

**HISTORIC ARCHITECTURAL SURVEY
OF
THE CITY OF NORFOLK**



Final Report

**Prepared by Tracerics
for
The Virginia Department of Historic Resources
and
The City of Norfolk Department of Planning and Codes Administration**

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SECTION I INTRODUCTION

In December 1993 the Virginia Department of Historic Resources (DHR) contracted with Traceries to conduct a survey of 500 historic architectural resources in the City of Norfolk and to identify and document potential historic districts. Traceries, a consulting firm concerned with architectural history and preservation, provided overall management of the survey and organized the planning of the survey, conducted general research into the history of Norfolk, conducted intensive-level survey work, and prepared the final report. Greenhorne and O'Mara, Inc., a multi-disciplinary firm in Greenbelt, MD with historic preservation services, sub-contracted with Traceries and participated in the planning phase of the survey and conducted the reconnaissance-level survey.

The survey for the Virginia Department of Historic Resources was undertaken in collaboration with the City of Norfolk Department of City Planning and Codes Administration. The Planning Division of the Department of City Planning and Codes Administration serves as staff to the Design Review Committee and City Planning Commission. The planning commission is responsible for overseeing and implementing the historic preservation policies in the General Plan of Norfolk. The design review committee reviews applications for certificates of appropriateness and advises the planning commission which serves as the architectural review board for the historic and cultural conservation districts. Applications for historic and cultural conservation zoning are also prepared by the planning commission. As such, the planning division, design review committee and planning commission have supported the city-wide effort to help identify potential local conservation districts and to help identify districts and individual properties of national, state, and local significance..

Furthermore, the planning division has been intimately acquainted with DHR in particular through the Community Development Block Grant (CDBG) process. Individual properties in several residential neighborhoods in Norfolk have been the subject of CDBG funding, and, thus, DHR review. The planning division and DHR felt it proper that a more thorough understanding of these neighborhoods in which CDBG funds were being used could provide the context in which individual properties involving CDBG funds could be evaluated. Further, if the neighborhoods were determined to be potentially eligible for the National Register as historic districts, a registration form could be pursued and a list of contributing and non-contributing resources could be prepared, thus streamlining DHR and the city's involvement in each of the individual cases.

The goals of the city and state helped to direct the survey process. The collaborative effort was essential in developing a list of survey priorities and providing a working document that addresses the needs of the local government and citizenry. Such a collaborative effort is also necessary in ensuring that the recommendations will be implemented and that the information provided will be used in future preservation actions.

SECTION II RESEARCH DESIGN

A. Project Objectives

The goal of the project was to first identify and then to document 500 historic properties 50 years or older in a city of over 61,000 buildings. The original contract required that 450 be documented to the reconnaissance level and 50 to the intensive level.¹ In addition, in the case of a significant grouping of historic buildings determined potentially eligible to the National Register, the completion of a Preliminary Information Request Form (PIF) was required.

The purpose of the project was twofold. It was intended to provide the City of Norfolk and the Department of Historic Resources with a more thorough understanding and assessment of the city's resources in order to ensure that future development is planned in a way that protects resources of historic significance. Secondly, the project was undertaken to heighten public awareness about historic resources in Norfolk and encourage citizen appreciation of their city's heritage.

B. Project Methodology

Survey Design

In conducting the survey of Norfolk, an established project methodology proved to be a critical step in the efficient and effective survey of the dense urban area. The greatest challenge to the survey process involved identifying the most appropriate 500 properties to be surveyed. In order to do this, Traceries and Greenhorne and O'Mara worked in close collaboration with DHR staff, the City of Norfolk staff, and members of the general public to prepare a Survey Design. The Survey Design involved three primary components: 1) Review of existing materials; 2) On-site planning; and 3) A Public meeting. The review of existing materials involved the compilation of all relevant materials on file at DHR and the City of Norfolk, as well as a general search for published materials at local and state libraries. The on-site planning aspect of the Survey Design involved the examination of maps to determine the best approach for covering the entire city. The on-site planning also included a driving tour of the city, given by staff persons at the City of Norfolk Department of Planning and Codes Administration. The public meeting, a special meeting held at Norfolk City Hall and advertized in local papers, through the historical society, and through the library, was organized in an effort to learn of local residents' concerns and interests for incorporation into the survey methodology. The meeting began with a slideshow presentation by Traceries detailing the process of an historic resources survey and continued with a participatory discussion on the location of the city's resources and the relation of these resources to the state's historic contexts. As a conclusion to the meeting, Traceries highlighted potential strategies for identifying the historic resources and encouraged comments from the audience.

¹ A modification to the contract reduced the number of intensives to 25; see section "Expected Results" for an elaboration of this.

Based upon the review of existing materials, feedback from the public presentation and concerns and interests of the City of Norfolk Department of City Planning and Codes Administration, as well as those of DHR, Tracerics established a set of survey priorities. These survey priorities, listed in hierarchical order with descriptions of the individual survey tasks, were distributed to DHR and the City for their review. Based upon their review a definitive list of survey priorities was established, survey maps were coded accordingly and the on-site survey began. A list of the survey priorities is provided below.

Survey Priorities:

Priority 1

■ Update of Previously Surveyed Properties

This involved the reconnaissance-level documentation of properties previously surveyed and listed at the Virginia Department of Historic Resources. This list included approximately 99 properties; 131 as compiled by DHR staff based upon their review of the existing files, minus 19 listed as demolished by the City of Norfolk Department of City Planning and Codes Administration, and 13 already located within historic districts (Downtown and Freemason Historic Districts).

Priority 2

■ Survey of Berkley

This survey involved the identification and reconnaissance-level documentation of a variety of representative property types that make up the former town and current Norfolk community known as Berkley. Berkley distinguishes itself in Norfolk as one of the few self-sufficient-type neighborhoods where residential, commercial, religious, industrial and other architecture co-exists. The survey identified the variety of building types and their sub-types found in Berkley and surveyed a representative sample of each. For instance, local industry played an important role in shaping the development of Berkeley; a sampling of industrial buildings of different types, or representative examples of similar building types were surveyed, as appropriate. The area was surveyed to a level appropriate enough to make a determination as to whether or not it qualified as a potential historic district.

■ Neighborhoods Identified by VDHR as Potential Historic Districts

Colonial Place, Riverview, Lafayette, Winona and North Ghent were identified as potential historic districts by DHR during the initial planning phases of the survey. Representative residential and other architecture defining the neighborhoods were surveyed to a level appropriate enough to make a determination of potential historic district merit.

■ Survey of neighborhoods subject to CDBG review

Individual properties within three neighborhoods in Norfolk (Park Place, Huntersville and Ballentine) regularly receive CDBG funding and, therefore, undergo VDHR review. In order to better understand the context in which these properties are located, a reconnaissance-level survey of representative building types and forms was completed.

■ Neighborhood by neighborhood survey

A sampling of representative residential architecture found in the numerous residential communities (outside of those listed above) of Norfolk were surveyed. This included not only the modest-income housing, but examples of the larger, upper-class houses found, for instance in North Shore, along the riverfront.

Priority 3

■ City of Norfolk Requests

The City of Norfolk Department of City Planning and Codes Administration compiled a list of approximately ten properties which they wanted to have surveyed. These properties, listed below, were surveyed to either the reconnaissance or intensive level.

- o Charlie Falks Auto--21st Street and Manteo (Auto showroom/dealership)
- o Doumar's--Monticello and 19th (Drive-in)
- o 1063 Manchester Avenue--small bungalow
- o Larchmont/Edgewater Farmhouses--several representative examples
- o Maury High School--Shirley and De Bree
- o Bandshell Pavilion (now bird cage at zoo)
- o Fancy Foods of Virginia--731 E. 25th Street
- o Cotton Warehouses--Front Street
- o Shipyard buildings

■ Properties Identified by Local Individuals

Based upon informational sheets provided at the public meeting, a number of properties or groups of properties were identified for survey, above and beyond those already listed on the National Register. A list of these identified properties was compiled and the properties surveyed to either the reconnaissance or intensive level.

These include the following:

Colonna Shipyard
Colonial Place (neighborhood)
Cedar Grove Cemetery
Magnolia Cemetery
Elmwood Cemetery
Citizen Bank Building (The Life Building)-- Main Street
Corner West Princess Anne Road and Hampton Boulevard
Naro Theater--Colley Avenue
Norfolk Little Theater--Claremont Avenue

Priority 4

■ Historic Themes

In order to get a comprehensive understanding of Norfolk's architectural history, buildings associated with all eighteen historic themes established by DHR were identified and surveyed. Special emphasis was placed on the domestic theme, as it is the most heavily represented in terms of the built environment. The Industry/Processing theme was also given special consideration, based upon the importance of industry in the development of Norfolk.

■ Survey of William Levitt Housing

A survey of Levitt-built housing focused on identifying the basic house types/forms and on surveying one sample of each house type or form. This survey strategy was inspired by the recent death of William Levitt and the significant residential developments in Norfolk for which his company was responsible.

Priority 5

■ Socio-economic resources survey

In addition to the residential architecture defining the City of Norfolk, special attention was given to those resource types that help to support the diverse residential areas. For instance, if it was determined that the residents of a particular area were historically employed by the local textile industry, then textile-industry related buildings were considered for survey. This survey priority proved to require excessive research beyond the scope of work and was, therefore, the most difficult one to fulfill.

Archival Survey

Research into the history of the City of Norfolk was conducted prior to, in conjunction with, and after the completion of the on-site survey. This research involved the examination of published books and articles on the history and architecture of Norfolk, the examination of historic maps, historic photographs and other unpublished documentation. Research was devoted primarily to understanding the general history of the city in order to prepare the historic context, and to fully examining individual properties or groups of properties identified for intensive-level survey or for PIF documentation. Published records of the history of Norfolk were located at the Library of Congress in Washington, D.C., the Virginia State Library and Archives in Richmond, and the Kirm Memorial Library in Norfolk. The most useful publications for the purposes of this survey were found in A Tricentennial Celebration: Norfolk 1682-1982; Norfolk Highlights 1584-1881; Norfolk, A Pictorial History; Historical Sketch of Norfolk County, VA; and Norfolk County: Its History and Development, the Leading County of Virginia.

Unpublished materials on the history of the city, and more importantly, on individual properties and neighborhoods, were provided to us by the City of Norfolk Department of City Planning and Codes Administration and were found in the vertical files at the Sergeant Memorial Room at the Kirm Memorial Library in Norfolk. An architectural survey report compiled by the planning department was instrumental in identifying significant resources and individuals associated with them. General Development Plans of neighborhoods also provided by the planning department offered limited historical data on the development of the areas, and helped Traceries understand the intentions and goals of the planning department in those particular areas. The vertical files at the Sergeant Memorial room were indispensable and provided almost all of the information on the history and development of the individual properties and neighborhoods necessary to complete appropriate documentation.

Historic maps, found at the Sergeant Memorial Room as well as the Library of Congress, provided important information on the growth of the city. Sanborn Fire Insurance maps from 1885 until the mid-twentieth century were compiled and have been particularly useful in understanding the development of the neighborhoods recommended for historic district designation.

On-Site Survey

The on-site survey began with the reconnaissance-level survey of 450 properties. The work was conducted by priority, as listed above, by Greenhorne and O'Mara. In addition to the areas identified as new survey effort priorities, several buildings previously identified by the planning department were resurveyed. Using maps of the city prepared by the Department of Planning, Greenhorne and O'Mara mapped out their survey routes to include neighborhoods, groups of buildings and individual properties. The survey itself involved the completion of a reconnaissance-level survey form, including site plans, and black and white photographic documentation of each of the 450 properties. As a result of the reconnaissance-level survey, a set of recommendations for intensive-level survey and PIF documentation was prepared. Greenhorne and O'Mara recommended that Preliminary Information Request forms be completed on eight individual neighborhoods. Greenhorne and O'Mara also prepared a list of properties eligible for intensive-level investigation.

The list of properties recommended for intensive-level survey was sent to the city and DHR for their review and comments. DHR requested that those properties located within potential historic districts or existing historic districts be given lower priority, while those individual properties not associated with an historic district be given the highest priority. The city had a particular interest in documenting those properties for which little or no information is currently on file. As a result of these comments, a final list of 25 properties to be surveyed to the intensive-level was prepared. However, because of owner objection to the survey, two of the properties on this list were replaced with two substitute properties.² A list of the final 25 properties to be surveyed to the intensive level can be found in Appendix E.

Preliminary Information Forms Survey and Documentation

One of city's main goals for conducting the survey of the City of Norfolk was the identification of potential historic districts. Currently, Norfolk has several conservation districts in which the Planning Commission oversees new construction, demolition, and alteration of historic resources. As such, the Planning Commission assisted in the city-wide survey to help identify potential local conservation districts over which they may exercise some control.

In addition, the city receives Community Development Block Grants (CDBG) from the Department of Housing and Urban Development (HUD). Section 106 of the National Historic Preservation Act requires recipients of federal funds to take into account historic properties. DHR reviews and comments on projects that are funded with CDBG funds. Without adequate survey data, it has been difficult to determine, on a case-by-case basis, which properties being rehabilitated with CDBG funds are located in potential historic districts. Further, if the identified neighborhoods were determined potentially eligible to the National Register as historic districts, a registration form could be pursued and a list of contributing and non-contributing resources would be prepared, thus streamlining DHR and the city's involvement in each of the individual cases.

Neighborhoods that are regular recipients of CDBG funds include Berkley, Park Place, Huntersville, and Ballentine Place. In addition to these neighborhoods, particular attention was paid to those neighborhoods identified by DHR as potential historic districts as part of an initial planning phase to this project. These include, Colonial Place, Riverview, Lafayette, Winona and North and West Ghent.

Intensive site surveys were conducted in each of these areas and information, necessary to complete the PIF forms, was gathered. Boundaries for the potential historic districts were defined and justified, and photographic documentation, including black and white photographs and slides, was completed. Following the site visits, research into these areas was conducted and Preliminary Information Forms for seven proposed historic districts were prepared (See Appendix for each of these PIFs).

² The two properties not surveyed to the intensive level due to owner objection are the Naro Theater and Malmgren House.

VDHR-Integrated Preservation Software Data Entry

All of the survey findings, from the on-site survey and the archival study, were entered into the Virginia Department of Historic Resources-Integrated Preservation Software (VDHR-IPS) system. This computer system allows for information to be entered into the computer and stored and then sorted and enumerated for accurate and consistent accounts of study findings. Computer reports can be generated to produce frequency counts on appropriate fields; user-formatted reports on itemized historic events, associated individuals, chronological periods and other specific fields such as architectural style, building materials, interior plans and the like. VDHR-IPS was an important component of the survey, and will be a useful planning tool for the City of Norfolk. The information on the computer can be continuously updated, added to and used to generate reports.

C. Expected Results

As written in the Request for Proposal (RFP) and well-defined in the contract, it was expected that 450 properties would be surveyed to the reconnaissance level and 50 properties would be surveyed to the intensive level. In addition to the survey and documentation of individual properties, it was understood that Preliminary Information Request (PIF) forms would be completed on cohesive groups of historic resources potentially eligible for the National Register. As part of this survey, PIFs were completed on seven different areas. As the RFP did not include an anticipated number of PIF forms to be completed as part of the survey, and as the completion of seven forms involves significant on-site survey work, archival research and writing, Traceries felt, and DHR concurred, that in exchange for the completion of these seven forms, a reduction of work in other areas should be considered. It was eventually agreed that the contract be amended to include the completion of the seven PIF forms and the intensive-level documentation of 25 properties (reduced from the original number of 50). This change in contract was not necessarily foreseen from the start; however, it was not totally unexpected, given that the City Norfolk is a large urban area with only three designated historic districts and extensive historic residential areas which have not been formally recognized.

By using the survey design to guide the survey process, it was anticipated that the reconnaissance-level survey would provide a comprehensive sampling of architecture and other resources related to the eighteen historic themes established by DHR. Given the heavy concentration of residential neighborhoods in the City of Norfolk, it was expected that the domestic theme would be the most represented; in addition, it was anticipated that the detached single-family dwelling would be the most prevalent building type to be surveyed. These expectations were met with no surprises.

SECTION III HISTORIC CONTEXT

A. Historic Overview of Norfolk

The City of Norfolk is located along the eastern seaboard in Tidewater, Virginia. It is bounded on the east by the City of Virginia Beach and is separated from the City of Chesapeake on the south and the City of Portsmouth on the west by the Elizabeth River (Figure 1). The northern border is the Chesapeake Bay, which separates the State of Virginia from Maryland. Norfolk was formed from Norfolk County in 1682, when the Justices of the Peace of Lower Norfolk purchased fifty acres of land along the Elizabeth River and founded a town. The history of the founding of the County of Norfolk dates back to 1585, when Captains John Smith and Ralph Lane landed along the Chesapeake Bay in what is now part of Norfolk County. The following year Sir Walter Raleigh headed a second expedition to form a new town. Named for its founder, Raleigh was to have been constructed near the Indian settlement of Chesapeake. Plans for this early town were never enacted, however, leaving the earliest settlement of current-day Norfolk to July of 1608. At this time planters from Jamestown began to take advantage of the fertile lands along the Chesapeake Bay. Sir Thomas Willoughby is recorded as the earliest landowner in this section of the Tidewater area.³ The narrow peninsula where his house was built still bears the name Willoughby Point.

Following its division into shires in 1643, the County of Norfolk received its current boundaries in 1691. The actual town of Norfolk was established in the early eighteenth century.⁴ In 1736, the rapidly growing town was awarded borough status which gave way to city status in 1845.

Norfolk experienced its most significant period of growth during the French and Indian War as England defeated France in North America. The population grew from 1000 to 6000 by the time of the American Revolution. Norfolk suffered substantial losses during the Revolutionary War; Lord Dunmore fired on the rebels in Norfolk, who in turn burned buildings in retaliation. Few buildings survived the war, and those which did, were converted into hospitals.

Following the Revolutionary War, Norfolk slowly emerged from its war-ravaged state. In the years immediately following the war, shacks were erected next to the charred timbers of former houses and the city remained a burnt-out site. Eventually, however, the former merchants, such as William Willoughby and new settlers, like Moses Myers, launched rejuvenated or new commercial enterprises and built dwellings in the downtown core next to the commercial center. By 1800, the borough had once again begun to resemble a permanent settlement and the town's downtown streets were lined with elegantly styled Federal townhouses. Eventually, Norfolk resumed its role as an important seaport and prospered by providing ships for both sides in the war between England and France. Prosperity was shortlived, however, as the British attacked Norfolk's ship *The Chesapeake*, which resulted in Thomas Jefferson ending export trade. The period of growth, slowed by

³ Norfolk County: Its History and Development, the Leading County of Virginia. Norfolk: Tidewater Publishing Company, 1907, p. 3-4.

⁴ Norfolk County, p. 4-5.

Jefferson's action, virtually came to a halt when the newly formed United States declared war on Britain in the War of 1812.

A series of improvements and setbacks characterized the early-nineteenth century. Periods of economic slump were interrupted by promising events such as the construction of the Dismal Swamp Canal in 1829 and a railroad to the Roanoke River in 1837. Finally, towards the end of the middle of the nineteenth century, Norfolk began to emerge as a prominent seaport.

As with many prominent American cities during the nineteenth century, Norfolk benefitted from the post-Napoleonic War period. Fashionable homes were built in the heart of the city along Freemason Street. Several churches were also established during this time, representing a variety of religious denominations.

Just as Norfolk reached a period of prosperity, the Civil War began. The city was occupied by Union troops throughout the War and relied upon the military for its livelihood during this time, having been severed from its trade lifeline.

Following the Civil War, some long-time local merchants, in conjunction with new residents from the north, developed Norfolk into one of the nation's foremost cotton trade ports. Cotton warehouses, mills, and presses sprinkled the waterfront in response to the new needs. A period of civil unrest arose at the completion of the Civil War. In June of 1865, a race riot ensued for four days directed against newly freed blacks. The period of unrest persisted until 1870.

As the nineteenth century came to a close, Norfolk stabilized as a commercial port city and progressed into the twentieth century. Gaslight fixtures which had lined the streets from the 1850's were replaced by electric fixtures in 1883. Electric street cars came into use in 1894. A public water system, originally installed in the 1870's, had been expanded twice by the 1920s. As in the rest of the state, the public school system expanded in the late nineteenth century.

Because of its crucial port location, Norfolk has been an important naval port since its original founding. The federal government presence dates to 1801 with the Navy Yard (Gosport) near Portsmouth. This military presence expanded through the nineteenth century and reached an all time high in response to the two world wars and up into the present day.

Following the two world wars, Norfolk experienced an unprecedented period of prosperity. Prior to and during this time, the city began to grow in population and in size. The city annexed outlying boroughs in Norfolk County, adding land to its physical boundaries. Having fully expanded by the mid-twentieth century, Norfolk focused on revitalizing its downtown commercial and residential areas. The city undertook a project to eliminate the slums and in doing so eradicated much of the inner city's historic nineteenth-century fabric. From the late 1930s through the 1970s, Norfolk underwent a drastic physical transformation, leaving the once densely developed downtown pock-marked with surface parking and a wasteland at night. In recent years, the waterfront has been rejuvenated, offering shops and restaurants. Currently, commercial projects such as the MacArthur Center are underway to bring vitality back to downtown.

B. Historic Themes

THEME: Domestic

RESOURCE TYPES: Single Dwelling, Multiple Dwelling

Early Settlement Period (1570-1789)

Unlike the earliest residential architecture found in neighboring Tidewater towns which was based upon an agrarian economy, Norfolk's domestic development was associated with its commercial status as a port town. Based upon English precedents, the residential architecture of Norfolk from the Early Settlement Period originally consisted of town houses and freestanding dwellings located on small town-size lots and designed in a formal Georgian style of architecture. Outside of the original boundaries of the town and located in the outlying rural areas of Norfolk County now part of the City of Norfolk, freestanding plantation houses were built along transportation waterways, including the Eastern Branch of the Elizabeth River, Little Creek, Mason's Creek and Broad Creek.

Though Norfolk is rich in history from this early period, its history is not well represented in terms of architecture. During the Revolutionary War, Norfolk was burned. What few buildings did survive the fire were then destroyed under orders from the provisional government of the state. Only one of these, St Paul's Church, was rebuilt after the Revolution.⁵

No residential structures from this period survive in downtown Norfolk, however several eighteenth-century properties stand outside of the original town boundaries. Each of these properties represents a different stylistic trend and each stands as an important example of its type.

The earliest extant domestic structure in Norfolk is the Cohoon House, or Sycamore View (122-70). Home of James Ivey, one of the original eight aldermen of Norfolk, the Cohoon House was constructed in the early eighteenth century. This 1-1/2-story, single-pile, central-passage plan house is covered with a gambrel roof and typifies the vernacular architecture of the early eighteenth century in the Tidewater area (Figure 2).

Like the Cohoon House, Malmgren House (122-118) is a typical eighteenth-century farmhouse. Built ca. 1755, this colonial-era farmhouse has several later additions and alterations, though it still retains its original brickwork and chimneys. The Malmgren House has been lived in by members of the Malmgren family since the early 1900s.

Also originally found in rural Norfolk County, but much more sophisticated in design, is Poplar Hall (122-45). Built ca. 1760, Poplar Hall is located on the eastern shore of Broad Creek at the easternmost section of Norfolk. Until 1984 when the property was subdivided into a residential community, the house occupied an extensive tract of land, and the core of the original plantation. The property retained many of its original outbuildings (the kitchen and smokehouse were taken

⁵ Betsy Fahlman et al, A Tricentennial Celebration: Norfolk 1682-1982. Exhibition Catalog, The Chrysler Museum, 1982, p. 9.

down in 1984), wide views to the water, and its historic rural atmosphere. Despite the subdivision of the property and its loss of setting, the house itself survives as an excellent example of colonial Virginia architecture (Figures 3 and 4). The house was built by Thurmer Hoggard, a ship's carpenter, who developed his own shipyard on the site, and later operated a tobacco and, then a cotton plantation.

Closer to downtown and urban in form is the Boush-Tazewell House (122-2), a late-Georgian town mansion listed on the National Register of Historic Places and built in 1784 by John Boush. John Boush, mayor of Norfolk, was also the grandson of Norfolk's first mayor. Currently located at 6225 Powhatan Avenue, the two-story, five-bay house was moved from its original location on the Elizabeth River, which was being transformed from a residential to a predominantly commercial and industrial area. Typical of the Georgian style is the dwelling's five-bay facade, and its central-passage, double-pile plan.

Early National Period (1789-1830)

Following the Revolutionary War, Norfolk slowly emerged from its war-ravaged state. In the years immediately following the war, shacks were erected next to the charred timbers of former houses and the city remained a burnt-out site. Eventually, however, the former merchants, such as William Willoughby and new settlers, like Moses Myers, launched rejuvenated or new commercial enterprises and built dwellings in the downtown core next to the commercial center. By 1800, the borough had once again begun to resemble a permanent settlement and the town's downtown streets were lined with elegantly styled Federal townhouses.⁶

Despite the once densely developed downtown, much of the architecture of the Early National Period has disappeared through commercial expansion and subsequent demolitions. The few surviving examples of the residential architecture from the Early National Period in downtown Norfolk include the Allman-Archer House (122-1); the Moses Myers House (122-17); the Taylor Whittle House (122-21); and the Willoughby-Baylor House (122-33). All of these houses are listed on the National Register of Historic Places and were therefore not surveyed as part of this study.

Located in the heart of Downtown on Duke Street and built in the 1790s, the Allmand-Archer House is a two-story, three-bay brick town house. Originally a Federally-inspired town house, the exterior facade was remodelled in the mid-nineteenth century and "updated" with Greek Revival details including the window lintels and entry door surround. While once a prevalent plan type in the city--side-hall plan--the Allmand-Archer house is one of only two remaining examples of this type. The Willoughby-Baylor House, built ca. 1794, is a two-story, three-bay detached town house with a side-hall plan. Built by William Willoughby, a local merchant, this house provides a good example the middle-class housing erected when the city was rebuilt after its destruction during the Revolution.⁷

⁶ *ibid.*, p. 9.

⁷ Loth, Calder, ed. The Virginia Landmarks Register, 3rd edition. Charlottesville, VA: University of Virginia Press, 1986, p. 299.

Two additional houses located in the downtown area which date to the same period are the Taylor-Whittle house (1791) and the Moses Myers House (1792). Located at the corner of Duke Street and Freemason, the Taylor-Whittle House is a two-story, three-bay brick town house with refined exterior detailing and intricate Adamesque interiors. The Taylor-Whittle House was built by either merchant George Purdie of Norfolk or Norfolk mayor John Cowper and is a fine example of the type of sophistication in architecture enjoyed by the leading citizens of the Atlantic Coast port cities from Boston to Charleston.

The Moses Myers House, built for Moses Myers, a New York merchant who settled in Norfolk after the Revolution and a leading citizen of his time, is, like the Taylor-Whittle House, an elegant Federal style town house, embellished by rich Adamesque interiors.

Outside of the original borough boundaries, are three fine examples of Federal style architecture: Talbot Hall (122-30), an exceptional example of late Georgian-early Federal style architecture, Hodges House (122-50), and Pearce House (122-114). Built around the turn of the nineteenth century, Talbot Hall was home to Norfolk's Talbot family from 1802 until the 1930s. The Talbot family arrived in the city about 1712 and eventually acquired over 600 acres of land in the area. Local tradition holds that a bas-relief of the Seal of the United States, which is original to the house, saved Talbot Hall from destruction by Union forces during the Civil War (Figure 5).

Built ca. 1820, Hodges House stands in the Campostella section of the City of Norfolk. Currently surrounded by housing developments in a residential/industrial area of Norfolk, the Hodges House property was historically a relatively large plantation and survives as one of the city's few representations of its type. The house itself is an imposing, 2-1/2-story, side-passage-plan house with paired end chimneys (Figure 6). Though not an uncommon house form in this part of Virginia in the nineteenth century, surviving examples of this form in Norfolk are limited to Hodges House and Pearce House. Currently, Hodges House stands vacant and in deteriorating condition.

Like Hodges House, Pearce House was built ca. 1820 and is a two-story, side-passage dwelling with paired end chimneys (Figure 7). Once owned by the Pearce family, Pearce House is located on Colley Avenue at 45th Street. Though it still retains its original massing, the house has suffered from a number of insensitive alterations, including the addition of an enclosed room across the original front elevation. Hodges House and Pearce House are the sole survivors in Norfolk of a type of dwelling form that was once common in this part of Virginia.

The Pre- and Post-Civil War Era (1830-1870)

In 1845, by act of the General Assembly, Norfolk became a city with boundaries expanded to include 1.3 square miles and a population exceeding 10,000. Railroad connections to the west and south encouraged industrial and commercial growth and Norfolk became established as an important port town. The Civil War, however, interrupted normal business channels, leaving the city in a period of stagnation. Despite the difficult time, the city survived physically intact, and its commercial and industrial growth resumed shortly following the War.⁸

⁸ *ibid*, p. 13.

In terms of residential architecture, this period is best represented by the Greek Revival style. Significant urban examples of this style include the William Wilson Lamb House or Kenmure (122-16) at 420 Bute Street and the Camp-Hubard House (122-3) at 308 West Freemason. Both are located in the West Freemason Historic District; in addition, Kenmure is individually listed on the National Register of Historic Places. Built in 1845, Kenmure was built by prominent Norfolk citizen, William Wilson Lamb, a merchant and banker and later mayor of the city. The house itself represents the finest example of Greek Revival architecture on the city's once-fashionable West Freemason district.

The Camp-Hubard House, built in the mid-nineteenth century also survives as a good example of the Greek Revival style. Although neither of these houses, nor the West Freemason area in general, were included within the boundaries of the original borough of Norfolk, they both provide an important visible record of the city's growth following the devastation of the Revolution and in the years prior to the Civil War.

The house known as Pomfret (122-115) was built ca. 1840 and is located in what is today the Larchmont-Edgewater neighborhood. This house is a two-story side-passage-plan dwelling and features a Greek Revival-style portico (Figure 8). The site upon which the house sits is said to have been purchased by Norfolk merchant and later Mayor of Norfolk, Maximilien Calvert in 1744. Calvert had extensive landholdings in the borough of Norfolk as well as Norfolk County, though he lost 41 houses during the Revolution. In 1900, the house was apparently owned by John Graham, the Philadelphia engineer who was contracted by The Norfolk Company to develop the site of Ghent.⁹

Less high-style, but equally noteworthy as a surviving building from this period and as an example of a common eighteenth and nineteenth-century dwelling form, is the Drummond House (122-37). Built ca. 1840, this 1-1/2-story, central-passage house is of frame construction, raised upon a high brick foundation, and features two interior brick chimneys (Figure 9). Though the house has been significantly altered, the original massing is still intact.

Reconstruction Period to World War I (1870-1914)

In this period, Norfolk saw substantial changes in its residential character, growing from a small urban, port town to an expanding city with outlying suburban communities. This suburban growth, induced in part by the electric streetcar, occurred in phases beginning after Reconstruction and continuing well into the mid-twentieth century.

Following the Civil War, long-time merchants and newcomers to the city re-opened Norfolk to the cotton trade, making it one of the two largest cotton ports in the nation. Lumber mills and shingle mills, along with other commercial and industrial ventures, ensured the area's stability and encouraged the physical and residential growth of the city.

Between 1870 and 1914, Norfolk underwent five different boundary expansions, in 1887, 1890, 1902, 1906 and 1911, increasing the city area to nine square miles. The first boundary expansion

⁹ The City of Norfolk Inventory states that a 1900 map shows the property owner as John Graham.

since 1845, when Norfolk gained city status, occurred in 1887 when the city annexed Brambleton, a residential community separated from Norfolk by Newton's Creek. The acquisition of Brambleton increased the city's population and encouraged future city annexations. In 1890, Atlantic City was added to the city. Unlike Brambleton, which was already a residential area, Atlantic City was mainly undeveloped land. Land developers seized the opportunity to develop housing for the growing population.

During this period, investors underwrote dozens of suburban improvement companies. In 1890 alone, fifty-eight land and improvement companies were chartered in Norfolk. The first, most significant residential development in Norfolk in this period, was the creation of the city's first planned suburb: Ghent. Originally a 220-acre tract of land, Ghent was subdivided in 1890 by the newly established Norfolk Company and developed with detached, single-family dwellings that appealed to the middle-to upper-middle-income resident.¹⁰ Laid out in a grid system with a semi-circular arch at its southern extreme, Ghent has well landscaped streets with mature shade trees buffering the dwellings from the public right-of-way (Figure 10). Because the area was built up over a 30-year period, it includes a variety of architectural styles. The earliest houses, located along Mowbray Arch and Colonial Avenue, offer a variety of Victorian house styles, including exuberant Queen Anne examples (Figure 11 and 12), while the later houses, built in the 1920s and located along the northern edge of the community, tend to reflect the Colonial Revival traditions (Figure 13). Transitional Victorian/Colonial Revival style houses can be found along Stockley Gardens, the three-block, park-like, open space, developed after 1900 (Figure 14).

Theoretically, Ghent is and was located within walking distance of commercial downtown; however, local transportation played a significant role not only in encouraging Ghent's growth, but in the development of other residential communities outside of the downtown area. The first streetcar line in the city was a horse-drawn line, built in 1869 by the Norfolk City Railroad Company. This line ran along Main Street within the downtown area. In 1894, the electric streetcar was introduced into the city, serviced Ghent, and was extended, in the early twentieth century, as far north as Tanner's Creek. Following the development of Ghent, and in rapid succession, Norfolk developed and annexed the suburban residential communities of Huntersville, Park Place, Riverview, Colonial Place, Lambert's Point, Winona, and Lafayette Park.

Located at the south side of the northern branch of the Lafayette River, Colonial Place was platted in 1904 as one of the many streetcar suburbs that began to develop in this northern section of the city. Its history and development from its conception as a "high class" residential community to its survival during the city's civic and racial unrest of the 1960s, make it, not necessarily a typical, but a good example of the planned residential community of Norfolk. Originally the site of a 166-acre farm, Colonial Place was conceived by the Sterling Place Company and was laid out as a grid plan with a semi-circular street forming the northern edge of the district (Figure 15). The subdivision, which was located due north of Ghent, drew on the early successes of Ghent, and was platted with an extension of Ghent's Colonial Avenue forming an important north-south axis of the grid and merging with Mayflower Road, which formed the outer edge of the semi-circle. Like Mowbray Arch in Ghent which exploited its location on the water, Mayflower Road in Colonial Place offered

¹⁰ For a more detailed history of Ghent, see the National Register of Historic Places Nomination Form and the Preliminary Information Form for North Ghent, submitted as an attachment to this report.

lots with exceptional views to the Lafayette River. The streetcar line was extended north from downtown through Colonial Place where it then turned around and headed back south.

The developers initially promoted Colonial Place as Norfolk's "high-class" residential community and adopted zoning requirements to encourage large, designed, single-family residences. In an effort to inspire the construction of houses, investors in the Sterling Place Development built their own impressive houses in the subdivision, such as that built by Sterling Place Corporation President, George W. Dillard (Figure 16). Despite the erection of these first houses, subsequent construction was slow, and by 1909, Norfolk's building boom had faltered, leaving Colonial Place far from finished (Figure 17). As a result, the promoters of Colonial Place changed the zoning requirements of the subdivision, allowing for the construction of smaller houses on smaller lots, and thereby changing the appeal of the area from a "high-class" to a solidly middle-class community. Speculative developers immediately took advantage of Colonial Place, building medium-sized three and four bedroom houses that appealed to the middle-income resident (Figure 18 and 19). The development of Colonial Place continued as such into the mid-twentieth century. In 1966, the previously all-white community became integrated as African-American families, who historically lived south of 35th Street, moved into the neighborhood. Unlike other suburban neighborhoods where white-flight followed the arrival of African Americans into the communities, Colonial Place consciously sought to promote the smooth integration of the neighborhood. Today, Colonial Place survives as an excellent example of a planned residential community where the physical development of the area from "high-class" roots to middle-class suburb is clearly visible in its architecture.

