



## DEPARTMENT OF HISTORIC RESOURCES

2801 Kensington Avenue, Richmond, Virginia 23221  
Telephone: (804) 367-2323 Fax: (804) 367-2391

### PRELIMINARY INFORMATION FORM

#### HISTORIC DISTRICT

An historic district is defined as a significant concentration of buildings, structures, or sites that are united historically and aesthetically by plan or physical development. The following constitutes an application for preliminary consideration of eligibility for the nomination potential of a historic district for listing in the Virginia Landmarks Register and the National Register of Historic Places. This does **not** mean that the district is being nominated to the registers at this time. Rather, it is being evaluated to determine if it qualifies for such listings. Applicants will be notified of the staff's and the State Review Board's recommendations.

Contact the Virginia Department of Historic Resources Archivist to determine if previous survey material for this proposed district is on file, and if the district has been previously evaluated by DHR. Obtaining previously recorded information could save a significant amount of time in preparing this Preliminary Information Form (PIF). The archivist may be reached by phone at (804) 482-6102, or by email at [Quatro.Hubbard@dhr.virginia.gov](mailto:Quatro.Hubbard@dhr.virginia.gov). The archivist will also give you the address of the regional office to which you should send your completed PIF materials.

Please type this form and, if additional space is needed, use 8½" x 11" paper. If an electronic version of this PIF is available, it would be helpful if it could be submitted on a disc, or via email to the archivist. Note: All submitted materials become the property of the Virginia Department of Historic Resources and will not be returned.

**Photographs:** Please provide at least four (4) **color or** black-and-white (B&W) photographs of general streetscapes and four (4) color or B&W photographs showing a sample of individual buildings within the proposed district. The inclusion of photographs is essential to the completion of this application. **Without photographs, the application cannot be evaluated.** Photographs should be labeled on the reverse side in soft pencil or china marker (not with adhesive labels), and are not to be mounted or affixed in any way.

**Digital Images:** In addition to the images printed on photographic paper, digital images, if available, should be submitted in TIF or JPEG format and can be included on the same disc as the PIF.

**Maps:** Please include two (2) maps showing the location of the proposed district:

- A copy of a USGS Quad map with name of county/city printed on the map and with the name of the proposed district indicating its location (sections of USGS Quadrangle maps can be printed free of charge from <http://store.usgs.gov> and hand-labeled to mark property boundaries or location), and
- A map showing a closer picture of the proposed boundaries with street names and/or routes and possible building footprints would also be helpful. Please include a "North" arrow, date, and "Not to Scale" on this map.

Before submitting this form, please make sure that you have included the following:

- Section of labeled USGS Quadrangle map
- Proposed district boundary map
- 4 labeled color or B&W general photos
- 4 labeled color or B&W individual building photos
- Completed Resource Information Sheet, including
  - Applicant contact information and signature
  - City or county official's contact information

Thank you for taking the time to submit this Preliminary Information Form. Your interest in Virginia's historic resources is helping to provide better stewardship of our cultural past.

## Virginia Department of Historic Resources PIF Resource Information Sheet

This information sheet is designed to provide the Virginia Department of Historic Resources with the necessary data to be able to evaluate the significance of the proposed district for possible listing in the Virginia Landmarks Register and the National Register of Historic Places. This is not a formal nomination, but a necessary step in determining whether or not the district could be considered eligible for listing. Please take the time to fill in as many fields as possible. A greater number of completed fields will result in a more timely and accurate assessment. Staff assistance is available to answer any questions you have in regards to this form.

<b>General Property Information</b>	For Staff Use Only DHR ID #: 043-6271
District Name(s): <u>Fairfield-Sandston Historic District</u>	
District or Selected Building Date(s): <u>1918–1966</u> <input checked="" type="checkbox"/> Circa <input type="checkbox"/> Pre <input type="checkbox"/> Post              Open to the Public? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Main District Streets and/or Routes: <u>Williamsburg Road (State Route 60), Wilson Way, Confederate Avenue, Union Street</u> City: <u>Sandston</u> Zip: <u>23150</u>	
County or Ind. City: <u>Sandston (unincorporated), Henrico County</u> USGS Quad(s): <u>Seven Pines</u>	

