. Like the original district, the two boundary increase areas are being nominated under Criterion A in the areas of Commerce and Transportation and under Criterion C in the area of Architecture. The two increase areas comprise a discrete collection of medium- to large-scale warehouses and light industrial buildings that reflect Richmond's westward growth during the early twentieth century as expanding transportation networks allowed companies to relocate from the city's dense urbanized core. Significant at the local level, the original district's contributing resources dated from 1913-1958. Research conducted since the district's 2014 listing has provided evidence for significant industrial growth and architectural designs as early as 1906 and as recently as 1965. Therefore, this 2023 Boundary Increase and Update extends the period of significance to begin in 1906 with construction of the Richmond Foundry and Manufacturing Company, a purpose-built complex distinguished by a three-story, brick building with distinctive fenestration consisting of paired 1/1 sash along the first story and smaller, two-light casement sash on the upper stories. The period of significance is extended to end in 1965 with construction of the International Style Salvation Army Building that was designed by locally prominent Richmond architect Carl M. Lindner within the original district boundary. As stated in the original district's nomination, construction of today's conjoined I-64/I-95 corridor in 1958 represented a major development in infrastructure that largely eliminated room for further industrial growth in the immediate vicinity. The Salvation Army building's architectural design makes it a fine example of International Style due to its retention of design elements such as horizontal massing, ribbons of windows, smooth exterior walls, and flat roofs emphasized by contrasting coping. Other works by Lindner in Richmond that have been listed for their architectural significance are residential projects utilizing popular revival styles, such as Clovelly, Kenwyn, Lock Land Apartments, and dwellings within the Byrd Park Court Historic District. The Salvation Army's industrial purpose and deployment of International Style represent a departure while illustrating Lindner's continued expertise in popular styles of the early to mid-twentieth century. As in the original district, resources within the two boundary increase areas also have local significance in the areas of Commerce and Transportation. After the Seaboard Air Line (SAL) Railroad connected to the Richmond, Fredericksburg, and Potomac (RF&P) Railroad in 1900, various industrial and commercial companies invested in warehouses and other industrial projects in the vicinity of Hermitage Road near its intersection with the Seaboard Air Line Railroad. The new rail connection brought industrial-scale transportation networks within reach that made movement of materials and goods faster and more efficient than at any preceding time. Among the first companies to take advantage of the opportunities that the railroad afforded was the Richmond Foundry and Manufacturing Company, which constructed its distinctive complex at 2300 Hermitage Road in 1906. Shortly after World War II's end made it possible to undertake major construction projects again, another major corporation that set up shop within the 2023 boundary increase 1 was the Richmond Food Stores (later Richfood) company, which had a warehouse at 2522 Hermitage Road constructed in

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1948 and would eventually own multiple complexes in the vicinity of the railroad. A variety of other smaller businesses and industries also developed properties within the expansion area to take advantage of proximity to the railroad, many along short spurs that extended through the area. Although industrial activity within the two expansion areas has declined and many of the original companies within the expansion areas have been replaced with new concerns, the buildings and complexes that remain convey the historic character of the area and continue to reflect the industrial history of the region. Together with the resources in the original Hermitage Road Warehouse District, the resources and landscape of the Hermitage Road Warehouse District 2023 Boundary Increase and Update reflect a significant aspect of Richmond's industrial and transportation history and architectural character as it relates to such.

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

***Criterion A: Commerce and Transportation***

The Hermitage Road Warehouse Historic District was originally listed in the National Register of Historic Places in 2014 under Criteria A and C at the local level of significance with a period of significance extending from 1913 when the first building was constructed until 1958, when I-95 was built and restricted the district from further eastward and northern growth. The district encompasses an intact collection of warehouses and other industrial buildings of companies that prospered in the early- to mid-twentieth century at a time of substantial industrial development in the City of Richmond. The structures and businesses represented in the district convey Richmond's history of industrial development particularly as it relates to the evolution of rail transport in and around the city. Additionally, the architectural character of the boundary increase areas conveys these trends in industrial development through their representation of the commercial and industrial vernacular styles as well as their connection to transportation networks. While the earliest building in the boundary increase area reflects a degree of architectural interest through brickwork, arched openings, and stepped parapets often seen around the turn-of-the-century, the later buildings tend to be stripped of ornamentation more characteristic of the utilitarian focus of vernacular commercial architecture of the mid-twentieth century. The earlier buildings in the boundary increase also tend to be set directly adjacent to the railroad or spurs while the increased popularity of trucking permitted the later buildings to be set more internally along the road network of the district.

The industrial and commercial buildings within the boundary increase areas share a similar development trend of those located within the existing historic district representative of the industrial expansion of Richmond in the early- to mid-twentieth century spurred by expansion of the railroad network. Large companies and organizations established themselves along the Hermitage Road corridor within this expansion area beginning in 1906 after the connection of the Seaboard Air Line and the Richmond, Fredericksburg, & Potomac (RF&P) railroads in 1900. Connection to these two rail networks provided access to the large East Coast networks provided by each, and heralded more efficient access to secondary transport lines that would provide

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materials necessary for industry to thrive. As large tracts of land became occupied, smaller companies and investment firms constructed buildings in the smaller areas that remained vacant. Some tracts became occupied by large complexes, such as the Richmond Foundry and Manufacturing Company and the Richmond Food Stores complex, while other tracts were subdivided into smaller plots of land containing fewer and smaller structures.

As the twentieth century continued and improvements and accessibility to the automobile increased, a shift away from rail transport slowly began to occur. Throughout the first quarter of the twentieth century, rapid improvements were made to automobiles and trucks which allowed for more comfortable, speedier, and flexible travel. Starting in 1910, the development of a gasoline powered combustion engine, gear-based transmission and the tractor/semi-trailer combination allowed for the rise of trucking.

With World War I and the economic stimulus it brought, the trucking industry began to reach maturity. Railroads were congested with shipments for the war, which delayed shipping for domestic goods resulting in the use of long-haul trucking. With the continual increase of trucking traffic on American roads, the nation authorized an Interstate Highway System in 1956. With its central location on the highway, Richmond became the heart of the Commonwealth's trucking industry.<sup>1</sup> The buildings within the expansion areas demonstrate use of both systems of transportation: railroad and trucking.

Likewise, as the automobile grew ubiquitous, available space within the urban context of Richmond for automobile related businesses grew sparse. As such some such companies made use of available land and buildings within the expansion areas.

### *2300 Hermitage Road – Richmond Foundry and Manufacturing Company*

The oldest building complex within the expansion area is located at 2300 Hermitage Road. The Richmond Foundry and Manufacturing Company purchased a lot adjacent to the Seaboard Air Line Railroad in 1906. The company had received its charter in 1902 to “conduct a foundry and machine shop, to purchase, own and sell inventions and patents, machines, plants, factories, apparatus, etc.”<sup>2</sup> They would make drainage fittings and other materials used in general contracting work.<sup>3</sup> With the land purchase in 1906, the company constructed a factory and moved their business from 18th and Cary streets in the city center to the new property. In the newly developed industrial area of Richmond, Richmond Foundry was the third largest employer, tied with Eagle Paper Co., with 200 employees and as the business grew, so too did its compound.<sup>4</sup>

In addition to its primary use for the casting of plumbing supplies, Richmond Foundry became pivotal in the production of grenades for use by the Department of the Army. Unlike previous years during which the City of Richmond secured “new industries of a purely military nature,” during World War II existing manufactories adapted their use to include the production of war goods.<sup>5</sup> Much of the time the public remained unaware of changes in production as “many firms were reticent about their activities or were bound to secrecy for national security reasons”.<sup>6</sup>

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At the beginning of World War II, the War Production Board froze the release of critical materials in order to stop or limit the production of so-called “nonessential” businesses to facilitate conversion to arms output. These materials included various metals, chemicals, and fabrics and were channeled into armaments and essential civilian output.<sup>7</sup> Production was especially stepped up at the final years of the war and in 1944, Richmond Foundry was identified as one of thirteen plants in the state producing ammunition.<sup>8</sup> Along with the Cameron Stove Company and Hankins and Johann, the Richmond Foundry produced grenades.<sup>9</sup> Richmond Foundry produced deck fittings for ships and two types of practice grenades.<sup>10</sup>

Following World War II, Richmond Foundry would continue production of practice grenades while continuing their production of plumbing supplies and other general supplies attaining multiple patents. Even after a devastating fire, the company continued operations, although it began a period of transition as it merged with other companies. Richmond city directories indicate that Richmond Foundry and Manufacturing Co. continued to operate from their Hermitage Road location until 1987. At that time, the foundry closed, and the property was sold.<sup>11</sup> With its long use, the Richmond Foundry is representative of the steady, industrial character of the area.