Other residential subdivisions north of downtown, such as Riverview, Winona and Lafayette were quick to develop around the same time as Colonial Place. Each of these neighborhoods was laid out with a grid system combined with semi-circular roads or crescents built to take advantage of the water front. Each neighborhood features well-landscaped streets with solidly built, medium-sized houses, erected closely together. In general, the residential architecture of the early twentieth century in Norfolk, as represented in these residential enclaves, consists of American four-square-type houses with craftsman detailing, or well-built craftsman bungalows (Figures 20 and 21). The house forms are repeated throughout the residential neighborhoods of Norfolk, making streetscapes in one residential subdivision almost indistinguishable from the next.

In addition to craftsman influences, the Colonial Revival style is prevalent in Norfolk's early suburban communities that emerged in the first decade of this century. This style, which characterizes much of the residential architecture of this period throughout the United States, was further encouraged in Norfolk as a result of the Jamestown Exposition. The Jamestown Exposition of 1907 was held in Norfolk and erected as part of the celebration of the first permanent English settlement in the New World. The complex originally contained twenty state pavilions and other structures, many of which were designed as replicas of colonial-era buildings, such as Independence Hall (built as the Pennsylvania Pavilion). Much of the new building in Norfolk reflected this Colonial influence not only in its architecture, but in the designation of neighborhood and street names. Colonial Place, whose name was directly influenced by this wave of nostalgia or patriotism to our colonial roots, contains streets named after early colonists and the thirteen colonies. Christopher Newport and Bartholomew Gosnold--captains of ships that brought colonists to Jamestown--are honored in two of the major north-south axes, while the cross streets bear the names of the original thirteen colonies. The circles on Newport Avenue are dubbed Jamestown and Yorktown.

The Jamestown Exposition not only influenced the stylistic tendency of residential architecture, but also encouraged new developments. Raleigh Square (122-250) in North Ghent, for instance, was specifically erected to house the anticipated influx of visitors to the Exposition.

At the same time that residential communities tied to Norfolk's streetcar system were being planned and built in this first decade, other self-sufficient communities outside of the city's boundaries were developing in their own right. Berkley, annexed by the city in 1906 as its eighth ward was, prior to that, a separate town. The town was established by Lycurgus Berkley in 1866 and experienced its heyday between 1880 and 1900 as a manufacturing, shipbuilding and lumber center in Tidewater Virginia. Physically separated from downtown Norfolk, Berkley is located across the Elizabeth River at the confluence of the Eastern and Southern Branches. The town is laid out in a grid pattern and contains a variety of building types ranging from single-family dwellings to churches, commercial buildings and industrial structures (Figure 22, 23, and 24).

Following the annexation of Berkley in 1906 and the expansion of the city again in 1911, the City of Norfolk remained at its nine-square-mile size until 1923. While still restricted to the area south of the Lafayette River, the City of Norfolk had grown from a small port town in the 1870s to an increasingly large urban area with several suburban communities serving the downtown commercial and industrial center. The economic stability of the times combined with the improvements to local transportation and the area's infrastructure encouraged the residential growth of the city and the development of the many street-car suburbs that today, while lacking the streetcars, still retain a cohesive sense of place.

World War I to the Present (1914-Present)

American involvement in World War I profoundly affected Norfolk. Its population rose from 67,000 in 1910 to over 110,000 in 1920. The number of military personnel grew astronomically as large navy and army installations were constructed to meet wartime demands. Shortages of nearly everything, including housing, were rampant. In the 1920s, Norfolk recuperated from the harried wartime activity, and, like the rest of the nation, entered into a new era of prosperity.¹¹

In 1923, the single largest annexation of the city occurred, adding 24 square miles to the city's overall area. Two more annexations, in 1955 and 1959, increased the city to its present size of 64.3 square miles. Of these, 53.6 are land and 10.7 are water. The city's growing size and population, including both civilians and military personnel, and the introduction and wide acceptance of the automobile, had a significant impact on the residential development of Norfolk. While the streetcar spawned the rise of planned residential communities along their lines and stretched Norfolk's suburbs beyond the downtown area, the automobile opened up the region for even greater development.

In this period, continued development and infill of existing subdivisions, such as Ghent (especially West Ghent), Colonial Place, Winona, Lafayette and others took place as did the development of entirely new communities. Innumerable middle-income and working-class residential subdivisions emerged at this time with modest-sized, pattern-book-type dwellings built upon small lots. Specific

¹¹ Fahlman, Betsy, p. 17.

neighborhoods having a cohesive collection of these modest structures were surveyed, including Ballentine Place, Chesterfield, and Campostella. In general, the typical house in these neighborhoods is a low-lying, bungalow-type house with a front gable roof and a front porch. Architectural detailing is limited to paired windows, tapered wood columns atop brick piers, and exposed rafters (Figures 25 and 26).

Although some houses were built in Ballentine as early as 1909 and were being advertised for sale at that time, the subdivision was primarily developed between the wars with modest, affordable houses for the working class population. The houses are typically frame structures defined by their bungalow forms and pattern-book or kit-house appearance. They are built close together and have small or no front yards. In addition to the rows of smaller bungalows, a group of houses facing the railroad tracks are larger, more substantial buildings that date to the second decade of the twentieth century--the earliest years of the neighborhood's development. These houses are generally of brick construction, are two and 2-1/2-stories in height as opposed to one story, and are designed in a vernacular Classical Revival style. They are aligned at a skewed angle to the street and are set back with large front yards shaded by mature trees. Each house is defined architecturally by its gracious front porch and its dignified appearance (Figure 27).

The epitome of worker-class housing found in Norfolk is located in Oakdale Farms. This area includes 2,350 rental units built at the beginning of World War II by Levitt & Sons. Erected to accommodate the growing military presence, the residential architecture followed a pattern of mass-produced housing established by the Levitts that used concrete slab foundations, prefabricated walls and identical interior floorplans. In Oakdale Farms, three different residential forms, specifically built for officers, can be found. One of the forms, a 1-1/2-story, three-bay, central-passage-plan dwelling covered with a gable roof recalls historical Virginia precedents. Though they inspired less innovative developments, these houses in themselves used traditional Virginia forms in a resourceful way and are fine examples of this type of mass-produced housing (Figure 28).

William J. Levitt, founder of Levitt & Sons is best known for his development of Levittown on New York's Long Island. Levitt's developments, which were affordable and allowed the working family the possibility of home ownership, flourished in the post-war decades and gave rise to "Levittowns" across America. In Norfolk, examples of other residential communities inspired by Levitt developments include Merrimac Park, also located near the Navy base and the original Levitt development. Merrimac Park consists of identical ca. 1950s mass-produced houses. Duplexes with gable roofs, and small windows line Alabama Road (Figure 29).

In the period between the wars, wealthier, upperclass residential neighborhoods emerged along with the working-class communities. Larchmont, Edgewater, and neighborhoods in North Shore developed with large houses set on well-landscaped lots. North Shore, an exclusive, upper-class area consists of several residential neighborhoods comprised of large, single-family dwellings, set on open, landscaped lots. The individual neighborhoods are each park-like in setting with winding streets and large mature ornamental bushes and trees. The majority of the houses appear to have been designed by architects for private clients between the wars and offer a variety of revival styles, including, most predominantly Georgian and Colonial Revival-style houses (Figure 30 and 31).

In addition to permanent housing, resort-type housing began to develop in this period. Willoughby and Ocean View both originally developed as summer resort areas which, after World War II became permanent establishments. Surrounded by water on three sides, Willoughby first emerged in

the early twentieth century. In the 1920s and 1930s, both large and more modest single-family summer houses were built. During the 1940s and 1950s, small, one-story frame beach cottages became popular and characterize the area's architecture today (Figure 32).

Situated on the Chesapeake Bay, eight miles due north of downtown Norfolk, Ocean View began in the late nineteenth century as a seasonal retreat which, after World War II became a year-round neighborhood. This historic resort and hotel was reached by the Norfolk and Ocean View Railroad; both the hotel and railroad were owned by the same company. Norfolk residents were attracted to Ocean View in the summer months for bathing, fishing, and boating. Today, about 40 percent of the area's architecture dates from before 1939, while the majority of the building stock dates from 1940 to 1960 and is composed mostly of single-family houses with the exception of a few small enclaves. The area of the city east of Cromwell Road was constructed after World War II in the 1950s and 1960s.

Norfolk has probably reached the limit of its territorial expansion, restricting modern residential development to existing vacant sites within the city boundaries. Relatively recent developments, such as Ghent Square, and the revitalization of old Ghent have worked to bring residents back downtown, while the subdivisions of Norfolk's surviving plantations, Poplar Hall and Cohoon House, have added greater density to the satellite suburbs of Norfolk. Historic areas such as Berkley and Hodges House are ripe for future growth, and with appropriate direction and review could do much to invigorate the depressed areas.

THEME: Government/Law/Political

RESOURCE TYPES: Courthouse, Jail, Clerk's Office, Post Office, Capitol, Executive Mansion, Fire Station, Police Department, and Custom House

In 1662, the General Assembly passed an act calling for the erection of "James City," to which all tobacco from the three surrounding counties would be brought. Attempts to create this early town failed as every large plantation in the area had its own dock and there was, therefore, no need for a centralized town. In June of 1680, Charles II again urged Governor Culpeper to create towns in Virginia. As a result, an act was passed requiring the feoffees in each county to purchase fifty acres for a town. In 1682, in accordance with the Act of 1680, the Justice of the Peace of Lower Norfolk purchased 50 acres of land along the Elizabeth River to serve as a proposed town. Though the community originally contained only a small number of residents, the growth of commerce between North Carolina and the West Indies encouraged the development of Norfolk. Within fifty years of its founding, Norfolk had become a vibrant port town, challenging Hampton as the leading commercial center.¹²

Under the original Act of 1680, no provisions were made for a municipal government and jurisdiction was left to the county court. By the end of the first third of the eighteenth century, the population of Norfolk had grown and was in need of an organized local government. On September 15, 1736, at the urging of local citizens, King George II issued a charter to incorporate the local government and gave borough status to the town. This local government included a mayor, eight aldermen and sixteen other men to be common council. The government was granted the power to regulate trade, appoint constables, supervise the construction of buildings and streets, erect prisons, and inflict penalties on prisoners. One burgess represented the town in the Colonial Assembly. Governor Gooch appointed Samuel Boush first mayor of Norfolk.

In Norfolk County, three courthouses were constructed prior to the Revolution--in 1661, 1689, and again in 1726. Though the courthouse was destroyed during the Revolutionary War, the county records were saved by Samuel Boush, County Clerk at the time. In October 1776, the State Legislature authorized local justices to hold court anywhere on a temporary basis.¹³ In 1803, the Norfolk County Courthouse was erected at Walnut and Elm Streets in Berkley, after moving from Main Street in Norfolk and before being transplanted to Portsmouth.

Shortly after Norfolk gained its independent city status in 1845, a combined courthouse and city hall was constructed in downtown Norfolk. It currently stands at 421 City Hall Avenue as the General Douglas MacArthur Memorial (122-19). Designed by Portsmouth architect William B. Singleton, the building reflects an imposing Classical Revival style reserved for public buildings.

¹² Fahlman, p. 9.

¹³ An Historical Overview. Norfolk: Norfolk County Historical Society, 1966, p. 57.

Police Department

The first police force in Norfolk was established in 1738 and consisted of six to eight watchmen each with a salary of forty pounds. As the police force drained the town finances, it was suspended, leaving the responsibility of nightwatch to the local citizens. The original jail was located on the north side of Main Street at Commerce Place. In 1747, the City Council decided to erect a prison on public ground and in 1753, construction began. This prison, 32 feet by 16 feet was destroyed during the Revolutionary War, and was replaced two years later. No historic jails or other police-related buildings were located as part of this study. During the reconnaissance survey it became apparent that there were many architecturally significant police stations in the city which date to the 1950s, a period of rapid expansion in the city.

Water Department

Before a modern water system was built in Norfolk, the common source of water was a spring located just north of Main Street and west of Church Street. By 1853, most of the water supply was obtained through cisterns, though this method was unsuitable and a citizen movement for a modern water supply began to surface before the Civil War. In 1872, the city's first pumping station was erected at Lake Wright, known as Moores' Bridges Water Treatment Plant (122-119), and is still in use today. The original pumping station building on the site, built in 1872, provided for a one-million-gallon daily supply of water. The building was significantly altered and updated in the 1920s, but still retains its original walls and segmental-arched window openings (Figure 33). In 1889, construction began on the filtration plant which still survives relatively unaltered. (122-119) Designed in an industrial classical manner, the two-story, brick filtration building is covered with a gable roof and features classical detailing such as regularly spaced windows set within segmental arches, brick pilasters separating the window bays, and lunette windows in the gable ends (Figure 34). Since the construction of the city's first water pumping station, others have been erected to supply the city's water. Currently the Moores' Bridges Water Treatment Plant is undergoing an \$80 million building project which will involve the restoration of the 1899 filtration plant building and the installation of a museum, highlighting the history of waterworks in Norfolk.

In addition to the Moores' Bridges Water Treatment Plant, a few small neighborhood pumphouses were also surveyed. These once very small, brick, one-story, Colonial Revival style structures were once spaced throughout the city.

Fire Department

Fires were an ongoing problem in historic Norfolk. From its inception until 1753, Norfolk had a bucket brigade beginning at the river. By 1753, the town owned more than one water engine. In July of 1872, fire swept through Main Street from Market Square to Union Street. By 1876, there was a Fire Corps composed of a chief, Thomas Kevill, an assistant and three companies each with its own steam engine, a fireman, a driver, and extra men. The Fire Department Headquarters (122-69), an Italianate-style brick building once located in downtown Norfolk and last surveyed in 1973, has since been demolished.

Courthouse and Post Office

As a result of the Tarnsey Act of 1893 which authorized designs for public buildings through open competition amongst architects, Norfolk received its first official post office building. Designed by the Baltimore firm of Wyatt and Nolting in a Classical Revival style with massing and detailing reminiscent of English and Italian sources, the U.S. Post Office and Courts Building (122-82) (converted into City Hall in 1937 and known as Old Norfolk City Hall) was built in 1899. Located at 235 East Plume Street, the building is located within the downtown historic district and is individually listed on the National Register.

In 1934 a new Post Office and Courts Building was erected at 600 Granby Street in downtown Norfolk. This building, designed by Norfolk architect Benjamin F. Mitchell is designed in a monumental Art Deco style and is similarly listed on the National Register of Historic Places.

The government related buildings identified in this survey were the Moores Bridges Water Treatment Plant and the small neighborhood pumphouses.

THEME: Health Care/Medicine

RESOURCE TYPES: Hospital, Asylum, Medical Research Facility, Nursing Home, Medical Business, Pharmacy, Doctor's Office

Because of Norfolk's seaport location, it had recurring epidemics of small pox and yellow fever. In the late 1760s, controversy arose over ethnic issues surrounding vaccinations. James Scott Parker and his supporters provoked violent riots by inoculating their families against smallpox. The procedure was new and thought to be extremely dangerous. Sides formed along ethnic lines in the debate. Long thought to be the result of filth and an affliction primarily associated with the lower classes, Norfolk experienced several bouts with yellow fever before its true cause was determined. Epidemics struck Norfolk in 1801, 1821, 1826 and, most severely in 1855.¹⁴

The yellow fever outbreak of June 1855 led to the death of hundreds of citizens including the mayor. As a result, the Howard Association was formulated in August of 1855 and the Jackson Orphan Asylum was founded. The Howard Association consisted of a group of people who came together for the sole purpose of burying the dead and providing relief assistance for the sick. William B. Ferguson served as president of the organization with James I. Bloodgood as his vice-president. The group occupied Noah Walker's clothing store on the corner of Talbot and Main. Four directors were appointed, corresponding to the different wards of the cites.¹⁵

The Jackson Orphan Asylum was formed by the Episcopal Church in 1856 and consisted of twelve ladies dedicated to the care of the new orphans whose parents had been taken by the yellow fever epidemic. Within a year of the outbreak, they had forty-nine total inmates and one death.¹⁶

The first hospital in Norfolk was the Marine Hospital, established in 1787 and located on a site in Berkley. The hospital was in continuous operation until the Civil War when it served as a Confederate barracks until the Federal forces occupied it near the end of the war, at which time it became a hospital again. The hospital remained in operation until this century and was standing as late as 1930 when it was replaced by the Imperial Tobacco Company Building.¹⁷

Following the Civil War, Saint Vincent's de Paul Hospital was built on land bequeathed to the Catholic Church by former Norfolk resident, James Herron Behan of Ireland. According to W.H.T. Squires, the hospital still existed in the 1920s and had expanded to cover the entire two-acre lot.

Though most historic resources relating to this theme have been replaced with more modern buildings, several resources were identified and surveyed as part of this study including the yellow fever plot at Cedar Grove Cemetery (122-104), the Ballentine Home for the Aged (122-101), Brambleton Pharmacy (122-145) and the Gosnold Sanitarium (122-131).

¹⁴ Wertenbaker, Thomas J. Norfolk: Historic Southern Port. Durham: Duke University Press, 1931, p. 208-210.

¹⁵ Tazewell, C.W., ed. Vignettes From the Shadows: Glimpses of Norfolk's Past. Virginia Beach, VA.: W.S. Dawson, 1992, p. 43-44.

¹⁶ Tazewell, p. 48.

¹⁷ "Marine Hospital," Virginian Pilot, September 13, 1959.

Cedar Grove Cemetery, established in 1825 as the first public burial ground in Norfolk, includes a large section devoted to victims of the yellow fever of 1855. This section of the cemetery is located in the southeast quadrant of the enclosed cemetery and consists of a mass burial of unmarked graves (Figure 35).

Built by Thomas F. Ballentine in accordance with the wishes of his wife, the Mary F. Ballentine Home for the Aged was constructed in 1893 as a retirement home for thirty elderly and needy women. The four-story brick building is designed in a high-Victorian style, showing Richardsonian Romanesque influences, and features irregular massing, a prominent corner tower, projecting window bays with arched openings, and an entry porch with paired, squat, stone columns supporting a hipped and tiled roof (Figure 36). The building is located in the Brambleton area of Norfolk and is currently a student dormitory for Norfolk State University.

Although originally built in 1890 as the Pythian Castle for the Knights of Pythias social organization, the building known as Brambleton Pharmacy (122-145) and located in Brambleton, housed a pharmacy in the first floor of the building from 1952 until the mid-1980s. The pharmacy was located in the first floor storefront of the tall, three-story brick building; the storefront, with its corner entry, has been filled in and completely altered from its historic appearance (Figure 37).

The Gosnold Sanitarium (122-131), located at the corner of Gosnold Avenue and Connecticut Avenue in Colonial Place, was originally built ca. 1918 as a sanitarium and later converted into an apartment house. The building appears as an oversized house with a double-story portico entry on the front, and double-story porte-cochere and porch on either side (Figure 38).

THEME: Education

RESOURCE TYPES: Schools, Academies, Libraries, Research Facility, Dormitory

Educational history in Norfolk began as early as 1728, when land was sold to build a schoolhouse in Norfolk. This schoolhouse was later named Norfolk Academy and is on the National Register of Historic Places.

Efforts to establish a statewide public school system were undertaken in 1839 when Governor David Campbell of Washington County delivered an address to the State Assembly pinpointing education as the premier duty of the body. One year later, the 1840 Census revealed the number of illiterates in the state to be one out of every thirteen whites. This shocking figure led to the formation of educational conferences in Clarksburg, Lexington and Richmond in 1841 and again in Richmond in 1845.¹⁸ The statewide convention held in Richmond in 1841 led to the introduction of legislation which would support the formation of an adequate educational system into the General Assembly by Senator Rives of Albemarle. The following year Governor McDowell continued the fight with recommended actions. McDowell went on to chair the second educational conference held in Richmond in 1845. The legislative outcome of the conference was the passage of legislation leaving the raising of funds to the various individual political subdivisions and omitting state-level funding.¹⁹

Norfolk was one of the towns which rallied behind this educational movement. By 1855, a system of common schools was in operation in four cities and ten counties across Virginia, including Norfolk. In fact, Norfolk and adjacent Portsmouth lay claim to the two most active systems in the state.²⁰

As in the rest of the state, small academies and schools throughout Norfolk remained inoperational during the Civil War. Norfolk Academy dates to 1728 and served as a military hospital during the Revolutionary War. The original school building was built on a one-acre plot of land allocated by the Norfolk Borough Authorities for the express purpose of building a school. In 1787, the name Norfolk Academy was assigned to the school. The school was then incorporated by the General Assembly in 1804. In 1840, in response to the growing need for a larger building, the current site for the academy was selected on Bank Street. The building, designed by Thomas U. Walter, now houses Norfolk's Juvenile and Domestic Relations Court.

The Norfolk College for Young Ladies was also a private academy. Open during the last decade of the nineteenth century, Norfolk College for Young Ladies met the ever increasing need for a school for Norfolk's young women. Though public schools in Norfolk had not yet been established, two

¹⁸ Dabney, pp. 247-248.

¹⁹ Dabney, p. 249.

²⁰ Dabney, 249.

other girls schools were in existence by the 1870s--Leache-Wood Seminary (1871) and Norfolk Collegiate Institute for Young Ladies (since 1868)²¹ (Figure 39).

Contemporary with the Norfolk College for Young Ladies, the Norfolk Library Association was formed on August 18, 1870. New members paid a fee of five dollars a year for library privileges which entailed the ability to withdraw one book at a time for a ten day period of time. The first location of the library was the second floor of the Norfolk Academy building. Later it was moved to the YMCA building on Main Street and from there to the Newton House at the corner of College Place and Granby Street. The library remained in this location until moving to its own building in 1904. Having been incorporated by the General Assembly in 1894 as the Norfolk Public Library, the library board requested a grant from Andrew Carnegie. Carnegie gave the city 50,000 dollars as long as they agreed to keep the building up and provide a site. A site was chosen at the corner of Freemason Street and Thomas Street and the cornerstone was laid on November 21, 1904.²² Also housed within the new facility was a memorial art collection in honor of Irene Leach. The collection later became the basis of the Norfolk Museum of Arts and Sciences.

With the receipt of several important gifts at the beginning of the twentieth century, the Norfolk Public Library flourished and the Van Wyck Branch, also funded by the Carnegie Foundation, was built across the street from Maury High School. Under the librarianship of William Henry Sargent, the library acquired many rare items associated with Virginia's history. Hence, upon his death in 1917, the collection was allocated to a special room bearing his name, the William Henry Sergeant Memorial Room.²³ Other public libraries opened at the beginning of the twentieth century include: Berkley Branch (April 1921), the Blyden Branch (opened July 1921 for Norfolk's negro population), Brambleton Branch (April 1922), Ocean View Branch (July 1923), and the Lafayette Branch (July 1930).

By 1874, under superintendent W.W. Lamb, there were four white schools with sixteen teachers and 526 students as well as two black schools with eight teachers and 359 students.

By 1878, overcrowding had become an issue and four extra students were assigned to each classroom under the rationale that the average absences per day was four. By 1893, five new school buildings had been constructed resulting in a total number of ten with thirty-eight teachers. In 1894, the first high school, Hemingway School, was erected. Five teachers were hired and classes began on September 15, 1894. The need for schools continued to grow until there were twelve public schools in 1899 containing sixty-five rooms, with fifty-four teachers, eleven of which were black, and 3,343 pupils.

Although efforts were made to establish the school system in Norfolk during the nineteenth century, no state funding for these efforts was available until the adoption of the Constitution of 1902.

²¹ Mayer, Donna Dashiell. "A Higher Education: The Norfolk College for Young Ladies, 1879- 1899." Virginia Cavalcade. Winter 1994, pp. 100-101.

²² Squires, W.H.T. and F.E. Turin and M.E. Bennet. Through the Years in Norfolk. Norfolk, VA.: Norfolk Advertising Board, 1936, p. 225-226.

²³ Squires, p. 227.

Constructed within three years of the Constitution, Lafayette Grammar School (originally called Tanner's Creek School #8) became the first multiple room school in the densely populated suburb of Lafayette Park.

In 1958, Norfolk's high schools were closed under the order to integrate. The following year, the State Supreme Court determined that this order violated the State's Constitution as well as the U.S. Constitution. On February 2, 1959, the first black students attended the previously all-white schools. Known as the "Lost Class of 1959," many of these students failed to complete their education.²⁴

No eighteenth-century educational resources were located during the current survey. All of the educational buildings surveyed date to the first half of the twentieth century. The oldest of these resources, Maury High School (122-550), dates to 1911 (Figure 40). It is an elegant Classical Revival-style building with a central pavilion connected to an end pavilion on either side by wings. The three pavilions feature engaged Corinthian columns. The entire three-story, brick structure sits atop a raised basement level and is capped by a full entablature with a parapet wall and flat roof.

Several of the education-related resources surveyed date to ca. 1920: Gatewood School, Alpha Beta Cappa, U.S. Air Force Center Building, and JEB Stuart Elementary School. Gatewood School (122-591), located in the heart of Berkley, is a two-story, brick structure with elaborate craftsman style detailing (Figure 41). A central double door is flanked by a panel on either side with a twelve-light transom above and a projecting hood with exposed rafter ends supported on decorative brackets. To either side of the entry are banks of windows in sets of four on both floors. A hipped roof with exposed rafter ends caps the entire building.

The Alpha Beta Cappa School (122-510) is housed in a one-story, brick building with a hipped roof and quoined corners (Figure 42). A central, Doric portico with a pedimented, front-facing gable is flanked on both sides by a bank of seven windows.

Set upon a raised brick foundation, the former United States Air Force Center building (122-659), is an elegant Classical Revival style building with a grand entrance with engaged Corinthian columns rising the full height of the building (Figure 43). The central, front bay features a double door with a twelve-light transom above with a pair of 8/8 double-hung windows. These are separated from a second pair by an engraved stone panel with decorative swags. To either side of the central bay are recessed brick sections with centrally located stone panels. The side elevations contain sets of five, double-hung windows at each floor level. A projecting cornice encircles the entire building.

Built as the JEB Stuart Elementary School and now known as the Stuart Gifted Center (122-528), this school was built ca. 1920 to serve the residential community of Colonial Place. The building takes up an entire block, fronting on Virginia Avenue. Designed with Art Deco detailing, the building is a two-story brick structure set atop a full raised basement and features decorative stone and tile work (Figure 46). The central, double-door entrance has sidelights and a transom. To either side, double-hung windows are separated by inset decorative tiles.

²⁴ Fahlman, Betsy L., Beth N. Rossheim, David W. Steadman, Peter Stewart. A Tricentennial Celebration: Norfolk 1682-1982. An exhibition catalog, Chrysler Museum, 1982, p. 22.

Blair Middle School (122-474), built ca. 1921, is an imposing Neo-Classical revival style structure with a raised brick foundation and three upper floors divided into sixteen bays by engaged Corinthian pilasters. There is an end pavilion to each end (Figure 44). The end pavilions feature arched fanlights of stone supported on paired Corinthian pilasters with decorative swag panels above.

Meadowbrook School (122-91), located along Little Creek Road, and built to serve the growing residential community still located in Norfolk County, was originally built in 1923. Later additions were constructed in 1935 and 1954 (Figure 45). This two-story, hipped roof school was designed in a vernacular Mission Revival style. Typical of this stylistic influence are the false parapets, the arcaded loggias and the use of stucco on the exterior.

In addition to the education buildings identified as a part of this survey, there are several colleges and universities located in the City of Norfolk including Norfolk State University and Old Dominion University.

THEME: Military/Defense

RESOURCE TYPES: Fortifications, Naval Bases, Monuments

As an important commercial and industrial seaport, Norfolk has contributed significantly to the nation's military heritage. Beginning with the construction of Fort Norfolk and culminating with the growth of the Navy Yard during World War I and II, Norfolk has seen a strong military presence throughout its history.

Five years after the Revolution, President Washington authorized the building of a series of ports designed to protect the newly formed United States of America. Fort Norfolk (122-7), located along the Elizabeth River and listed on the National Register of Historic Places, was one of these forts. Having purchased the land from Edward and Sarah Pool for two hundred pounds of silver, the federal government proceeded with the construction of Fort Norfolk. In addition to Fort Norfolk, the federal government also held the Navy Yard near Portsmouth (Gosport), from 1801. During peacetime, the yard employed a significant number of civilians, many of whom lived in Norfolk.

During the War of 1812, Fort Norfolk was instrumental in warding off the British with the assistance of the frigate *Constellation* and volunteers from Richmond and Petersburg. The frigate, trapped in the Elizabeth River, repulsed British troops who threatened to attack the ports and the Yard.²⁵

A half a century later, with the onset of the Civil War, Fort Norfolk was again fortified. When General John E. Wool of the *Confederacy* landed at Willoughby, he found Norfolk weak and easily occupied. When the Federal Navy arrived and demanded possession of the Navy Yard, Hospital, and Fort Norfolk, Wool declined, but was eventually forced to turn over the Navy Yard and subsequently the hospital.²⁶ In 1863, the Fort went into the ownership of the United States Navy who retained the Fort for many decades. Throughout this time the Army Corps of Engineers used the Fort at different times.²⁷ Today, the complex is a headquarters for the U.S. Army Corps of Engineers.

In 1916, in an effort to prepare for American involvement in World War I, Congress passed a "Big Navy Bill" authorizing a naval buildup that directly involved Norfolk. As a direct result of this bill, the federal government purchased the site of the old Jamestown Exposition of 1907 and adjoining land for \$2,800,000 and built a Navy Yard. Work of construction, salvage and repair began on the Navy Yard on July 4, 1917. New boundaries to the south and west were added to the area and a gigantic drydock was erected on the site. In addition to the Navy Yard, the federal government built a great Army Base at Boush and Bluff Streets, replete with hundreds of miles of track and a

²⁵ Fahlman, p. 17.

²⁶ "Historical Sketch of Fort Norfolk and Norfolk District." U.S. Army Engineer District, Norfolk, VA., unpublished document, no date, p. 1-2.

²⁷ "Historical Sketch of Fort Norfolk," p. 3.

concrete road.²⁸ With the construction of these military facilities, the number of military personnel in the area grew astronomically, as did the number of civilians who worked for the military.

The Navy Yard on the old Jamestown Exposition site grew significantly between and after the wars. Called the Norfolk Naval Operating Base historically, this military establishment contained the Naval Training Station, the Naval Air Station, the Naval Supply Depot, and the Receiving Station. In 1936, the Naval Operating Base contained a total of 950 acres of land and 453 buildings.

During the Depression, the Naval Air Station was significantly expanded, and in the years leading up to American involvement in World War II, the Navy Yard, the Navy Base, and the newly built, Little Creek Amphibious Base and other military installations geared up for war. Today, the United States Navy continues to occupy large sections of Norfolk and is an important part of the city's identity. Closure or realignment of the military bases in the area will have a significant impact on the livelihood of the City of Norfolk.

Military bases were not included in this study; however, several resources related to Norfolk's military history were surveyed and include, most notably, the War World I Memorial (122-122) and the Confederate Monument (122-153). The Confederate Monument, located at Main Street and Commercial Place, is a tall column raised upon a granite base and supporting a bronze statue of a Confederate soldier holding a flag. Though local veterans began raising funds for such a memorial as early as 1866, construction of the monument was not begun until 1899 and not completed until 1907. In 1971, the monument was moved slightly to the east of its original location to allow for street realignment and the construction of the Virginia National Bank building (now Nation's Bank).

The World War I Memorial is located in a small park in the West Ghent neighborhood of Norfolk in which a memorial tree has been planted (Figure 47). A plaque on a stone marker located just outside the park reads: "This tree is dedicated as a memorial to the sons of Norfolk who died for their country in the World War." A poem follows this inscription.

In addition to these memorials, the Mary MacArthur Memorial in Berkley and several residences built as military housing were also surveyed. Discussed in the domestic section, these include several of the Levitt-built houses, as well as the later Merrimac Landing Apartments.

²⁸ Through the Years in Norfolk, p. 78.

THEME: Religion

RESOURCE TYPES: Churches, Temples

With Norfolk originally settled by the English colonists, the primary religious institution in the seventeenth and eighteenth centuries was the Anglican Church. By 1761, two new parishes had been created in the Tidewater area, St. Bride's and Portsmouth.

Listed on the National Register of Historic Places, the oldest extant building in the City of Norfolk is the St. Paul's Episcopal Church (122-25). The present cruciform church building, originally known as the Elizabeth River Parish Church, was built in 1739, and is believed to stand on the site of a 1641 chapel. Indeed, tombstones in the church's cemetery predate the church and go as far back as 1673. Although gutted by fire during the Revolution, the building was restored and opened again in 1786.

Following the Revolutionary War, a variety of religious congregations began to establish themselves in Norfolk. After being rebuilt, St. Paul's Church housed an Episcopal, then a Baptist, and again an Episcopal congregation. Having split with the Anglican Church, the Methodists first met in a residence until 1800. In 1830, they split again over the location of a new church building, a split which resulted in two Methodist church buildings. In 1789, the Episcopalians split into two groups--the St. Paul's group and Christ Church. The Presbyterians, following suit, maintained two church structures as well. Though originally an integrated group formed by the Portsmouth Association, the Baptists divided along racial lines while the Roman Catholics broke the prevailing trend and remained as one church. The Catholic congregation consisted of primarily French and Santo Dominican refugees who constructed their first church building as a small chapel which was replaced by St. Mary's in 1858.²⁹

In addition to their religious function, the churches of Norfolk in the nineteenth century served as the center of cultural activity in the city. At the beginning of the nineteenth century organist James Swindell of New York, came to play at Christ Church. His performance inspired several local churches to acquire organs for their own church buildings.³⁰

Four Norfolk churches are already listed on the National Register of Historic Places: Freemason Street Baptist Church (122-8); St. Mary's Roman Catholic Church (122-24); St. Paul's Episcopal Church (122-25); and First Baptist Church (122-40).

Freemason Baptist Church, designed by Thomas U. Walter, is a masonry building executed in the perpendicular Gothic style and dates to 1850. Typical of the perpendicular Gothic style is the corner tower and the elaborate decoration including quatrefoils, hood molds, and lancet arches.

²⁹ Fahlman, p. 12.

³⁰ Fahlman, p. 12.

St. Mary's Catholic Church, a basilican plan masonry church, dates to 1857-58. St. Mary's survives as an excellent example of the Gothic Revival and as a testament to the rapidly expanding Catholic population in Norfolk during the mid-nineteenth century.

St. Paul's Episcopal Church holds the honorary position as the oldest building existing in Norfolk and is the only colonial church in Virginia which contains inscribed projecting bricks.

First Baptist Church was formed in 1800 with a congregation made up of whites, slaves and free blacks. Though the congregation was originally housed in the old borough church (St. Paul's), the white members of the congregation broke off on their own by 1816. In 1830, the remaining black congregation purchased the land on which First Baptist Church now rests. Though a white pastor was required prior to the Civil War, Reverend Lewis Tucker became the first black pastor in 1862. First Baptist Church is significant as a prominent black church prior to and following the Civil War. The church was designed in the Romanesque Revival style by Chattanooga architect, Reuben Harrison Hunt.