<b>Physical Character of General Surroundings</b>	
Acreage: <u>Approx. 220</u>	Setting (choose one): <input type="checkbox"/> City <input type="checkbox"/> Urban <input type="checkbox"/> Town <input checked="" type="checkbox"/> Suburban <input type="checkbox"/> Rural <input type="checkbox"/> Transportation Corridor
Site Description Notes/Notable Landscape Features/Streetscapes: Roughly 6 miles east of Richmond, Sandston is an unincorporated suburban community established in the early-twentieth century on relatively flat terrain. Once rural and remote, the community is now bordered by Richmond International Airport to the south and southwest, Interstate 64 on the north, and additional suburban development to the east, west, and south. It is divided in half by Williamsburg Road (State Route 60). It is primarily residential in character, but also features community resources such as churches, commercial businesses, a post office, school, and other recreational facilities.	
Ownership Categories: <input checked="" type="checkbox"/> Private <input checked="" type="checkbox"/> Public-Local <input type="checkbox"/> Public-State <input type="checkbox"/> Public-Federal	

<b>General District Information</b>	
What were the historical uses of the resources within the proposed district? Examples include: Dwelling, Store, Barn, etc... <u>Dwellings, Stores, Mixed-use Buildings, Religious, Civic, and Social-Recreational resources</u>	
What are the current uses? (if other than the historical use) <u>same</u>	
Architectural styles or elements of buildings within the proposed district:	<u>Craftsman, Colonial Revival, Classical Revival, Spanish Mission Revival, Commercial Vernacular, Residential Vernacular, Modern, International</u>
Architects, builders, or original owners of buildings within the proposed district:	<u>DuPont Company, Aladdin Company, Oliver J. Sands (Developer/Community Builder)/Richmond-Fairfield Railway Company</u>
Are there any known threats to this district? <u>No</u>	

**General Description of District:** (Please describe building patterns, types, features, and the general architectural quality of the proposed district. Include prominent materials and noteworthy building details within the district and a general setting and/or streetscape description.)

The proposed Fairfield-Sandston Historic District highlights an unincorporated suburban district populated by one-to-two-story single-family dwellings, commercial and civic buildings, churches, and other communal resources largely dating between 1918 and 1959, though some commercial development along Williamsburg Road (State Route 60) continued to be built into the mid-1960s when residential development in Seven Pines boosted the area's population growth. Divided into northern and southern halves by the east-west route Williamsburg Road, the district stretches from E. Nine Mile Road/Beulah Road on the east to Early Avenue on the west and is bordered on the north by Interstate 64 and E. Nine Mile Road; the latter is historically the path of an electric railway line operated from 1888 until 1933. The area is generally marked by rectilinear blocks of varying size with a gridded street network. Commercial, civic, religious, and recreational facilities are concentrated along the Williamsburg Road corridor and at the center of the district. Residential areas are largely devoid of sidewalks though streets are commonly lined by shallow ditches for drainage, reinforcing its rural suburban character. Streetlights in the residential area are standard lamps atop utility poles and relatively few in number.

Marketed as an affordable suburban enclave initially called Fairfield and renamed Sandston in 1923, the architecture of the proposed district reflects common trends in single-family residential design from the early-to-mid-twentieth century, although the origins of the community and its oldest buildings are not at all commonplace. More than 200 houses in Sandston are "six-room bungalows" designed as part of the DuPont Company's plans for the U.S. Housing Corporation's Seven Pines munitions plant and built from materials supplied by the North American Construction Company, also known as the Aladdin Company, in 1918. Repetitive rows of these bungalows line S. Confederate Avenue, Kemper Court, Berry and Casey Streets, S. Wilson Way, and Rhodes and Raines Avenues south of Williamsburg Road along with portions of Williamsburg Road and Federal Street just north of it. At least three other models of kit-type houses believed to be DuPont designs fabricated by the Aladdin Company have been identified in Sandston, at least 10 of which were remodeled by Allen Saville, Inc. of Richmond, an important local engineering firm that also worked to build houses in Richmond's Windsor Farms subdivision, for the Richmond-Fairfield Railway Company in 1925 (Evans 2007:22). These include what kit-house historian Rose Thorton noted as DuPont's "Denver" model (e.g., the one-story, three-bay, hipped-roof cottage at 8 N. Confederate Avenue and 11 Pickett Avenue), the Two-story Massed, three-bay, "Arlington" type (e.g., 100 N. Confederate Avenue), and the company's two-story, three-bay, "Ketchum" model (e.g., 101 and 103 N. Confederate Avenue) (Thorton 2014).