*2522 Hermitage Road, 2901 Hermitage Road – The Richmond Food Stores, Inc.*

While the earliest development in the district focused on more traditional types of manufacturing dependent on rail spurs, most of the industrial development in the proposed boundary increase areas relied on a combination of rail transport and the developing trucking industry. Intermodal transportation created by a combination of rail and trucking permitted regional import and export with more efficient local distribution. Such is the case with the buildings constructed by Richmond Foods Stores, Inc.

In the depths of the Great Depression, Richmond Food Stores formed in 1935 as a group of independent grocery stores that purchased cooperatively.<sup>12</sup> In Richmond, the company’s first location was at 14th Street between Main and Cary before new a facility was built at 1601 E. Grace Street.<sup>13</sup> Within 14 years, the company grew from a membership of 13 grocers to 237 stores.<sup>14</sup> As it expanded, the need for additional space arose.

Richmond Food Stores received a building permit in 1948 for a warehouse at 2522 Hermitage Road to be constructed by Doyle & Russell (Figure 1).<sup>15</sup> With the additional space provided outside of the downtown area of the city, the company moved from a three-story building to a one-story building automatically making the movement of goods easier and quicker.<sup>16</sup> The new building had 40,000 square feet of space, with acreage for an additional 20,000 square feet for anticipated expansion, and featured refrigerated rooms for the storage of produce. Access to both rail transportation and vehicular transportation was made available via a spur of the Seaboard Air Line Railroad extending down the private corridor (now Rhoadmiller Street) and a loading platform on its east elevation to accommodate trucks. Announcements for the grand opening of the warehouse boasted of not only the extensive railroad track and automatic conveying devices



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that could unload a rail car in 40 minutes, but also that the new loading platform at the front of the building could accommodate 18 trucks at once.<sup>17</sup>

With room to expand, Richmond Food Stores built additions to the west elevation of the 1949 warehouse extending west along Rhoadmiller Street to the former Hauni Agency property.<sup>18</sup>



Figure 1: The Richmond Food Stores building located at 2522 Hermitage Road in 1949. (RTD 6/29/1949)

Just as the Post-World War II era throughout Virginia saw an increase in population and prosperity, Richmond's economy flourished and there was a rise in home, industrial, and commercial construction.<sup>19</sup> The number of large chains in the grocery business increased which would warrant larger central distribution centers. The use of transparent packaging and pre-prepared and frozen foods became more common which also led to a need for larger storage areas. Richmond Food Stores introduced its private brand, Richfood, in 1955.<sup>20</sup> As a reflection of this, Richmond Food Stores continued to grow and expand, necessitating additional space. In 1957 construction began on a new warehouse and headquarters up Hermitage Road from their existing warehouse, strategically placing their production and warehouse facilities adjacent to the Richmond-Petersburg Turnpike (Interstate 95) which provided easy access for truck traffic (Figure 2, Figure 3). Again, built by Doyle and Russell, there would continue to be rail access and there would even be rail facilities within the building.<sup>21</sup> An announcement for the formal opening of the building in June of 1959 emphasized the production operation's reliance on rail access, noting that the site "boasts its own miniature railroad system".<sup>22</sup> There would also be loading docks to accommodate 25 trailer trucks.<sup>23</sup> It would not be long before the building was expanded and in 1964, a 100,000-square-foot grocery warehouse addition was built to the original warehouse at 2901 Hermitage.<sup>24</sup> When Richmond Food Stores relocated, Canner's Warehouse Corp. moved into the space at 2522 Hermitage Road.<sup>25</sup>

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*Figure 2: Aerial view of new Richmond Food Stores warehouse and factory at 2901 Hermitage Road, Richmond (RTD 6/5/1959)*

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Figure 3: Richmond Food Stores building exterior and parking lot in 1959 (Adolph B. Rice Studio LVA)

The following year, a new dairy processing and packaging plant was constructed on Robin Hood Road, east of the warehouse. The dairy products produced there were marketed under the firm's Richfood label.<sup>26</sup> With increasing need, additions to the processing plant had begun by 1968 and continued as the century went on.<sup>27</sup> A 1969 advertisement noted that the "new RICHFOOD Dairy Plant here in Richmond is one of the most modern in the entire South, with complete laboratory testing facilities and panel-controlled processing equipment".<sup>28</sup> Although building records are unclear, it appears that at some point in prior to the 1980s, the original dairy building was either completely reconfigured or replaced by a large facility. A dairy continued to operate from these facilities until 2017.<sup>29</sup>

Despite additions to its 2901 Hermitage Road facilities and continued use of the dairy, ten short years after the construction of the warehouse Richmond Food Stores purchased a 300-acre site in Hanover County to which to move and expand. The company moved out of the Hermitage Road location in 1970.<sup>30</sup> Virginia's Alcoholic Beverage Control Board purchased the Hermitage Road building for use as a distribution warehouse. The Board was moving from a warehouse system rented from the RF&P RR at Broad and Harrison streets.<sup>31</sup>

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*2405 Hermitage Road - Buhrman & Sons, Inc.*

Many businesses located along the Hermitage Road industrial corridor benefitted from easy access to the Richmond Petersburg Turnpike (Interstate 95). The turnpike cut through Richmond in the 1950s. With the rise in automobile use, the trucking industry, and now the creation of a highway that will quickly link people and businesses with remote locations, land with easy access to the road became desirable for many companies. Buhrman & Sons, Inc., which had actually been displaced by the construction of the turnpike in downtown Richmond, relocated to this neighborhood. Touted in 1952 as “one of the few large industrial sites left within the city limits...zoned for heavy industry,”<sup>32</sup> the parcel at 2405 Hermitage Road was purchased by Buhrman & Sons, Inc. in 1955 for development after the company learned that their buildings would be razed to make way for the new highway. Burman & Sons had opened its doors in 1926 and sold and serviced sawmill and farm equipment, occupying five buildings in the 1400 block of East Franklin. Their new facility, built by M.E. Howard at the corner of Hermitage and Overbrook roads, was completed in 1956 and contained offices, a parts department, repair shop, and a show room for display of farm implements.<sup>33</sup> Here, the company benefitted from easy access to the highway as well as a large major roadway, Hermitage Road, within the city.

*2601 Hermitage Road - Salvation Army*

After World War II, local and national efforts to revitalize cities to improve their economic conditions resulted in the demolition of areas, usually lower income, for the so-called underlying purpose of modernizing and improving infrastructure.<sup>34</sup> Companies and organizations in downtown Richmond would also be forced to move due to planned urban renewal projects. This includes the Salvation Army which was serving the Jackson Ward neighborhood prior to the downtown Richmond revitalization with the Convention Center and Coliseum. Major Ralph E. Rose, manager of the Salvation Army center at 506 East Leigh Street, noted in 1962 that the present center on Leigh Street “is in the patch of proposed urban renewal projects, and that the Salvation Army will sell the property”.<sup>35</sup> The Salvation Army purchased a four-acre parcel from Miller & Rhoads and began developing plans for a 44,000 square foot building that would include a dormitory, chapel, warehouse, and retail store. Higher than anticipated construction costs resulted in construction delays, and the project architect, Carl M. Lindner and Associates, were asked to determine where costs could feasibly be reduced. It is unclear exactly where cuts were made, but it appears they did not impact the overall size or design of the building. At the time, the project was the biggest Salvation Army development in Virginia. Plans for “urban renewal” moved forward and devastated the historic Jackson Ward neighborhood.

The Salvation Army building at 2601 Hermitage Road was included within the boundaries of the original Hermitage Road Warehouse Historic District, however, it was originally considered noncontributing due to its age. With the passage of time and further insight into the history and development of the property, it is acknowledged that not only was the building designed by a prominent local architect, but its International styling represents a distinct shift in the architectural idiom of the district from nondescript utilitarian warehouses to thoughtful designs that



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acknowledge national trends in commercial architecture. In conjunction with other important developments in the boundary increase between 1958 and 1965, the period of significance is extended, and the Salvation Army building is now considered a contributing resource.

*1730-1750 Rhoadmiller Street (originally 1728 Rhoadmiller) – John T. Wilson Co., Inc., Consolidated Sales Co., Inc., Hauni Agency*

With the new rail connection heralding an industrial boom, investment companies jumped at the chance to claim land near the railroad. One of the early companies to claim land in the vicinity of the railroad was the John T. Wilson Co., Inc., which purchased a 12.5-acre lot lying on the west side of Hermitage Road between Westwood Avenue and the right-of-way of the Seaboard Air Line Railroad with the intention of dividing it into smaller lots for industrial plants and warehouses. This lot encompassed what is now the northern portion of the southwestern expansion area, which contains the highest concentration of buildings in the district. One of the city's primary construction companies, the John T. Wilson company, constructed a brick warehouse in 1924 within this parcel and later added to it a one-story brick warehouse addition in 1937.<sup>36</sup> The building functioned as a warehouse for two industrial firms – N.W. Martin & Bros., Inc. and Consolidated Sales Co., Inc. – before being purchased by its first international company.