All of the religious resources located during the current survey date to the last decade of the nineteenth century and the first decades of the twentieth century. Four of these churches, were surveyed to the Intensive Level: Park Place Methodist Church (122-109), Church of the Sacred Heart (122-255), Epworth Methodist Episcopal Church (122-178), and Greater Metropolitan A.M.E. Church (122-194). Park Place Methodist Church is an excellent example of a Classical Revival style church. Corinthian columns support a pedimented gable on the front elevation, while a centrally located cupola crowns the hipped roof (Figure 48). The front double door has a pedimented surround and is flanked by secondary double doors to both sides. Arched, stained glass windows with keystones are located between engaged Corinthian pilasters on the front facade.

Built ca. 1924, the Church of the Sacred Heart is an excellent example of the Romanesque Revival style (Figure 49). Located on the outskirts of Ghent, Sacred Heart occupies a corner lot facing Blow Street. The front facade features Lombardian Romanesque detailing such as a centrally located rosette window and three centrally placed double entry doors. This basilican plan brick church has arched, stained glass windows at the first floor level with arched clerestory windows above.

Epworth Methodist Episcopal Church exemplifies the Richardsonian Romanesque style (Figure 50). Built 1893-1894, Epworth features irregular massing with a large corner tower and projecting apsidal bay on the south elevation. Though irregular in exterior appearance, the plan is a Greek cross with a raised pulpit at the east end. Typical of the Richardsonian Romanesque are the rusticated stone and large heavy arched openings.

The Greater Metropolitan A.M.E. Church (122-194), originally constructed in 1912, has served the same congregation throughout its history. This brick, vernacular Gothic Revival style church is notable for its elaborate carpenter Gothic interiors (Figure 51). While the exterior is brick, it exhibits a carpenter Gothic influence in the gable ends as well.

The style of choice for many of Norfolk's early twentieth century churches was a vernacularized Gothic Revival with some late Romanesque influence. Six examples of this type were surveyed: Park Avenue Baptist Church (122-100) (Figure 52), Blessed Sacrament Church (122-139) (Figure 53, Freemason Abbey Restaurant (122-179) (Figure 54), Central Baptist Church (122-259) (Figure

55), and Norfolk United Methodist Church (122-110). Typical of these churches are the rusticated stone exteriors, the corner towers (in most cases), and the gable roof forms. Norfolk United Methodist diverges from the others by employing a picturesque influence which is visible between the two corner towers, on the steeply pitched bay with decorative bargeboard detailing.

One carpenter Gothic Revival style church, St. Peter's Episcopal Church (122-47), was surveyed. This is a frame structure with steeply pitched gable roof, pointed arch windows, and board and batten siding--all features typical of the carpenter Gothic style.

The Philipi Church of Christ (122-602) differs radically from the other resources surveyed in that it has a colonial meetinghouse form with a scaled down classical influence, and dates to 1940 (Figure 58). This church has a one-room plan with a front-facing gable roof. A simple cornice caps the walls which have slightly arched window heads, the only decoration on the building.

One modern, 1950s era, church was surveyed, the Holy Trinity Church. Typical of the modern style are the use of rigidly sized stone, the vertical emphasis on the windows, and the simple box like form.

In addition to the many churches surveyed, one synagogue and one temple were also surveyed. Though currently used as a church, the building at 411 Liberty Street was originally built as a synagogue in the Classical Revival style. The entry elevation exhibits a three-part arrangement with engaged Doric pilasters separating them. The windows are arched at the top, with decorative panels inset below.

The Ohef Shalom Temple is a temple-form, brick structure with an Ionic portico at the front supporting a pedimented gable. The front elevation is delineated by three entry doors at the first floor level with square windows above.

THEME: Social

RESOURCE TYPES: Meeting Halls; Community Centers; Club Houses; Civic Facilities.

The Jamestown Exhibition of 1907 was located equidistant from Hampton, Newport News, Portsmouth, and Norfolk in what is today Norfolk. The actual land upon which the exhibition buildings sit is located within the confines of the Norfolk Naval Station Base. Originally, the various states were invited to erect a building at the exhibition. Since the exhibition did not reach the level of success originally anticipated, the buildings were sold off and the land upon which they sat was purchased by the United States Navy in 1917. The extant buildings relating to the Jamestown Exhibition are listed on the National Register of Historic Places; most of the pavilions have been converted into officers' quarters and are today known collectively as "Admiral's Row."

Though it has not been proven, it is widely believed that the Observatory at the Zoo (122-408) was one of the Jamestown Exposition buildings. The building is said to have been given to the City of Norfolk by the Exposition Committee, with the provision that it be disassembled and moved to another site. It is thought to have been moved, at that time, to the Virginia Zoological Park, established in 1899. The Observatory is currently the oldest building in the park grounds and features a large central dome with flanking wings (Figure 59).

Two other resources relating to the social theme were surveyed during the survey: Doumar's Drive-In (122-686) and the Pythian Lodge (Brambleton Pharmacy) (122-145). Doumar's Drive-In is architecturally and historically notable as the last surviving example of a drive-in in Norfolk (Figure 60). It was built by Doumar, the inventor of the sugar cone ice cream cone. At one time, Doumar Drive-Ins could be found in New Jersey, Fort Lauderdale, Florida and the resort town of Ocean View, in Norfolk.

The Pythian Lodge was founded by the masonic order of the Knight of Pythias as an organization dedicated to social causes in the community. The order built this three-story, brick commercial structure to house their lodge on the second and third floors, while the first floor storefront was typically rented out (Figure 61). The Brambleton Pharmacy occupied the first floor of the building from 1951 until the mid-1980s.

THEME: Recreation/Arts

RESOURCE TYPES: Theaters, Museums, Music Facilities, Sports Facilities, Outdoor Recreation Facilities, Monuments/Markers, Works of Art.

Norfolk has had a rich history relating to music, theater, and the arts. Prior to the Revolutionary War, residents were entertained by traveling companies with shows like the "Beggar's Opera." Following the Revolutionary War, several music masters advertised their classes in the local directories offering instruction for a variety of instruments, including: clarinet, trumpet, French horn, bugle, horn, oboe, grand hautboy, voce umane, trombone, fife, German flute, flageolet, sacbut, viel hurdy, beggars lyre, violin, violoncello, bass viol, bass drum, and cymbals.³¹ By 1856, the Norfolk Opera House had been opened along Church Street. The Norfolk Opera House provided local residents with musical entertainment until 1894, when the building was converted into a department store.

The history of theater in Norfolk predated the Revolutionary War as well. In 1751, Walter Murray and Thomas Keen presented "The Recruiting Officer" in Captain Newton's Great Room. Plays offered during the 1790s included "The Irish Widow" and "The School for Scandal." A warehouse along Calvert Lane became the first regular playhouse in 1793 followed two years later by the first regular theater on Fenchurch Street.³²

Between the Revolutionary War and the Civil War the most popular form of entertainment was the "Garden." The gardens, located along the eastern edge of the borough, offered a variety of possible entertainments including circuses, shows, and musical performances. Other forms of recreation included playing marbles, horse-racing, playing ball, and nine pins. When General Lafayette visited Norfolk in 1824, he was treated to a reception and dance at the new Customs House.³³

The end of the nineteenth and the beginning of the twentieth century gave rise to the formation of an arts museum and several local theaters, as well as the Norfolk Symphony. In 1932, the Norfolk Museum of the Arts and Science was constructed (now the Chrysler Museum). Originally designed by Finley Ferguson of Peebles and Ferguson in association with Carlow Browne and Fitz-Gibbon, the Chrysler Museum has undergone a series of additions and renovations including a 1960s wing addition by William and Geoffrey Platt of New York, an addition by Williams and Tazewell in the 1970s and finally a renovation by Hartman-Cox in 1985.

The Norfolk Symphony Orchestra began as a 42 piece instrumental group in 1920. Between 1934 and 1948, Henry Cowles Whitehead led the orchestra and was replaced upon his death by Edgar Schenkman of the Julliard School of Music.

Several theaters were constructed in neighborhoods throughout Norfolk at the beginning of the twentieth century. Financed and built by the African-American population in Norfolk in 1919, the

³¹ Tucker, p. 48.

³² Tucker, p. 50-52.

³³ Fahlman et al, p. 12.

Attucks Theater (122-74) was named in honor of Crispus Attucks, the first patriot to lose his life in the Revolutionary War and also an African American. The building was originally built to accommodate both motion pictures and retail shops in the middle of a predominantly black neighborhood. Designed by Richmond architect, Harvey N. Johnson, Attucks Theater is a brick and white terra cotta, three-story structure listed individually on the National Register of Historic Places.

Four additional theaters were surveyed as part of this study. These include the Granby Theater (122-197), Claremont Theater (also called Little Theater of Norfolk) (122-549), Riverview Theater (122-559), and the Naro Theater (122-572). Built in 1915, Granby Theater featured motion pictures until it closed in the 1980s. The theater is located along Granby Street amidst brick commercial buildings, and is distinguished by its projecting metal marquee (Figure 62).

Riverview Theater, located along Granby Street at the edge of the Riverview neighborhood, is a good example of a 1940s era community theater (Figure 63). The building is located along a commercial corridor on Granby Street and consists of a simple two-story, brick building with a prominent marquis.

Located along Colley Avenue, the Naro Theater is an excellent example of a 1930s, Egyptian Revival building (Figure 64). Named for owner Robert Levine's parents, Nathan and Rose, the Naro is a local landmark showing progressive films to local residents.

Listed on the National Register of Historic Places, the Wells Theater (122-67) opened in 1913 as a part of a vaudeville chain of theaters along the Atlantic Seaboard. The heart of the operation was located in Tidewater Virginia with thirty-four theaters scattered from Florida to Indiana.

In addition to theaters, two other resources associated with the Recreation/Arts theme were surveyed. The Bandshell Pavilion (122-727), built ca. 1895, is located at the Lafayette Zoo (Figure 65). The polygonal, open pavilion, also called the Bird Cage, is a good surviving example of an outdoor recreational pavilion.

Holy Trinity Gym, associated with Holy Trinity Church (122-771), is a representative example of a mid-twentieth century, freestanding gymnasium building (Figure 66). It is a one-story, rectangular building with a central entry flanked by three window bays separated by pilasters.

THEME: Transportation/Communication

RESOURCE TYPES: Rail-related; Water-related; Air-related; road-related; and pedestrian-related resources.

As a major eastern seaport, Norfolk's waterways have been a primary transportation means throughout its history. During the Colonial period, Norfolk was the only port located at the juncture of the tributary waterways serving the agricultural regions from North Carolina to Virginia. The earliest recorded method of transportation used in crossing the large masses of water is the hand-rowed skiff, implemented by Adam Thoroughgood in 1636. In 1832, the Norfolk-Portsmouth ferry, "The Gosport," began operation and remained in service until August 31, 1955.³⁴

In response to the War of 1812 and conflict over international trade, the emphasis on improved intercostal waterways led to the completion of the Dismal Swamp Canal which linked the Elizabeth River and the Albemarle Sound. Construction was completed in 1814; subsequent enlargements allowed for larger vessels and the transportation of goods to the Roanoke River.

With the advent of the railroad, other avenues of transportation were opened up to Norfolk. The first railroad servicing Norfolk, the Norfolk and Petersburg Railroad, opened in the late 1850s. The Norfolk and Western Railroad, incorporated in 1876, opened up new opportunities for port activity through the shipments of export coal from West Virginia and inland Virginia.³⁵ Between the Civil War and the turn of the century the railroads entered Norfolk in great succession. The Atlantic Coast Line and The Southern Railway developed terminals near Portsmouth at Pinner's Point. Another line linked Berkley with the Carolina Sounds and the Pennsylvania Railroad, which terminated on the Eastern Shore, erected a terminal at Norfolk. The president of the Pennsylvania Railroad promoted the unification of a belt line that tied all the various systems together and encouraged the establishment of railroad companies in Norfolk. In 1909, with the construction of the Virginia Railway, the railroad network reached its peak bringing huge coal shipments to Sewell's Point.³⁶ The presence of the railroad in Norfolk led to the platting of worker-class neighborhoods along the railroad line, such as Ballentine Place. Commercial warehouses were also built along the railroad lines, serving a need which arose. As a major shipping harbor, Norfolk received goods which could then be easily transported to other places by way of the railroad.

As in other parts of America, the invention and wide acceptance of the automobile transformed the way in which people travelled and led to the formation of new transportation corridors. On May 23, 1952, the Portsmouth-Norfolk tunnel (now called the Downtown Tunnel) was opened for traffic, making travel between the two cities easier. This was followed closely by the Hampton Roads Bridge Tunnel in 1957, the Midtown Tunnel in 1962, and the Chesapeake Bay Bridge-Tunnel in 1964, all of which successfully linked Norfolk with the entire Hampton Roads region as well as the Eastern Shore.³⁷

³⁴ Tucker p. 68.

³⁵ General Plan, p. 13.

³⁶ Fahlman et al, 14.

³⁷ General Plan, 10.

Norfolk was one of the earliest cities in the United States to have air service. An official airline map from 1926 shows Norfolk listed as one of eighteen cities serviced by Luddington Lines. Shortly after this Luddington was purchased by Eastern Airlines which in turn went out of service until 1938. During this period, several small airlines remained in operation with an airport, Grand Central, located off of Granby Street.³⁸ By the 1940s, the military presence in Norfolk was firmly established including the Naval Air Station. In addition the Norfolk Municipal Airport remained in the custody of the United States Army throughout World War II. In 1938-1939, the Norfolk Municipal Airport was opened with funds provided by both the City of Norfolk and the War Department.³⁹

By the 1960s, Norfolk and Western's Coal Pier Number 6 was the largest in the world. In 1964, Norfolk and Western Railroad merged with several other small railways allowing for the 7,800-mile rail system reaching as far as Nebraska.⁴⁰

Communication

The first newspaper published in Norfolk was the Virginia Gazette or Norfolk Intelligencer which remained in print between June 9, 1774 and September 27, 1775 and was published by William Duncan and Company. In April of 1774 the name of the publisher changed to John H. Holt and Company and the newspaper was confiscated for allegedly printing treasonous stories. (Tucker, p. 39)

In 1865, the Norfolk Virginian newspaper, a small four page paper, appeared, thus establishing what was to become the Virginian-Pilot which remains in circulation today. (Know, p. 36) Today's Virginia-Pilot is a combination of three newspapers: the Virginian, the Norfolk Landmark and the Pilot. The Norfolk Landmark was founded as a conservative paper in 1870. In 1898, the Pilot and the Virginian merged to become the Virginian-Pilot which absorbed the Landmark in 1912. (Know, p. 37)

Several resources were surveyed that are associated with the Transportation/Communication theme. These include the Harbor Park Boathouse (122-652), Charlie Falk's Auto (122-193), Ray's Auto Body garage facility (122-478), the Norfolk International Airport Terminal (122-826), and Bascule Bridges (122-674).

Built ca. 1925, the Harbor Park Boathouse is a long, wood frame structure which extends into the Eastern Branch of the Elizabeth River. Though lacking in architectural distinction, this boat house is a good representative example of the many boat houses built to accommodate small boats in the harbor areas of Norfolk.

³⁸ Know--Norfolk. September 1946, v.8 no. 1. Norfolk, Virginia: Norfolk Advertising Board, Inc., p. 16.

³⁹ Know--Norfolk, p. 18.

⁴⁰ General Plan of Norfolk, p. 14.

Charlie Falk's Auto was built in 1922 along a stretch of 21st Street called "Car Row" for all of the automobile showrooms which lined the transportation corridor. Originally built as the Motor Sales and Service Company, the building included a showroom, facing 21st Street, and a garage and service wing behind. It was occupied for much of its history by the Luhring Motor Company. While the service wing is utilitarian and industrial in appearance, it is preceded by the public showroom, designed in an elegant Classical Revival style (Figure 68). The three-bay front elevation features double-story arched openings with large expanses of plate-glass windows to display the automobiles available for purchase. Charlie Falk's Auto is an excellent example, at a national level, of an automobile showroom as found in the country's urban centers.

Another car-related resource is Ray's Body Shop (122-478) on 26th Street. Built ca. 1940, this garage is designed in an elegant Art Deco style. The building consists of a central block, serving as offices, and wings housing the auto service facilities and space.

The Bascule Bridges, constructed ca. 1940, is the Norfolk and Western Railroad bridge crossing the Eastern Branch of the Elizabeth River between downtown Norfolk and Berkley. The bridges are railroad lift bridges of the bascule type; one has two tracks and the other one track and the bridge tender's house is located at one end of the bridge (Figure 67). These bridges are representative of the type of railroad lift bridge used on heavily travelled waterways.

The original terminal at the airport was built in 1938-1939 when the Norfolk Municipal Airport was first opened. In 1950, a new terminal building replaced the 1938-1939 building on a different site, but near the original one. The 1938-1939 terminal no longer survives and the 1950 terminal is currently slated for demolition as part of the airport expansion program.⁴¹

In addition to the individual resources, Ballentine Place, a working-class community which developed along the Norfolk and Southern and Norfolk and Western railroad lines, was also surveyed. Many of these houses undoubtedly were occupied by railroad workers.

⁴¹ Because the terminal is slated for demolition, the Norfolk Airport Authority did not want to be included in the survey. The building was therefore, not surveyed on site, but has been entered into the IPS database and photographs have been taken.

THEME: Commerce/Trade

RESOURCE TYPES: Professional, Organizational and Financial Institutions, and Specialty Stores.

In 1728, William Byrd remarked that Norfolk's primary trade relationship was with the West Indies to whom they exported pork, flour, and lumber and from whom they obtained an excess of rum.⁴² Nonetheless, trade with Great Britain was the foundation of Virginia's economic life and commerce clustered around the town's wharves.

During the Civil War era, downtown Norfolk began to be commercialized. Commercial Place replaced the older Roanoke Docks, one block to the west, as the prime retail center. Towards the end of the nineteenth century, the city filled in Town Back Creek for commercial development, and eventually, by the turn of the century, the formerly residential enclave along Granby Street began to be replaced with businesses, further encouraged by the new city market, built next to City Hall. By 1920, the former boundaries of the Borough of Norfolk, which included the commercial, industrial, residential and religious interests, had become strictly commercial and financial. The former residential areas were pushed north and west of Freemason Street and to the burgeoning suburbs in the northern section of the expanding city. Today, the commercial and financial district is still clustered in downtown Norfolk, while individual commercial buildings can be found scattered throughout the important transportation corridors and commercial enclaves.

Resources associated with this theme include, most notably, the Customs House (122-32), located in the downtown historic district and individually listed on the National Register. The 1858 U.S. Customs House, designed by architect, Ammi B. Young, who was then the supervising architect of the Department of the Treasury, is a Roman Revival-style, temple-form building raised upon a high, rusticated base.

In addition, many of the buildings included within the Downtown Historic District are commercial in nature. Though not a focus of this survey, one of the commercial buildings, The Royster Building, located within the National Register district, was surveyed.

The Royster Building (122-166), a 12-story office building in downtown Norfolk, was erected in 1912 as headquarters to the Royster Company. Founded by Frank Shepherd in the late nineteenth century, the Royster Company was a fertilizer manufacturing firm. The Royster Building is a steel frame, brick clad structure designed in a commercial classical style (Figure 69). One of the first high-rise structures built in Norfolk, the Royster Building is currently under going an engineering study to determine its structural stability.

Outside of the downtown area, several other commercial buildings were surveyed. For a complete list of the buildings associated with this theme, see Figure 70. Many of these commercial buildings are located in the former town of Berkley. Of particular note here, is the Merchants and Planters Bank (122-95); the Seaboard Bank Building (122-594); and the former warehouse at 1421 South Main Street (122-598).

⁴² Wertenbaker, p. 38.

The Merchants and Planters Bank building on Berkley Avenue in Berkley was erected in 1900 to serve as the main offices of the pioneering financial institution in Berkley. The Classical Revival-style building with its limestone facade, engaged Ionic columns, central entry door set within an engaged pediment surround, and a classical parapet at the cornice, is an elegant and restrained example of this style, commonly used on bank buildings (see Figure 24).

Further east along Berkley Avenue, at the corner of Berkley Avenue and Main Street, sits the Seaboard Bank building. Built in the 1920s for Seaboard Citizens, the building is also classically inspired; the one-story structure features three bays of large arched openings on both the Main Street and Berkley Avenue elevations (Figure 71).

More in keeping with Berkley's industrial heritage is the large warehouse at 1421 South Main Street (Figure 72). Though vernacular and industrial, this large, two-story building is reminiscent of the Italian Renaissance. Double-story brick arches with keystones surround the wide window openings of the three-bay front elevation, and the long, multi-bayed side walls. Small roundels decorate the squinches between the arches.

Outside of Berkley, random commercial buildings were surveyed. Built in the 1920s, the commercial building at 1611 Colley Avenue (122-475), with its Art Deco detailing, is representative of the commercial buildings of the 1500-1700 blocks of this commercial strip (Figure 73).

Though not fifty years old and not considered historic for the purposes of this survey, the Crestar Bank building on Little Creek Boulevard was surveyed as a good representative example of ca. 1950s commercial architecture that is found throughout Norfolk (Figure 74).

THEME: Industry/Processing/Extraction

RESOURCE TYPES: Quarries; Mills; Factories; Distilleries; Shipyards; Mines; Power Plants; Forges; Dams.

As a port town, Norfolk's primary industry has historically been associated with the shipping industry. During the Colonial period, Norfolk served as an important port for ships sailing to the Caribbean. In addition to its port, small manufacturing concerns emerged in Norfolk in its early years. A large distillery, a ropewalk, and a shoe manufactory, one of the largest of its kind, could be found in Norfolk. In the years following the Revolution, Norfolk slowly regained its pre-War commercial and industrial stature. Former merchants and new settlers rejuvenated old businesses and began new ones. After a brief depression caused by the closing of trade with the British West Indies, Norfolk shipping and shipbuilding industries boomed as Americans served France and Great Britain who were at war.

During the War of 1812, a blockade was introduced reducing Norfolk's trade to a trickle. When Britain declined America's wish to trade with the West Indies in the Treaty of 1814, Norfolk fell into another depression. With the completion of the Dismal Swamp Canal in 1829, an economic boom reversed the previous depression, though another was quickly at hand. Trade increased in the 1840s with the construction of the Portsmouth and Norfolk railroad to the Roanoke River. The Norfolk and Petersburg Railroad became one of several lines which bought cotton and crops across the country.

On the verge of the Civil War, Norfolk was experiencing a heyday; the cotton trade was booming and the city's manufacturing concerns were expanding. Though the War caused commercial stagnation in the city, the city survived it physically intact and was quick to recover. Longtime merchants and newcomers reopened the cotton trade, making Norfolk one of the two or three largest cotton ports in the nation.⁴³ The Elizabeth River skyline changed as industrial concerns, cotton and other mills and warehouses emerged in increasing numbers.

After the introduction of the railroad and into the twentieth century, a number of small industrial concerns grew up along side the tracks, especially around Monticello Avenue, from twentieth Street north.

At the same time that Norfolk proper was booming, the Town of Berkley, across the Elizabeth River began to evolve into an important industrial center. By 1887, Berkley had matured into a viable town with streets lined with houses, stores, a school, churches, social buildings, and a significant collection of industrial concerns, such as lumber yards, mills, iron foundries, and more. In general, the industrial development was concentrated along the wharfs and railroad spurs on Washington Point, but some light industrial buildings could also be found amongst the predominantly residential streets. The large and small industrial concerns together brought prosperity to the area that endured from the 1880s until after World War I.

In addition to the shipyards, cotton gins, and other small industrial concerns, Norfolk was home to one rather forgotten industry from the early twentieth century: the bottling industry. Norfolk lay

⁴³ Fahlman, p. 13.

claim to one indigenous soft drink company, the Gin Gera Company, which bottled and sold a soda drink similar to ginger ale. Innovators in their field, the Gin Gera Company predated both Coca Cola (1902) and Pepsicola (1912) in Norfolk. While apparently successful at the beginning, the Gin Gera Company seems to have virtually disappeared from the scene by 1915.⁴⁴

In terms of physical reminders, the primary industrial concerns in Norfolk are from the twentieth century and consist of warehouses, bakeries, dairies, and shipyards. As part of this survey ten industrial resources were surveyed and include the following: Birtcherd's Dairy (122-143); the Fancy Foods of Virginia Building (122-163); the Boush Cold Storage Warehouse (122-206); the former Molasses Tank, and now the Taiwanese Pavilion (122-207); the McLaughlin Substation (122-476); the Nolde Brothers Bakery (122-477); Colonna's Shipyard (122-590); the warehouse at 1148 Princess Anne Boulevard (122-658); the warehouse on the 700 block of Lexington Avenue (122-721); and the Coca Cola Bottling Company Building (122-726).

The Fancy Foods of Virginia Building and Nolde Brothers were both historically bakeries. Originally constructed ca. 1910 as the General Baking Company, the Fancy Foods building is a two and three-story brick structure with a central stair tower (Figure 75). The building was added onto over the years, and in 1940, was taken over by the food distributor, Fancy Foods Company, who remained in the building until 1992. The Nolde Brothers building, currently vacant, was built ca. 1940 as a bakery. The low-lying brick building with its name mounted on its cornice, is one of several industrial buildings located along a stretch of Hampton Boulevard north of the Norfolk and Western Railroad tracks (Figure 76).

Birtcherd's Dairy, built in 1936 as a dairy with a front room soda fountain, is a two-story structure designed in a streamlined, Art Deco style. The flat-roofed building is clad with glazed tiles and features two slightly projecting Pavilions with large expanses of glass between (Figure 77). Currently vacant, the historic dairy building is threatened with deterioration.

Of the remaining resources, the former Molasses tank has been entirely rebuilt as the Taiwanese Cultural Center. The Boush Cold Storage Warehouse was entirely rebuilt; its skeleton was used in the construction of a parking garage. The two warehouses appear predominantly vacant or under-used.

In addition to Colonna's Shipyard, only the McLaughlin Substation (Figure 78) and the Coca Cola Bottling Company are still being used for their originally intended purposes. Though less than fifty years old, the Coca-Cola Bottling Company is an exceptional example of mid-to late 1950s "modern" industrial/commercial architecture. The low-lying, horizontally massed brick building is distinguished by its stair tower and recessed entry (Figure 79).

⁴⁴ Edwin W. Hemphill, "It Gingered Up, but They Let it Down." Virginia Cavalcade. Summer 1954, pp. 39-42.

THEME: Funerary

RESOURCE TYPES: Crypt, Mausoleum, Cemetery

Norfolk lays claim to many historic cemeteries containing both crypts and mausoleums. The cemeteries located in Norfolk fall into two basic types: church cemeteries and public cemeteries. While family cemeteries would have been common at one time, these have been generally consolidated with public cemeteries as Norfolk developed.

Five different cemeteries were surveyed as part of this study; these include: Cedar Grove Cemetery (122-102); Hebrew Cemetery (122-104); Elmwood Cemetery (122-116); Magnolia Cemetery; and Forest Lawn Cemetery (122-531).

Established in 1825, Cedar Grove Cemetery was the first city-owned and run cemetery to be built in Norfolk. The cemetery was established after the Saint Paul's Church Yard Cemetery was closed for health reasons. Located on the south side of Princess Anne Road, the cemetery is a rectangular parcel of land surrounded by a brick wall and divided into burial plots. The gravestones are aligned in rows; some are grouped together and surrounded by fences; others are located in large vaults (Figure 80). These vaults, popular in the early to mid-eighteenth century, are a distinguishing feature of Cedar Grove.

Based upon the huge success of Cedar Grove Cemetery the city opened, in 1853, Elmwood Cemetery across Smith's Creek (now Princess Anne Road). Originally a fifty-acre site of land, and now 64 acres, Elmwood Cemetery is a large, irregularly shaped parcel of land with plots of burial ground divided into a grid. The grid is formed by narrow alleys and is shaded by mature trees, including magnolias, oaks and elms (Figure 81). The cemetery includes several large lots of interred grouped by association, such as the Pickett-Buchanan Confederate Lot; the Norfolk Seamen and Sailors Lot; the Norfolk Light Artillery Blues Lot; the Confederate Lot; and the Union Lot.

Several large mausoleums can be found in Elmwood Cemetery. Most notable is the Core Mausoleum (122-117), located at the southeastern edge of the cemetery and visible from the road. Designed in a Greek Revival style, the Core Mausoleum is a square-shaped structure with fluted Doric columns surrounding its ashlar walls (Figure 82). The mausoleum was completed in 1912 for the bodies of John H. Core and his wife. Core, a respected resident of Norfolk with extensive landholdings, was reputed to be one of the city's wealthiest men.

The west section of Elmwood Cemetery is called West Point Cemetery and includes early graves of Norfolk's African American community. A memorial commemorating this lot was erected in 1886 by James E. Fuller.

Hebrew Cemetery is a small, one-acre site located at Princess Anne Road and Tidewater Drive. Established in 1850, Hebrew Cemetery is one of the oldest Jewish burial grounds in this part of the country. The cemetery is enclosed in part by the original iron fence and in part by a chain link fence. The gravestones are generally clustered toward the west end of the site, while an unmarked open space, perhaps the site of an unmarked mass burial, is located towards the east.

THEME: Ethnicity/Immigration

RESOURCE TYPES:

During the Colonial era, Norfolk was a predominantly English settlement. Thus, when in 1707, the Act of Union between England and Scotland was passed, Scots qualified as British nationals under navigation laws. By the 1770s, the Scots, who had cornered much of the tobacco market, set up mercantile establishments in Norfolk and Portsmouth. Prior to the Revolutionary War, the population of Norfolk consisted of predominantly Irish, English and Scottish persons.

During the Revolutionary War, ethnic problems surfaced between the Old World loyalists and the New World imperialists. In 1793, as a result of the uprising in Santo Domingo, Norfolk became home to many French refugees.⁴⁵

As a port city, Norfolk provided shelter for a variety of different cultures over time. The unfortunate importation of slavery gave rise to a steady population of blacks who were shipped into the port at Norfolk. By the middle of the nineteenth century, various populations had taken up in different parts of the city. Many of the free blacks as well as workers and tradesmen resided along Church and Cumberland Streets. Other immigrants, especially Roman Catholics, took to living closer to the Roman Catholic Church near the waterfront.⁴⁶

Information from the U.S. Bureau of the Census illustrates the influx of immigrants at the end of the nineteenth century and the beginning of the twentieth century as well as the increasing number of blacks in Norfolk between 1860 and 1910. In 1860, the ratio of whites to blacks was ten to four, by 1890, the population was nearly equal.⁴⁷ Prior to 1890, no record of any foreign born whites in Norfolk is indicated. However, in 1890, 3.2 percent of the population (1,108 people) were foreign born whites and by 1910 the number had risen to 3,564 or 5.3 percent.⁴⁸

Resources surveyed that are associated with this theme include the Hebrew Cemetery (122-102) (also discussed under the Funerary Theme), Metropolitan A.M.E. Church (122-194) and West Point Cemetery (located in Elmwood Cemetery 122-116). Norfolk's first Jewish cemetery was established in 1820 at Washington Point (now Berkley) when land owner Soloman Marks, Jr. conveyed a portion of his property "to be used as a burial ground or cemetery for such persons of Jewish persuasion as may de cease or die in the neighborhood." In 1850, following an important influx of German Jewish immigrants to Norfolk, the Hebrew Cemetery at Princess Anne Road and Tidewater Drive was established. At some date, not recorded, the surviving graves in the Jewish Cemetery in Berkley were transferred to this plot. The graves of prominent Norfolk residents, Soloman Nones, Abram and Henry Myers and members of the Kayton family are known to have been transferred. In 1880, the Hebrew Cemetery Company was chartered; three trustees of each of the three Hebrew

⁴⁵ Tucker, p. 46.

⁴⁶ Fahlman et al, p. 12.

⁴⁷The number of blacks in 1860 was 4,330 compared to 10,290 whites; by 1890, the number of blacks was 16,244 with the number of whites at 17,509.

⁴⁸ Lewis, p. 10.

congregations in the city constituted the cemetery company and all burials were certified by them. In 1957, the City of Norfolk added Hebrew Cemetery to its municipally maintained burial grounds.

Metropolitan A.M.E. Church, though not erected as an African-American church, has been associated with the A.M.E. congregation since 1912. Founded in 1775, the A.M.E. congregation is the oldest African-American congregation in the United States. The Metropolitan faction was formed from the Zion Cornerstone congregation in 1912.

The west point of Elmwood cemetery was allocated for the burial of African Americans in the nineteenth-century. After the construction of Elmwood, a brick wall was built separating the two areas and the cemetery received the name West Point Cemetery. Today, the cemetery consists of a flat, grassy area with grave markers and randomly placed shade trees. The formal layout of Elmwood Cemetery does not extend beyond the boundaries of the brick wall to incorporate West Point.

THEME: Architecture/Landscape Architecture/Community Planning

RESOURCE TYPES: Town and Village Plans; Planned communities; Company Towns; Parks, Gardens; Landscaped Cemeteries.

In 1680, under instruction from the King of England, the Virginia General Assembly passed an act requiring a town in each county. Following this action, John Ferebee, surveyor of Lower Norfolk County was instructed to locate a town site of 50 acres. In 1682, 50 acres of land were purchased from Nicholas Wise along the Eastern Branch of the Elizabeth River. By 1729, the original 51 lots had been developed and additional lots were platted beyond the town limits. In 1736, King George II of England granted a charter making the Norfolk borough.

A site in Lower Norfolk was selected on the land of Nicolas Wise along the Eastern Branch of the Elizabeth River. The fifty acre site was divided into half-acre lots. Captain William Robinson and Lt. Colonel Anthony Lawson--feoffees of Norfolk County--purchased the land on August 16, 1682, though the town was laid out much later. On October 19, 1688, the Court of Lower Norfolk ordered that John Ferebee be paid to survey the town. Two streets were laid out in the original plan--Church Street, also known as the street that leads out of town, and Main Street. The first landowner, William Porteus, owned three acres along the North side of Main Street, east of Church Street.

By the 1740s warehouses were located along the waterfront. The demand for land had grown to be so great that by 1810, the original lots were subdivided into two. In the eighteenth century, alley ways were cut to allow for additional buildings. Following the destruction of the Revolutionary War on Norfolk, the city again suffered a series of fires between 1799 and 1843. In 1845, an Act by the General Assembly expanded the boundaries of Norfolk to 1.3 square miles and gave the borough city status.

After the Civil War Norfolk continued to grow, and in 1887, the boundaries were extended to include the annexation of Brambleton followed by additional annexations in 1890, 1902, 1906, and 1911 resulting in a new city area of nine square miles.

In 1963, the City of Chesapeake was formed out of the newly merged Norfolk County and South Norfolk. During the same year, the neighboring City of Virginia Beach merged with Princess Anne County. Since one city cannot under Virginia law annex the land of another city, Norfolk has reached its maximum size bounded by the City of Virginia Beach, the City of Chesapeake and water on all sides.