As numerous as the DuPont bungalows are, an equal number of one-to-two stories dwellings dating from the 1930s to around 1950 are located throughout the district—many of which are modest in size. Common forms include Bungalows, Minimal Traditional, and Cape Cods with a lesser number of Two-Story Massed plans marked by elements of Craftsman, Colonial Revival, Classical Revival, or simple vernacular styling. One circa-1925 example of Spanish Mission Revival was observed at 5 Pickett Street, but the vast majority of houses were constructed in the Colonial Revival style. In the late 1950s and early 1960s, roughly two dozen Colonial Revival-styled Ranch and Split-Level houses were built in the last section of Sandston platted by its namesake and influential founder, Oliver J. Sands. Frame dwellings are most common in the district and are near ubiquitous in buildings constructed prior to 1940. These houses are commonly clad in vinyl siding, though some feature original wood-shingle, asbestos-shingle, aluminum, or Masonite siding. Later dwellings are also predominantly frame, though post-1955 houses are more commonly clad in brick or a combination of brick and some type of siding. Roofs are overwhelmingly sheathed in asphalt shingles, but some original slate-shingle roofs remain at Colonial Revival-style houses like 7 and 9 Pickett Avenue.

One-story, one-bay, detached garages are common throughout this district, many of which were likely constructed at the same time as the dwelling with which they are associated. Where no garage is present, driveways often have been enlarged to provide additional off-street parking space. One-story, one-bay storage sheds are also common, many of which post-date the house on the lot.

Historic public and communal buildings in the proposed district include the 1918, frame, American Legion building at 21 J.B. Finley Road (043-6238). This refurbished Seven Pines munitions plant building served as the Community Hall until the Federal Works Agency assisted in the construction of the 1943 Sandston Memorial Recreation Center at 11 J.B. Finley Road (043-6237), initially known as the USO building. Other public buildings include the circa-1938, brick, Colonial Revival-style, Sandston Elementary School (7 Naglee Avenue, 043-6040), also built with financial assistance from the Federal Works Agency and likely architect designed (Evans 2007:51). Other architect-designed communal buildings include the circa-1926, cruciform, masonry, Classical Revival, Presbyterian Church (13 N. Confederate Avenue, 043-6243); the circa-1949, cruciform, brick, Classical Revival, Baptist Church that historically faced Pickett Avenue (100 W. Williamsburg Road, 043-6254); and the circa-1960, brick, Corinth Methodist Church (23 W. Williamsburg Road, 043-6257) that blends Colonial Revival style materials with Modern forms.

Commercial architecture in the district also reflects common trends in design in response to the size of the community. These resources date between 1918 and 2017, with a majority dating between 1925 and 1960. Most common are one-story buildings

and either one-part commercial block or enframed wall types. Just a few of these resources are two-story, two-part, commercial blocks. These resources feature elements of Commercial Vernacular, Colonial Revival, Spanish Mission Revival, International, or other Modern architectural styles. The oldest of these are typically vernacular frame structures and likely repurposed single-family dwellings or plant buildings. Built circa 1929, the Colonial Revival-style, one-story, telephone exchange building (20 W. Williamsburg Road, 043-6031) may be the earliest brick commercial building in Sandston, though some others may be hiding within larger buildings (e.g., 217 W. Williamsburg Road). Other notable brick buildings include the circa-1947, two-story Sandston Post Office/ Masonic Lodge (18 W. Williamsburg Road) and circa-1940s, Colonial Revival-styled, Mehfoud's Pharmacy (2 W. Williamsburg Road, 043-6028). Most commercial buildings built between 1940 and 1966 are masonry structures, commonly concrete block clad in brick veneer or enameled metal panels. The circa-1935, brick, automobile sales and service building at 305 W. Williamsburg Road (043-6033) is one of more than a dozen commercial resources catered towards motorists along what had become a popular tourist route. Known as the Richmond-Newport News Highway or the Pocahontas Trail, Williamsburg Road was paved with concrete as early as 1925 (Evans 2007:20). Other automobile-oriented buildings include flexible operator- and corporate-designed service stations like the former Texaco station at 320 W. Williamsburg Road (043-6247) and the circa-1955 automobile dealership at 400–404 W. Williamsburg Road (043-6244).