Conveniently located industrial properties such as this one with easy rail access were attractive to international business even after the trucking industry had become a major competitor to railroads. Easy access to both highways and railroads were particularly sought after by investors. The Hauni Machine Company of Hamburg, Germany, one of West Germany's largest cigarette machinery manufacturing entities, purchased the brick building at 1728 Rhoadmiller Street (Figure 4) in 1955. The company used the building for use as a spare parts and service department. A representative for the company explained, "We chose Richmond because we want to be near our machinery so we can service it rather than having parts sent from Hamburg".<sup>37</sup> At the time, the company operated approximately 250 machines in the United States. With room to expand, an addition to the 1728 Rhoadmiller Street plant was planned in 1961 which more than doubled the building's value.<sup>38</sup>

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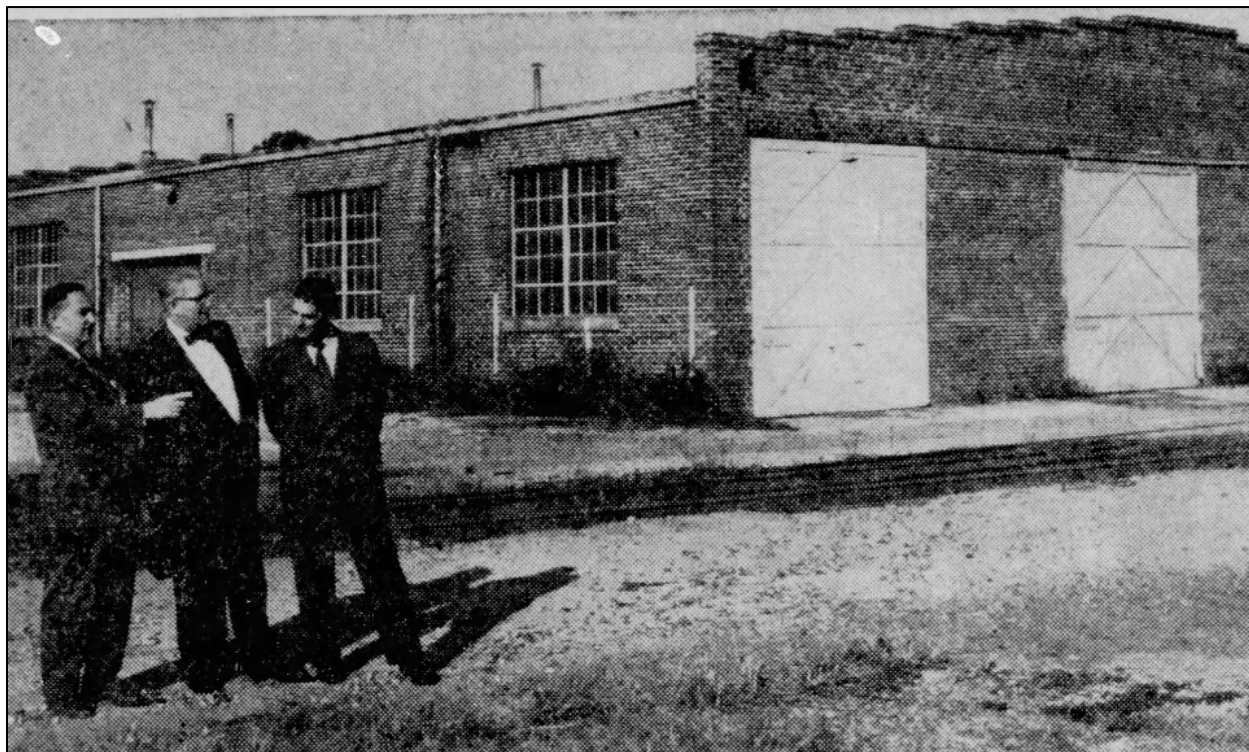


Figure 4: View northeast at 1728 Rhoadmiller at the time of its purchase by Hauni Agency, Inc. (Richmond-Times Dispatch, 1955)

*1701 Rhoadmiller Street (originally 2510 Hermitage Road) – McEwen Lumber Co.*

With the rail spur of the SAL along present-day Rhoadmiller Street, smaller companies began to fill the area on its south side. An additional spur extended east from the mainline between these buildings and the Seaboard Air Line Railway repair shops to the southwest. In 1945, the McEwen Lumber Co., a North Carolina Corporation, had a building constructed at 2510 Hermitage Road (1701 Rhoadmiller Street).<sup>39</sup> In that same year, the company had land it owned condemned for the widening of Hermitage Road.<sup>40</sup> The building was used as a building supply warehouse from time of construction through at least 1965.<sup>41</sup> Originally a North Carolina company, the McEwen Lumber Company was heavily dependent on the rail system with properties in North Carolina and South Carolina as well as Richmond. Additionally, the company was involved in the Western Carolina Lumber and Timber Association, which advocated for better freight rates for lumber and lumber products and generally aimed to protect the interests of its member organizations. As their business expanded, they acquire more warehouse space adjacent to the property at 2508 Hermitage Road, also located within the expansion area but constructed after the period of significance in 1984.

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*1723 Rhoadmiller Street (originally 2516-2518 Hermitage Road)*

The use of the building at 1723 Rhoadmiller Street reflects the flourishing economy of Richmond after World War II and the diverse industries that grew and thrived during that period including home construction and access to the personal automobile. In 1947, H.B. Truslow commissioned two one-story steel warehouses for the parcel at 2516-2518 Hermitage Road, currently 1723 Rhoadmiller Street. The Foster Brothers Company, a leading siding and roofing contractor in Richmond with its main storefront located at 1720 East Main Street, took occupancy of the building in 1948. The warehouses would have been used for storage for the contractor who was likely busy; in 1947 alone more than 3,000 new dwelling units were constructed in Richmond.<sup>42</sup>

By 1956, the warehouses were used by the Goodrich B.F. company, a retread plant, reflecting the increased use of automobiles.<sup>43</sup> Two years later in 1958, one of the warehouses was used as extra storage by the Richmond Food Stores corporation, while the other was still used by the Goodrich B.F. Company, who would occupy the building until at least 1960.<sup>44</sup> By 1974, the building was occupied by Automated Air Systems, Inc., a heating and air conditioning company.<sup>45</sup> Air conditioning use increased throughout the nation in the 1960s and began to soar in the 1970s.<sup>46</sup>

*1715-1719 Rhoadmiller Street*

Like, other buildings in the expansion areas, the warehouse at 1715-1719 Rhoadmiller Street reflects the greater Richmond area in the mid-twentieth century, even if its original use is unknown. The warehouse at 1715-1719 Rhoadmiller Street, constructed circa 1935, was originally owned by Thomas A. Wilson of the Wilson Investment Corporation, although the occupant and function are unclear.<sup>47</sup> By 1948, the building was used in an automobile related field as it functioned as a warehouse for the Firestone Tire and Rubber Company, an Ohio-based company that was one of the leading tire manufacturers and distributors through the twentieth century.<sup>48</sup> The expanding road network and reliance on the personal automobile spurred an increased need for regional access to automotive parts which arrived to local warehouses such as this via rail and road networks.