Many of the current names of areas in Norfolk reflect the names of original inhabitants or the first name given. The Elizabeth River was named for Princess Elizabeth Stuart. Willoughby Point received its name from Captain Thomas Willoughby, the original landowner who arrived in Virginia at the age of nine. Henry Seawell lent his name to Sewell's Point which he settled in 1629. Thomas Lambert's 100 acre plat of land along the Elizabeth River became Lambert's Point. Many roads now carry the names of historic Norfolkiens as well; Boush Street is named for Samuel B Boush, the first mayor of Norfolk. Granby Street, Cumberland Street, and Charlotte Street, on the other hand reflect Norfolk's English heritage. Granby Street receives its name from John Manners, Marquis of Granby while Cumberland Street is named after William Augustus, Duke of Cumberland. Charlotte Street is named for Princess Charlotte Sophia of Mecklenburg Strelitz; Bute

Street, for John Stuart, Third Earl of Bute; Dunmore, for John Murray, Forth Earl of Dunmore; and Botetourt, for Norborne Berkeley, Baron of Botetourt. Finally Freemason Street referred to the Norfolk Royal Exchange and the Lodge of Masons.⁴⁹

Community planning in Norfolk began informally as early as 1680 when the original town of Norfolk was platted. Following its initial platting, Norfolk grew much as other towns across America rather informally in response to growth patterns. This resulted in a rather unconnected series of grids which did not necessarily relate to one another smoothly. This pattern, which continued through the beginning of the twentieth century, is still quite evident in Norfolk today. For a discussion of the city's late nineteenth and early twentieth-century planned communities, see the Domestic Theme.

In the first decades of the twentieth century, the discipline of city planning emerged in Norfolk. The City Charter of 1918 organized the first City Planning Commission which consisted of three members whose job it was to advise the Department of Public Works and investigate the existing physical conditions of the city and make recommendations as to how improvements might transpire.⁵⁰ The first comprehensive plan of Norfolk was executed under the newly formed commission and provided guidelines for future growth. A New York City planning firm was hired in 1922 to prepare a comprehensive plan and zoning ordinance for the county. The zoning ordinance of the plan was adopted two years later, in 1924.

Since 1945, the commission has been focused on immediate concerns and overall progress concerns took a back seat. Following World War II, the need for an intensified planning effort became clear and by 1946, the Planning Commission was expanded to five members with increased powers and responsibilities. Norfolk became one of the first cities to take advantage of Federal money when the Norfolk Housing Authority (originally formed in 1940) expanded into the Norfolk Redevelopment and Housing Authority. Efforts were focused on clearing the slums which had arisen throughout the city. In 1949, the planning commission was raised in status from a bureau to an independent agency.

A recreational plan for the city was prepared in 1947 followed by a highway plan, civic center plan, central business district plan, and cultural center plan in the 1950s. In 1950, subdivision regulations were developed and in 1955 and 1959, a zoning ordinance. This was followed by another expansion of the planning commission to seven members by 1958.

The 1960s brought a new era of change to planning in Norfolk and throughout America. Complete departmental status was granted to the commission in 1963 and in the following year, the Norfolk Fine Arts Commission was appointed, designed to oversee local interest in aesthetics.

Many architects have designed buildings within the City of Norfolk. One of the most prodigious local architects, Clarence Amos Neff, is credited with 600 buildings, mostly within Norfolk. Neff

⁴⁹ Tucker, 29.

⁵⁰ General Plan of Norfolk. Department of City Planning and Codes Administration, City Planning Commission, Norfolk, Virginia, 1992, p.1.

(1873-1952) began as a romantic revivalist and ended his career as a partially converted modernist. In addition to his prolific architectural career, Neff was one of the original founders of the American Institute of Architects in Virginia. Among the many buildings to his credit include: Foreman Field at Old Dominion University, the Monticello Arcade, Maury High School, the Wainwright Building the famous Cavalier Hotel in Virginia Beach. Neff was appointed supervising architect of the Norfolk Naval Base in 1916.⁵¹ See the end of this section for buildings designed by Neff.

According to architectural historian, Charles Brownell, the Tidewater area "has tended to be the most hospitable region in Virginia for black architects."⁵² Harvey Nathaniel Johnson, son of a Richmond building contractor, attended Carnegie Institute of Technology, and opened a firm in Norfolk with Charles T. Russell. Johnson is known for many building in Norfolk, including Attuck's Theater on the National Register of Historic Places.

The following is a list of the buildings designed by Neff in Norfolk:⁵³

Ghent Club Clubhouse
Apartment Building, Norfolk
Virginia-Carolina Trust Co. Bank Building
Holland Realty Company Apartment Building
Hofheimer Brothers and Company Business Building
George W. Dey and Sons Building
Atlantic Trust and Deposit Company Bank Building
Addition, Cumberland Street School
Stratford Apartment Building
Competition Entry, Sixth Ward and Fourth Ward School
Realty Development Company Apartment Building
Stephenson and Taylor Store Building
R. Randolph et al Hotel Building
Monticello Arcade
Bolossi Kiralfi Hippodrome
Larchmont Realty (five to ten residences)
Board of Trade Building
S.Q. Collins Apartment Building
J.W. Hough Residence and garage, Larchmont
Harry Hofheimer Residence, Ghent
Randolph Macon System Office Building

⁵¹From notes taken on lecture by Robert Wojtowicz of Old Dominion University, "The Architecture of Clarence Amos Neff of Norfolk," presented on Friday, November 13, 1992, at the Fifth Annual Symposium on Architectural History at the University of Virginia.

⁵² Brownell, Charles, et. al. The Making of Virginia Architecture. Richmond: Virginia Museum of Fine Arts, 1992, p. 94.

⁵³This list is a preliminary list compiled by John Wells of the Virginia Department of Historic Resources in preparation of an entry on Thomas Neff in the upcoming A Biographical Dictionary to be published in 1995.

Clubhouse, Tanners Creek
 A.C. Omohundro Apartment Building, October 1908
 A.C. Omohundro, two apartment buildings, November 1908
 E.L. Simpson Store Building
 High School, Norfolk
 M. McKeivitt Store Building
 E.L. Simpson Warehouse
 Guy C. Ewing Residence, Ghent
 Jones and Company Warehouse
 Benjamin Altschul Store Building
 W.W. Moss Residence
 H. Crockin Store Building
 A.C. Omohundro Apartment Building, January 1910
 C.J. Rudolph and W.A. Wallace Apartment Building
 John Skelton Williams Residence
 Clarence A. Neff Residence, Lochhaven
 Thomas P. Thompson Residence, Lochhaven
 Hofheimer Brothers Store and Hotel Building
 Virginia Railway and Power Company Car Barn Shops, and Office Building
 S.D. Scott, three store buildings, Granby Street
 Residence, Lochhaven
 J.H. Brownley Residence, Stockley Gardens
 George Hogan Residence, Blow and Twelfth Streets
 School, Lamberts Point
 Sam W. Steel Building
 Shore Clubhouse Buildig, Lynnhaven Bay
 Scott and Baird Store Building, Granby Street, November 1913
 Axel Miller Residence
 Wells Amusement Company Bathhouse, Ocean View
 S. Friedburg and William F. Graff Apartment Building
 S.D. Scott and Edward R. Baird Store Building, Granby Street, August 1914
 Security Storage and Safe Deposit Company Warehouse
 Shelby D. Scott Store Building, Granby Street
 Bute Realty Corporation, five store buildings, Bute and Duke Streets
 Higgens Land Company, seven store buildings, Granby Street
 Maury High School
 Aracidian Realty Company, Virgiman Theater, Granby Street
 Josiah T. Jones Store Building, Granby Street and Olney Road
 S.D. Scott and Company Warehouse
 Security Storage and Warehouse Corporation
 Crystal Realty Corporation, three store buildings
 Chapel and Sunday School Room, Church of the Good Shepherd
 S. Friedberg Apartment Building, Graydon Park
 U.S. Navy Cantonment, Jamestown Exposition Grounds
 Flatiron Square Development Corporation Office and Store Building, Faltiron Square
 Baldwin Brother Store and Office Building
 V. G. Eagleston Residence
 Alterations, National Catholic War Council Enlisted Men's Clubhouse

Good Shepherd Church, Meadowbrook
O.B. McLean Apartment Building, Westover and Greenway Court
S. Freidberg Apartment Building, June 191
S.D. Scott Residence
Myers and Margolius Office and Store Building
C.J. Andrews Residence
Sol Freidberg Apartment Building, December 1919
Repairs, Imperial Tobacco Company Warehouse
Imperial Tobacco Company, two warehouses
Virginia Wharf and Warehouse Company
Bathhouses and store buildings, Sea Pines Improvement Corporation
Annex, James Madison School, Lamberts Point
Olney Road Realty Company, Store Building
Imperial Tobacco Company Office Building
Port Commission warehouses, Sewells Point
William Sloane and Company Office Building, Bute and Duke Streets
Annex, Maury High School
Seaboard Airline Railway Building
Port Norfolk Warehouse, Imperial Tobacco Company
Stores Building Corporation, store buildings, Colley Avenue
Foreman Field. Old Dominion University
Granby High School
Shulman Building
Ames and Brownley Department Store
Crockin and Levy Building
Center Theater and Municipal Auditorium, Virginia Beach Boulevard and Llewellyn Avenue
Roberts Park Housing Project

THEME: Technology/Engineering

RESOURCE TYPES:

Much of the history of Technology and Engineering in Norfolk is related to the waterways surrounding this seaport. Crossing the various rivers and traversing the Great Dismal Swamp involved the implementation of modern and varied technologies.

As part of this study, three bridges were surveyed, including the Norfolk Southern Swing Bridge (122-668); the 26th Street Bridge (122-669); and the Bascule Bridges (122-674). Like the Bascule Bridges (discussed in the Transportation theme), the Norfolk Southern Swing Bridge is a good example of a railroad bridge built to accommodate heavy ship traffic. Built between 1930 and 1940, the bridge spans the Eastern Branch of the Elizabeth River. The metal truss bridge has five Pratt truss spans, including one center swing span, plus several deck girder spans (Figure 83).

The 26th Street Bridge, built ca. 1935, crosses the Lafayette Creek at 26th Street; it is a concrete arched road bridge with thirteen spans.

In addition to the bridges, tunnels, and canals used to traverse the waterways, several resources associated with the Technology/Engineering theme were also surveyed. Originally built in 1875 by Charles J. Colonna, Colonna's Shipyard survives as the sole-surviving, privately-owned, historic shipyard in Norfolk. Located in the Berkley section of Norfolk and still owned and operated by the Colonna family, Colonna's Shipyard includes a complex of historic and modern structures. The oldest building on the site is the Inside Machine Shop, built ca. 1920. This industrial building is a large, two-story concrete building with some commercial craftsman detailing, such as the inset, diamond-shaped tiles in the front elevation (Figure 84). In addition to this building, several ca. 1920s "head houses" are found near the docks. These buildings, located at the head of the docks, hold the railway cranes for hauling the ships into drydock. They are one-story brick structures covered with hipped roofs (Figure 85).

SECTION IV SURVEY FINDINGS

A. City of Norfolk Database Holdings

The VDHR-Integrated Preservation Software System (VDHR-IPS) is a computer system developed by the National Park Service and customized to meet VDHR's computer needs and desires. VDHR-IPS contains an individual database for the City of Norfolk. The City of Norfolk Database contains a total of 541 records. Of these 541 records, 503 represent properties which were surveyed (478 surveyed to the reconnaissance level, 25 surveyed to the intensive level) and 32 represent demolished buildings or resources. The remaining six records represent historic properties that were identified, but were not fully photographed for reasons of accessibility, so were not considered to be surveyed as part of this project.⁵⁴

Statistical information based upon the survey findings can be produced by running computer-generated reports. Some of this information is factual, and is based upon numbers collected from the survey, while other information is valuative, and is based upon Traceries' understanding and evaluation of architectural and historical data collected during the survey. The computer-generated reports represent both factual and valuative subjects and provide statistics on important trends and aspects of the City of Norfolk's built environment. The following summary and analysis has been prepared by architectural historians at Traceries and is based upon a professional understanding of the resources surveyed and takes into consideration the needs of the City of Norfolk Department of City Planning and Codes Administration and the needs and concerns of DHR. Other organizations or groups, such as the local community, the historical society, or the library may be interested in other aspects of the city's historic resources; relevant computer-generated reports can be prepared for them as appropriate.

B. Summary and Analysis of Survey Findings

Resource Categories

Each property record listed in the computer includes a count of the number and category of resource types located on the property. These resource categories are as follows: building, structure, district, site, object. The resources were labeled based on the definitions included in National Register Bulletin 15.

Building A building, such as a house, barn, church, hotel, or similar construction, is created to shelter any form of human activity. "Building" may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn.

⁵⁴ These include the following properties: Grandy House (122-62); Malmgren House (122-118); House, 5310 Edgewater Drive (122-128); The Confederate Monument (122-153); Raleigh Square (122-250); The Norfolk International Airport Terminal (122-258).

District A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

Site A site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, when the location itself possesses historic, cultural, or archeological value regardless of the value of any existing structure.

Structure The term "structure" is used to distinguish from buildings those functional constructions made usually for purposes other than creating human shelter.

Object The term "object" is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment, such as statuary in a designed landscape.

The survey of the City of Norfolk was primarily an architectural survey. A total of 522 buildings were surveyed, compared with nine sites, three structures, and two objects.

Resource Types

Each property type includes a count of resource types, called "wuzits." These resource types include districts, buildings, structures and objects and range from single-family dwellings to cemeteries. A complete list of the types of "wuzits" surveyed is compiled below:

<u># Uses</u>	<u>Wuzit Type</u>
6	Bank
1	Boat House
3	Bridge
1	Carriage House
6	Cemetery
21	Church
18	Commercial Building
2	Dairy
8	Factory
1	Fire Station
2	Garage
1	Generator Shed
1	Greenhouse
1	Gymnasium
2	Hotel/Inn
1	Mausoleum
3	Monument/Marker
1	Motel/Motel Court
23	Multiple Dwelling
1	Nursing Home
2	Office/Office Building
8	Other
1	Post Office
2	Power Plant
2	Pump House
2	Restaurant
13	School
1	Servant's Quarters
401	Single Dwellings
2	Synagogue
4	Theater
3	Warehouse

While the examination of this list reveals that a wide variety of resource types were surveyed, it also indicates that the most heavily represented resource type, by far, was the single-family dwelling. Over 400 single-family residences were surveyed, or 74% of the total number of 544 resources surveyed. While downtown Norfolk is primarily commercial in nature, the business district is surrounded by residential communities which stretch from Willoughby and Ocean View on the north to Berkley on the south.

Also of particular note is the "wuzit" listed as "other." This represents resource types for which no appropriate term was provided in the master list. These seven resources include the following: The Skipjack Norfolk (sailing vessel); the pumping station and filtration plant at the Moores Bridges Water Treatment Plant (water pumping station and water filtration plant); Charlie Falk's Auto (automobile showroom); the Molasses Tank (industrial storage facility); and the machine shop at Colonna's Shipyard (shop).

VDHR Themes

VDHR has defined eighteen cultural themes for Virginia's material culture history from prehistoric times to the present. Each surveyed property relates to one or more of the defined themes. The following list shows the historic themes developed for the county and the number of surveyed resources associated with them.

IPS Frequency Report
For the Field HISTORIC CONTEXT

<u># of Uses</u>	<u>VDHR Theme</u>
3	Architecture/Community Planning
23	Commerce/Trade
412	Domestic
7	Education
1	Ethnicity/Immigration
7	Funerary
1	Government/Law/Political
2	Health Care/Medicine
9	Industry/Processing/Extraction
1	Landscape
3	Military/Defense
6	Recreation/Arts
19	Religion
2	Social
3	Technology/Engineering
4	Transportation/Communication

Many of the resources falling within these categories are mentioned in the historic context of this report. However, a complete list of each individual property by category can be generated from the computer as needed.

Identified and Surveyed Resources

For each property surveyed in Norfolk, a complete list of the contributing and non-contributing resources found on the property was compiled. For properties surveyed to the intensive level, each of these historic resources was surveyed and documented separately. For properties surveyed to the reconnaissance level, only the primary resource on the property was surveyed and documented, while the other historic resources were listed and described in a notes field. Throughout the entire survey process of 504 properties, a total of 657 resources were identified and 544 were surveyed individually and documented. The examination of these reports indicates that, in general, the types of resources identified, but not surveyed are domestic outbuildings (often non-contributing) such as garages and sheds. For instance, 115 garages were identified as part of this survey, while only two were actually surveyed; 17 sheds were identified and none were surveyed; three carriage houses were identified and only one was surveyed; and, finally, one smokehouse was identified, and none were surveyed.

Threatened Properties

One aspect of the survey involved determining whether the historic resources being surveyed are threatened or not. Of the resources surveyed, 472 resources were found to have no known threat and 40 were found to be threatened for various reasons. Twenty-six resources were found to be threatened with deterioration (at least five of these are vacant); nine with neglect; four with development and two with demolition. See Figure 86 for a complete list of the threatened properties and resources and the type of threat from which they are suffering. Of particular note here is the one property threatened with demolition--the Royster Building. Located downtown and built in 1912, the steel-frame Royster building is one of the first high-rise structures to have been built in Norfolk. The building is currently owned by NRHA and is undergoing an engineering study that is evaluating the condition of the building; the results of this study may threaten the building's survival.

The Gatewood School (122-591) in Berkley is also slated for demolition. The demolition of this school would significantly detract from the architectural cohesion and integrity of the proposed Berkley Historic District. In addition to the Royster Building and Gatewood School, the 1950 Norfolk Airport Terminal (122-591) is slated for demolition. Though not considered historic in terms of its age, the building is a good example of airport architecture in the pre-jet and early-jet era.

Demolished Resources

The database currently includes records on 32 demolished properties. These properties were identified in past years through survey or other work and are on file at the Virginia Department of Historic Resources. The large number of demolished resources is noteworthy as it indicates the

high level of demolition that has taken place in Norfolk. Serious attention should be given to this high rate of demolition of the city's historic fabric and a plan for the prevention of unwanted demolition should be considered.

Condition of Resource

In addition to whether a property is threatened or not, its overall condition was evaluated as part of this study. Of the 510 resources evaluated, 55 are considered to be in excellent condition; 77 in good-excellent condition; 215 in good condition; 38 in good-fair condition; 101 in fair condition; 21 in poor condition; and one in deteriorating condition. The condition of two resources--listed as rebuilt and remodelled--were not evaluated.

Architectural Style

The City of Norfolk is host to a variety of building styles. See Figure 87 for a computer-generated report listing the styles and the number of uses of that style found as part of this survey of Norfolk.

Conclusion

The information gleaned from the computer and presented here is only a small sampling of the type of analysis that can be done using IPS. At this stage, all of the survey information has been entered into the database and is available for retrieval and analysis as necessary. The findings listed in this report are generally summary findings; the information can be further analyzed by looking at the actual computer-generated reports and customizing them to specific needs.

SECTION V SURVEY RECOMMENDATIONS

A. Recommendations for Further Study

Survey

Conduct Additional Survey Work: The survey of the City of Norfolk was meant to provide an overall general understanding of the historical and architectural growth of the city. As a result, a sampling of properties were surveyed to represent the extensive geographic area of the city, the variety of building types, the widespread chronological development periods, the variety of socio-economic building forms and types and the like. Based upon the survey findings, it is recommended that additional surveys be conducted, as listed below.

■ Intensive-Level Surveys

This survey included a survey of 450 properties to the reconnaissance level and 25 properties to the intensive level (reduced from the original 50). Based upon the on-site survey, it is recommended that at least nine properties surveyed to the reconnaissance level be investigated at an intensive level. These include the following:

122-101	Ballentine Home for the Aged
122-110	Norfolk United Methodist Church
122-111	Talbot-Cocke House
122-114	Pearce House
122-115	Pomfret
122-118	Malmgren
122-128	House, 5310 Edgewater Drive
122-138	Dwelling, The Place
122-250	Raleigh Square
122-572	Naro Theater ⁵⁵

■ Building-by-Building Survey of PIF Areas

What was not intended or completed as part of this study was a building-by-building survey of any individual area. However, as a result of the reconnaissance survey, seven residential areas were identified as potential historic districts and PIFs were completed on them. It is recommended that a more intensive building-by-building or selective building survey be conducted in each of these areas before the completion of the National Register Documentation. The survey should include research into the history of the selected buildings to reveal information on the original owner, architect, or building. This information will provide the socio-economic, and cultural context of the neighborhoods being examined.

⁵⁵ The current owners of the Naro Theater did not want it included in this survey; it was therefore not surveyed to the intensive level as part of this survey, but is still considered a good candidate.

■ Thematic Surveys

Thematic surveys involve the identification and survey of historically and or architecturally associated buildings and resources. Thematic surveys help to provide an understanding about a particular aspect of an area's history and the built environment associated with it. Based upon this study, it is recommended that Norfolk conduct three thematic surveys: 1) Industrial Buildings Survey; 2) 1950s Commercial/Institutional Architecture Survey; 3) War-time Housing Survey; 4) Bridges Survey.

Industrial Buildings Survey: a survey of the city's industrial buildings would be particularly beneficial to the future development of the city. In the nineteenth and early twentieth century, industry, outside of the shipyard, played an important role in the economy of the city and helped to define it architecturally. Many of the industrial buildings, located along the city's railroad corridors and in Berkley have since been abandoned and lay vacant. The survey of industrial buildings could help identify those vacant and abandoned buildings which may be good candidates for adapted reuse, such as the Hecht Company Warehouse (122-203), and thereby prevent the demolition of now-obsolete building forms.

1950s Commercial/Institutional Survey: while not yet considered historic according to the criteria established by the National Register, some 1950s architecture in Norfolk will become potentially eligible in the next five to fifteen years. The city has a particularly fine collection of commercial and institutional architecture from this period. Some of it, such as the city's schools, is currently being remodeled and may lose integrity with these alterations. A survey of commercial and institutional architecture would provide a photographic record of the original character of these buildings. Though not a focus of this study, a select number of representative examples of commercial architecture from this period were identified in this survey, including Doumar's Drive-in (122-686), the Coca Cola Bottling Company Building (122-726), the Crestar Bank Building (122-822), and the Norfolk Airport Terminal (122-258).

War-time Housing Survey: this type of housing accounts for a perceptible portion of the housing stock in the City of Norfolk. The city saw substantial increases in its military and civilian population in the period leading up to and during World Wars I and II. Much of this housing is found grouped together as single-family dwellings, duplexes and garden apartments. Some representative samples of military housing were surveyed as part of this study, such as some of the Levitt-built residences in Oakdale Farms.

Bridges Survey: the city has a number of bridges, both railroad and road bridges, that cross the various rivers and their branches. A survey and compilation of this property type, as well as the development of a related historic context would be beneficial to the understanding of Norfolk and its position as a port town.

■ Sensitive Areas Survey

Areas of the city which are the focus of, or will in the future, be the focus of development should be surveyed. Surveys of this nature should include all historic resources which may be physically or visually affected by a development, not necessarily those that stand

immediately on the site in question. In particular, it is recommended that a survey and study of the area being proposed for the MacArthur Center be conducted.

Research and Documentation

Prepare National Register Registration Forms for Threatened Properties Determined Eligible for Listing on the National Register: Traceries recommends that of those properties determined eligible for listing on the National Register, priority should be given to those that are considered threatened. The most threatened property found in Norfolk is the proposed Berkley Historic District. Because of the development pressure and the threat of demolition on historic resources in Berkley, it is highly recommended that the city pursue the listing of Berkley on the National Register by preparing a National Register Registration form.

In addition to Berkley, one individual property determined eligible for listing, Birtcherd's Dairy (122-143), is threatened. Presently, Birtcherd's Dairy is vacant and the building is deteriorating. Birtcherd's Dairy should be considered a priority when preparing individual registration forms for eligible properties.

Develop Multiple Property Submission: The National Register of Historic Places has established the Multiple Property Submission as a method that can be used for nominating groups of properties related to one another by one or more common historic themes known as historic contexts. As described in the National Register Bulletin 16(B):

The multiple property format is an effective way of organizing information collected in surveys of potentially historic properties for registration purposes and in preservation planning. The format provides for properties to be evaluated as part of historical themes and patterns. The thematic approach allows the preservation specialist to address more than the unique resources, but to deal with resources having like characteristics and associations. It makes possible a comparative basis for examining a group of related resources to determine the relative importance among members of the group... For National Register registration, the multiple property submission streamlines the nomination and designation of groups of eligible properties...As a management tool, the thematic approach can furnish essential information for planning and for establishing priorities for preservation.

The Multiple Property Documentation is designed in two parts: the Multiple Property Documentation Form and individual registration forms. The Multiple Property Documentation Form presents information common to the group of properties, including historic contexts and related property types sharing common characteristics or historical associations. The Multiple Property Documentation Form is meant to serve as an umbrella document used for listing individual properties or historic districts related to the established historic context.

The nomination of each individual building, site, district, or object covered in the Multiple Property Documentation Form is placed on a National Register Registration Form. This form presents the information that is specific to the property and describes how it relates to the Multiple Property Documentation form.

A Multiple Property Submission could provide an effective preservation tool for Norfolk to protect individual properties and groups of properties. The findings of this study support the development of several independent themes around which a Multiple Property Documentation could be prepared. These themes are as follows:

- 1) Eighteenth and nineteenth-century residential architecture. While most of the surviving eighteenth- and nineteenth-century residential architecture located in downtown Norfolk is included in the Downtown or West Freemason Historic Districts, the surviving residential buildings outside of downtown remain unprotected. In general, these buildings were historically large plantation houses or farmhouses located in the outlying formerly rural areas that were annexed by the city in the twentieth century. Though these houses, generally found in suburban subdivisions, have lost their original setting, they provide important information on the physical development and growth of the city and are meaningful physical reminders of the city's rural heritage.
- 2) Religious architecture. The City of Norfolk has a rich collection of churches designed in a variety of styles, in different periods, and for different denominations. Based upon this study, it is recommended that several churches be listed individually on the National Register (see below). However, a Multiple Property Documentation could provide the historic context for religion in Norfolk and provide the basis for individual listings. This would ultimately facilitate the listing of the many churches that are potentially eligible.
- 3) Planned twentieth-century residential communities. Beginning with the development of Ghent in 1892, Norfolk saw a rapid succession of planned residential communities. Each of these communities, serviced by the streetcar whose route was often extended to meet the new residential neighborhood, was independently developed with its own zoning or building requirements. These requirements or restrictions helped to determine the socio-economic, cultural, and architectural make-up of that community. The documentation of the residential growth of Norfolk and a discussion of the development companies will provide a sound basis for which to prepare historic district applications on the selected planned residential communities.
- 4) Railroad-related architecture. The railroad played an important role in developing the commercial and industrial interests of Norfolk in the mid-to late nineteenth and twentieth centuries. Much of the city's industrial architecture is lined along railroad corridors, while entire working-class communities, such as Ballentine Place, were a result of the railroad industry's presence in the city. The documentation of railroad-related architecture may also include the discussion of railroad company offices and railroad company officers' houses (in Ghent and Colonial Place, most notably).
- 5) Road-related architecture. The automobile played a significant role in the development of Norfolk and its suburban residential growth. Several road-related resources including 1920s automobile showrooms are strung out in a linear fashion along 21st Street, while automobile repair facilities can be found in other light industrial areas of Norfolk. All of these road-related buildings should be considered together and placed in a context dealing with the introduction and acceptance of the automobile in Norfolk.

6) City-built/owned architecture. The City of Norfolk has funded many building types including school,s firehouses, police stations, and others.

Prepare National Register Registration Forms for Historic Districts: Based upon DHR's review of the proposed historic districts, Tracerics recommends that the city pursue the completion of National Register forms for historic districts. A first priority has been established to pursue this documentation for threatened properties, as listed above. It is recommended that following the completion of the Berkley Historic District application, that others be prepared. The other areas being considered, Colonial Place, North Ghent, Lafayette, Riverview, and Winona are all twentieth-century, planned residential communities; it is therefore, further recommended that the forms be prepared in association with a Multiple Property Documentation for this theme. By having the Multiple Property Documentation Form, the completion of each individual form would then be streamlined.

Prepare National Register Registration Forms for Individual Properties: It is recommended that individual registration forms be completed on those individual properties determined eligible to the National Register. As stated above, priority should be given to Birtcherd's Dairy--a threatened and eligible property. Following the completion of the nomination form for Birtcherd's Dairy, it is recommended that other nominations be pursued.

Prepare Additional Preliminary Information Forms: Seven PIFs were prepared as part of this study. It is recommended that further research be conducted into the history of West Ghent, Edgewater and Larchmont and that, based upon the findings, PIFs be prepared as appropriate.

Compilation and Integration of Existing Information

Expand existing IPS Database for Norfolk: The survey of Norfolk involved the survey and data entry of over 500 properties into the VDHR-IPS database system. However, there are other properties in Norfolk that have been previously surveyed and are on file at DHR that were not surveyed; therefore, they are not included in the overall database for the city. In addition to the properties on file at DHR, the City has completed its own survey of historic properties (City of Norfolk's Historic and Cultural Resources Inventory, 1988).⁵⁶ The state and city records should be integrated into IPS. Finally, federally-owned areas in the city were excluded from this survey, such as the Navy Yard and Naval Air Station. It is understood that independent surveys identifying the historic resources in federally owned areas have been conducted by the federal agency which owns them. In this case, the survey information compiled by the Department of the Navy should be gathered and put together with the survey information on the City of Norfolk. In addition to compiling survey data, historic contexts which have been developed for the Navy should be compiled and integrated into the history of Norfolk.

⁵⁶ Many of these properties surveyed by the city were previously surveyed by DHR and have DHR file numbers. However, many others identified and surveyed by the City are not on file at DHR and do not hold DHR file numbers. All of these should be integrated.

In order to have a complete understanding of the city, all of the known historic resources should be included in the database. It is strongly recommended that such an expansion and update take place before, or in conjunction with additional field work.

Preservation Action

Encourage Adaptive Reuse: Norfolk has a significant collection of vacant and abandoned buildings whose original use is no longer a viable option. Examples of successful adaptive reuse projects exist in Norfolk and outside the city and should be examined as incentives for other such projects. Good examples in Norfolk include the Hecht Warehouse, converted into condominiums, the Spaghetti Warehouse, currently a restaurant, and the Freemason Abbey restaurant which was once a church. Adaptive reuse is the preferred alternative to demolition, which has been widespread in Norfolk in recent years. Certain properties, currently vacant, should be considered for adaptive reuse, including, Hodges House (122-50); the Fancy Foods Building of Virginia (122-163); and Birtcherd Dairy (122-143).

Public Education

Educate the Public to Preservation: Public fear of preservation is often the result of misunderstanding and unfamiliarity of preservation laws and process. The city's preservation laws and how they affect property owners of historic resources should be presented to the public in a series of workshops presented to neighborhoods or other groups. Public education of preservation will increase awareness and make people more receptive to it.

Oral Histories

Conduct Oral Histories: A lot of the city's history has not been recorded and is still held in the minds of the city's long-time residents and business leaders. Oral histories, which involve, first, the identification of potential persons to interview, and ultimately the actual interview and recordation process would be a great asset to understanding the more recent history of Norfolk.

B. Evaluation/Recommendations for Designation

Standards for Evaluation:

Individuals and groups of properties surveyed in the City of Norfolk have been evaluated on a preliminary basis for their historic significance at the local, state and national levels. As stated in the Secretary of the Interior's Standards for Evaluation, evaluation is the process of determining whether identified properties meet defined criteria of significance and whether they should, therefore, be included in an inventory of historic properties determined to meet the established criteria.

In association with the Secretary of the Interior's Standards for Evaluation are the Secretary of the Interior's Guidelines for Evaluation. These guidelines describe the principles and process for evaluating the significance of the identified historic properties. In evaluating the historic resources of the City of Norfolk, both the Standards and Guidelines for evaluation were consulted. As a first step, the guidelines suggest that criteria used to develop an inventory of historic properties should be coordinated with the National Register of Historic Places. In the case of the City of Norfolk, the evaluation process was conducted using the National Register of Historic Places criteria and the Virginia Landmark Registration criteria. The National Register of Historic Places is the official national list of recognized properties, and is maintained and expanded by the National Park Service on behalf of the Secretary of the Interior. The Virginia Landmarks Register criteria, established in 1966, is the same as those established for the National Register.

The National Register of Historic Places Criteria states:

The quality of significance in American history, architecture, archeology, and culture is present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

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

Similarly, the Virginia Landmarks Register designation criteria are set forth in the legislation as follows:

No structure or site shall be deemed a historic one unless it has been prominently identified with, or best represents, some major aspect of the cultural, political, economic, military, or social history of the State or nation, or has had a relationship with the life of an historic personage or event representing some major aspect of, or ideals related to, the history of the State or nation. In the case of structures which are to be so designated, they shall embody the principal or unique features of an architectural style or demonstrate the style of a period of our history or method of construction, or serve as an illustration of the work of a master builder, designer or architect whose genius influenced the period in which he worked or has significance in current times. In order for a site to qualify as an archaeological site, it shall be an area from which it is reasonable to expect that artifacts, materials, and other specimens may be found which give insight to an understanding of aboriginal man or the Colonial and early history and architecture of the State or nation.⁵⁷

A second consideration cited by the guidelines suggests that the established criteria should be applied within particular historic contexts. In the case of the City of Norfolk, the criteria were examined to determine how they might apply to properties within the given context. The historic contexts are synonymous with the eighteen historic themes developed by the VDHR and listed as follows:

- **Domestic Theme:** This theme relates broadly to the human need for shelter, a home place, and community dwellings.
- **Subsistence/Agriculture Theme:** This theme most broadly seeks explanations of the different strategies that cultures develop to procure, process and store food.
- **Government/Law/Political Theme:** This theme relates primarily to the enactment and administration of laws by which a nation, state, or other political jurisdiction is governed; and activities related to politics and government.
- **Health Care/Medicine Theme:** This theme refers to the care of sick, elderly and the disabled, and the promotion of health and hygiene.
- **Education Theme:** This theme relates to the process of conveying or acquiring knowledge or skills through systematic instruction, training, or study, whether through public or private efforts.
- **Military/Defense Theme:** This theme relates to the system of defending the territory and sovereignty of a people and encompasses all military activities, battles, strategic locations, and events important in military history.
- **Religion Theme:** This theme concerns the organized system of beliefs, practices, and traditions regarding the world view of various cultures and the material manifestation of spiritual beliefs.

⁵⁷ Calder Loth, editor, The Virginia Landmarks Register, p.x.

■ Social Theme: This theme relates to social activities and institutions, the activities of charitable, fraternal, or other community organizations and places associated with broad social movements.

■ Recreation and the Arts Theme: This theme relates to the arts and cultural activities and institutions related to leisure time and recreation.

■ Transportation/Communication Theme: This theme relates to the process and technology of conveying passengers, materials, and information.

■ Commerce/Trade Theme: This theme relates to the process of trading goods, services and commodities.

■ Industry/Processing/Extraction Theme: This theme explores the technology and process of managing materials, labor and equipment to produce goods and services.

■ Landscape Theme: This theme explores the historic, cultural, scenic, visual and design qualities of cultural landscapes, emphasizing the reciprocal relationships affecting the natural and the human-built environment.

■ Funerary Theme: This theme concerns the investigation of grave sites for demographic data to study population, composition, health and mortality within prehistoric and historic societies.

■ Ethnicity/Immigration Theme: This theme explores the material manifestations of ethnic diversity and the movement and interaction of people of different ethnic heritages through time and space in Virginia.

■ Settlement Patterns Theme: Studies related to this theme involve the analysis of different strategies available for the utilization of an area in response to subsistence, demographic, socio-political, and religious aspects of a cultural system.