Today, Sandston remains an affordable suburban community of modest size primarily marked by early-to-mid-twentieth-century residential development. A majority of the houses in this district retain their original forms. Though some have experienced small-scale additions, these dwellings have more often been modified by the introduction of replacement materials like new asphalt-shingled roofs, vinyl siding, vinyl or aluminum-clad windows, and metal doors filling the main entrance. Although these changes have somewhat diminished the historic integrity of individual dwellings, they have not negatively impacted the district when taken as a whole. These alterations are also fairly commonplace in suburban areas dating from this time period and evidence the community's persistence as a modest and affordable alternative to home ownership within the City of Richmond. Little if any new infill development has occurred in the residential areas north and south of Williamsburg Road. However, as typical of busy transportation corridors, properties along Williamsburg Road have frequently been modified and redeveloped since the late 1960s with recent construction often replacing older residential resources.

**Significance Statement:** Briefly note any significant events, personages, and/or families associated with the proposed district. It is not necessary to attach lengthy articles or genealogies to this form. Please list all sources of information. Normally, only information contained on this form is forwarded to the State Review Board.

The Fairfield-Sandston Historic District encompasses land that was developed by the Richmond-Fairfield Railway Company (RFRC) in the early-to-mid-twentieth century, though the architectural character of the community is rooted in the nation's mobilization efforts during World War I (WWI). It is recommended potentially eligible for the National Register of Historic Places (NRHP) for historical significance at the local level under Criteria A, B, and C. Originally part of the United States Housing Corporation's Seven Pines munitions facility, the RFRC formed from a group of investors led by prominent local banker, Oliver J. Sands, to purchase and develop the government's roughly 600-acre Seven Pines plant along with railways that connected it to the City of Richmond and beyond. One of three munitions-manufacturing facility communities built by DuPont in Virginia, the Fairfield-Sandston Historic District is historically significant for the NRHP under Criterion A for its association with the federal government's WWI mobilization efforts and the response of private industry to capitalize upon it as well as subsequent federal programs designed to support home-ownership and suburban growth across the county including the Better Homes movement and Federal Works Agency.

Sandston's connections with the federal government and various financing, construction, and community building programs likely stemmed from Oliver J. Sands' work. As such, the district is potentially eligible under Criterion B as the most lasting and prominent physical reflection of the banker-turned-community-builder's widespread efforts and advocacy to "upbuild" private institutions, organizations, and communities through cooperative partnerships with the federal government (Sands 1917). Founder of Richmond's American National Bank in Richmond at the turn of the century, Sands helped organize and lead professional organizations in the city and also the southeast region, at large. He was professionally engaged in banking as one of the leading figures in establishing the Federal Reserve along with its Richmond office and as President of the Virginia Banks Association; in business as a leader for the International Chamber of Commerce; in agriculture serving as the general manager of the Tobacco Growers' Cooperative Association; and in social organizations as an advocate for "upbuilding the Red Cross," the governor-appointed President of the 1922 Virginia Historical Pageant, and advocate for the preservation of electric rail lines like those to Ashland and Seven Pines through cooperative funding and institutional lending (*The Richmond Planet* 1923; *The Sunday Star* 1929; *The Times-Dispatch* 1917, 1922a, 1922b; Tyler 1907:344–348). Sands' bank failed following the 1933 banking crisis, but the individuals he brought together in the founding of Sandston and the RFRC remained active in the community building and lending that supported its development throughout the mid-twentieth century (*The Times-Dispatch* 2008). In the decades after, Sands identified as a "real estate investor" and, along with his son, Oliver J. Sands, Jr., continued to work with the RFRC in subdividing and developing Sandston's residential areas on the north side of Williamsburg Road (United States Federal Population Census 1940).