The Firestone Company vacated the property in 1957 to move to a new, larger facility at what is now 1305 Petersburg Pike.<sup>49</sup> Two companies moved into the warehouse in its place – the Richmond branch of the Pittsburgh Plate Glass Company and the Ditzler Color Division. The Pittsburgh Plate Glass Company, a Pennsylvania-based company, was one of the primary producers of plate glass in the first half of the twentieth century. The Ditzler Color Division dealt with automotive finishes, with their warehouse acting as a wholesale distributor for Virginia, North Carolina, Maryland and the District of Columbia.<sup>50</sup> The Pittsburgh Plate Glass Company vacated the property and was replaced by O’Ferrell’s Building Supply, an acoustical mechanics specialist. The Ditzler Color Division and O’Ferrell’s occupied the property though the 1960s into the 1970s.<sup>51</sup> The property was later acquired by John Harvie Martin, Jr. and Earl Martin, Jr., both executive officers of N.W. Martin & Bros., Inc., a roofing and sheet metal contracting company.<sup>52</sup> The building likely functioned as a warehouse for the company until 1988 when Martin and Martin sold the property to Metro Properties, Inc..<sup>53</sup>

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*1727 Rhoadmiller Street – Brown Distributing Co.*

A long-time distributor of Budweiser Beer, Brown Distributing Company, took advantage of the industrial space available west of Hermitage Road. In 1954, the company hired local architect H. Carl Messerschmidt in 1954 to design a new office and warehouse at the end of Rhoadmiller Street and F. Scott Rice built the new facility (Figure 5).<sup>54</sup> The company moved from 1610 W. Main Street to its “modern, new warehouse” with space for 2,000 kegs and 75,000 cases of packaged beer. The building curved along the spur of the SAL and had its own railroad siding, in addition to loading ramps for the company’s truck fleet.<sup>55</sup> Brown Developing’s beer production was so successful that a large, new wing was added to the warehouse in 1965. In 1971, the company vacated the property and moved to a new facility on Byrdhill Road in Henrico County.<sup>56</sup>



*Figure 5: Brown Distributing Co. at 1727 Rhoadmiller (RTD 5/28/1955).*

### ***Criterion C: Architecture***

The original Hermitage Road Warehouse District is characterized by industrial complexes containing large warehouses and other industrial buildings as well as smaller industrial outbuildings. The expansion areas similarly represent a collection of medium- to large-scale warehouses and other industrial buildings that reflect the evolution of commercial and light-industrial development throughout the early- to mid-twentieth century. The vast majority of primary resources were built during the expanded period of significance from 1906-1965 and



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therefore represent the construction forms, techniques, and stylistic influences typically applied to industrial use buildings during that period.

Although the earliest buildings in the boundary increase area 2, located within the Richmond Foundry Complex, are among the more architecturally elaborate in the district, and reflect an era when focus was still put on public appearance, the majority of the buildings within the boundary increase areas were constructed in the mid-twentieth century and reflect a variety of stripped or minimalist mid-century influences in a time when utilitarian modesty outweighed aesthetic in commercial and industrial design. Many of the larger structures within both expansion areas consist of multiple different blocks, having been added onto as companies grew the need for more space arose and therefore reflect an evolving form and design.

The buildings also reflect typical construction forms and techniques for medium-scale commercial and light-industrial buildings throughout the first half of the twentieth century. A majority of the buildings within the expansion areas feature steel frame or concrete block construction that allowed for construction of large-scale buildings with open interior spaces at minimal cost indicative of the rapid and often speculative development occurring during that period. The most common cladding materials found in the expansion area are brick veneers and metal siding. On concrete buildings, facades that front roadways are generally clad in brick veneers, with less visible elevations consisting of base concrete block. Steel frame structures, on the other hand, are generally clad in metal siding. While brick was a holdover from earlier periods of masonry construction and a streetside veneer helped to maintain an appearance of permanence, the shift to metal siding signified a reliance on cheap and rapid construction for industrial buildings not intended for public viewing. Structures are generally topped by flat or shallow gable roofs that feature parapets, often stepped and capped with terra cotta, concrete, or metal coping that permitted wide roof spans over open or minimally divided warehouse interiors. Little architectural and design detailing is seen throughout the expansion areas and mostly found on brick structures in the form of brick corbelling or arched brick lintels on windows and horizontal emphasis seen on the Salvation Army building.

Boundary increase area number 1 contains just a single property, originally the Richfoods distribution center, but this building also exemplifies the evolution of the commercial style of architecture as applied to a large-scale industrial warehouse of the mid-twentieth century. This warehouse is comprised of multiple blocks, all of which are clad with brick. The rear blocks which serve as warehouse space enclose massive interior spaces but are stripped of exterior ornamentation. The exterior does, however, reflect the building's integral connection to trucking transportation through incorporation of multiple garage bays set along long loading docks sheltered by cantilevered canopies. Meanwhile, the front of the building which served as offices incorporated more publicly oriented design through influences of the stripped classicism style. The front and side walls of this block are pierced by long rows of window bays featuring recessed panels with concrete sills and lintels which are replicated by a similarly scaled concrete cap along the roof parapet.

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While the vernacular buildings reflect a shift in commercial and industrial design from unitarian to more public-oriented, several buildings convey an increased degree of architectural detail. Two such buildings are known to have been architect-designed.

The building at 1727 Rhoadmiller Street was designed for the Brown Distributing Company by H. Carl Messerschmidt. Henry Carl Messerschmidt (c.1891-1994) designed several buildings in Richmond between 1918 and 1958 and was noted for his interpretations of the Art Deco style.<sup>57</sup> Designed in 1954, the Brown Distributing building showcases a shift from the more typical vertical emphasis of the Art Deco style to the horizontal influence of the International Style. While the bulk of the structure is stripped warehouse space, Messerschmidt focused architectural interest on the forward-facing office block of the building, which likely indicates the desire of a large National Brand such as Brown to maintain a degree of outward public appearance, even on an otherwise mundane warehouse.

The Salvation Army building at 2601 Hermitage Road was also architect-designed and represents a distinct shift in the architectural evolution of the district. The building was designed in 1965 by Carl M. Lindner. A native of Richmond, Lindner (1894-1973) began his practice in 1917. Though he was a prolific residential architect, he also took the opportunities to work on institutional commissions.<sup>58</sup> For the Salvation Army building, Lindner drew from the International Style that was in the heyday of its popularity for commercial and industrial architecture. Although stripped-down from high-style examples, this building expresses nationally popular architecture more so than the majority of buildings in the district and represents a shift from nondescript utilitarian warehouses to thoughtful designs that acknowledge national trends in commercial architecture.

Although the buildings within the Hermitage Road Warehouse District 2023 Boundary Increase and Update do not have individual architectural distinction, the collection as a whole and in conjunction with the original historic district, represent an intact and cohesive collection of contemporary early- to mid-twentieth century commercial and light-industrial architecture in Richmond. Many of the buildings were designed and built for local and national businesses and corporations that were experiencing substantial growth and success during that period and therefore required larger spaces with better access to regional transportation networks. As a result, many of the buildings reflect an attention to size and utilitarian efficiency rather than architectural interest that is characteristic of national trends in commercial-style vernacular architecture during that period. New construction methods and materials allowed for rapid development of large warehouse buildings while connections to intermodal transportation meant most buildings were not intended for public commerce. As such, the buildings reflect this evolution from the modestly embellished Richmond Foundry Complex of the early-twentieth century to the stripped, more vernacular warehouses of the mid-twentieth century along Rhoadmiller Street. Later buildings reflect the beginning of a return to optics through the incorporation of additional architectural detailing or architect-designed interpretations of national-popular styles. Together, the buildings and streetscapes within the boundary increase areas conjure a sense of architectural continuity, cohesive scale and massing, and represent a significant collection of early to mid-century industrial

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buildings reflective of Richmond's west end industrial growth in the first half of the twentieth century.

<sup>1</sup> James K. Sanford, *A Century of Commerce: 1867-1967*. (Richmond, VA: Richmond Chamber of Commerce, 1967), 217.

<sup>1</sup> "Charters Granted." *The Times*, April 24, 1902. <https://virginiachronicle.com/>.

<sup>1</sup> "175 Foundry Workers Go on Strike Here." *Richmond Times-Dispatch*, June 1, 1950, 4. <https://www.genealogybank.com/>

<sup>1</sup> The highest employer in the area was the RF&P RR, with 400 employees, followed by Southern Stove Works with 250 employees. "New Localities for Industries." "New Localities for Industries." *The Times Dispatch*, August 19, 1906. <https://www.genealogybank.com/>. *The Metal Worker: Plumber and Steam Fitter*, January to June 1907, Vol. LXVII. (New York: David Williams Company, 1907), 57.

<sup>4</sup> Francis Earle Lutz, *Richmond in World War II* (Richmond, VA: The Dietz Press, Inc., 1951), 67

<sup>4</sup> Lutz, *Richmond in World War II*, 69.

<sup>4</sup> "Seven Virginia Firms Making Ship Parts." *Richmond Times-Dispatch*, November 07, 1942, 15. <https://www.genealogybank.com/>

"WPB Releases Frozen Stocks Of Critical War Materials." *Richmond Times-Dispatch*, July 8, 1942, 17. <https://www.genealogybank.com/>

<sup>6</sup> This newspaper article identified the company as Richmond Foundry and Machine Co. However, given that Richmond Foundry and Manufacturing Co. was also identified thusly in some early newspaper articles about the company and there is additional documentation that Richmond Foundry and Manufacturing Co. produced grenades it may be assumed that it is a misprint. "Plants Urged To Step Up Shell Output," *Richmond Times Dispatch*. 23 December 1944, Page 4. Available at GenealogyBank.com.