■ Architecture/Landscape Architecture/Community Planning Theme: This theme explores the design values and practical arts of planning, designing, arranging, constructing and developing buildings, structures, landscapes, towns and cities for human use and enjoyment.

■ Technology/Engineering Theme: While the technological aspects of a culture form the primary basis of interpretation of all themes, this theme relates primarily to the utilization of and evolutionary changes in material culture as a society adapts to the physical, biological, and cultural environment.

After determining how the criteria apply, the Secretary of Interior's Guidelines for Evaluation suggest that the integrity of a property should be assessed. In evaluating the integrity, factors such as structural problems, deterioration, and abandonment should be considered. In surveying the properties of the city of Norfolk, the integrity of the resource was evaluated using six of the seven aspects as defined in National Register Bulletin 15. The six aspects include location, design, setting, materials, workmanship, and feeling. The seventh aspect, association, was not always evaluated while conducting survey work, and requires further archival research.

Based upon the state and national guidelines and criteria, all of the properties surveyed to the intensive level in the City of Norfolk were evaluated for potential nomination to the National Register and Virginia Landmark Register.

Summary of Recommendations:

The City of Norfolk currently contains 26 properties listed on the National Register of Historic Places. The intensive-level survey indicated that at least 15 other properties in Norfolk are potentially eligible for individual listing on the National Register of Historic Places and that seven groups of buildings (neighborhoods) are potentially eligible for listing as historic districts. These seven areas were selected out of an initial ten areas which were identified as being potentially eligible to the National Register. These include the following: Ballentine Place, Berkley, Colonial Place, Riverview, Winona, Lafayette, and North Ghent. Preliminary Information Forms for these seven neighborhoods can be found in the appendix of this report.

During the survey, it was determined that the other three areas, Park Place, Huntersville, and West Ghent were not eligible to the National Register of Historic Places. Both Park Place and Huntersville have lost integrity of design and setting and therefore, do not qualify for listing. Though West Ghent is an architecturally cohesive neighborhood with large, single-family dwellings representing middle-to upper-middle-income residential architecture from the mid-twentieth century in Norfolk, it was determined, based upon the archival research, that although potentially eligible, the area requires further study before potential eligibility could be determined. West Ghent was the last section of the original plat of Ghent--the city's first planned suburban community--to be developed. Unlike the Ghent Historic District and North Ghent, which are visually united and show the clear evolution of development of Ghent from the last decade of the nineteenth century to the first quarter of the twentieth century, West Ghent is today physically separated from the original subdivision by Hampton Boulevard and stands alone as a mid-twentieth-century subdivision. West Ghent stands apart from Ghent and does not visually support an understanding of the original development. However, further research into West Ghent may provide the information necessary to complete a PIF.

Recommendations for Designation of Historic Properties to the National Register of Historic Places:

Talbot Hall (122-0030)

Associated VDHR Theme(s): Domestic
Subsistence/Agriculture

Criterion C: Designed in the Federal style and built ca. 1800, Talbot Hall is one of the few remaining Federal-period plantation houses still remaining in the City of Norfolk. Talbot Hall features ornate interior decoration, including a bas-relief of the Seal of the United States that is said to have saved the house from destruction during the Civil War.

Poplar Hall (122-45)

Associated VDHR Theme(s): Domestic
Subsistence/Agriculture

Criterion C: Poplar Hall is one of a few colonial-era buildings in the City of Norfolk to have survived the Revolution and is an excellent architectural representation of an eighteenth-century plantation house. Until 1984, the property survived on a 12-acre site; it has since been developed with single-family dwellings. The house presently stands in excellent condition on a 1-acre lot.

Sycamore View (Cohon House) (122-70)

Associated VDHR Theme(s): Domestic

Criterion B: Originally consisting of 1,500 acres, Sycamore View is thought to have been the home of James Ivey, one of the original eight aldermen of Norfolk.

Criterion C: Sycamore View is the oldest surviving building located within the present boundaries of the City of Norfolk. Its architecture, including the English bond foundation, Flemish bond walls with Queen closers and a gambrel roof, provides a good example of mid-eighteenth-century domestic architecture in Virginia.

Hermitage House (122-76)

Associated VDHR Theme(s): Domestic

Criterion B: The Hermitage was built by Mr. and Mrs. Sloane, prominent Norfolk residents. Mrs. Sloane was instrumental in establishing the Chrysler Museum in the city.

Criterion C: The Hermitage House, designed in a highly crafted Tudor Revival style, is a 42-room mansion built for Mr. and Mrs. William Sloane over a 40-year period as a private house and foundation. The foundation was established by the Sloanes, who also founded the Chrysler Museum in Norfolk, to increase public awareness and appreciation of the arts. The house is the product of several architects and master carvers from England, Sweden and America.

Skipjack Norfolk (122-77)

Associated VDHR Theme(s): Commerce/Trade

Criterion C: Originally called the George W. Collier for its builder, the skipjack Norfolk was built in 1900 at Deal Island, Maryland. Designed for downwind power to drag metal-toothed dredges along the Chesapeake Bay's oyster-bedded bottom, skipjacks are the last commercial sailing fleet in the United States. Although the Skipjack Norfolk no longer retains her original materials, she survives in overall size, shape and form as an authentic example of a nineteenth-century skipjack.

Cedar Grove Cemetery (122-104)

Associated VDHR Theme(s): Funerary

Criterion A: Established in 1825, Cedar Grove Cemetery was the first city-owned and run cemetery in Norfolk. The cemetery was established following the closing of St. Paul's Church Yard Cemetery that same year.

Elmwood Cemetery (122-116)

Associated VDHR Theme(s): Funerary

Criterion A: Elmwood Cemetery was established in 1853 by the City of Norfolk to complement Cedar Grove Cemetery, across from Smith Creek (now Princess Anne Road). The cemetery is well-landscaped and contains important groupings of burials from a variety of historical, social and cultural contexts. In addition, West Point Cemetery, so named because it is located at the far western point of Elmwood Cemetery contains the graves of many of Norfolk's African American population from the nineteenth century.

Moores' Bridges Water Treatment Plant (122-119)

Associated VDHR Theme(s): Government/Law/Political

Criterion C: Still in use today, the Moores Bridges Water Treatment Plant consists of a complex of modern and historic buildings used for the pumping and purification of the city's water supply. The pumping station at Moores Bridges was built in 1872 (remodelled in the 1920s) and was the first pumping station to be erected in the City of Norfolk. In addition to the pumping station, a filtration building, erected in 1899 and on the site, is still in use today.

Birtcherd's Dairy (122-143)

Associated VDHR Theme(s): Commerce/Trade

Criterion C: Built in 1936, Birtcherd's Dairy is an excellent example of the Art Deco style of architecture. Recently vacated, the building had been occupied by Birtcherd Dairy Company since its original construction and, with its soda fountain, was an important local landmark.

The Royster Building (122-166)

Associated VDHR Theme(s): Commerce/Trade

Criterion B: The Royster Building was erected in 1912 as headquarters to the Royster Company, a fertilizer manufacturing firm by F.S. Royster, President.

Criterion C: The Royster Building is a 12-story, steel-frame, brick-clad structure and one of the first high-rises to be built in downtown Norfolk.

Epworth Methodist Church (122-178)

Associated VDHR Theme(s): Religion

Criterion C: Architecturally, the Epworth Methodist Church is one of the most notable buildings in downtown Norfolk. The robust Romanesque Revival-style church was designed by the noted firm of Carpenter and Peebles and was constructed between 1893 and 1896.

Charlie Falk's Auto (122-193)

Associated VDHR Theme(s): Commerce/Trade
Transportation/Communication

Criterion C: Currently called Charlie Falk's Auto, this building was originally one of several automobile showrooms found along this stretch of 21st Street, historically referred to as "Car Row." Designed in an elegant Classical Revival style, the building was constructed between 1920 and 1922 and is an excellent example of the now-defunct, urban automobile showroom.

Metropolitan A.M.E. Church (122-194)

Associated VDHR Theme(s): Religion

Criterion C: The Greater A.M.E. Zion Church on East Brambleton Avenue was built ca. 1875 and was acquired by the Metropolitan A.M.E. Church in 1912. The A.M.E. Church, founded in 1775, is the oldest black religious organization in the United States. The church is designed in a Gothic Revival style with impressive and well-crafted carpenter Gothic interiors.

Church of the Sacred Heart (122-255)

Associated VDHR Theme(s): Religion

Criterion C: This is a rare example of an early Renaissance-inspired church found in Norfolk. The church has housed the Sacred Heart congregation since its construction in 1924.

Colonna's Shipyard (122-590)

Associated VDHR Theme(s): Industry/Processing/Extraction

Criterion C: Originally built in 1875 by Charles J. Colonna, Colonna's Shipyard survives as one of Norfolk's few remaining, privately owned and historic shipyards. The shipyard is still owned and operated by the Colonna family and is an excellent example of historic buildings and structures that emerged to service the shipping industry of Norfolk. Although the original railway no longer survives, several early buildings from the 1920s stand and are still being used for their original purpose.

Evaluation of Recommendations

All of the properties recommended for potential listing on the National Register were presented to the DHR National Register Evaluation Team. This team, composed of architectural historians, a landscape architect, an archaeologist and an historian, rate the potentially eligible properties on the following considerations: rarity of property/resource type; quality and or rarity of design and workmanship; integrity; landscape features; contextual integrity; archaeological potential; and historical significance and associative value. Additional points are assigned to properties for special considerations. These include the following: 1) the property is an unusually good representative of type; 2) illustrates history of ethnic and cultural minorities; 3) illustrates distinctive ways of life under-represented on Register; 4) offers exceptional potential for study and interpretation; 5) visual prominence as a landmark; and 6) regional representation on Register.

As a result of the presentation and evaluation, the DHR National Register Evaluation Team determined that six of the seven proposed historic districts are eligible for listing on the National Register and that thirteen of the fifteen proposed individual properties are eligible.

Of the potential historic districts, the following were determined to be eligible by the DHR evaluation team: Berkley, Colonial Place, Lafayette, North Ghent, Riverview and Winona. The evaluation team determined that existing architecture found in the Ballentine Place neighborhood, primarily worker-class housing from between the Wars and into the 1950s, does not retain sufficient integrity of design and therefore, does not meet the criteria for listing on the National Register.

The Evaluation Team determined that the following properties are eligible for listing on the National Register as individual properties: Talbot Hall (122-0030); Poplar Hall (122-45); Sycamore View (Cohon House) (122-70); Hermitage House (122-76); Skipjack Norfolk (122-77); Cedar Grove Cemetery (122-104); Elmwood Cemetery (122-116); Birtcherd's Dairy (122-143); Epworth Methodist Church (122-178); Charlie Falk's Auto (122-193); Metropolitan A.M.E. Church (122-194); Church of the Sacred Heart (122-255); and Colonna's Shipyard (122-590).

Two of the properties presented to the Evaluation Team were not actually evaluated. It was determined that the Moores Bridges Water Treatment Plant (122-119) should be evaluated on a state or national level in context with other water treatment facilities; it was suggested that further research be conducted on the building type before this property is evaluated.

The Evaluation Team determined that the Royster Building (122-166) is sufficiently recognized as a contributing resource located within Norfolk's Downtown Historic District. It is DHR's policy to not individually list properties already located within existing historic district; The Royster Building was therefore, not evaluated.

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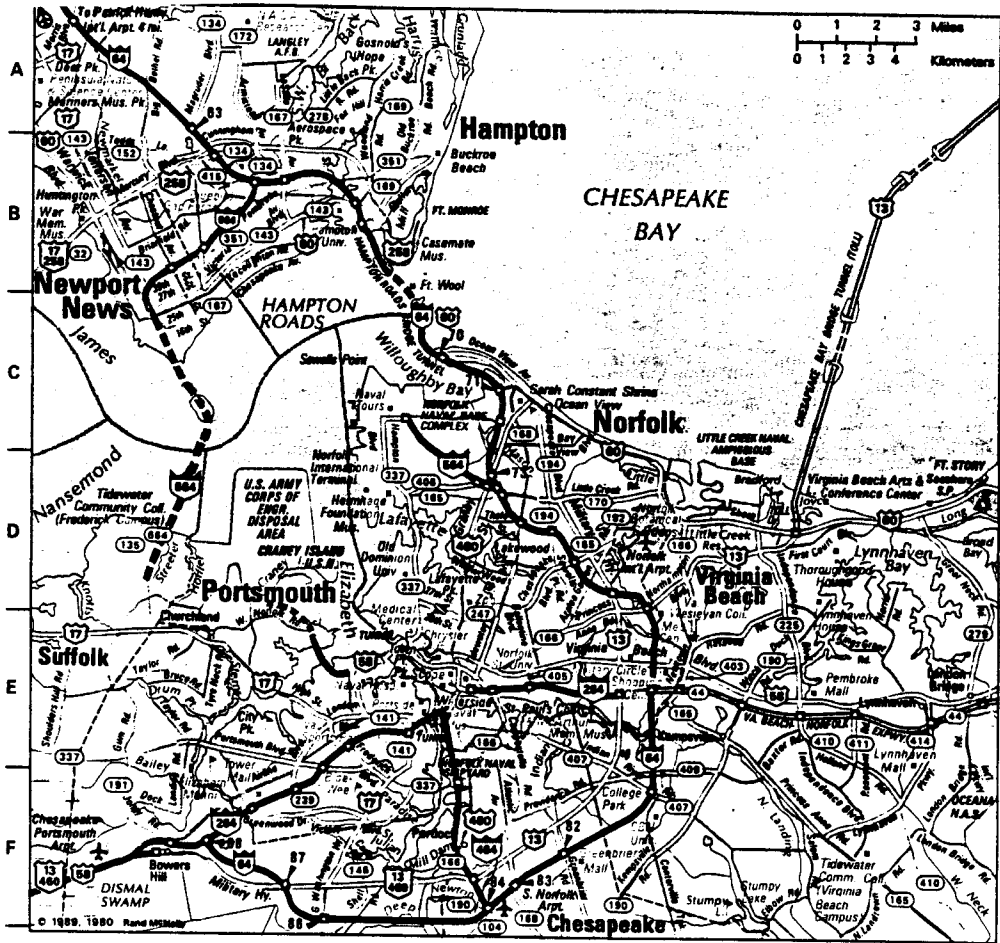


Figure 1: Map of City of Norfolk



Figure 2: Photograph of Cohoon House



Figure 3: Photograph of Poplar Hall



Figure 4: Photograph of Stair at Poplar Hall

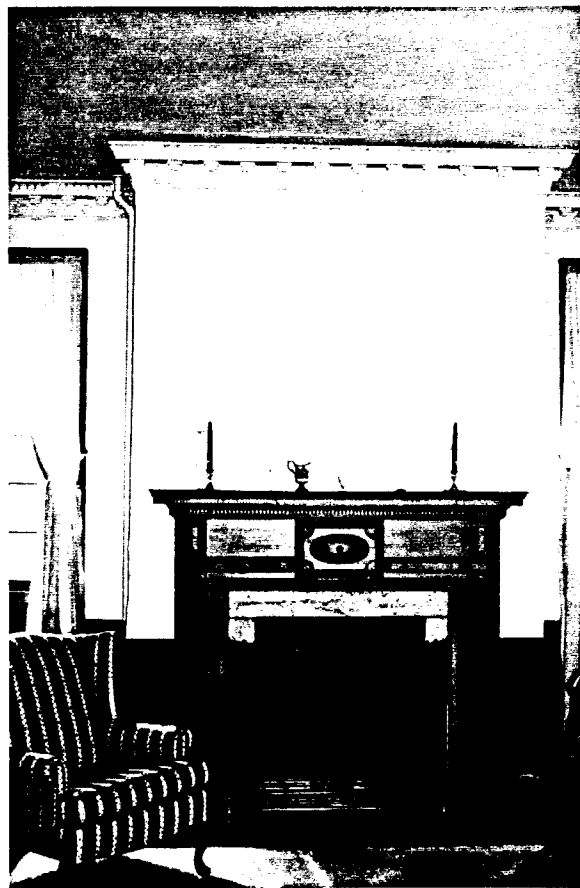


Figure 5: Photograph of Talbot Hall



Figure 6: Photograph of Hodges House



Figure 7: Photograph of Pearce House



Figure 8: Photograph of Pomfret



Figure 9: Photograph of Drummond House



Figure 11: Photograph of House in Ghent



Figure 12: View of 700 Block of Colonial Avenue



Figure 13: Photograph of Streetscape in North Ghent



Figure 14: Photograph of Stockley Gardens

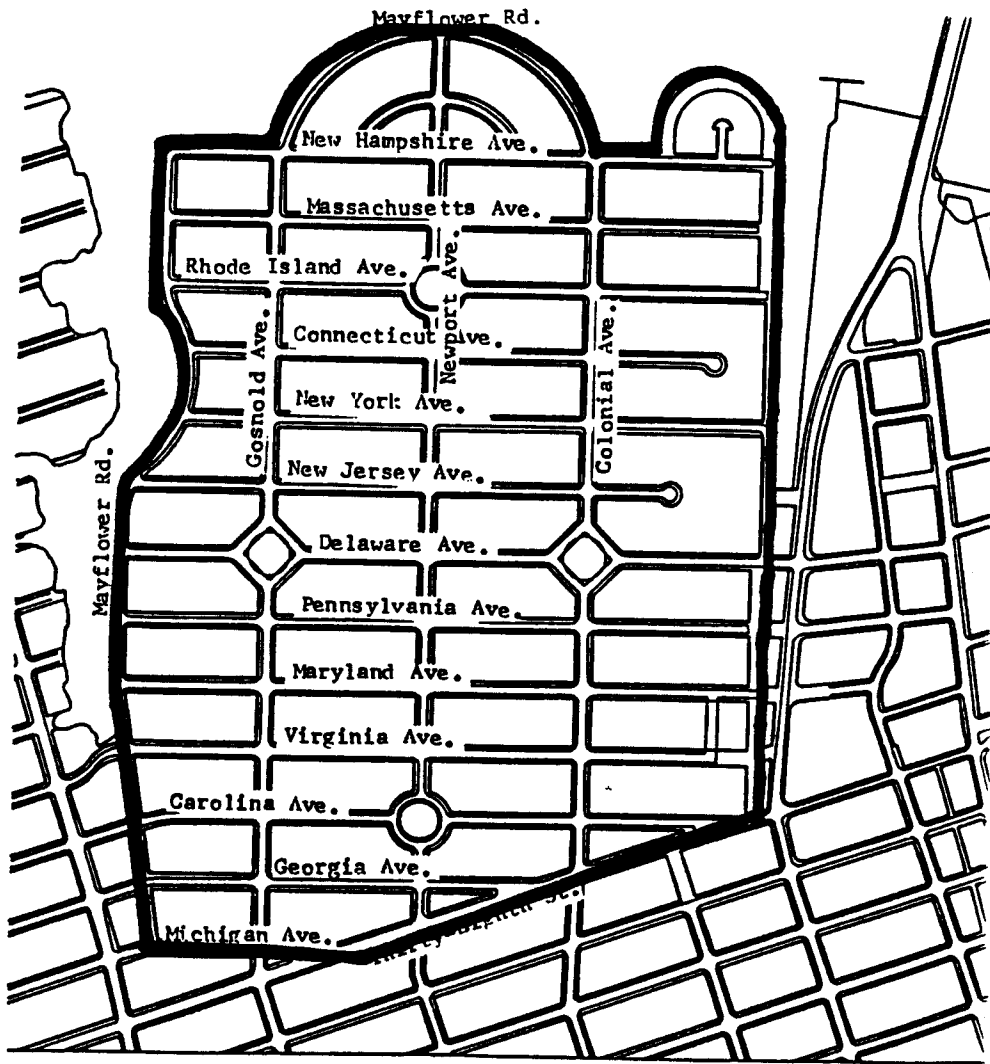


Figure 15: Map of Colonial Place



Figure 16: Photograph of Dillard House



Figure 17: Aerial View of Colonial Place



Figure 18: Photograph of Streetscape in Colonial Place



Figure 19: Photograph of Streetscape in Colonial Place



Figure 20: Streetscape in Winona



Figure 21: Streetscape in Riverview



Figure 22: Photograph of Streetscape in Berkley



Figure 23: Photograph of Norfleet House



Figure 24: Photograph of Merchant's and Planter's Bank



Figure 25: Photograph of 2730 Westminster Avenue



Figure 26: Photograph of House, 1804 Canton Avenue



Figure 27: Photograph of Houses in Ballentine



Figure 28: Photograph of House, 402 Ashlawn Drive



Figure 29: Photograph Merrimac Landing of Apartments



Figure 30: Photograph of House in Edgewater-Larchmont



Figure 31: Photograph of House in Edgewater-Larchmont



Figure 32: Photograph of typical Willoughby Summer Cottage



Figure 33: Photograph of Pumping Station at Moore's Bridges Water Treatment Plant



Figure 34: Photograph of Filtration Building at Moore's Bridges Water Treatment Plant



Figure 35: Photograph of Yellow Fever Plot at Cedar Grove Cemetery



Figure 36: Photograph of Ballentine Home for the Aged



Figure 37: Photograph of Brambleton Pharamacy



Figure 38: Photograph of Gosnold Sanitarium

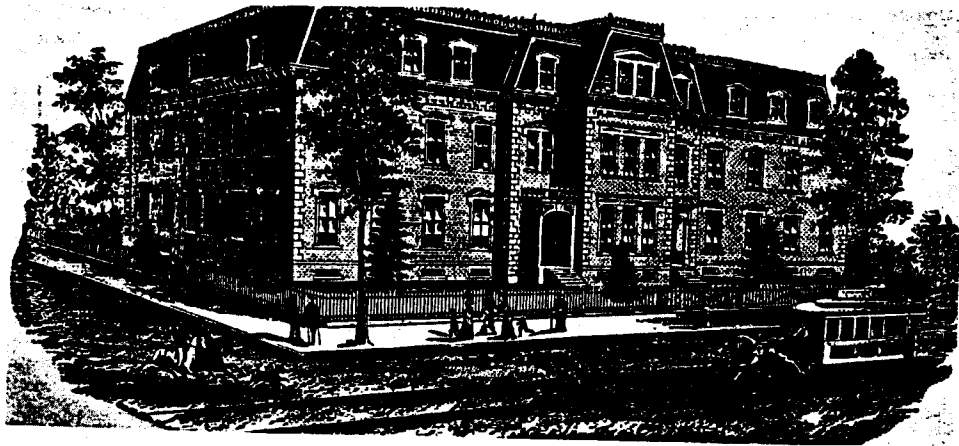


Figure 39: View of Norfolk Collegiate Institute for Young Ladies



Figure 40: Photograph of Maury High School



Figure 41: Photograph of Gatewood School



Figure 42: Photograph of Alpha Beta Cappa School



Figure 43: Photograph of United States Air Force Center



Figure 44: Photograph of Blair Middle School

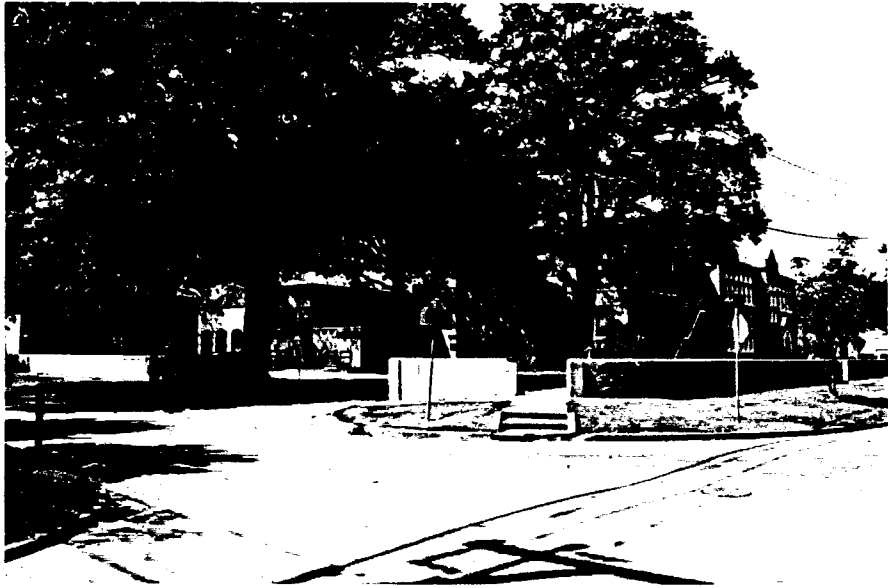


Figure 45: Photograph of Meadowbrook School



Figure 46: Photograph of Stuart Gifted Center

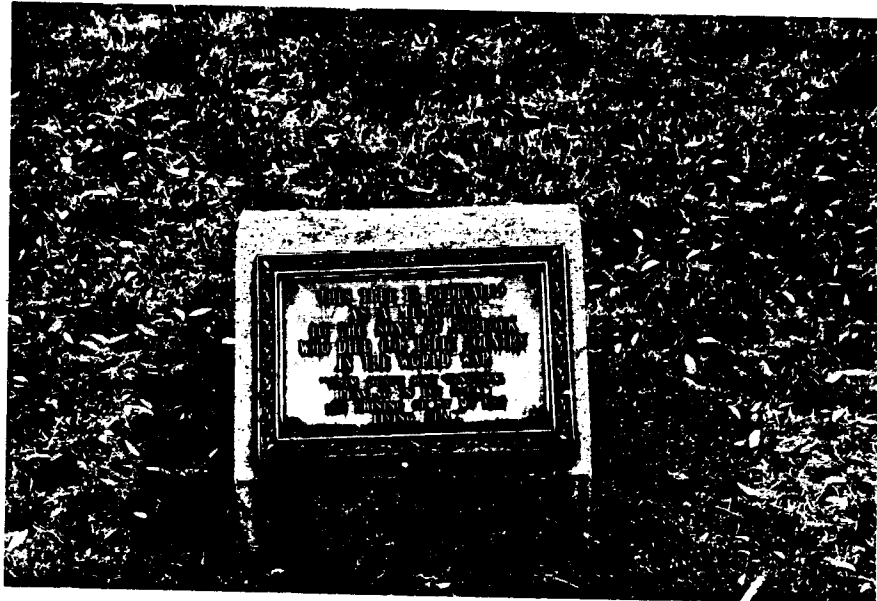


Figure 47: Photograph of World War I Memorial



Figure 48: Photograph of Park Place Church

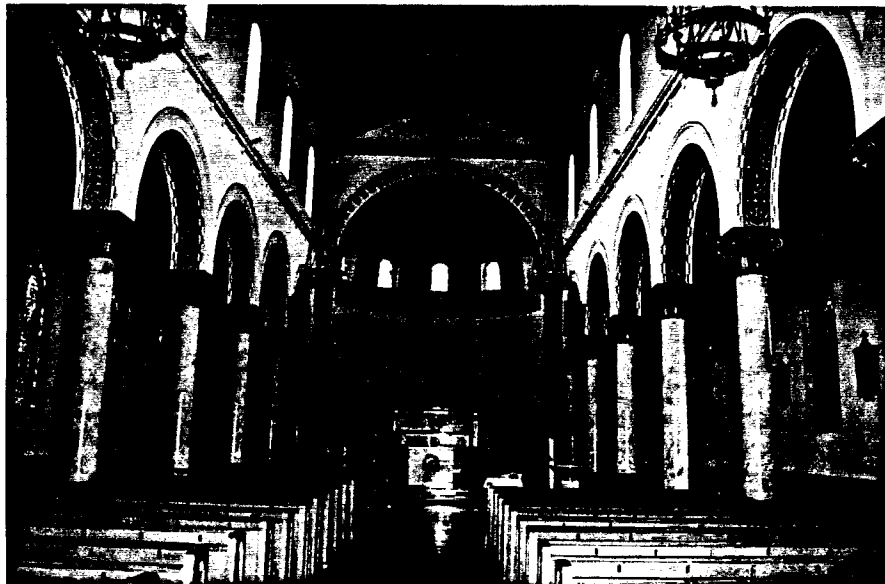


Figure 49: Photograph of Sacred Heart Church, interior view



Figure 50: Photograph of Epworth Church

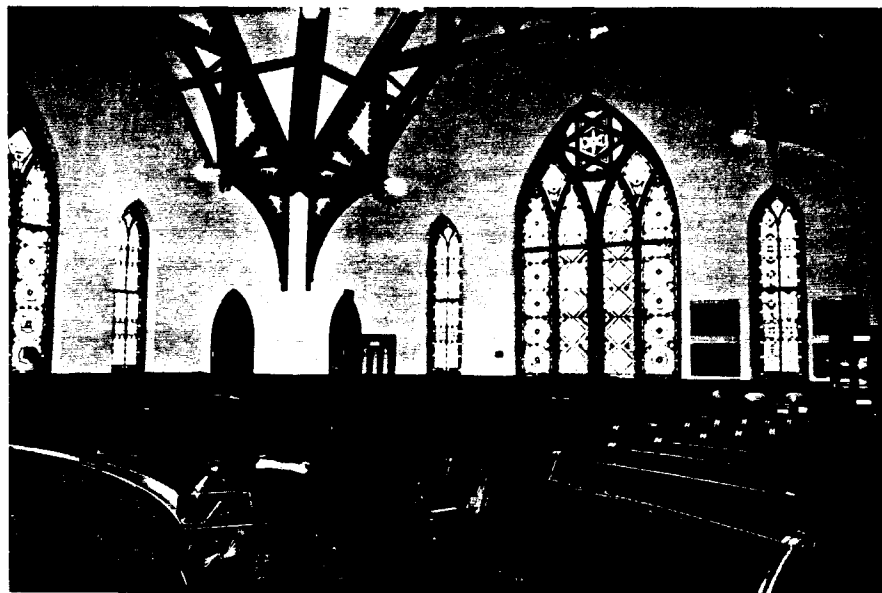


Figure 51: Photograph of Metropolitan A.M.E. Church, interior view



Figure 52: Photograph of Park Avenue Baptist Church



Figure 53: Photograph of Blessed Sacrament Church



Figure 54: Photograph of Freemason Abbey Restaurant



Figure 55: Photograph of Central Baptist Church



Figure 56: Photograph of Norfolk United Methodist Church



Figure 57: Photograph of Saint Peter's Episcopal Church



Figure 58: Photograph of Philipi Church of Christ



Figure 59: Photograph of Observatory at the Lafayette Zoo

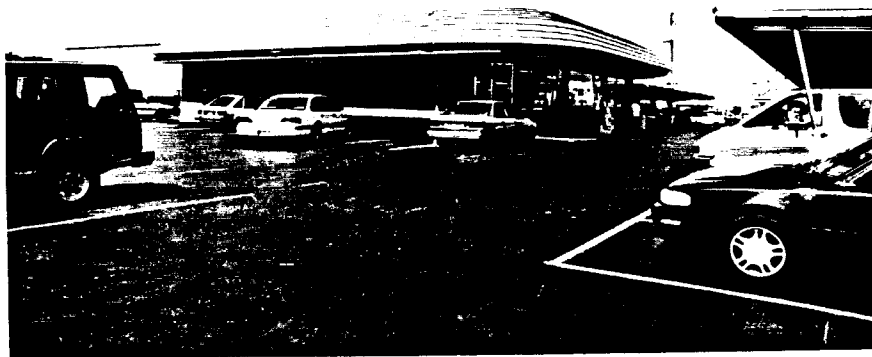


Figure 60: Photograph of Doumar's Drive-In



Figure 61: Photograph of Brambleton Pharmacy

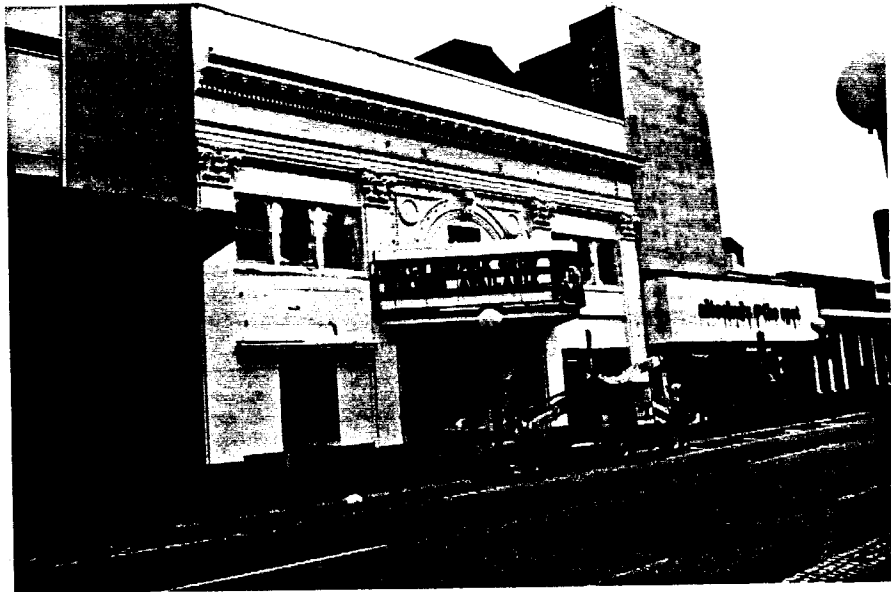


Figure 62: Photograph of Granby Theater



Figure 63: Photograph of Riverview Theater

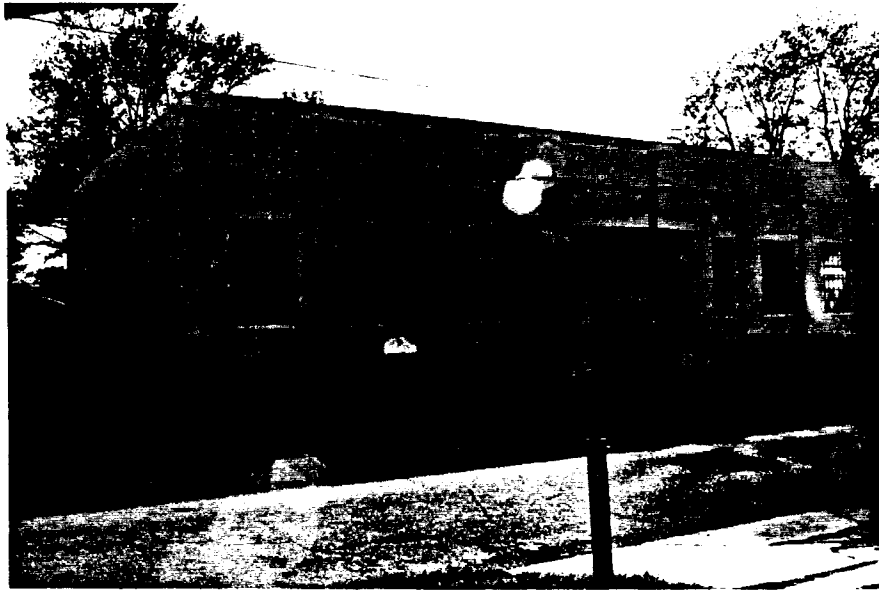


Figure 66: Photograph of Holy Trinity Gymnasium

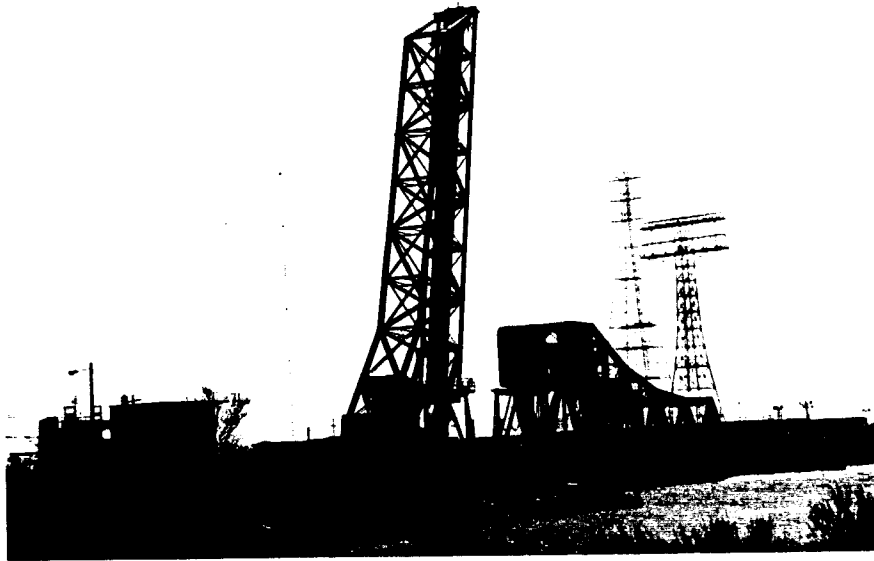


Figure 67: Photograph of Bascule Bridges



Figure 68: Photograph of Charlie Falk's Auto



Figure 69: Photograph of the Royster Building

HISTORIC CONTEXT REPORT--COMMERCE/TRADE

VDHR ID #	YEAR	PROPERTY NAME	VDHR HISTORIC CONTEXT
122-0077-	1900	Skipjack Norfolk Skipjack Allegheny	Commerce/Trade
122-0095-	1900	Merchants and Planters Bank Abundant Life Christian Church	Commerce/Trade
122-0163-	1910	Fancy Foods of Virginia	Commerce/Trade
122-0166-	1912	Royster Building	Commerce/Trade
122-0199-	1895	Grean's Building	Commerce/Trade
122-0203-	1906	Hecht Warehouse	Commerce/Trade
122-0466-	1920	Bank, 1308 Colley Avenue	Commerce/Trade
122-0475-	1920	Store, 1611 Colley Avenue	Commerce/Trade
122-0478-	1930	Ray's Body Shop	Commerce/Trade
122-0558-	1940	French Bakery, 4108 Granby Avenue	Commerce/Trade
122-0594-	1925	Seaboard Bank Building Continental Trust Company Bank	Commerce/Trade
122-0595-	1910	B & M Marine Repairs	Commerce/Trade
122-0597-	1920	Berkley Multi-Service Center U.S. Army, St. Helena Complex Building	Commerce/Trade
122-0598-	1880	Amclyde Engineered Products	Commerce/Trade
122-0599-	1900	Store, 126 Liberty Street	Commerce/Trade
122-0683-	1910	Building, Southeast corner of Liberty Street & Grayson Street	Commerce/Trade
122-0722-	1895	Building, 700 Block, Lexington Avenue	Commerce/Trade
122-0754-	1938	Best Repair Company	Commerce/Trade
122-0755-	1910	Dagenhart Pipe & Supply Company	Commerce/Trade
122-0818-	1935	Norfolk Wholesale Floral Corporation, 601 Brambleton Avenue	Commerce/Trade
122-0820-	1938	Black Roofing Company	Commerce/Trade
122-0821-	1950	Life Savings Bank, Granby Street	Commerce/Trade
122-0822-	1950	Crestar Bank	Commerce/Trade