The Fairfield-Sandston Historic District is also eligible under Criterion C for its overall design and the array of architecture within it as a reflection of its wartime origins as well as the lasting efforts of the RFRC and dedicated residents to maintain the community's suburban character and independence in Henrico County. Planned as a self-sustaining community operated by the DuPont Engineering Company (a subsidiary of the E. I. de Nemours DuPont Company), the Seven Pines munitions plant included hundreds of "temporary" factory buildings, warehouses, dormitories, cafeterias, single-family houses, and other support facilities related to the electrical, water, and sewer systems (Evans 2007; Howard 1944; *The Times-Dispatch* 1918). Two other communities in Virginia were created to support DuPont munitions plants in the late-1910s: the circa-1914 City Point plant that was later incorporated into the City of Hopewell, and the circa-1918 Penniman plant located outside of Williamsburg that was dispersed and sold off in pieces after armistice (McClane and Kirchen 2019; Thornton 2016). Unlike these other WWI-era communities, the Seven Pines plant was purchased as a conglomerate by a single entity, and a majority of its buildings remain extant. Beginning in early 1921, the RFRC worked to plat, grade, and pave Sandston's gridded street network, maintain and expand its utility systems, but also to rebuild, relocate, and repurpose many of the munitions facility buildings. This included roughly 230 DuPont-designed dwellings—a majority of which were one-story, frame, "six-room bungalows"—fabricated by a subsidiary of the Aladdin Company, the North American Construction Company, for contractor Owen-Ames-Kimball on behalf of the federal government (Evans 2007; Thornton 2013, 2014). The kit-type houses and other community buildings repurposed by the RFRC as well as the suburban amenities designed to support them was initially called the "Village of Fairfield," but was renamed Sandston in order to secure a post office in 1923 after its principal founder and advocate (Nauman 1938:9).

Advertised as early as October 1920 as the place to live "for the Childrens' Sake," Fairfield's six-room houses were priced between \$1,500 and \$2,000, less than half of the value local architect Marcellus Wright appraised them for in a letter from Wise Construction Company to Oliver J. Sands, printed as part of the RFRC's full page ad (*The Times-Dispatch* 1920:17). By the spring of 1921, advertised prices had risen to \$1,650, requiring a 10-percent deposit for five-year mortgages with monthly payments said to be a quarter of the cost of renting in Richmond's West End (*The Times Dispatch* 1921:3). Later marketed through pamphlets like "Sandston Virginia: The Ideal Residential Suburb," a 1923 publication of the RFRC, and in a Better Homes Exhibit in 1925, the railway company promoted homeownership and suburban living to a working-class, if not largely

white, audience, making use of federal programs like the Better Homes movement and cooperative lending (Evans 2007:19, 34). As a result, the community had a population of about 800 by March 1925 (Evans 2007:21). In 1927, the Sandston Credit Union, Inc. became the first such organization in the state with officers composed of Sandston residents, some of whom also worked for the RFRC, soon followed by the Federal Savings and Loan Association of Sandston, Virginia, established in 1933 with many of the same officers and directors (Evans 2007:47). Federal housing programs further supported the construction of new popularly styled dwellings in Sandston in the following decades on lots north of Williamsburg Road.

In addition to its suburban residential character, Sandston's commercial architecture concentrated along Williamsburg Road reflects the community's quick transition from streetcar to automobile suburb in the 1920s and 1930s. Although the RFRC continued to operate what became the Sandston electric railway until 1933, bus service to the community began as early as 1925 and was later provided consistently by the Fairfield Transit Company (Evans 2007:25). The prominence of Williamsburg Road as a popular transportation corridor strongly impacted the community's development, as did its proximity to other new transportation technologies in aviation after the opening of the Richmond Air Junction and Byrd Flying Field in 1927 and with the establishment of the Richmond Army Air Base and Virginia Air National Guard just south of Sandston in the 1940s.

Today, Sandston remains an affordable suburban enclave of modest size marked by a fairly unique early-to-mid-twentieth-century suburban character in Henrico County. Similar to other suburban areas of this time period, properties within Sandston have undergone widespread alterations that are fairly commonplace, including the introduction of replacement materials that have diminished the historic integrity of many individual resources. However, in most cases, modifications over time have not substantively changed the form or stylistic features of these resources, nor have they diminished the broader cohesive qualities that unite them within the district as a distinct collective.

A post-WWI suburban community operated independently by the RFRC, private citizen-led organizations, and a determined citizenry for nearly a century, the Fairfield-Sandston Historic District reflects national wartime mobilization efforts as well as the community ideals promoted by Oliver J. Sands and promulgated by the federal government for the benefit of private industry and a growing population in need of affordable housing during the early-to-mid-twentieth century. As such, this district is recommended eligible for the NRHP under Criterion A for its associations with Industry and munitions production during WWI and Community Planning and Development in Henrico County; under Criterion B for its associations with prominent banker and financial industry advocate, Oliver J. Sands; and under Criterion C for its embodiment of "ideal" suburban architecture designed for working-class Americans and leveraged by local investors, including Sandston's own citizenry, to support community growth and development.