<sup>8</sup> Lutz, *Richmond in World War II*, 68.

<sup>8</sup> "Help with Grenades." *U.S. Militaria Forum*, January 6, 2013.

<http://www.usmilitariaforum.com/forums/index.php?topic/166454-help-with-grenades/>.

<sup>8</sup> City of Richmond, Deed Book 171, 1571.

<sup>9</sup> Garland Pollard, "Richfood Going Bye Bye." *BrandlandUSA*, Last Modified May 20, 2012. <https://www.brandlandusa.com/2012/05/20/richfood-going-bye-bye/>. Accessed 1 December 2022.

<sup>10</sup> "Food Concern Plans to Build Warehouse" *Richmond Times-Dispatch*, November 7, 1948, 90. <https://www.newspapers.com>

<sup>11</sup> "Richmond Food Stores Occupy New Home!" *Richmond Times-Dispatch*, June 29, 1949, 11. <https://www.newspapers.com>

<sup>12</sup> "Permit to Build Warehouse Issued." *Richmond Times Dispatch*, October 31, 1948, 98. <https://www.newspapers.com>

<sup>13</sup> "Richmond Food Stores Occupy New Home!" *Richmond Times-Dispatch*, June 29, 1949, 11. <https://www.newspapers.com>

<sup>14</sup> "Richmond Food Stores Occupy New Home!" *Richmond Times-Dispatch*, June 29, 1949, 11. <https://www.newspapers.com>

<sup>15</sup> City of Richmond, Property Assessment Records. On file at the Library of Virginia

<sup>16</sup> James K. Sanford, *A Century of Commerce: 1867-1967*. (Richmond, VA: Richmond Chamber of Commerce, 1967), 18.

<sup>17</sup> "Richfood Timeline."

<sup>17</sup> "Richmond Food Stores Plans 5-Acre Warehouse." *Richmond Times-Dispatch*, February 8, 1957, 8. <https://www.newspapers.com>

<sup>18</sup> "Richmond Food Stores Serves as Super Supermarket For Retail Grocers." *Richmond Times-Dispatch*, June 5, 1959, 45. <https://www.newspapers.com>

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- <sup>21</sup> “Richmond Food to Build Dairy.” *Richmond Times-Dispatch*, November 13, 1964, 39.  
<https://www.genealogybank.com/>
- <sup>22</sup> “Food Store’s Site Is Sold For \$477,000.” *Richmond News Leader*, April 3, 1959, 32.  
<https://www.newspapers.com>
- <sup>23</sup> “Warehouse Addition Completed.” *Richmond Times-Dispatch*, July 10, 1965, 9. <https://www.genealogybank.com/>
- <sup>24</sup> City of Richmond, Property Assessment Records. On file at the Library of Virginia
- <sup>25</sup> Advertisement, *Richmond Times-Dispatch*, February 13, 1969, 26. <https://www.newspapers.com>
- <sup>25</sup> “PET Dairy plant in Richmond to close; 75 jobs to be eliminated.” *Richmond Times-Dispatch*, August 11, 2017, A8. <https://www.newspapers.com>
- <sup>27</sup> “Richfood Plans To Complete Hanover Move.” *Richmond Times-Dispatch*, August 31, 1972, C-2.  
<https://www.newspapers.com>
- <sup>28</sup> “ABC Board Ends 12-Year Search, Buys Warehouse.” *Richmond Times-Dispatch*, October 25, 1968, B-8.  
<https://www.genealogybank.com/>
- <sup>29</sup> Advertisement, *Richmond Times Dispatch*, April 6, 1952, 91. <https://www.newspapers.com>
- <sup>30</sup> “Buhrman Firm To Build Plant On Hermitage.” *Richmond Times-Dispatch*, September 22, 1955, 8.  
<https://www.newspapers.com>
- <sup>31</sup> Ann Pfau, David Hochfelder, and Stacy Sewell, “Urban Renewal,” *The Inclusive Historian’s Handbook*. November 12, 2019. <https://inclusivehistorian.com/urban-renewal/>.
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- <sup>37</sup> City of Richmond, Property Assessment Records. On file at the Library of Virginia
- <sup>38</sup> “Legal Notices.” *Richmond News Leader*, December 21, 1945, 27. <https://www.newspapers.com>
- <sup>38</sup> Sanborn Fire Insurance Map from Richmond, Independent Cities, Virginia. Sanborn Map Company, Vol. 4, Republished 1952. Map. [https://www.loc.gov/item/sanborn09064\\_019/](https://www.loc.gov/item/sanborn09064_019/). Accessed 5 December 2022;
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- <sup>40</sup> Sanford, *A Century of Commerce: 1867-1967*, 187.
- <sup>41</sup> *Hill’s Richmond City Directory* (Hill Directory Co., Inc, 1956), 675. <https://www.ancestry.com/>
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City of Richmond, VA

Name of Property

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Hermitage Road Warehouse Historic District,  
2023 Boundary Increase and Update  
Name of Property

City of Richmond, VA

County and State

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: Virginia Department of Historic Resources

**Historic Resources Survey Number (if assigned):** VDHR# 127-7825

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**10. Geographical Data**

**Acreeage of Property** ±79.8 acres

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Boundary Increase Area 2	37.567666	-77.464614
2. Boundary Increase Area 2	37.563295	-77.460503
3. Boundary Increase Area 2	37.564271	-77.460590
4. Boundary Increase Area 2	37.564308	-77.459308
5. Boundary Increase Area 2	37.565297	-77.459319
6. Boundary Increase Area 2	37.565358	-77.460555
7. Boundary Increase Area 2	37.567586	-77.460780

Hermitage Road Warehouse Historic District,  
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Name of Property

County and State

8. Boundary Increase Area 1	37.570308	-77.460693
9. Boundary Increase Area 1	37.573078	-77.460859
10. Boundary Increase Area 1	37.571842	-77.457140
11. Boundary Increase Area 1	37.570250	-77.457124

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

The Hermitage Road Warehouse Historic District 2023 Boundary Increase and Update incorporates two additional tracts of land to the original historic district boundaries. Expansion area 1 to the north of the original district consists of one property (two parcels) bound by Hermitage Road to the west, Sherwood Avenue to the south, Robin Hood Road to the north, and another property parcel to the east. Expansion area 2 to the southwest of the original district consists of nine properties spread across twelve parcels bound generally by Hermitage Road to the east, the CSX railroad to the south and west and a large city-owned parcel to the north. One additional property located across Hermitage Road on the south side of Overbrook Road is also included in this expansion tract.

**Boundary Justification** (Explain why the boundaries were selected.)

The limits of the Hermitage Road Warehouse Historic District 2023 Boundary Increase and Update incorporate additional properties and resources bordering the original historic district that share a similar development pattern, history, and architectural idiom. The majority of resources within the expansion areas were built during the extended period of significance for the overall historic district and together with the resources in the original district, incorporate the intact collection of commercial/light-industrial resources built during that period along the Hermitage Road corridor bound by the railroad to the south and west and Interstate-95 to the north and east.

Boundary increase area 1, at the northern end of the original Hermitage Road Warehouse Historic District, is hemmed in on the west and north by the major transportation corridors of Hermitage Road on the west and Robin Hood Road and I-95 on the north. The original district forms the southern boundary to the expansion area and the later Richfood dairy plant property forms its eastern boundary.

Boundary increase area 2, is at the southwestern end of the original historic district. It is bound on the south and west by the Seaboard Air Line Railroad, on the north by a currently undeveloped parcel, and roughly on the east by Hermitage Road and the existing district. A portion of this expansion area extends across Hermitage Road where it is bound by the existing district and modern development.

Hermitage Road Warehouse Historic District,  
2023 Boundary Increase and Update  
Name of Property

City of Richmond, VA  
County and State

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### 11. Form Prepared By

name/title: Robert J. Taylor, Jr., Dara Friedberg, and Anna White  
organization: Dutton + Associates, LLC  
street & number: 1115 Crowder Drive  
city or town: Midlothian state: VA zip code: 23113  
e-mail: \_\_\_\_\_  
telephone: (804) 897-1960  
date: January 2023

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### Additional Documentation

Submit the following items with the completed form:

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

### Photographs

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

### Photo Log

Name of Property: Hermitage Road Warehouse Historic District, Boundary Increase and Update, 2023  
City or Vicinity: City of Richmond  
County: Independent City State: Virginia  
Photographer: Anna White (unless otherwise noted)  
Date Photographed: November 2022 (unless otherwise noted)

Hermitage Road Warehouse Historic District,  
2023 Boundary Increase and Update

City of Richmond, VA

Name of Property

County and State

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

Photo 1 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0001

View: Southern end of southwest Boundary Increase, view northwest on Hermitage Road towards the Richmond Foundry and Manufacturing Company (#127-6847).