23 RECORDS IN THIS REPORT

Figure 70: I.P.S. Generated Report



Figure 71: Photograph of the Seaboard Bank Building



Figure 72: Photograph of a Warehouse



Figure 73: Photograph of 1611 Colley Avenue Building



Figure 74: Photograph of Crestar Bank Building



Figure 75: Photograph of Fancy Foods of Virginia Building



Figure 76: Photograph of Nolde Brothers



Figure 77: Photograph of Birtcherd Dairy



Figure 78: Photograph of McLaughlin Substation

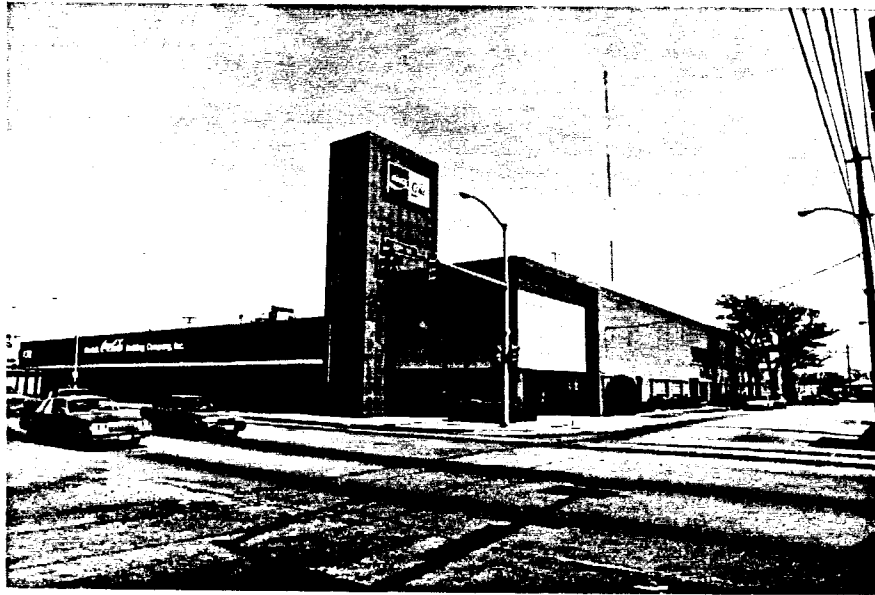


Figure 79: Photograph of Coca Cola Bottling Plant

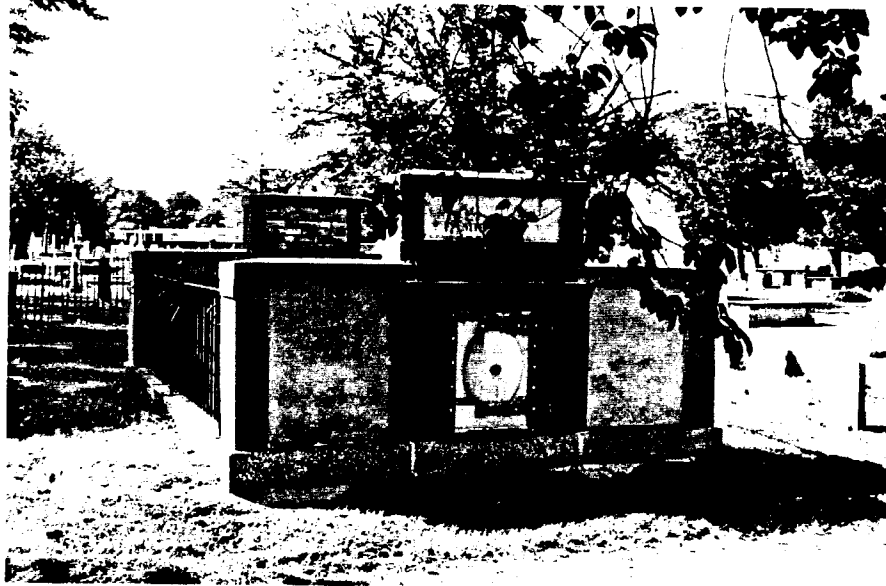


Figure 80: Photograph of Cedar Grove Cemetery



Figure 81: Photograph of Elmwood Cemetery



Figure 82: Photograph of Core Mausoleum



Figure 83: Photograph of Norfolk Southern Swing Bridge



Figure 84: Photograph of Interior of Machine Shop, Colonna's Shipyard



Figure 85: Photograph of Head House, Colonna's Shipyard

Threats to Property

VDHR ID #	PROPERTY NAME	Wuzit Type	Threat to Resource
122-0045-	Poplar Hall	Single Dwelling	Development
122-0048-	House, Lovitt Avenue	Single Dwelling	Development
122-0049-	House, Lovitt Avenue	Single Dwelling	Development
122-0050-	Hodges House (Twin Chimneys)	Single Dwelling	Deterioration
122-0051-	Magnolia Cemetery	Cemetery	Neglect
122-0076-	Hermitage Museum Hermitage Museum	Single Dwelling Generator House	None Known Vacant
122-0080-	House, 721 Colonial Avenue	Single Dwelling	Neglect
122-0091-	Meadowbrook School	School	Vacant
122-0098-	Mary Hardy MacArthur Memorial	Monument/Marker	Neglect
122-0105-	House, Washington Avenue	Single Dwelling	Deterioration
122-0114-	Pearce House	Single Dwelling	Deterioration
122-0117-	Core Mausoleum	Mausoleum	Neglect
122-0122-	World War I Memorial	Monument/Marker	Neglect
122-0136-	House, Ashland Drive (French Consulate)	Single Dwelling	Neglect
122-0143-	Birtcherd's Dairy	Dairy	Vacant
122-0145-	Pythian Castle (Brambleton Pharmacy)	Commercial Building	Deterioration
122-0166-	Royster Building	Office/Office Bldg.	Demolition
122-0197-	Granby Theater (Granby Mall Cinema)	Theatre	Vacant
122-0530-	House, 9135 Granby Street	Single Dwelling	Deterioration
122-0551-	Motel, 3325 Ocean View Avenue	Motel/Motel Court	Neglect
122-0591-	Gatewood School	School	Deterioration
122-0594-	Seaboard Bank Building (Continental Trust Company Bank)	Bank	Deterioration
122-0598-	Amclyde Engineered Products	Commercial Building	Deterioration
122-0599-	Store, 126 Liberty Street	Commercial Building	Deterioration
122-0634-	House, 930 Pollard Street	Single Dwelling	Neglect

Threats to Property

VDHR ID #	PROPERTY NAME	Wuzit Type	Threat to Resource
122-0642-	House, 1106 Hatton Street	Single Dwelling	Deterioration
122-0643-	House, 1102 Hatton Street	Single Dwelling	Deterioration
122-0652-	Harbor Park Boathouse	Boathouse	Deterioration
122-0655-	House, 415 Brambleton Avenue	Single Dwelling	Deterioration
122-0656-	House, 617 Marshall Avenue	Single Dwelling	Deterioration
122-0659-	USAFA Center	School	Neglect
122-0684-	House, 304-306 Liberty Street	Single Dwelling	Deterioration
122-0692-	House, 705 Forbes Street	Single Dwelling	Deterioration
122-0696-	House, 713 Forbes Street	Single Dwelling	Deterioration
122-0697-	House, 733 Forbes Street	Single Dwelling	Deterioration
122-0721-	Building, 700 Block, Lexington Avenue	Factory	Vacant
122-0722-	Building, 700 Block, Lexington Avenue	Commercial Building	Vacant
122-0774-	Merrimac Landing Apartments	Multiple Dwelling	Development

Figure 86: I.P.S. Generated Report--Threat to Properties

Uses Text

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 9 Art Deco
87 Bungalow/Craftsman
19 Classical Revival
 1 Colonial
85 Colonial Revival
18 Commercial Style
16 Dutch Colonial
 3 Federal
 3 French Colonial
 4 Georgian
10 Gothic Revival
 4 Greek Revival
 2 International Style
 3 Italianate
 1 Late 19th and 20th Century Revivals
 1 Late 19th and Early 20th Century American Movements
 9 Mission/Spanish Colonial Revival
 2 Mixed (more than 3 styles from different periods)
 8 Moderne
93 Other
 1 Postmedieval English
 4 Prairie School
39 Queen Anne
 8 Romanesque
 3 Second Empire
10 Shingle Style
 4 Spanish Colonial
16 Tudor Revival
37 Vernacular
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29 DIFFERENT CODES ARE USED 500 TIMES

Figure 87: I.P.S. Generated Report--Architectural Styles

Appendix A

List of Surveyed Properties in Norfolk
by File Number Order

CITY OF NORFOLK INVENTORY BY VDHR FILE NUMBER ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0030-	Talbot Hall	NORFOLK NORTH
122-0037-	Drummond House Clairvue	KEMPSVILLE
122-0045-	Poplar Hall	KEMPSVILLE
122-0047-	St. Peter's Episcopal Church Church of Christ Disciples	NORFOLK SOUTH
122-0048-	House, Lovitt Avenue	NORFOLK SOUTH
122-0049-	House, Lovitt Avenue	NORFOLK SOUTH
122-0050-	Hodges House Twin Chimneys	NORFOLK SOUTH
122-0051-	Magnolia Cemetery Magnolia Cemetery	NORFOLK SOUTH
122-0053-	Moses Glasser House	NORFOLK SOUTH
122-0062-	Grandy House	NORFOLK SOUTH
122-0070-	Sycamore View Cohoon House	NORFOLK NORTH
122-0076-	Hermitage Museum	NORFOLK NORTH
122-0077-	Skipjack Norfolk Skipjack Allegheny	
122-0079-	House, Westover Avenue	NORFOLK SOUTH
122-0080-	House, 721 Colonial Avenue	NORFOLK SOUTH
122-0081-	House, 418 Pembroke Avenue	NORFOLK SOUTH
122-0085-	House, Fairfax Street	NORFOLK SOUTH
122-0086-	House, Graydon Avenue	NORFOLK SOUTH
122-0089-	Herbert House	NORFOLK NORTH
122-0090-	Jackson House	NORFOLK NORTH
122-0091-	Meadowbrook School	NORFOLK NORTH
122-0092-	Lambert, F.D. House	NORFOLK NORTH
122-0095-	Merchants and Planters Bank Abundant Life Christian Church	NORFOLK SOUTH
122-0096-	Berkley Avenue Baptist Church Tabernacle of God Homeless Church of Divine Healing	NORFOLK SOUTH
122-0097-	Norfleet House	NORFOLK SOUTH
122-0098-	Mary Hardy MacArthur Memorial	NORFOLK SOUTH
122-0100-	Park Avenue Baptist Church	NORFOLK NORTH
122-0101-	Ballentine Home for the Aged Wheatley Hall, Norfolk State University	NORFOLK NORTH
122-0102-	Hebrew Cemetery Hebrew Cemetery	NORFOLK SOUTH
122-0104-	Cedar Grove Cemetery	NORFOLK SOUTH
122-0105-	House, Washington Ayenue	NORFOLK SOUTH
122-0106-	Calvary Cemetery Calvary Cemetery	NORFOLK SOUTH
122-0109-	Park Place Methodist Church	NORFOLK NORTH
122-0110-	Norfolk United Methodist Church	NORFOLK NORTH
122-0111-	Talbot-Cocke House Cedar Level Hardy House	NORFOLK NORTH
122-0112-	Consolvo House	NORFOLK NORTH
122-0113-	Dillard House	NORFOLK NORTH
122-0114-	Pearce House	NORFOLK NORTH
122-0115-	Pomfret	NORFOLK NORTH

CITY OF NORFOLK INVENTORY BY VDHR FILE NUMBER ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0116-	Elmwood Cemetery	NORFOLK SOUTH
122-0117-	Core Mausoleum	NORFOLK SOUTH
122-0118-	Malmgren House	
122-0119-	Moores Bridges Water Treatment Plant	KEMPSVILLE
122-0122-	World War I Memorial	NORFOLK SOUTH
122-0123-	Sidney W. Mason House	NORFOLK NORTH
122-0124-	George S. Face House	NORFOLK NORTH
122-0125-	Way, Mary House	NORFOLK NORTH
122-0126-	White, Thomas House	NORFOLK NORTH
122-0127-	House, 6209 Hampton Blvd.	NORFOLK NORTH
122-0128-	House, 5310 Edgewater Drive	NORFOLK NORTH
122-0129-	Perry House	NORFOLK NORTH
122-0130-	Wood House	NORFOLK NORTH
122-0131-	Gosnold Sanitorium	NORFOLK NORTH
122-0132-	West, E. T. House	NORFOLK NORTH
122-0133-	Wolcott House	NORFOLK NORTH
122-0134-	Topping House	NORFOLK NORTH
122-0135-	Folliard House	NORFOLK NORTH
122-0136-	House, Ashland Drive French Consulate	NORFOLK NORTH
122-0137-	Halstead, J.W. House	NORFOLK NORTH
122-0138-	Dwelling Place, The	NORFOLK NORTH
122-0139-	Blessed Sacrament Church Mt. Gilead Pentacostal Holiness Church	NORFOLK NORTH
122-0140-	Ward House	NORFOLK NORTH
122-0143-	Birtcherd's Dairy	NORFOLK SOUTH
122-0145-	Pythian Castle	NORFOLK SOUTH
122-0147-	Brambleton Pharmacy House, Dinwiddie Street	NORFOLK SOUTH
122-0148-	House, W. Ocean View Avenue	NORFOLK NORTH
122-0149-	House, W. Ocean View Avenue	NORFOLK NORTH
122-0150-	House, Little Bay Avenue	NORFOLK NORTH
122-0151-	House, Ocean View Avenue	NORFOLK NORTH
122-0153-	Confederate Monument	
122-0163-	Fancy Foods of Virginia	NORFOLK SOUTH
122-0166-	Royster Building	NORFOLK SOUTH
122-0178-	Epworth United Methodist Church	NORFOLK SOUTH
122-0179-	Second Presbyterian Church	NORFOLK SOUTH
122-0193-	Freemason Abbey Restaurant/ Tavern Falk's Auto Charlie Falk's	NORFOLK SOUTH
122-0194-	Metropolitan A.M.E. Church	NORFOLK SOUTH
122-0197-	Granby Theater	NORFOLK SOUTH
122-0199-	Granby Mall Cinema Grean's Building	NORFOLK SOUTH
122-0203-	Hecht Warehouse	NORFOLK SOUTH
122-0207-	Molasses Tank Taiwanese Pagoda	NORFOLK SOUTH
122-0248-	Ohef Shalom Temple	NORFOLK SOUTH
122-0249-	Henke Residence	NORFOLK SOUTH
122-0250-	Raleigh Square Raleigh Court	NORFOLK SOUTH

CITY OF NORFOLK INVENTORY BY VDHR FILE NUMBER ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0251-	Tatterson House	NORFOLK SOUTH
122-0252-	Pender, David House	NORFOLK SOUTH
122-0253-	Davidson, W.P. House	NORFOLK SOUTH
122-0255-	Cox Funeral Home	NORFOLK SOUTH
122-0256-	Church of the Sacred Heart	NORFOLK SOUTH
122-0258-	Killiam, Frederick W. House	NORFOLK SOUTH
122-0259-	Norfolk Airport Terminal	NORFOLK SOUTH
122-0403-	Central Baptist Church	NORFOLK NORTH
122-0408-	Church, 32nd Street	NORFOLK NORTH
122-0412-	Lafayette Zoological Park	NORFOLK NORTH
122-0413-	Conservatory	NORFOLK NORTH
122-0414-	House, 1604 Holland Avenue	NORFOLK NORTH
122-0415-	House, 1600 Holland Avenue	NORFOLK NORTH
122-0416-	House, 1535 Holland Avenue	NORFOLK NORTH
122-0417-	House, 1532 Holland Avenue	NORFOLK NORTH
122-0418-	House, 1504 Holland Avenue	NORFOLK NORTH
122-0419-	House, 1436 Huntington Crescent	NORFOLK NORTH
122-0420-	House, 1429 Huntington Crescent	NORFOLK NORTH
122-0421-	House, 1424 Huntington Crescent	NORFOLK NORTH
122-0422-	House, 1412 Morris Crescent	NORFOLK NORTH
122-0423-	House, 1416 Morris Crescent	NORFOLK NORTH
122-0424-	House, 1484 Ashland Circle	NORFOLK NORTH
122-0425-	House, 1411 Ashland Circle	NORFOLK NORTH
122-0426-	House, 1415 Ashland Circle	NORFOLK NORTH
122-0427-	House, 1535 Ashland Circle	NORFOLK NORTH
122-0428-	House, 1532 Ashland Circle	NORFOLK NORTH
122-0429-	House, 3123 St. Louis Avenue	NORFOLK NORTH
122-0430-	House, 1519 Versailles Avenue	NORFOLK NORTH
122-0431-	House, 3122 Luxembourg Avenue	NORFOLK NORTH
122-0432-	House, 3123 Luxembourg Avenue	NORFOLK NORTH
122-0433-	House, 3011 Luxembourg Avenue	NORFOLK NORTH
122-0434-	House, 144 Orleans Circle	NORFOLK NORTH
122-0435-	House, 157 Orleans Circle	NORFOLK NORTH
122-0436-	House, 133 Orleans Circle	NORFOLK NORTH
122-0437-	House, 1511 Royale Park	NORFOLK NORTH
122-0438-	House, 1522 Ave De Grasse	NORFOLK NORTH
122-0439-	House, 261 39th Street	NORFOLK NORTH
122-0440-	House, 238 39th street	NORFOLK NORTH
122-0441-	House, 3911 Columbus Avenue	NORFOLK NORTH
122-0442-	House, 224 40th Street	NORFOLK NORTH
122-0443-	House, 264 40th Street	NORFOLK NORTH
122-0444-	House, 4014 Holly Avenue	NORFOLK NORTH
122-0445-	House, 231 41st Street	NORFOLK NORTH
122-0446-	House, 214 42nd Street	NORFOLK NORTH
122-0447-	House, 211 42nd Street	NORFOLK NORTH
122-0448-	House, 202 Lucille Street	NORFOLK NORTH
122-0449-	House, 1063 Manchester Avenue	NORFOLK NORTH
122-0450-	House, 1351 Sussex Place	NORFOLK NORTH
122-0451-	House, 734 Graydon Avenue	NORFOLK SOUTH
122-0452-	Apartment, 703 Graydon Avenue	NORFOLK SOUTH
122-0453-	House, 612 Westover Avenue	NORFOLK SOUTH
122-0454-	House, 608 Redgate Avenue	NORFOLK SOUTH
	First Presbyterian Church	NORFOLK SOUTH
	House, 909 Colonial Avenue	NORFOLK SOUTH

CITY OF NORFOLK INVENTORY BY VDHR FILE NUMBER ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0455-	House, 618 Stockley Gardens	NORFOLK SOUTH
122-0456-	House, 1032 Westover Avenue	NORFOLK SOUTH
122-0457-	House, 1210 Brandon Avenue	NORFOLK SOUTH
122-0458-	House, 1410 Gates Avenue	NORFOLK SOUTH
122-0459-	House, 1437 Armistead Bridge Road	NORFOLK SOUTH
122-0460-	House, 1221 Woodrow Avenue	NORFOLK SOUTH
122-0461-	House, 1200 Woodrow Avenue	NORFOLK SOUTH
122-0462-	Apartment, 1712 Core Avenue	NORFOLK SOUTH
122-0463-	Apartment, 901 Spotswood Avenue	NORFOLK SOUTH
122-0464-	Apartment, 911-915 Spotswood Avenue	NORFOLK SOUTH
122-0465-	Apartment, 1115 Colley Avenue	NORFOLK SOUTH
122-0466-	Bank, 1308 Colley Avenue	NORFOLK SOUTH
122-0467-	Apartment Building, 819 Maury Avenue	NORFOLK SOUTH
122-0468-	House, 709 Maury Avenue	NORFOLK SOUTH
122-0469-	House, 708 Baldwin Avenue	NORFOLK SOUTH
122-0470-	House, 1207 Stockly Gardens	NORFOLK SOUTH
122-0471-	Apartment, 910 Greenway Court	NORFOLK SOUTH
122-0472-	House, 606 Shirley Avenue	NORFOLK SOUTH
122-0473-	House, 615 Shirley Avenue	NORFOLK SOUTH
122-0474-	Blair Middle School	NORFOLK SOUTH
122-0475-	Store, 1611 Colley Avenue	NORFOLK SOUTH
122-0476-	McLaughlin Substation	NORFOLK SOUTH
122-0477-	Nolde Brothers Inc.	NORFOLK NORTH
122-0478-	Ray's Body Shop	NORFOLK SOUTH
122-0479-	House, 860 46th Street	NORFOLK NORTH
122-0480-	House, 791 48th Street	NORFOLK NORTH
122-0481-	House, 765 48th Street	NORFOLK NORTH
122-0482-	House, 783 49th Street	NORFOLK NORTH
122-0483-	House, 786 51st Street	NORFOLK NORTH
122-0484-	House, 5002 Killam Avenue	NORFOLK NORTH
122-0485-	House, 796 52nd Street	NORFOLK NORTH
122-0486-	House, 823 W. 52nd Street	NORFOLK NORTH
122-0487-	House, 520 Westover Avenue	NORFOLK NORTH
122-0488-	House, 212 Forrest Road	NORFOLK NORTH
122-0489-	House, 315 Forrest Road	NORFOLK NORTH
122-0490-	House, 319 Forrest Road	NORFOLK NORTH
122-0491-	House, 1219 Manchester	NORFOLK NORTH
122-0492-	House, 6300 Richmond Place	NORFOLK NORTH
122-0493-	House, 1100 Hanover Street	NORFOLK NORTH
122-0494-	House, 1055 Cambridge Crescent	NORFOLK NORTH
122-0495-	House, 1046 Cambridge Crescent	NORFOLK NORTH
122-0496-	House, 1125 Bedford Avenue	NORFOLK NORTH
122-0497-	House, 926 Avenue I	NORFOLK NORTH
122-0498-	House, 990 Avenue H	NORFOLK NORTH
122-0499-	House, 6615 Albert Avenue	LITTLE CREEK
122-0500-	House, 1014 Philpotts Road	LITTLE CREEK
122-0501-	House, 127 Sir Oliver Street	NORFOLK NORTH
122-0502-	House, 100 Orchard Street	NORFOLK NORTH
122-0503-	House, 113 Orchard Street	NORFOLK NORTH
122-0504-	House, 5505 Willow Grove Court	NORFOLK NORTH
122-0505-	House, 5501 Willow Grove Court	NORFOLK NORTH
122-0506-	House, 1407 Graydon Place	NORFOLK SOUTH
122-0507-	House, 1500 block Bay View Blvd.	LITTLE CREEK

CITY OF NORFOLK INVENTORY BY VDHR FILE NUMBER ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0508-	House 9614 Grove Avenue	LITTLE CREEK
122-0509-	House, 614 Dune Street	LITTLE CREEK
122-0510-	School, 7425 Chesapeake Blvd.	LITTLE CREEK
122-0511-	House, 1332 Cloncurry Road	NORFOLK NORTH
122-0512-	House, 1300 Daniel Avenue	NORFOLK NORTH
122-0513-	House, 7656 Maury Arch	NORFOLK NORTH
122-0514-	House, 7612 North Shore Drive	NORFOLK NORTH
122-0515-	House, 7477 North Shore Road	NORFOLK NORTH
122-0516-	House, 7814 North Shore Drive	NORFOLK NORTH
122-0517-	House, 1409 Trouville Avenue	NORFOLK NORTH
122-0518-	House, 7609 Courtlandt Place	NORFOLK NORTH
122-0519-	House, 1506 Runnymede	NORFOLK NORTH
122-0520-	House, 1330 Laurel Crescent	NORFOLK NORTH
122-0521-	House, 7309 Glenroie Avenue	NORFOLK NORTH
122-0522-	House, 7419 Chipping Road	NORFOLK NORTH
122-0523-	House, 224 Glendale Avenue	NORFOLK NORTH
122-0524-	House, 629 New Jersey Avenue	NORFOLK NORTH
122-0525-	Apartment, 639 New York	NORFOLK NORTH
122-0526-	House, 700 Maryland Avenue	NORFOLK NORTH
122-0527-	House, 725 Virginia Avenue	NORFOLK NORTH
122-0528-	JEB Stuart Elementary School Stuart Gifted Center	NORFOLK NORTH
122-0529-	House, 9623 11th View Street	NORFOLK NORTH
122-0530-	House, 9135 Granby Street	NORFOLK NORTH
122-0531-	Forest Lawn Cemetery	
122-0532-	House, 406 and 410 Brakenridge Avenue	NORFOLK NORTH
122-0533-	House, 1528 Ashland Circle	NORFOLK NORTH
122-0534-	House, 1464 Ashland Circle	NORFOLK NORTH
122-0535-	House, 1429 Mallory	NORFOLK SOUTH
122-0536-	House, 1400 Westover Avenue	NORFOLK SOUTH
122-0537-	House, 1302 Westover Avenue	NORFOLK SOUTH
122-0538-	House, 1303 Westover Avenue	NORFOLK SOUTH
122-0539-	House, 1338 Graydon Avenue	NORFOLK SOUTH
122-0540-	House, 1220 Graydon Avenue	NORFOLK SOUTH
122-0541-	House, 1400 Armistead Bridge Road	NORFOLK SOUTH
122-0542-	House, 1208 Armistead Bridge Road	NORFOLK SOUTH
122-0543-	House, 1101 Matoaka Street	NORFOLK SOUTH
122-0544-	House, 1223 Westover Avenue	NORFOLK SOUTH
122-0545-	House, 1230 Westover Avenue	NORFOLK SOUTH
122-0546-	House, 1116 Redgate Avenue	NORFOLK SOUTH
122-0547-	House, 1037 Redgate Avenue	NORFOLK SOUTH
122-0548-	Apartment Building, 901 Greenway Court	NORFOLK SOUTH
122-0549-	Claremont Theater Little Theatre of Norfolk	NORFOLK SOUTH
122-0550-	Maury High School	NORFOLK SOUTH
122-0551-	Motel, 3325 Ocean View Avenue	LITTLE CREEK
122-0552-	House, 3706 Ocean View Avenue	LITTLE CREEK
122-0553-	House, 3612 Pleasant Avenue	LITTLE CREEK
122-0554-	House, 9510 Chesapeake Street	LITTLE CREEK
122-0555-	House, between 1017 and 1025 Balview Avenue	LITTLE CREEK
122-0556-	House, 1395 Fishermans Road	LITTLE CREEK

CITY OF NORFOLK INVENTORY BY VDHR FILE NUMBER ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0557-	Wales, The, Apartment building	NORFOLK NORTH
122-0558-	French Bakery, 4108 Granby Avenue	NORFOLK NORTH
122-0559-	Riverview Theater	NORFOLK NORTH
122-0560-	House, 300 40th Street	NORFOLK NORTH
122-0561-	House, 500 blk of New Jersey Avenue	NORFOLK NORTH
122-0562-	House, 4600 Colonial Avenue	NORFOLK NORTH
122-0563-	House, 437 Connecticut Avenue	NORFOLK NORTH
122-0564-	House, 502 Massachusetts Avenue	NORFOLK NORTH
122-0565-	House, 559 Mayflower Avenue	NORFOLK NORTH
122-0566-	House, 611 Massachusetts Avenue	NORFOLK NORTH
122-0567-	House, 4901 Gosnold Avenue	NORFOLK NORTH
122-0568-	House, 4516 Newport Avenue	NORFOLK NORTH
122-0569-	House, 1432 Ashland Circle	NORFOLK NORTH
122-0570-	House, 1411 Huntington Crescent	NORFOLK NORTH
122-0571-	House, 1541 Holland Avenue	NORFOLK NORTH
122-0572-	Naro Theater, 1507 Colley Avenue	NORFOLK SOUTH
122-0573-	House, 521 Massachusetts Avenue	NORFOLK NORTH
122-0574-	House, 2401 Rush Street	
122-0575-	House, 3115 Illinois Avenue	LITTLE CREEK
122-0576-	House, 3117 Illinois Avenue	LITTLE CREEK
122-0577-	House, 3123 Illinois Avenue	NORFOLK NORTH
122-0578-	House, 3125 Illinois Avenue	NORFOLK NORTH
122-0579-	House, 3413 Lafayette Blvd.	NORFOLK SOUTH
122-0580-	House, 3401 Lafayette Blvd.	NORFOLK SOUTH
122-0581-	House, 3404 Lafayette Blvd.	NORFOLK SOUTH
122-0582-	House, 3669 Nottaway Street	LITTLE CREEK
122-0583-	House, 3668 Nottaway Street	LITTLE CREEK
122-0584-	House, 3727 Pamlico Circle	LITTLE CREEK
122-0585-	House, 3731 Pamlico Circle	LITTLE CREEK
122-0586-	House, 3735 Pamlico Circle	LITTLE CREEK
122-0587-	House, 3715 Pamlico Circle	LITTLE CREEK
122-0588-	House, 3713 Pamlico Circle	LITTLE CREEK
122-0589-	House, 3714 Pamlico Circle	LITTLE CREEK
122-0590-	Colonna's Shipyard	NORFOLK SOUTH
122-0591-	Gatewood School	NORFOLK SOUTH
122-0592-	United Mission Pentecostal Holiness Church	NORFOLK SOUTH
122-0593-	Chatman Funeral Home	NORFOLK SOUTH
122-0594-	Seaboard Bank Building Continental Trust Company Bank	NORFOLK SOUTH
122-0595-	B & M Marine Repairs	NORFOLK SOUTH
122-0596-	Norfolk Police Department	NORFOLK SOUTH
122-0597-	Berkley Multi-Service Center U.S. Army, St. Helena Complex Building	NORFOLK SOUTH
122-0598-	Amclyde Engineered Products	NORFOLK SOUTH
122-0599-	Store, 126 Liberty Street	NORFOLK SOUTH
122-0600-	House, 132 Poplar Avenue	NORFOLK SOUTH
122-0601-	House, 130 Poplar Avenue	NORFOLK SOUTH
122-0602-	Philippi Church of Christ	NORFOLK SOUTH
122-0603-	House, 213 Hardy Avenue	NORFOLK SOUTH
122-0604-	House, 206 Hardy Avenue	NORFOLK SOUTH
122-0605-	House, 228 Hardy Avenue	NORFOLK SOUTH
122-0606-	House, 232 Hardy Avenue	NORFOLK SOUTH