The boundaries of the Fairfield-Sandston Historic District are based on available plats depicting land subdivided by the RFRC between 1921 and 1951, though the architectural character and period of significance for the district begins in 1918 with the federal government's construction of the Seven Pines munitions facility and extends to 1966, the year that the Sandston Post Office doubled in size to accommodate growth in the community (Henrico County Real Estate Assessment Division 2019). The historical significance of this district is reflected in the diversity of its physical composition including roughly 600 residential, commercial, civic, and communal resources. As an industrial community intentionally refashioned into a cohesive suburban enclave, the historic integrity of its overall design is maintained by this historic mix of land use, property types, and architectural styles, as well as the landscape features that characterize the district. As such, the Fairfield-Sandston Historic District should not be divided into smaller components based on a particularly building type or use.

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Esri

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Henrico County Real Estate Assessment Division

2019 Parcel data, property information, and subdivision plats. Electronic database, [https://realestate.henrico.us/ords/cam/f?p=510101:1:::.](https://realestate.henrico.us/ords/cam/f?p=510101:1:::) accessed November 2019.

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1938 "A History of the Origin and Growth of Sandston Virginia." Honors Theses, Paper 276. University of Richmond, UR Scholarship Repository. Electronic document, <http://scholarship.richmond.edu/honors-theses>, accessed November 2019.

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1929 "Plea for Reserve System Made by Virginia Banker: Oliver J. Sands Comments on Growing Popularity of State-Organized Institutions—Urges Unified Plan," June 29, 1929, Part 5, 7.

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1917 "Upbuilding the Red Cross," advertisement of Oliver J. Sands. June 7, 1917, 5.

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1921 "When Gabriel Blows His Trumpet," advertisement of Garrett & Company for Fairfield. May 1, 1921, 3.

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1922b "Sands Explains Need of Farmers to N.C. Bankers." April 28, 1922, 1.

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**Sponsor** (Individual and/or organization, with contact information. For more than one sponsor, please use a separate sheet.)

Mr. <input type="checkbox"/> Ms. <input type="checkbox"/>	Henrico County Department of Community Revitalization		
	(Name)		
PO Box 90775	Henrico	VA	23273-0775
(Address)	(City)	(State)	(Zip Code)
(via David Sacks: sac01@henrico.us)			
(Email Address)		(Daytime telephone including area code)	

In the event of organization sponsorship, you must provide the name and title of the appropriate contact person.

Contact person: David Sacks, Community Development Manager

Daytime Telephone: (804) 501-7611

**Applicant Information** (Individual completing form)

Mr. <input type="checkbox"/> Mrs. <input checked="" type="checkbox"/>	Dovetail Cultural Resource Group		
Ms. <input type="checkbox"/> Miss <input type="checkbox"/>	Danae Peckler, Architectural Historian	(Firm)	
	(Name)		
11905 Bowman Drive, Suite 502	Fredericksburg	VA	22408
(Address)	(City)	(State)	(Zip Code)
dpeckler@dovetailcrg.com		540-899-9170, ext. 1009	
(Email Address)		(Daytime telephone including area code)	

Applicant's Signature: Danae Peckler Date: January 24, 2020

**Notification**

In some circumstances, it may be necessary for DHR to confer with or notify local officials of proposed listings of properties within their jurisdiction. In the following space, please provide the contact information for the local County Administrator or City Manager.