Photo 2 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0002

View: View west within Boundary Increase from Hermitage Road towards Richmond Ambulance Authority (#127-7825-0001).

Photo 3 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0003

View: View northwest within southwest Boundary Increase from Hermitage Road towards Wurth Wood Group (#127-6846), a representative warehouse.

Photo 4 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0004

View: View east within southwest Boundary Increase of alley between a warehouse (#127-7825-0002) to the south and other industrial building #127-6845 and #127-6846).

Photo 5 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0005

View: Western end of southwest Boundary Increase, view east on Rhoadmiller Street towards industrial buildings (#127-6843 and #127-6844).

Photo 6 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0006

View: View southeast within southwest Boundary Increase from Hermitage Road towards commercial and industrial buildings.

Photo 7 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0007

Hermitage Road Warehouse Historic District,  
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View: Southeast corner of north Boundary Increase, view west from Sherwood Avenue towards Richmond Food Stores (#127-7176).

Photo 8 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0008

View: West boundary of north Boundary Increase, view south from Sherwood Avenue towards railroad tracks and industrial buildings.

Photo 9 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0009

View: Southwest corner or north Boundary Increase, view east from Hermitage Road down Sherwood Avenue towards industrial buildings.

Photo 10 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0010

View: Northeast corner of southwest Boundary Increase, view south from Hermitage Road towards industrial buildings.

Photo 11 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0011

View: East edge of southwest Boundary Increase, view southwest from Hermitage Road down Rhoadmiller Street towards industrial and commercial buildings.

Photo 12 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0012

View: South end of southwest Boundary Increase, view north from Hermitage Road towards industrial and commercial buildings.

Photo 13 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0013

View: Northeast corner of southwest Boundary Increase, view southeast from Hermitage Road towards Salvation Army (#127-6730-0016).

Photo 14 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0014

Hermitage Road Warehouse Historic District,  
2023 Boundary Increase and Update

City of Richmond, VA

Name of Property

County and State

View: East boundary of southwest Boundary Increase, view east from Hermitage Road down Rhoadmiller Street towards industrial and commercial buildings.

Photo 15 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0015

View: Northeast corner of southwest Boundary Increase, view south from Hermitage Road towards industrial and commercial buildings.

Photo 16 of 16:

VA\_RichmondCity\_HermitageRoadWarehouseHistoricDistrictBoundaryIncreaseAndUpdate  
2022\_0016

View: Southwest corner of north Boundary Increase, view northeast from Hermitage Road towards Richmond Food Stores (#127-7176) and industrial buildings.

**Paperwork Reduction Act Statement:** This information is being collected for nominations 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.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours  
Tier 2 – 120 hours  
Tier 3 – 230 hours  
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.





**Legend**

County Boundaries

**TOPOGRAPHIC MAP**

**Hermitage Road Warehouse  
Historic District 2023 Boundary  
Increase and Update  
City of Richmond, VA  
DHR No. 127-7825**

Original District Boundary

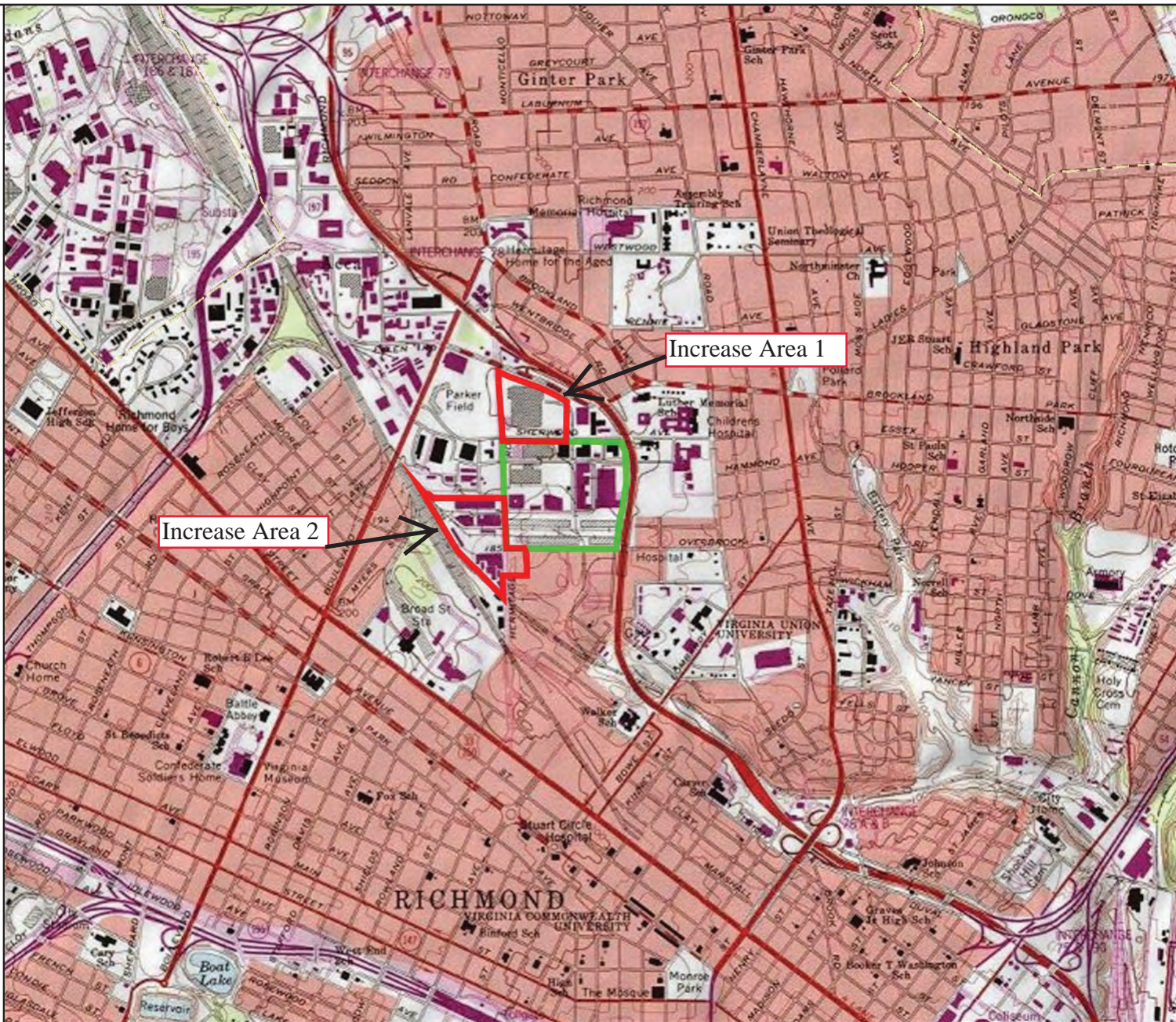
Boundary Increase Areas



Feet

0 600 1200 1800 2400

1:36,112 / 1"=3,009 Feet



**Title:**

**Date: 5/23/2023**

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

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





Legend

County Boundaries

AERIAL VIEW - VICINITY  
Hermitage Road Warehouse 2023  
Boundary Increase and Update  
City of Richmond, VA  
DHR No. 127-7825