CITY OF NORFOLK INVENTORY BY VDHR FILE NUMBER ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0607-	House, 3070 Davis Street	NORFOLK SOUTH
122-0608-	House, 2706 Vincent Avenue	NORFOLK SOUTH
122-0609-	House, 2731 Vincent Avenue	NORFOLK SOUTH
122-0610-	House, 2727 Vincent Avenue	NORFOLK SOUTH
122-0611-	House, 2721 Vincent Avenue	NORFOLK SOUTH
122-0612-	House, 2736 Harrell Avenue	NORFOLK SOUTH
122-0613-	House, 2730 Harrell Avenue	NORFOLK SOUTH
122-0614-	House, 2725 Harrell Avenue	NORFOLK SOUTH
122-0615-	House, 2507 Harrell Avenue	NORFOLK SOUTH
122-0616-	House, 2509 Harrell Avenue	NORFOLK SOUTH
122-0617-	House, 316 28th Street	NORFOLK SOUTH
122-0618-	House, 318 28th Street	NORFOLK SOUTH
122-0619-	House, 435 28th Street	NORFOLK SOUTH
122-0620-	House, 432 28th Street	NORFOLK SOUTH
122-0621-	House, 529 28th Street	NORFOLK SOUTH
122-0622-	House, 973 Merrimac Avenue	NORFOLK SOUTH
122-0623-	House, 975 Merrimac Avenue	NORFOLK SOUTH
122-0624-	House, 977 Merrimac Avenue	NORFOLK SOUTH
122-0625-	House, 5736 Cornick Road	KEMPSVILLE
122-0626-	House, 5740 Cornick Road	KEMPSVILLE
122-0627-	House, 5742 Cornick Road	KEMPSVILLE
122-0628-	House, 5744 Cornick Road	KEMPSVILLE
122-0629-	House, 5746 Cornick Road	KEMPSVILLE
122-0630-	House, 5750 Cornick Road	KEMPSVILLE
122-0631-	House, 828 Pollard Street	NORFOLK SOUTH
122-0632-	House, 824 Pollard Street	NORFOLK SOUTH
122-0633-	House, 822 Pollard Street	NORFOLK SOUTH
122-0634-	House, 930 Pollard Street	NORFOLK SOUTH
122-0635-	House, 940 Pollard Street	NORFOLK SOUTH
122-0636-	House, 946 Pollard Street	NORFOLK SOUTH
122-0637-	House, 948 Pollard Street	NORFOLK SOUTH
122-0638-	House, 869 Lindenwood Avenue	NORFOLK SOUTH
122-0639-	House, 871 Lindenwood Avenue	NORFOLK SOUTH
122-0640-	House, 1114 Hatton Street	NORFOLK SOUTH
122-0641-	House, 1108 Hatton Street	NORFOLK SOUTH
122-0642-	House, 1106 Hatton Street	NORFOLK SOUTH
122-0643-	House, 1102 Hatton Street	NORFOLK SOUTH
122-0644-	House, 1502 Colon Avenue	NORFOLK SOUTH
122-0645-	House, 1416 Colon Avenue	NORFOLK SOUTH
122-0646-	House, 1414 Colon Avenue	NORFOLK SOUTH
122-0647-	House, 1617 E. Indian River Road	NORFOLK SOUTH
122-0648-	Pentecostal UHC Church	NORFOLK SOUTH
122-0649-	House, 905 Oakwood Street	NORFOLK SOUTH
122-0650-	House, 903 Oakwood Street	NORFOLK SOUTH
122-0651-	House, 901 Oakwood Street	NORFOLK SOUTH
122-0652-	Harbor Park Boathouse	NORFOLK SOUTH
122-0653-	House, 729 Marshall Avenue	NORFOLK SOUTH
122-0654-	House, 727 Marshall Avenue	NORFOLK SOUTH
122-0655-	House, 415 Brambleton Avenue	NORFOLK SOUTH
122-0656-	House, 617 Marshall Avenue	NORFOLK SOUTH
122-0657-	House, 821 Park Avenue	NORFOLK SOUTH
122-0658-	Norfolk Recycling	NORFOLK SOUTH
122-0659-	USAFA Center	KEMPSVILLE
122-0660-	House, 1521 Colon Avenue	NORFOLK SOUTH

CITY OF NORFOLK INVENTORY BY VDHR FILE NUMBER ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0661-	House, 1609 Colon Avenue	NORFOLK SOUTH
122-0662-	House, 1611 Colon Avenue	NORFOLK SOUTH
122-0663-	House, 1617 Colon Avenue	NORFOLK SOUTH
122-0664-	House, 1608 Colon Avenue	NORFOLK SOUTH
122-0665-	House, 1411 Colon Avenue	NORFOLK SOUTH
122-0666-	House, 1413 Colon Avenue	NORFOLK SOUTH
122-0667-	House, 1501 Colon Avenue	NORFOLK SOUTH
122-0668-	Norfolk Southern Swing Bridge	KEMPSVILLE
122-0669-	26th Street Bridge, 26th Street	NORFOLK SOUTH
122-0670-	House, 245 30th Street	NORFOLK NORTH
122-0671-	House, 233 30th Street	NORFOLK SOUTH
122-0672-	House, 7919 Galveston Blvd.	NORFOLK NORTH
122-0673-	House, 7925 Galveston Blvd.	NORFOLK NORTH
122-0674-	Bascule Bridges	NORFOLK SOUTH
122-0675-	House, 226 Hough Avenue	NORFOLK SOUTH
122-0676-	House, 224 Hough Avenue	NORFOLK SOUTH
122-0677-	House, 301 Indian River Road	NORFOLK SOUTH
122-0678-	House, 234 Indian River Road	NORFOLK SOUTH
122-0679-	House, 229 Indian River Road	NORFOLK SOUTH
122-0680-	House, 228 Indian River Road	NORFOLK SOUTH
122-0681-	Trinity A.M.E. Church	NORFOLK SOUTH
122-0682-	Corner Stone Christian Center Hebrew Synagogue	NORFOLK SOUTH
122-0683-	Church of the Lord Jesus Christ of the Apostolic Faith Building, Southeast corner of Liberty Street & Grayson Street	NORFOLK SOUTH
122-0684-	House, 304-306 Liberty Street	NORFOLK SOUTH
122-0685-	House, 808 Grayson Street	NORFOLK SOUTH
122-0686-	Doumar's Drive In	NORFOLK SOUTH
122-0687-	House, 986 Washington Avenue	NORFOLK SOUTH
122-0688-	House, 964 Washington Avenue	NORFOLK SOUTH
122-0689-	House, 969 Washington Avenue	NORFOLK SOUTH
122-0690-	House, 965 Merrimac Avenue	NORFOLK SOUTH
122-0691-	House, 964 Merrimac Avenue	NORFOLK SOUTH
122-0692-	House, 705 Forbes Street	NORFOLK SOUTH
122-0693-	House, 707 Forbes Street	NORFOLK SOUTH
122-0694-	House, 709 Forbes Street	NORFOLK SOUTH
122-0695-	House, 711 Forbes Street	NORFOLK SOUTH
122-0696-	House, 713 Forbes Street	NORFOLK SOUTH
122-0697-	House, 733 Forbes Street	NORFOLK SOUTH
122-0698-	House, 800 Forbes Street	NORFOLK SOUTH
122-0699-	House, 801 Forbes Street	NORFOLK SOUTH
122-0700-	House, 2732 Westminister Avenue	NORFOLK SOUTH
122-0701-	House, 2730 Westminister Avenue	NORFOLK SOUTH
122-0702-	House, 2726 Westminister Avenue	NORFOLK SOUTH
122-0703-	House, 2724 Westminister Avenue	NORFOLK SOUTH
122-0704-	House, 2631 Marlboro Avenue	NORFOLK SOUTH
122-0705-	House, 2629 Marlboro Avenue	NORFOLK SOUTH
122-0706-	House, 2627 Marlboro Avenue	NORFOLK SOUTH
122-0707-	House, 2625 Marlboro Avenue	NORFOLK SOUTH
122-0708-	House, 2621 Marlboro Avenue	NORFOLK SOUTH
122-0709-	House, 2622 Marlboro Avenue	NORFOLK SOUTH

CITY OF NORFOLK INVENTORY BY VDHR FILE NUMBER ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0710-	House, 2626 Marlboro Avenue	NORFOLK SOUTH
122-0711-	House, 2628 Marlboro Avenue	NORFOLK SOUTH
122-0712-	House, 2716 Marlboro Avenue	NORFOLK SOUTH
122-0713-	House, 2718 Marlboro Avenue	NORFOLK SOUTH
122-0714-	House, 2810 Marlboro Avenue	NORFOLK SOUTH
122-0715-	House, 2813 Marlboro Avenue	NORFOLK SOUTH
122-0716-	House, 1908 Montclair Avenue	NORFOLK SOUTH
122-0717-	House, 1906 Montclair Avenue	NORFOLK SOUTH
122-0718-	House, 1904 Montclair Avenue	NORFOLK SOUTH
122-0719-	House, 1902 Montclair Avenue	NORFOLK SOUTH
122-0720-	House, 1900 Montclair Avenue	NORFOLK SOUTH
122-0721-	Building, 700 Block, Lexington Avenue	NORFOLK SOUTH
122-0722-	Building, 700 Block, Lexington Avenue	NORFOLK SOUTH
122-0723-	House, 727-9 Fremont Street	NORFOLK SOUTH
122-0724-	House, 735-7 Fremont Street	NORFOLK SOUTH
122-0725-	House, 743-5 Fremont Street	NORFOLK SOUTH
122-0726-	Coca Cola Bottling Company, Inc. Coca Cola Bottling Company, Inc.	NORFOLK SOUTH
122-0727-	Bandshell Pavilion Lafayette Zoological Park Bird Cage	NORFOLK NORTH
122-0728-	House, 402 Ashlawn Drive	NORFOLK NORTH
122-0729-	House, 404 Ashlawn Drive	NORFOLK NORTH
122-0730-	House, 8001 Roxboro Road	NORFOLK NORTH
122-0731-	House, 8003 Roxboro Road	NORFOLK NORTH
122-0732-	House, 8204 Simons Drive	NORFOLK NORTH
122-0733-	House, 8206 Simons Drive	NORFOLK NORTH
122-0734-	House, 8203 Simons Drive	NORFOLK NORTH
122-0735-	House, 8008 Merritt Street	LITTLE CREEK
122-0736-	House, 8012 Merritt Street	LITTLE CREEK
122-0737-	House, 8013 Merritt Street	LITTLE CREEK
122-0738-	House, 8019 Merritt Street	LITTLE CREEK
122-0739-	House, 125 East Lorengo Avenue	NORFOLK NORTH
122-0740-	House, 123 East Lorengo Avenue	NORFOLK NORTH
122-0741-	House, 119 East Lorengo Avenue	NORFOLK NORTH
122-0742-	House, 118 East Lorengo Avenue	NORFOLK NORTH
122-0743-	House, 124 East Lorengo Avenue	NORFOLK NORTH
122-0744-	House, 309 32nd Street	NORFOLK NORTH
122-0745-	House, 248 32nd Street	NORFOLK NORTH
122-0746-	House, 242 32nd Street	NORFOLK NORTH
122-0747-	Pump Station	NORFOLK NORTH
122-0748-	House, 244 30th Street	NORFOLK NORTH
122-0749-	House, 238 30th Street	NORFOLK NORTH
122-0750-	House, 114 28th Street	NORFOLK SOUTH
122-0751-	House, 237 25th Street	NORFOLK SOUTH
122-0752-	House, 241 30th Street	NORFOLK SOUTH
122-0753-	House, 301 25th Street	NORFOLK SOUTH
122-0754-	Best Repair Company	NORFOLK SOUTH
122-0755-	Dagenhart Pipe & Supply Company	NORFOLK SOUTH
122-0756-	House, 537 West 27th Street	NORFOLK SOUTH
122-0757-	House, 525 27th Street	NORFOLK SOUTH
122-0758-	Apartment Building, Gosnold Avenue	NORFOLK NORTH
122-0759-	House, 608 28th Street	NORFOLK SOUTH

CITY OF NORFOLK INVENTORY BY VDHR FILE NUMBER ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0760-	house, 514 28th Street	NORFOLK SOUTH
122-0761-	House, 127 W. Lorengo Avenue	NORFOLK NORTH
122-0762-	House, 129 W. Lorengo Avenue	NORFOLK NORTH
122-0763-	House, 130 W. Lorengo Avenue	NORFOLK NORTH
122-0764-	House, 122 W. Lorengo Avenue	NORFOLK NORTH
122-0765-	House, 9419 Selby Place	NORFOLK NORTH
122-0766-	House, 9424 Selby Place	NORFOLK NORTH
122-0767-	House, 9418 Selby Place	NORFOLK NORTH
122-0768-	House, 9531 Selby Place	NORFOLK NORTH
122-0769-	House, 9525 Selby Place	NORFOLK NORTH
122-0770-	Holy Trinity Church	NORFOLK NORTH
122-0771-	Holy Trinity School Gym	NORFOLK NORTH
122-0772-	House, 121 Dupre Avenue	NORFOLK NORTH
122-0773-	House, 116 Dupre Avenue	NORFOLK NORTH
122-0774-	Merrimac Landing Apartments	NORFOLK NORTH
122-0775-	House, 134 W. Bay View Boulevard	NORFOLK NORTH
122-0776-	House, 539 Bute Street	NORFOLK SOUTH
122-0777-	House, 2649 Vincent Avenue	NORFOLK SOUTH
122-0778-	House, 2701 Vincent Avenue	NORFOLK SOUTH
122-0779-	House, 2515 Vincent Avenue	NORFOLK SOUTH
122-0780-	House, 2520 Vincent Avenue	NORFOLK SOUTH
122-0781-	House, 2516 Vincent Avenue	NORFOLK SOUTH
122-0782-	House, 2512 Vincent Avenue	NORFOLK SOUTH
122-0783-	House, 3020 McLemore Street	NORFOLK SOUTH
122-0784-	House, 800 Summit Avenue	NORFOLK SOUTH
122-0785-	House, 806 Summit Avenue	NORFOLK SOUTH
122-0786-	House, 812 Summit Avenue	NORFOLK SOUTH
122-0787-	House, 807 Summit Avenue	NORFOLK SOUTH
122-0788-	House, 2524 Hale Street	NORFOLK SOUTH
122-0789-	House, 800 Hayes Street	NORFOLK SOUTH
122-0790-	House, 866 Lindenwood Avenue	NORFOLK SOUTH
122-0791-	House, 868 Lindenwood Avenue	NORFOLK SOUTH
122-0792-	House, 870 Lindenwood Avenue	NORFOLK SOUTH
122-0793-	House, 874 Lindenwood Avenue	NORFOLK SOUTH
122-0794-	House, 702 Sycamore Street	NORFOLK SOUTH
122-0795-	House, 704 Sycamore Street	NORFOLK SOUTH
122-0796-	House, 1911 Springfield Avenue	NORFOLK SOUTH
122-0797-	House, 1907 Springfield Avenue	NORFOLK SOUTH
122-0798-	House, 1903 Springfield Avenue	NORFOLK SOUTH
122-0799-	House, 1920 Springfield Avenue	NORFOLK SOUTH
122-0800-	House, 1729 Princeton Avenue	NORFOLK SOUTH
122-0801-	House, 1721 Princeton Avenue	NORFOLK SOUTH
122-0802-	House, 1717 Princeton Avenue	NORFOLK SOUTH
122-0803-	House, 1713 Princeton Avenue	NORFOLK SOUTH
122-0804-	House, 1730 Princeton Avenue	NORFOLK SOUTH
122-0805-	House, 1742 Princeton Avenue	NORFOLK SOUTH
122-0806-	House, 1817 Princeton Avenue	NORFOLK SOUTH
122-0807-	House, 1800 Princeton Avenue	NORFOLK SOUTH
122-0808-	House, 1802 Canton Avenue	NORFOLK SOUTH
122-0809-	House, 1804 Canton Avenue	NORFOLK SOUTH
122-0810-	House, 1806 Canton Avenue	NORFOLK SOUTH
122-0811-	House, 1812 Canton Avenue	NORFOLK SOUTH
122-0812-	House, 4864 Hampshire Avenue	LITTLE CREEK
122-0813-	House, 4854 Hampshire Avenue	LITTLE CREEK

CITY OF NORFOLK INVENTORY BY VDHR FILE NUMBER ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0814-	House, 4855 Hampshire Avenue	LITTLE CREEK
122-0815-	House, 4849 Hampshire Avenue	LITTLE CREEK
122-0816-	House, 3665 Bell Street	LITTLE CREEK
122-0817-	house, 3667 Bell Street	LITTLE CREEK
122-0818-	Norfolk Wholesale Floral Corporation, 601 Brambleton Avenue	NORFOLK SOUTH
122-0819-	F.H. Gaskins Co., Inc.	NORFOLK SOUTH
122-0820-	Black Roofing Company	NORFOLK SOUTH
122-0821-	Life Savings Bank, Granby Street	NORFOLK NORTH
122-0822-	Crestar Bank	NORFOLK NORTH

503 RECORDS IN THIS REPORT

Appendix B

List of Surveyed Properties in Norfolk
by Name

NORFOLK INVENTORY BY PROPERTY NAME ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0669-	26th Street Bridge, 26th Street	NORFOLK SOUTH
122-0598-	Amclyde Engineered Products	NORFOLK SOUTH
122-0467-	Apartment Building, 819 Maury Avenue	NORFOLK SOUTH
122-0548-	Apartment Building, 901 Greenway Court	NORFOLK SOUTH
122-0758-	Apartment Building, Gosnold Avenue	NORFOLK NORTH
122-0465-	Apartment, 1115 Colley Avenue	NORFOLK SOUTH
122-0462-	Apartment, 1712 Core Avenue	NORFOLK SOUTH
122-0525-	Apartment, 639 New York	NORFOLK NORTH
122-0450-	Apartment, 703 Graydon Avenue	NORFOLK SOUTH
122-0463-	Apartment, 901 Spotswood Avenue	NORFOLK SOUTH
122-0471-	Apartment, 910 Greenway Court	NORFOLK SOUTH
122-0464-	Apartment, 911-915 Spotswood Avenue	NORFOLK SOUTH
122-0595-	B & M Marine Repairs	NORFOLK SOUTH
122-0101-	Ballentine Home for the Aged Wheatley Hall, Norfolk State University	NORFOLK NORTH
122-0727-	Bandshell Pavilion Lafayette Zoological Park Bird Cage	NORFOLK NORTH
122-0466-	Bank, 1308 Colley Avenue	NORFOLK SOUTH
122-0674-	Bascule Bridges	NORFOLK SOUTH
122-0096-	Berkley Avenue Baptist Church Tabernacle of God Homeless Church of Divine Healing	NORFOLK SOUTH
122-0597-	Berkley Multi-Service Center U.S. Army, St. Helena Complex Building	NORFOLK SOUTH
122-0754-	Best Repair Company	NORFOLK SOUTH
122-0143-	Birtcherd's Dairy	NORFOLK SOUTH
122-0820-	Black Roofing Company	NORFOLK SOUTH
122-0474-	Blair Middle School	NORFOLK SOUTH
122-0139-	Blessed Sacrament Church Mt. Gilead Pentacostal Holiness Church	NORFOLK NORTH
122-0721-	Building, 700 Block, Lexington Avenue	NORFOLK SOUTH
122-0722-	Building, 700 Block, Lexington Avenue	NORFOLK SOUTH
122-0683-	Building, Southeast corner of Liberty Street & Grayson Street	NORFOLK SOUTH
122-0106-	Calvary Cemetery Calvary Cemetery	NORFOLK SOUTH
122-0104-	Cedar Grove Cemetery	NORFOLK SOUTH
122-0259-	Central Baptist Church	NORFOLK SOUTH
122-0593-	Chatman Funeral Home	NORFOLK SOUTH
122-0255-	Church of the Sacred Heart	NORFOLK SOUTH
122-0403-	Church, 32nd Street	NORFOLK NORTH
122-0549-	Claremont Theater Little Theatre of Norfolk	NORFOLK SOUTH
122-0726-	Coca Cola Bottling Company, Inc. Coca Cola Bottling Company, Inc.	NORFOLK SOUTH
122-0590-	Colonna's Shipyard	NORFOLK SOUTH

NORFOLK INVENTORY BY PROPERTY NAME ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0153-	Confederate Monument	
122-0112-	Consolvo House	NORFOLK NORTH
122-0117-	Core Mausoleum	NORFOLK SOUTH
122-0822-	Crestar Bank	NORFOLK NORTH
122-0755-	Dagenhart Pipe & Supply Company	NORFOLK SOUTH
122-0253-	Davidson, W.P. House	NORFOLK SOUTH
	Cox Funeral Home	
122-0113-	Dillard House	NORFOLK NORTH
122-0686-	Doumar's Drive In	NORFOLK SOUTH
122-0037-	Drummond House	KEMPSVILLE
	Clairvue	
122-0138-	Dwelling Place, The	NORFOLK NORTH
122-0116-	Elmwood Cemetery	NORFOLK SOUTH
122-0178-	Epworth United Methodist Church	NORFOLK SOUTH
122-0819-	F.H. Gaskins Co., Inc.	NORFOLK SOUTH
122-0193-	Falk's Auto	NORFOLK SOUTH
	Charlie Falk's	
122-0163-	Fancy Foods of Virginia	NORFOLK SOUTH
122-0453-	First Presbyterian Church	NORFOLK SOUTH
122-0135-	Folliard House	NORFOLK NORTH
122-0531-	Forest Lawn Cemetery	
122-0558-	French Bakery, 4108 Granby Avenue	NORFOLK NORTH
122-0591-	Gatewood School	NORFOLK SOUTH
122-0124-	George S. Face House	NORFOLK NORTH
122-0131-	Gosnold Sanitorium	NORFOLK NORTH
122-0197-	Granby Theater	NORFOLK SOUTH
	Granby Mall Cinema	
122-0062-	Grandy House	NORFOLK SOUTH
122-0199-	Grean's Building	NORFOLK SOUTH
122-0137-	Halstead, J.W. House	NORFOLK NORTH
122-0652-	Harbor Park Boathouse	NORFOLK SOUTH
122-0102-	Hebrew Cemetery	NORFOLK SOUTH
	Hebrew Cemetery	
122-0682-	Hebrew Synagogue	NORFOLK SOUTH
	Church of the Lord Jesus Christ of the Apostolic Faith	
122-0203-	Hecht Warehouse	NORFOLK SOUTH
122-0249-	Henke Residence	NORFOLK SOUTH
122-0089-	Herbert House	NORFOLK NORTH
122-0076-	Hermitage Museum	NORFOLK NORTH
122-0050-	Hodges House	NORFOLK SOUTH
	Twin Chimneys	
122-0770-	Holy Trinity Church	NORFOLK NORTH
122-0771-	Holy Trinity School Gym	NORFOLK NORTH
122-0508-	House 9614 Grove Avenue	LITTLE CREEK
122-0502-	House, 100 Orchard Street	NORFOLK NORTH
122-0500-	House, 1014 Philpotts Road	LITTLE CREEK
122-0456-	House, 1032 Westover Avenue	NORFOLK SOUTH
122-0547-	House, 1037 Redgate Avenue	NORFOLK SOUTH
122-0495-	House, 1046 Cambridge Crescent	NORFOLK NORTH
122-0494-	House, 1055 Cambridge Crescent	NORFOLK NORTH
122-0447-	House, 1063 Manchester Avenue	NORFOLK NORTH
122-0493-	House, 1100 Hanover Street	NORFOLK NORTH
122-0543-	House, 1101 Matoaka Street	NORFOLK SOUTH

NORFOLK INVENTORY BY PROPERTY NAME ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
.22-0643-	House, 1102 Hatton Street	NORFOLK SOUTH
122-0642-	House, 1106 Hatton Street	NORFOLK SOUTH
122-0641-	House, 1108 Hatton Street	NORFOLK SOUTH
.22-0640-	House, 1114 Hatton Street	NORFOLK SOUTH
.22-0546-	House, 1116 Redgate Avenue	NORFOLK SOUTH
122-0496-	House, 1125 Bedford Avenue	NORFOLK NORTH
.22-0503-	House, 113 Orchard Street	NORFOLK NORTH
.22-0750-	House, 114 28th Street	NORFOLK SOUTH
122-0773-	House, 116 Dupre Avenue	NORFOLK NORTH
122-0742-	House, 118 East Lorengo Avenue	NORFOLK NORTH
.22-0741-	House, 119 East Lorengo Avenue	NORFOLK NORTH
122-0461-	House, 1200 Woodrow Avenue	NORFOLK SOUTH
122-0470-	House, 1207 Stockly Gardens	NORFOLK SOUTH
.22-0542-	House, 1208 Armistead Bridge Road	NORFOLK SOUTH
.22-0772-	House, 121 Dupre Avenue	NORFOLK NORTH
122-0457-	House, 1210 Brandon Avenue	NORFOLK SOUTH
.22-0491-	House, 1219 Manchester	NORFOLK NORTH
.22-0764-	House, 122 W. Lorengo Avenue	NORFOLK NORTH
122-0540-	House, 1220 Graydon Avenue	NORFOLK SOUTH
122-0460-	House, 1221 Woodrow Avenue	NORFOLK SOUTH
.22-0544-	House, 1223 Westover Avenue	NORFOLK SOUTH
122-0740-	House, 123 East Lorengo Avenue	NORFOLK NORTH
122-0545-	House, 1230 Westover Avenue	NORFOLK SOUTH
.22-0743-	House, 124 East Lorengo Avenue	NORFOLK NORTH
.22-0739-	House, 125 East Lorengo Avenue	NORFOLK NORTH
122-0501-	House, 127 Sir Oliver Street	NORFOLK NORTH
.22-0761-	House, 127 W. Lorengo Avenue	NORFOLK NORTH
.22-0762-	House, 129 W. Lorengo Avenue	NORFOLK NORTH
122-0601-	House, 130 Poplar Avenue	NORFOLK SOUTH
122-0763-	House, 130 W. Lorengo Avenue	NORFOLK NORTH
.22-0512-	House, 1300 Daniel Avenue	NORFOLK NORTH
122-0537-	House, 1302 Westover Avenue	NORFOLK SOUTH
122-0538-	House, 1303 Westover Avenue	NORFOLK SOUTH
.22-0600-	House, 132 Poplar Avenue	NORFOLK SOUTH
.22-0434-	House, 133 Orleans Circle	NORFOLK NORTH
122-0520-	House, 1330 Laurel Crescent	NORFOLK NORTH
122-0511-	House, 1332 Cloncurry Road	NORFOLK NORTH
.22-0539-	House, 1338 Graydon Avenue	NORFOLK SOUTH
122-0775-	House, 134 W. Bay View Boulevard	NORFOLK NORTH
122-0448-	House, 1351 Sussex Place	NORFOLK NORTH
.22-0556-	House, 1395 Fishermans Road	LITTLE CREEK
122-0541-	House, 1400 Armistead Bridge Road	NORFOLK SOUTH
122-0536-	House, 1400 Westover Avenue	NORFOLK SOUTH
.22-0506-	House, 1407 Graydon Place	NORFOLK SOUTH
.22-0517-	House, 1409 Trouville Avenue	NORFOLK NORTH
122-0458-	House, 1410 Gates Avenue	NORFOLK SOUTH
122-0423-	House, 1411 Ashland Circle	NORFOLK NORTH
.22-0665-	House, 1411 Colon Avenue	NORFOLK SOUTH
122-0570-	House, 1411 Huntington Crescent	NORFOLK NORTH
122-0420-	House, 1412 Morris Crescent	NORFOLK NORTH
.22-0666-	House, 1413 Colon Avenue	NORFOLK SOUTH
.22-0646-	House, 1414 Colon Avenue	NORFOLK SOUTH
122-0424-	House, 1415 Ashland Circle	NORFOLK NORTH
122-0645-	House, 1416 Colon Avenue	NORFOLK SOUTH

NORFOLK INVENTORY BY PROPERTY NAME ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0421-	House, 1416 Morris Crescent	NORFOLK NORTH
122-0419-	House, 1424 Huntington Crescent	NORFOLK NORTH
122-0418-	House, 1429 Huntington Crescent	NORFOLK NORTH
122-0535-	House, 1429 Mallory	NORFOLK SOUTH
122-0569-	House, 1432 Ashland Circle	NORFOLK NORTH
122-0417-	House, 1436 Huntington Crescent	NORFOLK NORTH
122-0459-	House, 1437 Armistead Bridge Road	NORFOLK SOUTH
122-0432-	House, 144 Orleans Circle	NORFOLK NORTH
122-0534-	House, 1464 Ashland Circle	NORFOLK NORTH
122-0422-	House, 1484 Ashland Circle	NORFOLK NORTH
122-0507-	House, 1500 block Bay View Blvd.	LITTLE CREEK
122-0667-	House, 1501 Colon Avenue	NORFOLK SOUTH
122-0644-	House, 1502 Colon Avenue	NORFOLK SOUTH
122-0416-	House, 1504 Holland Avenue	NORFOLK NORTH
122-0519-	House, 1506 Runnymede	NORFOLK NORTH
122-0435-	House, 1511 Royale Park	NORFOLK NORTH
122-0428-	House, 1519 Versailles Avenue	NORFOLK NORTH
122-0660-	House, 1521 Colon Avenue	NORFOLK SOUTH
122-0436-	House, 1522 Ave De Grasse	NORFOLK NORTH
122-0533-	House, 1528 Ashland Circle	NORFOLK NORTH
122-0426-	House, 1532 Ashland Circle	NORFOLK NORTH
122-0415-	House, 1532 Holland Avenue	NORFOLK NORTH
122-0425-	House, 1535 Ashland Circle	NORFOLK NORTH
122-0414-	House, 1535 Holland Avenue	NORFOLK NORTH
122-0571-	House, 1541 Holland Avenue	NORFOLK NORTH
122-0433-	House, 157 Orleans Circle	NORFOLK NORTH
122-0413-	House, 1600 Holland Avenue	NORFOLK NORTH
122-0412-	House, 1604 Holland Avenue	NORFOLK NORTH
122-0664-	House, 1608 Colon Avenue	NORFOLK SOUTH
122-0661-	House, 1609 Colon Avenue	NORFOLK SOUTH
122-0662-	House, 1611 Colon Avenue	NORFOLK SOUTH
122-0663-	House, 1617 Colon Avenue	NORFOLK SOUTH
122-0647-	House, 1617 E. Indian River Road	NORFOLK SOUTH
122-0803-	House, 1713 Princeton Avenue	NORFOLK SOUTH
122-0802-	House, 1717 Princeton Avenue	NORFOLK SOUTH
122-0801-	House, 1721 Princeton Avenue	NORFOLK SOUTH
122-0800-	House, 1729 Princeton Avenue	NORFOLK SOUTH
122-0804-	House, 1730 Princeton Avenue	NORFOLK SOUTH
122-0805-	House, 1742 Princeton Avenue	NORFOLK SOUTH
122-0807-	House, 1800 Princeton Avenue	NORFOLK SOUTH
122-0808-	House, 1802 Canton Avenue	NORFOLK SOUTH
122-0809-	House, 1804 Canton Avenue	NORFOLK SOUTH
122-0810-	House, 1806 Canton Avenue	NORFOLK SOUTH
122-0811-	House, 1812 Canton Avenue	NORFOLK SOUTH
122-0806-	House, 1817 Princeton Avenue	NORFOLK SOUTH
122-0720-	House, 1900 Montclair Avenue	NORFOLK SOUTH
122-0719-	House, 1902 Montclair Avenue	NORFOLK SOUTH
122-0798-	House, 1903 Springfield Avenue	NORFOLK SOUTH
122-0718-	House, 1904 Montclair Avenue	NORFOLK SOUTH
122-0717-	House, 1906 Montclair Avenue	NORFOLK SOUTH
122-0797-	House, 1907 Springfield Avenue	NORFOLK SOUTH
122-0716-	House, 1908 Montclair Avenue	NORFOLK SOUTH
122-0796-	House, 1911 Springfield Avenue	NORFOLK SOUTH
122-0799-	House, 1920 Springfield Avenue	NORFOLK SOUTH

NORFOLK INVENTORY BY PROPERTY NAME ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0446-	House, 202 Lucille Street	NORFOLK NORTH
122-0604-	House, 206 Hardy Avenue	NORFOLK SOUTH
122-0445-	House, 211 42nd Street	NORFOLK NORTH
122-0488-	House, 212 Forrest Road	NORFOLK NORTH
122-0603-	House, 213 Hardy Avenue	NORFOLK SOUTH
122-0444-	House, 214 42nd Street	NORFOLK NORTH
122-0440-	House, 224 40th Street	NORFOLK NORTH
122-0523-	House, 224 Glendale Avenue	NORFOLK NORTH
122-0676-	House, 224 Hough Avenue	NORFOLK SOUTH
122-0675-	House, 226 Hough Avenue	NORFOLK SOUTH
122-0605-	House, 228 Hardy Avenue	NORFOLK SOUTH
122-0680-	House, 228 Indian River Road	NORFOLK SOUTH
122-0679-	House, 229 Indian River Road	NORFOLK SOUTH
122-0443-	House, 231 41st Street	NORFOLK NORTH
122-0606-	House, 232 Hardy Avenue	NORFOLK SOUTH
122-0671-	House, 233 30th Street	NORFOLK SOUTH
122-0678-	House, 234 Indian River Road	NORFOLK SOUTH
122-0751-	House, 237 25th Street	NORFOLK SOUTH
122-0749-	House, 238 30th Street	NORFOLK NORTH
122-0438-	House, 238 39th street	NORFOLK NORTH
122-0574-	House, 2401 Rush Street	
122-0752-	House, 241 30th Street	NORFOLK SOUTH
122-0746-	House, 242 32nd Street	NORFOLK NORTH
122-0748-	House, 244 30th Street	NORFOLK NORTH
122-0670-	House, 245 30th Street	NORFOLK NORTH
122-0745-	House, 248 32nd Street	NORFOLK NORTH
122-0615-	House, 2507 Harrell Avenue	NORFOLK SOUTH
122-0616-	House, 2509 Harrell Avenue	NORFOLK SOUTH
122-0782-	House, 2512 Vincent Avenue	NORFOLK SOUTH
122-0779-	House, 2515 Vincent Avenue	NORFOLK SOUTH
122-0781-	House, 2516 Vincent Avenue	NORFOLK SOUTH
122-0780-	House, 2520 Vincent Avenue	NORFOLK SOUTH
122-0788-	House, 2524 Hale Street	NORFOLK SOUTH
122-0437-	House, 261 39th Street	NORFOLK NORTH
122-0708-	House, 2621 Marlboro Avenue	NORFOLK SOUTH
122-0709-	House, 2622 Marlboro Avenue	NORFOLK SOUTH
122-0707-	House, 2625 Marlboro Avenue	NORFOLK SOUTH
122-0710-	House, 2626 Marlboro Avenue	NORFOLK SOUTH
122-0706-	House, 2627 Marlboro Avenue	NORFOLK SOUTH
122-0711-	House, 2628 Marlboro Avenue	NORFOLK SOUTH
122-0705-	House, 2629 Marlboro Avenue	NORFOLK SOUTH
122-0704-	House, 2631 Marlboro Avenue	NORFOLK SOUTH
122-0441-	House, 264 40th Street	NORFOLK NORTH
122-0777-	House, 2649 Vincent Avenue	NORFOLK SOUTH
122-0778-	House, 2701 Vincent Avenue	NORFOLK SOUTH
122-0608-	House, 2706 Vincent Avenue	NORFOLK SOUTH
122-0712-	House, 2716 Marlboro Avenue	NORFOLK SOUTH
122-0713-	House, 2718 Marlboro Avenue	NORFOLK SOUTH
122-0611-	House, 2721 Vincent Avenue	NORFOLK SOUTH
122-0703-	House, 2724 Westminister Avenue	NORFOLK SOUTH
122-0614-	House, 2725 Harrell Avenue	NORFOLK SOUTH
122-0702-	House, 2726 Westminister Avenue	NORFOLK SOUTH
122-0610-	House, 2727 Vincent Avenue	NORFOLK SOUTH
122-0613-	House, 2730 Harrell Avenue	NORFOLK SOUTH