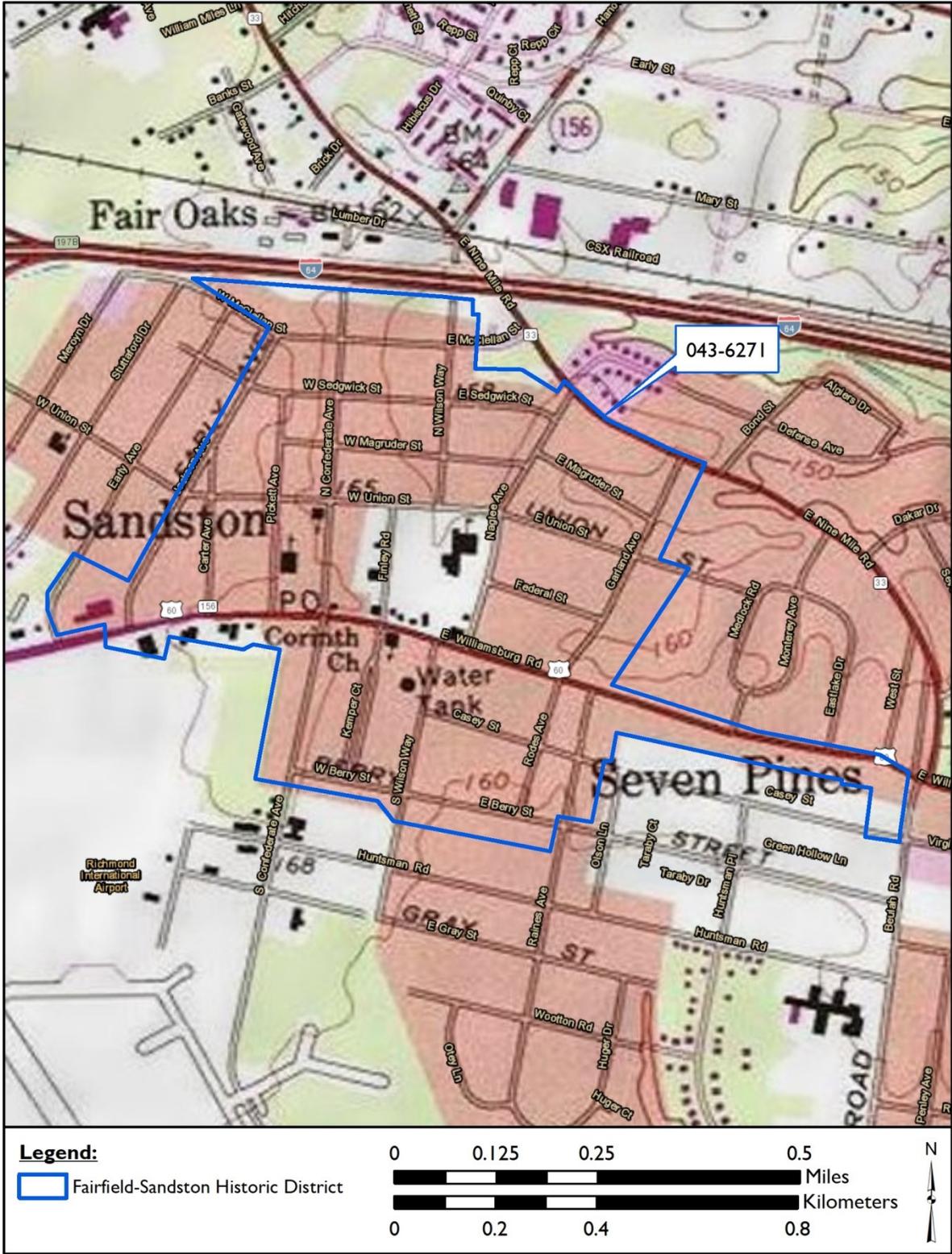
Mr. <input checked="" type="checkbox"/> Mrs. <input type="checkbox"/> Dr. <input type="checkbox"/>	John Vithoulkas		County Manager
Miss <input type="checkbox"/> Ms. <input type="checkbox"/> Hon. <input type="checkbox"/>	(Name)	(Position)	
Henrico County Department of Community Revitalization		PO Box 90775	
(Locality)	(Address)		
Henrico	VA	23273-0775	(804) 501-4206
(City)	(State)	(Zip Code)	(Daytime telephone including area code)

Please use the following space to explain why you are seeking an evaluation of this district.

This PIF was produced on behalf of Henrico County Department of Community Revitalization to aid in local preservation planning.

Would you be interested in the State and/or the Federal Rehabilitation Tax Credits? Yes  No

Would you be interested in the easement program? Yes  No



043-6271, Fairfield-Sandston Historic District  
 Williamsburg Road (State Route 60), Wilson Way, Confederate Avenue, Union Street, etc.  
 Sandston (unincorporated community), Henrico County, Virginia  
 Seven Pines, Virginia, 7.5-Minute USGS Topographic Quadrangle (Esri 2018)



043-6271, Fairfield-Sandston Historic District  
 Williamsburg Road (State Route 60), Wilson Way, Confederate Avenue, Union Street, etc.  
 Sandston (unincorporated community), Henrico County, Virginia  
 Satellite Imagery (Virginia Geographic Information Service 2015)