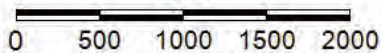
Original District Boundary



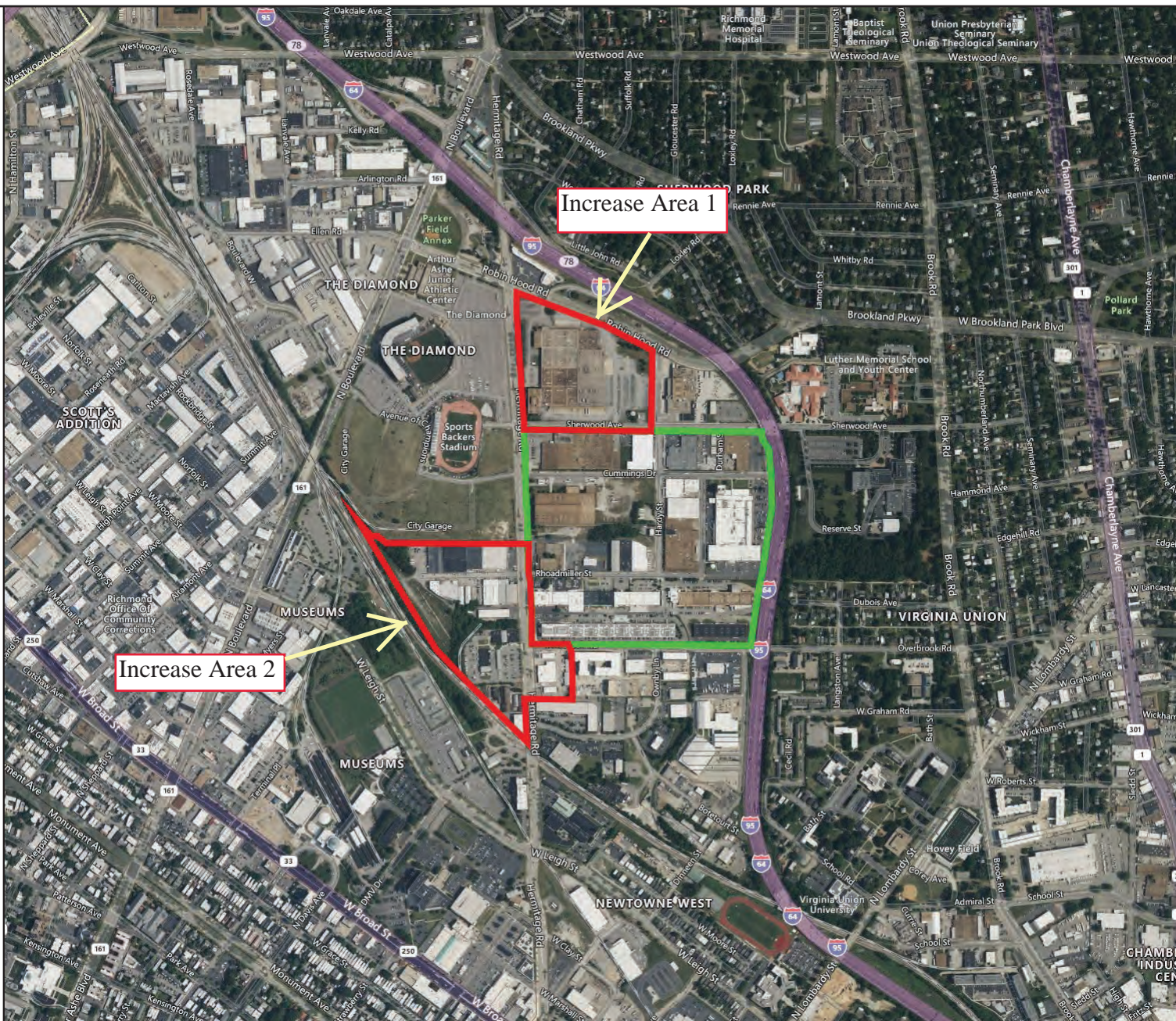
Boundary Increase Areas



Feet



1:18,056 / 1"=1,505 Feet



Title:

Date: 5/23/2023

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

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





**Legend**

County Boundaries

**STREET MAP**

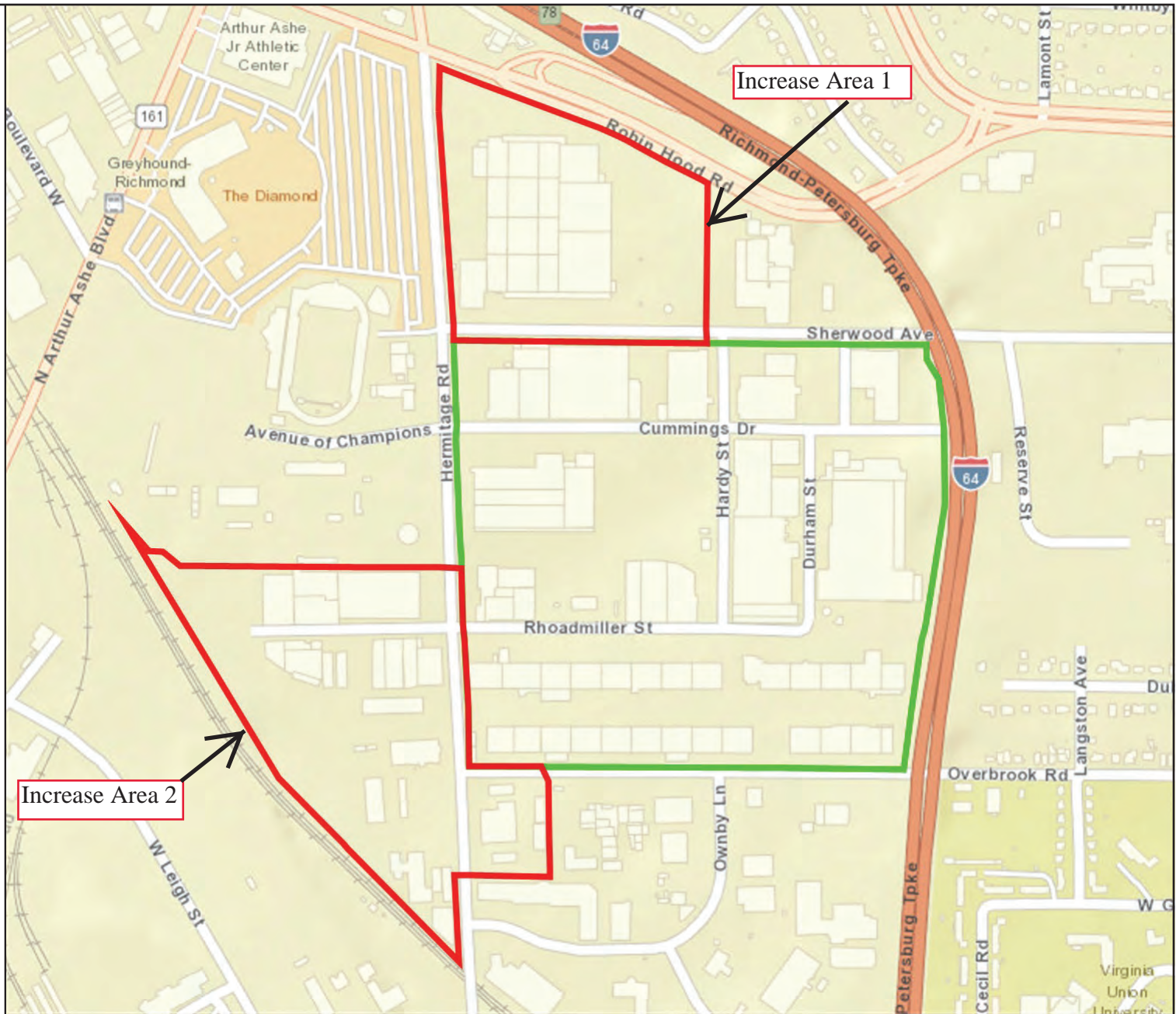
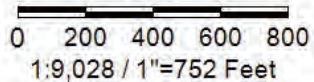
**Hermitage Road Warehouse  
Historic District 2023 Boundary  
Increase and Update  
City of Richmond, VA  
DHR No. 127-7825**

 **Original District Boundary**

 **Boundary Increase Areas**



Feet



**Title:**

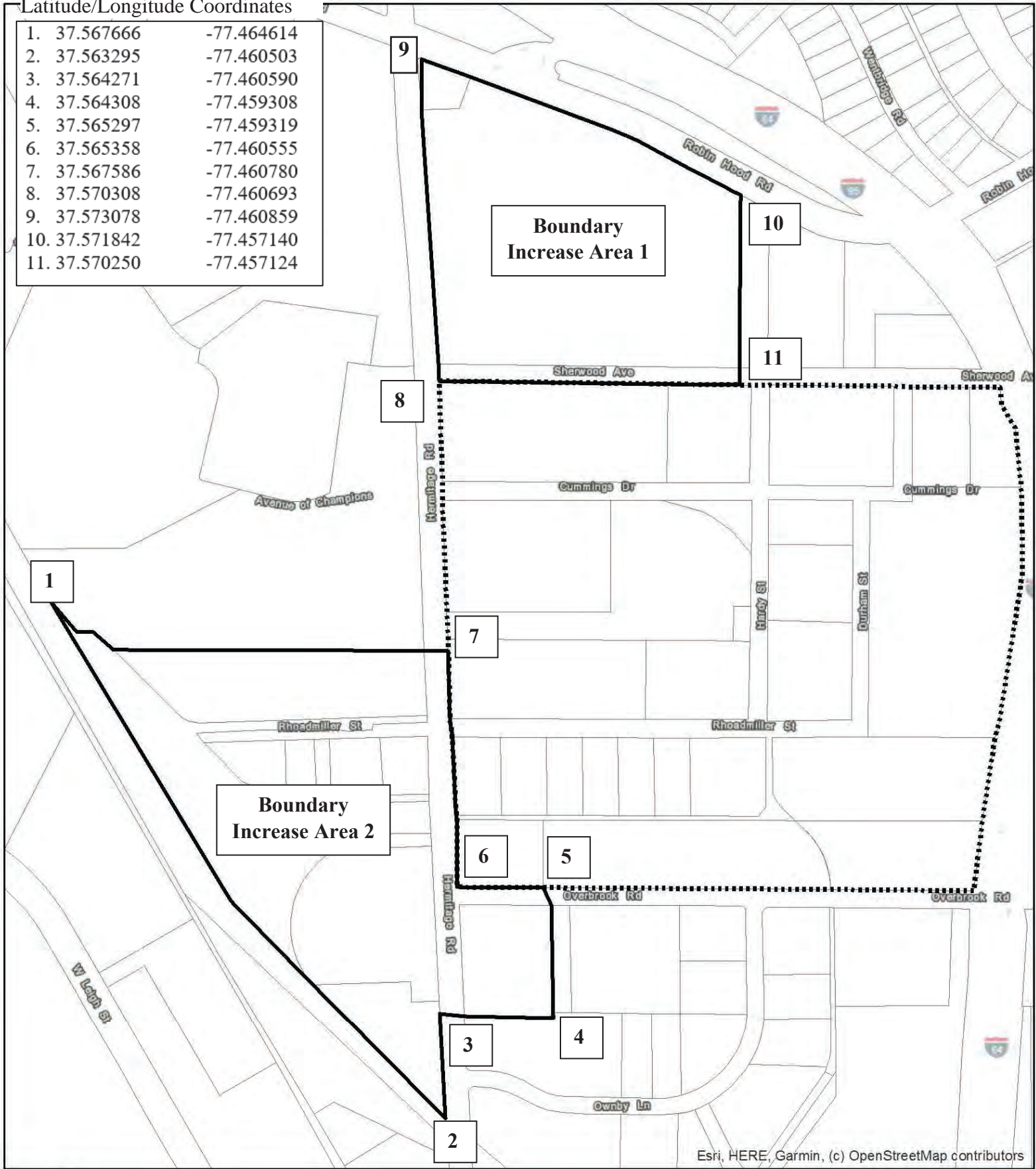
**Date: 5/23/2023**

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

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Latitude/Longitude Coordinates

1.	37.567666	-77.464614
2.	37.563295	-77.460503
3.	37.564271	-77.460590
4.	37.564308	-77.459308
5.	37.565297	-77.459319
6.	37.565358	-77.460555
7.	37.567586	-77.460780
8.	37.570308	-77.460693
9.	37.573078	-77.460859
10.	37.571842	-77.457140
11.	37.570250	-77.457124



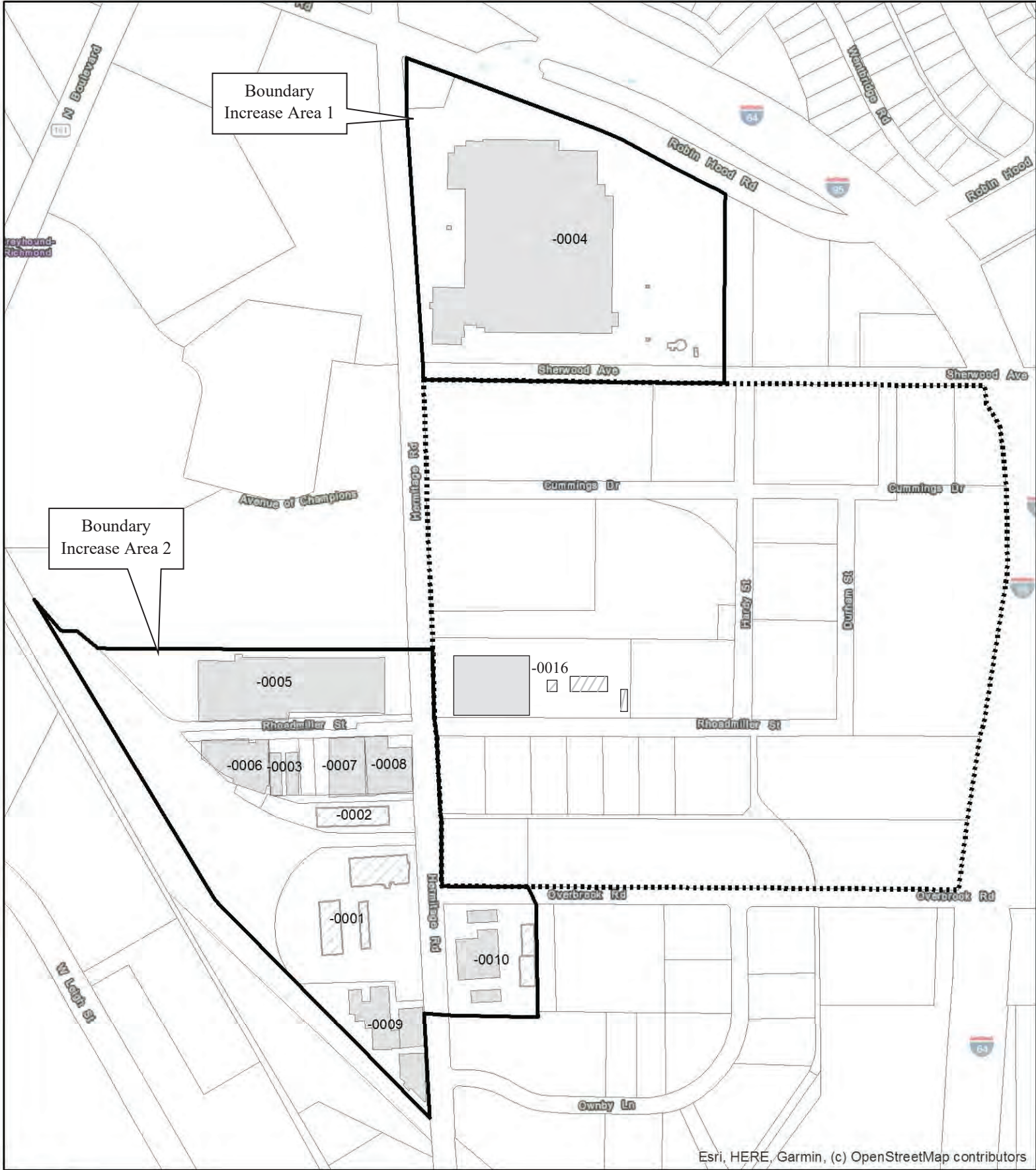
Esri, HERE, Garmin, (c) OpenStreetMap contributors

- Hermitage Road Warehouse Historic District Boundary Increase
- Hermitage Road Warehouse Historic District Existing Boundary
- Parcels







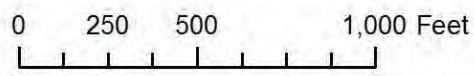
**LOCATION MAP, Hermitage Road Warehouse Historic District 2023 Boundary Increase and Update, City of Richmond, VA; DHR No. 127-7825**





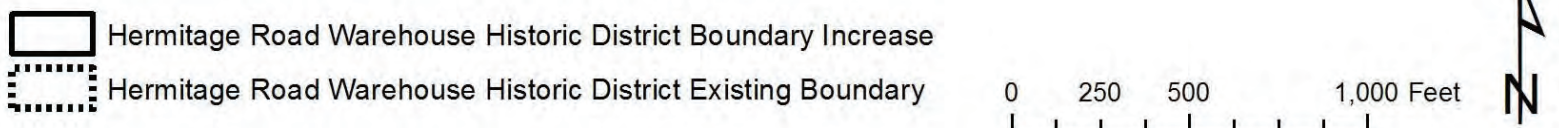
Esri, HERE, Garmin, (c) OpenStreetMap contributors

-  Hermitage Road Warehouse Historic District Boundary Increase
-  Hermitage Road Warehouse Historic District Existing Boundary
-  Parcels
- Resource Status (All ID#s begin with 127-7825)**
-  Contributing
-  Noncontributing



**SKETCH MAP, Hermitage Road Warehouse Historic District 2023 Boundary Increase and Update, City of Richmond, VA; DHR No. 127-7825**





**PHOTO KEY, Hermitage Road Warehouse Historic District 2023 Boundary Increase and Update, City of Richmond, VA; DHR No. 127-7825**

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Handwritten graffiti on the grey wall, including the letters 'L' and 'S'.

Handwritten graffiti on the blue dumpster, including the letters 'K', 'K', and 'K'.



















