NORFOLK INVENTORY BY PROPERTY NAME ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0701-	House, 2730 Westminister Avenue	NORFOLK SOUTH
122-0609-	House, 2731 Vincent Avenue	NORFOLK SOUTH
122-0700-	House, 2732 Westminister Avenue	NORFOLK SOUTH
122-0612-	House, 2736 Harrell Avenue	NORFOLK SOUTH
122-0714-	House, 2810 Marlboro Avenue	NORFOLK SOUTH
122-0715-	House, 2813 Marlboro Avenue	NORFOLK SOUTH
122-0560-	House, 300 40th Street	NORFOLK NORTH
122-0753-	House, 301 25th Street	NORFOLK SOUTH
122-0677-	House, 301 Indian River Road	NORFOLK SOUTH
122-0431-	House, 3011 Luxembourg Avenue	NORFOLK NORTH
122-0783-	House, 3020 McLemore Street	NORFOLK SOUTH
122-0684-	House, 304-306 Liberty Street	NORFOLK SOUTH
122-0607-	House, 3070 Davis Street	NORFOLK SOUTH
122-0744-	House, 309 32nd Street	NORFOLK NORTH
122-0575-	House, 3115 Illinois Avenue	LITTLE CREEK
122-0576-	House, 3117 Illinois Avenue	LITTLE CREEK
122-0429-	House, 3122 Luxembourg Avenue	NORFOLK NORTH
122-0577-	House, 3123 Illinois Avenue	NORFOLK NORTH
122-0430-	House, 3123 Luxembourg Avenue	NORFOLK NORTH
122-0427-	House, 3123 St. Louis Avenue	NORFOLK NORTH
122-0578-	House, 3125 Illinois Avenue	NORFOLK NORTH
122-0489-	House, 315 Forrest Road	NORFOLK NORTH
122-0617-	House, 316 28th Street	NORFOLK SOUTH
122-0618-	House, 318 28th Street	NORFOLK SOUTH
122-0490-	House, 319 Forrest Road	NORFOLK NORTH
122-0580-	House, 3401 Lafayette Blvd.	NORFOLK SOUTH
122-0581-	House, 3404 Lafayette Blvd.	NORFOLK SOUTH
122-0579-	House, 3413 Lafayette Blvd.	NORFOLK SOUTH
122-0553-	House, 3612 Pleasant Avenue	LITTLE CREEK
122-0816-	House, 3665 Bell Street	LITTLE CREEK
122-0817-	house, 3667 Bell Street	LITTLE CREEK
122-0583-	House, 3668 Nottaway Street	LITTLE CREEK
122-0582-	House, 3669 Nottaway Street	LITTLE CREEK
122-0552-	House, 3706 Ocean View Avenue	LITTLE CREEK
122-0588-	House, 3713 Pamlico Circle	LITTLE CREEK
122-0589-	House, 3714 Pamlico Circle	LITTLE CREEK
122-0587-	House, 3715 Pamlico Circle	LITTLE CREEK
122-0584-	House, 3727 Pamlico Circle	LITTLE CREEK
122-0585-	House, 3731 Pamlico Circle	LITTLE CREEK
122-0586-	House, 3735 Pamlico Circle	LITTLE CREEK
122-0439-	House, 3911 Columbus Avenue	NORFOLK NORTH
122-0442-	House, 4014 Holly Avenue	NORFOLK NORTH
122-0728-	House, 402 Ashlawn Drive	NORFOLK NORTH
122-0729-	House, 404 Ashlawn Drive	NORFOLK NORTH
122-0532-	House, 406 and 410 Brakenridge Avenue	NORFOLK NORTH
122-0655-	House, 415 Brambleton Avenue	NORFOLK SOUTH
122-0081-	House, 418 Pembroke Avenue	NORFOLK SOUTH
122-0620-	House, 432 28th Street	NORFOLK SOUTH
122-0619-	House, 435 28th Street	NORFOLK SOUTH
122-0563-	House, 437 Connecticut Avenue	NORFOLK NORTH
122-0568-	House, 4516 Newport Avenue	NORFOLK NORTH
122-0562-	House, 4600 Colonial Avenue	NORFOLK NORTH
122-0815-	House, 4849 Hampshire Avenue	LITTLE CREEK

NORFOLK INVENTORY BY PROPERTY NAME ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0813-	House, 4854 Hampshire Avenue	LITTLE CREEK
122-0814-	House, 4855 Hampshire Avenue	LITTLE CREEK
122-0812-	House, 4864 Hampshire Avenue	LITTLE CREEK
122-0567-	House, 4901 Gosnold Avenue	NORFOLK NORTH
122-0561-	House, 500 blk of New Jersey Avenue	NORFOLK NORTH
122-0484-	House, 5002 Killam Avenue	NORFOLK NORTH
122-0564-	House, 502 Massachusetts Avenue	NORFOLK NORTH
122-0760-	house, 514 28th Street	NORFOLK SOUTH
122-0487-	House, 520 Westover Avenue	NORFOLK NORTH
122-0573-	House, 521 Massachusetts Avenue	NORFOLK NORTH
122-0757-	House, 525 27th Street	NORFOLK SOUTH
122-0621-	House, 529 28th Street	NORFOLK SOUTH
122-0128-	House, 5310 Edgewater Drive	NORFOLK NORTH
122-0756-	House, 537 West 27th Street	NORFOLK SOUTH
122-0776-	House, 539 Bute Street	NORFOLK SOUTH
122-0505-	House, 5501 Willow Grove Court	NORFOLK NORTH
122-0504-	House, 5505 Willow Grove Court	NORFOLK NORTH
122-0565-	House, 559 Mayflower Avenue	NORFOLK NORTH
122-0625-	House, 5736 Cornick Road	KEMPSVILLE
122-0626-	House, 5740 Cornick Road	KEMPSVILLE
122-0627-	House, 5742 Cornick Road	KEMPSVILLE
122-0628-	House, 5744 Cornick Road	KEMPSVILLE
122-0629-	House, 5746 Cornick Road	KEMPSVILLE
122-0630-	House, 5750 Cornick Road	KEMPSVILLE
122-0472-	House, 606 Shirley Avenue	NORFOLK SOUTH
122-0759-	House, 608 28th Street	NORFOLK SOUTH
122-0452-	House, 608 Redgate Avenue	NORFOLK SOUTH
122-0566-	House, 611 Massachusetts Avenue	NORFOLK NORTH
122-0451-	House, 612 Westover Avenue	NORFOLK SOUTH
122-0509-	House, 614 Dune Street	LITTLE CREEK
122-0473-	House, 615 Shirley Avenue	NORFOLK SOUTH
122-0656-	House, 617 Marshall Avenue	NORFOLK SOUTH
122-0455-	House, 618 Stockley Gardens	NORFOLK SOUTH
122-0127-	House, 6209 Hampton Blvd.	NORFOLK NORTH
122-0524-	House, 629 New Jersey Avenue	NORFOLK NORTH
122-0492-	House, 6300 Richmond Place	NORFOLK NORTH
122-0499-	House, 6615 Albert Avenue	LITTLE CREEK
122-0526-	House, 700 Maryland Avenue	NORFOLK NORTH
122-0794-	House, 702 Sycamore Street	NORFOLK SOUTH
122-0795-	House, 704 Sycamore Street	NORFOLK SOUTH
122-0692-	House, 705 Forbes Street	NORFOLK SOUTH
122-0693-	House, 707 Forbes Street	NORFOLK SOUTH
122-0469-	House, 708 Baldwin Avenue	NORFOLK SOUTH
122-0694-	House, 709 Forbes Street	NORFOLK SOUTH
122-0468-	House, 709 Maury Avenue	NORFOLK SOUTH
122-0695-	House, 711 Forbes Street	NORFOLK SOUTH
122-0696-	House, 713 Forbes Street	NORFOLK SOUTH
122-0080-	House, 721 Colonial Avenue	NORFOLK SOUTH
122-0527-	House, 725 Virginia Avenue	NORFOLK NORTH
122-0654-	House, 727 Marshall Avenue	NORFOLK SOUTH
122-0723-	House, 727-9 Fremont Street	NORFOLK SOUTH
122-0653-	House, 729 Marshall Avenue	NORFOLK SOUTH
122-0521-	House, 7309 Glenroie Avenue	NORFOLK NORTH
122-0697-	House, 733 Forbes Street	NORFOLK SOUTH

NORFOLK INVENTORY BY PROPERTY NAME ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0449-	House, 734 Graydon Avenue	NORFOLK SOUTH
122-0724-	House, 735-7 Fremont Street	NORFOLK SOUTH
122-0522-	House, 7419 Chipping Road	NORFOLK NORTH
122-0725-	House, 743-5 Fremont Street	NORFOLK SOUTH
122-0515-	House, 7477 North Shore Road	NORFOLK NORTH
122-0518-	House, 7609 Courtlandt Place	NORFOLK NORTH
122-0514-	House, 7612 North Shore Drive	NORFOLK NORTH
122-0481-	House, 765 48th Street	NORFOLK NORTH
122-0513-	House, 7656 Maury Arch	NORFOLK NORTH
122-0516-	House, 7814 North Shore Drive	NORFOLK NORTH
122-0482-	House, 783 49th Street	NORFOLK NORTH
122-0483-	House, 786 51st Street	NORFOLK NORTH
122-0480-	House, 791 48th Street	NORFOLK NORTH
122-0672-	House, 7919 Galveston Blvd.	NORFOLK NORTH
122-0673-	House, 7925 Galveston Blvd.	NORFOLK NORTH
122-0485-	House, 796 52nd Street	NORFOLK NORTH
122-0698-	House, 800 Forbes Street	NORFOLK SOUTH
122-0789-	House, 800 Hayes Street	NORFOLK SOUTH
122-0784-	House, 800 Summit Avenue	NORFOLK SOUTH
122-0730-	House, 8001 Roxboro Road	NORFOLK NORTH
122-0731-	House, 8003 Roxboro Road	NORFOLK NORTH
122-0735-	House, 8008 Merritt Street	LITTLE CREEK
122-0699-	House, 801 Forbes Street	NORFOLK SOUTH
122-0736-	House, 8012 Merritt Street	LITTLE CREEK
122-0737-	House, 8013 Merritt Street	LITTLE CREEK
122-0738-	House, 8019 Merritt Street	LITTLE CREEK
122-0785-	House, 806 Summit Avenue	NORFOLK SOUTH
122-0787-	House, 807 Summit Avenue	NORFOLK SOUTH
122-0685-	House, 808 Grayson Street	NORFOLK SOUTH
122-0786-	House, 812 Summit Avenue	NORFOLK SOUTH
122-0734-	House, 8203 Simons Drive	NORFOLK NORTH
122-0732-	House, 8204 Simons Drive	NORFOLK NORTH
122-0733-	House, 8206 Simons Drive	NORFOLK NORTH
122-0657-	House, 821 Park Avenue	NORFOLK SOUTH
122-0633-	House, 822 Pollard Street	NORFOLK SOUTH
122-0486-	House, 823 W. 52nd Street	NORFOLK NORTH
122-0632-	House, 824 Pollard Street	NORFOLK SOUTH
122-0631-	House, 828 Pollard Street	NORFOLK SOUTH
122-0479-	House, 860 46th Street	NORFOLK NORTH
122-0790-	House, 866 Lindenwood Avenue	NORFOLK SOUTH
122-0791-	House, 868 Lindenwood Avenue	NORFOLK SOUTH
122-0638-	House, 869 Lindenwood Avenue	NORFOLK SOUTH
122-0792-	House, 870 Lindenwood Avenue	NORFOLK SOUTH
122-0639-	House, 871 Lindenwood Avenue	NORFOLK SOUTH
122-0793-	House, 874 Lindenwood Avenue	NORFOLK SOUTH
122-0651-	House, 901 Oakwood Street	NORFOLK SOUTH
122-0650-	House, 903 Oakwood Street	NORFOLK SOUTH
122-0649-	House, 905 Oakwood Street	NORFOLK SOUTH
122-0454-	House, 909 Colonial Avenue	NORFOLK SOUTH
122-0530-	House, 9135 Granby Street	NORFOLK NORTH
122-0497-	House, 926 Avenue I	NORFOLK NORTH
122-0634-	House, 930 Pollard Street	NORFOLK SOUTH
122-0635-	House, 940 Pollard Street	NORFOLK SOUTH
122-0767-	House, 9418 Selby Place	NORFOLK NORTH

NORFOLK INVENTORY BY PROPERTY NAME ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0765-	House, 9419 Selby Place	NORFOLK NORTH
122-0766-	House, 9424 Selby Place	NORFOLK NORTH
122-0636-	House, 946 Pollard Street	NORFOLK SOUTH
122-0637-	House, 948 Pollard Street	NORFOLK SOUTH
122-0554-	House, 9510 Chesapeake Street	LITTLE CREEK
122-0769-	House, 9525 Selby Place	NORFOLK NORTH
122-0768-	House, 9531 Selby Place	NORFOLK NORTH
122-0529-	House, 9623 11th View Street	NORFOLK NORTH
122-0691-	House, 964 Merrimac Avenue	NORFOLK SOUTH
122-0688-	House, 964 Washington Avenue	NORFOLK SOUTH
122-0690-	House, 965 Merrimac Avenue	NORFOLK SOUTH
122-0689-	House, 969 Washington Avenue	NORFOLK SOUTH
122-0622-	House, 973 Merrimac Avenue	NORFOLK SOUTH
122-0623-	House, 975 Merrimac Avenue	NORFOLK SOUTH
122-0624-	House, 977 Merrimac Avenue	NORFOLK SOUTH
122-0687-	House, 986 Washington Avenue	NORFOLK SOUTH
122-0498-	House, 990 Avenue H	NORFOLK NORTH
122-0136-	House, Ashland Drive French Consulate	NORFOLK NORTH
122-0555-	House, between 1017 and 1025 Balview Avenue	LITTLE CREEK
122-0147-	House, Dinwiddie Street	NORFOLK SOUTH
122-0085-	House, Fairfax Street	NORFOLK SOUTH
122-0086-	House, Graydon Avenue	NORFOLK SOUTH
122-0150-	House, Little Bay Avenue	NORFOLK NORTH
122-0049-	House, Lovitt Avenue	NORFOLK SOUTH
122-0048-	House, Lovitt Avenue	NORFOLK SOUTH
122-0151-	House, Ocean View Avenue	NORFOLK NORTH
122-0148-	House, W. Ocean View Avenue	NORFOLK NORTH
122-0149-	House, W. Ocean View Avenue	NORFOLK NORTH
122-0105-	House, Washington Avenue	NORFOLK SOUTH
122-0079-	House, Westover Avenue	NORFOLK SOUTH
122-0090-	Jackson House	NORFOLK NORTH
122-0528-	JEB Stuart Elementary School Stuart Gifted Center	NORFOLK NORTH
122-0256-	Killiam, Frederick W. House	NORFOLK SOUTH
122-0408-	Lafayette Zoological Park Conservatory	NORFOLK NORTH
122-0092-	Lambert, F.D. House	NORFOLK NORTH
122-0821-	Life Savings Bank, Granby Street	NORFOLK NORTH
122-0051-	Magnolia Cemetery Magnolia Cemetery	NORFOLK SOUTH
122-0118-	Malmgren House	
122-0098-	Mary Hardy MacArthur Memorial	NORFOLK SOUTH
122-0550-	Maury High School	NORFOLK SOUTH
122-0476-	McLaughlin Substation	NORFOLK SOUTH
122-0091-	Meadowbrook School	NORFOLK NORTH
122-0095-	Merchants and Planters Bank Abundant Life Christian Church	NORFOLK SOUTH
122-0774-	Merrimac Landing Apartments	NORFOLK NORTH
122-0194-	Metropolitan A.M.E. Church	NORFOLK SOUTH
122-0207-	Molasses Tank Taiwanese Pagoda	NORFOLK SOUTH
122-0119-	Moore's Bridges Water Treatment	KEMPSVILLE

NORFOLK INVENTORY BY PROPERTY NAME ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
	Plant	
122-0053-	Moses Glasser House	NORFOLK SOUTH
122-0551-	Motel, 3325 Ocean View Avenue	LITTLE CREEK
122-0572-	Naro Theater, 1507 Colley Avenue	NORFOLK SOUTH
122-0477-	Nolde Brothers Inc.	NORFOLK NORTH
122-0097-	Norfleet House	NORFOLK SOUTH
122-0258-	Norfolk Airport Terminal	
122-0596-	Norfolk Police Department	NORFOLK SOUTH
122-0658-	Norfolk Recycling	NORFOLK SOUTH
122-0668-	Norfolk Southern Swing Bridge	KEMPSVILLE
122-0110-	Norfolk United Methodist Church	NORFOLK NORTH
122-0818-	Norfolk Wholesale Floral Corporation, 601 Brambleton Avenue	NORFOLK SOUTH
122-0248-	Ohef Shalom Temple	NORFOLK SOUTH
122-0100-	Park Avenue Baptist Church	NORFOLK NORTH
122-0109-	Park Place Methodist Church	NORFOLK NORTH
122-0114-	Pearce House	NORFOLK NORTH
122-0252-	Pender, David House	NORFOLK SOUTH
122-0648-	Pentecostal UHC Church	NORFOLK SOUTH
122-0129-	Perry House	NORFOLK NORTH
122-0602-	Philippi Church of Christ	NORFOLK SOUTH
122-0115-	Pomfret	NORFOLK NORTH
122-0045-	Poplar Hall	KEMPSVILLE
122-0747-	Pump Station	NORFOLK NORTH
122-0145-	Pythian Castle	NORFOLK SOUTH
122-0250-	Brambleton Pharmacy Raleigh Square Raleigh Court	NORFOLK SOUTH
122-0478-	Ray's Body Shop	NORFOLK SOUTH
122-0559-	Riverview Theater	NORFOLK NORTH
122-0166-	Royster Building	NORFOLK SOUTH
122-0510-	School, 7425 Chesapeake Blvd.	LITTLE CREEK
122-0594-	Seaboard Bank Building	NORFOLK SOUTH
122-0179-	Continental Trust Company Bank Second Presbyterian Church	NORFOLK SOUTH
122-0123-	Freemason Abbey Restaurant/ Tavern Sidney W. Mason House	NORFOLK NORTH
122-0077-	Skipjack Norfolk Skipjack Allegheny	
122-0047-	St. Peter's Episcopal Church	NORFOLK SOUTH
122-0599-	Church of Christ Disciples Store, 126 Liberty Street	NORFOLK SOUTH
122-0475-	Store, 1611 Colley Avenue	NORFOLK SOUTH
122-0070-	Sycamore View Cohoon House	NORFOLK NORTH
122-0030-	Talbot Hall	NORFOLK NORTH
122-0111-	Talbot-Cocke House Cedar Level Hardy House	NORFOLK NORTH
122-0251-	Tatterson House	NORFOLK SOUTH
122-0134-	Topping House	NORFOLK NORTH
122-0681-	Trinity A.M.E. Church Corner Stone Christian Center	NORFOLK SOUTH

NORFOLK INVENTORY BY PROPERTY NAME ORDER

VDHR ID #	PROPERTY NAME	USGS QUAD MAP
122-0592-	United Mission Pentecostal Holiness Church	NORFOLK SOUTH
122-0659-	USAFA Center	KEMPSVILLE
122-0557-	Wales, The, Apartment building	NORFOLK NORTH
122-0140-	Ward House	NORFOLK NORTH
122-0125-	Way, Mary House	NORFOLK NORTH
122-0132-	West, E. T. House	NORFOLK NORTH
122-0126-	White, Thomas House	NORFOLK NORTH
122-0133-	Wolcott House	NORFOLK NORTH
122-0130-	Wood House	NORFOLK NORTH
122-0122-	World War I Memorial	NORFOLK SOUTH

503 RECORDS IN THIS REPORT

Appendix C

List of Surveyed Properties in Norfolk by Address

NORFOLK INVENTORY ADDRESS REPORT

VDHR ID #	ADDRESS	PROPERTY NAME
122-0531-		Forest Lawn Cemetery
122-0077-		Skipjack Norfolk Skipjack Allegheny
122-0529-	9623 11th View Street	House, 9623 11th View Street
122-0193-	636 21st Street	Falk's Auto Charlie Falk's
122-0476-	1000 25th Street	McLaughlin Substation
122-0751-	237 25th Street	House, 237 25th Street
122-0753-	301 25th Street	House, 301 25th Street
122-0163-	735 25th Street	Fancy Foods of Virginia
122-0669-	26th Street	26th Street Bridge, 26th Street
122-0478-	1012 26th Street	Ray's Body Shop
122-0757-	525 27th Street	House, 525 27th Street
122-0750-	114 28th Street	House, 114 28th Street
122-0617-	316 28th Street	House, 316 28th Street
122-0618-	318 28th Street	House, 318 28th Street
122-0620-	432 28th Street	House, 432 28th Street
122-0619-	435 28th Street	House, 435 28th Street
	2730 Harrell Avenue	
122-0760-	514 28th Street	house, 514 28th Street
122-0621-	529 28th Street	House, 529 28th Street
122-0759-	608 28th Street	House, 608 28th Street
122-0671-	233 30th Street	House, 233 30th Street
122-0749-	238 30th Street	House, 238 30th Street
122-0752-	241 30th Street	House, 241 30th Street
122-0748-	244 30th Street	House, 244 30th Street
122-0670-	245 30th Street	House, 245 30th Street
122-0746-	242 32nd Street	House, 242 32nd Street
122-0745-	248 32nd Street	House, 248 32nd Street
122-0403-	301 32nd Street	Church, 32nd Street
122-0744-	309 32nd Street	House, 309 32nd Street
122-0139-	37th St. and Colley Avenue	Blessed Sacrament Church Mt. Gilead Pentacostal Holiness Church
122-0138-	545 37th Street	Dwelling Place, The
122-0438-	238 39th Street	House, 238 39th street
122-0437-	261 39th Street	House, 261 39th Street
122-0440-	224 40th Street	House, 224 40th Street
122-0441-	264 40th Street	House, 264 40th Street
122-0560-	300 40th Street	House, 300 40th Street
122-0443-	231 41st	House, 231 41st Street
122-0557-	115 41st Street	Wales, The, Apartment building
122-0445-	211 42nd Street	House, 211 42nd Street
122-0444-	214 42nd Street	House, 214 42nd Street
122-0479-	860 46th Street	House, 860 46th Street
122-0481-	765 48th Street	House, 765 48th Street
122-0480-	791 48th Street	House, 791 48th Street
122-0482-	783 49th Street	House, 783 49th Street
122-0483-	786 51st Street	House, 786 51st Street
122-0485-	796 52nd Street	House, 796 52nd Street
122-0774-	265 Alabama Avenue	Merrimac Landing Apartments
122-0499-	6615 Albert Avenue	House, 6615 Albert Avenue
122-0542-	1208 Armistead Bridge Road	House, 1208 Armistead Bridge Road
122-0541-	1400 Armistead Bridge Road	House, 1400 Armistead Bridge Road

NORFOLK INVENTORY ADDRESS REPORT

VDHR ID #	ADDRESS	PROPERTY NAME
122-0459-	1437 Armistead Bridge Road	House, 1437 Armistead Bridge Road
122-0423-	1411 Ashland Circle	House, 1411 Ashland Circle
122-0424-	1415 Ashland Circle	House, 1415 Ashland Circle
122-0569-	1432 Ashland Circle	House, 1432 Ashland Circle
122-0534-	1464 Ashland Circle	House, 1464 Ashland Circle
122-0422-	1484 Ashland Circle	House, 1484 Ashland Circle
122-0533-	1528 Ashland Circle	House, 1528 Ashland Circle
122-0426-	1532 Ashland Circle	House, 1532 Ashland Circle
122-0425-	1535 Ashland Circle	House, 1535 Ashland Circle
122-0136-	1509 Ashland Drive	House, Ashland Drive French Consulate
122-0728-	402 Ashlawn Drive	House, 402 Ashlawn Drive
122-0729-	404 Ashlawn Drive	House, 404 Ashlawn Drive
122-0436-	1522 Ave De Grasse	House, 1522 Ave De Grasse
122-0498-	990 Avenue H	House, 990 Avenue H
122-0497-	926 Avenue I	House, 926 Avenue I
122-0469-	708 Baldwin Avenue	House, 708 Baldwin Avenue
122-0555-	1017 Balview Avenue	House, between 1017 and 1025 Balview Avenue
122-0507-	1500 Bay View Blvd.	House, 1500 block Bay View Blvd.
122-0775-	134 Bay View Boulevard	House, 134 W. Bay View Boulevard
122-0496-	1125 Bedford Avenue	House, 1125 Bedford Avenue
122-0816-	3665 Bell Street	House, 3665 Bell Street
122-0817-	3667 Bell Street	House, 3667 Bell Street
122-0092-	5209 Bluestone Avenue	Lambert, F.D. House
122-0206-	Boush Street and City Hall Avenue	Boush Cold Storage Warehouse
122-0110-	2729 Bowden's Ferry Road	Norfolk United Methodist Church
122-0532-	406 Brakenridge Avenue	House, 406 and 410 Brakenridge Avenue
122-0655-	415 Brambleton Avenue	House, 415 Brambleton Avenue
122-0818-	601 Brambleton Avenue	Norfolk Wholesale Floral Corporation, 601 Brambleton Avenue
122-0457-	1210 Brandon Avenue	House, 1210 Brandon Avenue
122-0047-	1623 Brown Avenue	St. Peter's Episcopal Church Church of Christ Disciples
122-0776-	539 Bute Street	House, 539 Bute Street
122-0125-	1001 Cambridge Crescent	Way, Mary House
122-0495-	1046 Cambridge Crescent	House, 1046 Cambridge Crescent
122-0494-	1055 Cambridge Crescent	House, 1055 Cambridge Crescent
122-0126-	936 Cambridge Place	White, Thomas House
122-0808-	1802 Canton Avenue	House, 1802 Canton Avenue
122-0809-	1804 Canton Avenue	House, 1804 Canton Avenue
122-0810-	1806 Canton Avenue	House, 1806 Canton Avenue
122-0811-	1812 Canton Avenue	House, 1812 Canton Avenue
122-0510-	7425 Chesapeake Blvd.	School, 7425 Chesapeake Blvd.
122-0554-	9510 Chesapeake Street	House, 9510 Chesapeake Street
122-0522-	7419 Chipping Road	House, 7419 Chipping Road
122-0819-	Church Street	F.H. Gaskins Co., Inc.
122-0820-	Church Street	Black Roofing Company
122-0549-	801 Claremont Avenue	Claremont Theater Little Theatre of Norfolk
122-0511-	1332 Cloncurry Road	House, 1332 Cloncurry Road

NORFOLK INVENTORY ADDRESS REPORT

VDHR ID #	ADDRESS	PROPERTY NAME
122-0070-	7411 Cohoon Drive	Sycamore View Cohoon House
122-0199-	115 College Place	Grean's Building
122-0465-	1115 Colley Avenue	Apartment, 1115 Colley Avenue
122-0466-	1308 Colley Avenue	Bank, 1308 Colley Avenue
122-0572-	1507 Colley Avenue	Naro Theater, 1507 Colley Avenue
122-0475-	1611 Colley Avenue	Store, 1611 Colley Avenue
122-0114-	4414 Colley Avenue	Pearce House
122-0665-	1411 Colon Avenue	House, 1411 Colon Avenue
122-0666-	1413 Colon Avenue	House, 1413 Colon Avenue
122-0646-	1414 Colon Avenue	House, 1414 Colon Avenue
122-0645-	1416 Colon Avenue	House, 1416 Colon Avenue
122-0667-	1501 Colon Avenue	House, 1501 Colon Avenue
122-0644-	1502 Colon Avenue	House, 1502 Colon Avenue
122-0660-	1521 Colon Avenue	House, 1521 Colon Avenue
122-0664-	1608 Colon Avenue	House, 1608 Colon Avenue
122-0661-	1609 Colon Avenue	House, 1609 Colon Avenue
122-0662-	1611 Colon Avenue	House, 1611 Colon Avenue
122-0663-	1617 Colon Avenue	House, 1617 Colon Avenue
122-0755-	Colonial Avenue	Dagenhart Pipe & Supply Company
122-0562-	4600 Colonial Avenue	House, 4600 Colonial Avenue
122-0080-	721 Colonial Avenue	House, 721 Colonial Avenue
122-0453-	800 Colonial Avenue	First Presbyterian Church
122-0454-	909 Colonial Avenue	House, 909 Colonial Avenue
122-0109-	Colonial Avenue & 34th Street	Park Place Methodist Church
122-0135-	140 LaVallette Avenue	Folliard House
	3801 Columbus Avenue	
122-0439-	3911 Columbus Avenue	House, 3911 Columbus Avenue
122-0132-	4017 Columbus Avenue	West, E. T. House
122-0563-	437 Connecticut Avenue	House, 437 Connecticut Avenue
122-0462-	1712 Core Avenue	Apartment, 1712 Core Avenue
122-0625-	5736 Cornick Road	House, 5736 Cornick Road
122-0626-	5740 Cornick Road	House, 5740 Cornick Road
122-0627-	5742 Cornick Road	House, 5742 Cornick Road
122-0628-	5744 Cornick Road	House, 5744 Cornick Road
122-0629-	5746 Cornick Road	House, 5746 Cornick Road
122-0630-	5750 Cornick Road	House, 5750 Cornick Road
122-0518-	7609 Courtlandt Place	House, 7609 Courtlandt Place
122-0512-	1300 Daniel Avenue	House, 1300 Daniel Avenue
122-0607-	3070 Davis Street	House, 3070 Davis Street
122-0754-	DeBree Avenue	Best Repair Company
122-0147-	516- Dinwiddie Street	House, Dinwiddie Street
122-0509-	614 Dune Street	House, 614 Dune Street
122-0773-	116 Dupre Avenue	House, 116 Dupre Avenue
122-0772-	121 Dupre Avenue	House, 121 Dupre Avenue
122-0658-	1148 E. Princess Anne Boulevard	Norfolk Recycling
122-0134-	272 East 39th Street	Topping House
122-0133-	224 East 41st Street	Wolcott House
122-0112-	301 East 42nd Street	Consolvo House
122-0145-	1320 East Brambleton Avenue	Pythian Castle
	703 Reservoir Road	Brambleton Pharmacy
122-0194-	828- East Brambleton Avenue	Metropolitan A.M.E. Church

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VDHR ID #	ADDRESS	PROPERTY NAME
122-0596-	104 East Indian River Road	Norfolk Police Department
122-0647-	1617 East Indian River Road	House, 1617 East Indian River Road
122-0742-	118 East Lorengo Avenue	House, 118 East Lorengo Avenue
122-0741-	119 East Lorengo Avenue	House, 119 East Lorengo Avenue
122-0740-	123 East Lorengo Avenue	House, 123 East Lorengo Avenue
122-0743-	124 East Lorengo Avenue	House, 124 East Lorengo Avenue
122-0739-	125 East Lorengo Avenue	House, 125 East Lorengo Avenue
122-0115-	5216 Edgewater Drive	Pomfret
122-0668-	Elizabeth River, eastern branch	Norfolk Southern Swing Bridge
122-0674-	Elizabeth River, eastern branch	Bascule Bridges
122-0085-	511 Fairfax Street	House, Fairfax Street
122-0556-	1395 Fishermans Road	House, 1395 Fishermans Road
122-0692-	705 Forbes Street	House, 705 Forbes Street
122-0693-	707 Forbes Street	House, 707 Forbes Street
122-0694-	709 Forbes Street	House, 709 Forbes Street
122-0695-	711 Forbes Street	House, 711 Forbes Street
122-0696-	713 Forbes Street	House, 713 Forbes Street
122-0697-	733 Forbes Street	House, 733 Forbes Street
122-0698-	800 Forbes Street	House, 800 Forbes Street
122-0699-	801 Forbes Street	House, 801 Forbes Street
122-0488-	212 Forrest Road	House, 212 Forrest Road
122-0489-	315 Forrest Road	House, 315 Forrest Road
122-0490-	319 Forrest Road	House, 319 Forrest Road
122-0207-	Freemason Harbor	Molasses Tank Taiwanese Pagoda
122-0723-	727 Fremont Street	House, 727-9 Fremont Street
122-0724-	735 Fremont Street	House, 735-7 Fremont Street
122-0725-	743 Fremont Street	House, 743-5 Fremont Street
122-0672-	7919 Galveston Blvd.	House, 7919 Galveston Blvd.
122-0673-	7925 Galveston Blvd.	House, 7925 Galveston Blvd.
122-0458-	1410 Gates Avenue	House, 1410 Gates Avenue
122-0523-	224 Glendale Avenue	House, 224 Glendale Avenue
122-0521-	7309 Glenroie Avenue	House, 7309 Glenroie Avenue
122-0758-	2714 Gosnold Avenue	Apartment Building, Gosnold Avenue
122-0131-	4804 Gosnold Avenue	Gosnold Sanitorium
122-0567-	4901 Gosnold Avenue	House, 4901 Gosnold Avenue
122-0770-	Government Avenue	Holy Trinity Church
122-0771-	Government Avenue	Holy Trinity School Gym
122-0559-	3900 Granby Avenue	Riverview Theater
122-0558-	4108 Granby Avenue	French Bakery, 4108 Granby Avenue
122-0408-	Granby Street	Lafayette Zoological Park Conservatory
122-0821-	Granby Street	Life Savings Bank, Granby Street
122-0727-	Granby Street	Bandshell Pavilion Lafayette Zoological Park Bird Cage
122-0166-	201 Granby Street	Royster Building
122-0140-	3301 Granby Street	Ward House
122-0197-	421 Granby Street	Granby Theater Granby Mall Cinema
122-0530-	9135 Granby Street	House, 9135 Granby Street
122-0540-	1220 Graydon Avenue	House, 1220 Graydon Avenue
122-0539-	1338 Graydon Avenue	House, 1338 Graydon Avenue

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VDHR ID #	ADDRESS	PROPERTY NAME
122-0086-	512 Graydon Avenue	House, Graydon Avenue
122-0255-	523 West Princess Anne Road	Church of the Sacred Heart
	520 Graydon Avenue	
122-0450-	703 Graydon Avenue	Apartment, 703 Graydon Avenue
122-0449-	734 Graydon Avenue	House, 734 Graydon Avenue
122-0256-	802 Graydon Avenue	Killiam, Frederick W. House
122-0506-	1407 Graydon Place	House, 1407 Graydon Place
122-0053-	1000 Grayson Street	Moses Glasser House
122-0685-	808 Grayson Street	House, 808 Grayson Street
122-0548-	901 Greenway Court	Apartment Building, 901 Greenway Court
122-0471-	910 Greenway Court	Apartment, 910 Greenway Court
122-0508-	9614 Grove Avenue	House 9614 Grove Avenue
122-0788-	2524 Hale Street	House, 2524 Hale Street
122-0815-	4849 Hampshire Avenue	House, 4849 Hampshire Avenue
122-0813-	4854 Hampshire Avenue	House, 4854 Hampshire Avenue
122-0814-	4855 Hampshire Avenue	House, 4855 Hampshire Avenue
122-0812-	4864 Hampshire Avenue	House, 4864 Hampshire Avenue
122-0477-	2500 Hampton Blvd.	Nolde Brothers Inc.
122-0127-	6209 Hampton Blvd.	House, 6209 Hampton Blvd.
	1205 Manchester Avenue	
122-0493-	1100 Hanover Street	House, 1100 Hanover Street
122-0652-	Harbor Park Boathouse	Harbor Park Boathouse
122-0604-	206 Hardy Avenue	House, 206 Hardy Avenue
122-0602-	211 Hardy Avenue	Philippi Church of Christ
122-0603-	213 Hardy Avenue	House, 213 Hardy Avenue
122-0605-	228 Hardy Avenue	House, 228 Hardy Avenue
122-0606-	232 Hardy Avenue	House, 232 Hardy Avenue
122-0592-	Hardy Street	United Mission Pentecostal Holiness Church
122-0615-	2507 Harrell Avenue	House, 2507 Harrell Avenue
122-0616-	2509 Harrell Avenue	House, 2509 Harrell Avenue
122-0614-	2725 Harrell Avenue	House, 2725 Harrell Avenue
122-0613-	2730 Harrell Avenue	House, 2730 Harrell Avenue
122-0619-	435 28th Street	House, 435 28th Street
	2730 Harrell Avenue	
122-0612-	2736 Harrell Avenue	House, 2736 Harrell Avenue
122-0643-	1102 Hatton Street	House, 1102 Hatton Street
122-0642-	1106 Hatton Street	House, 1106 Hatton Street
122-0641-	1108 Hatton Street	House, 1108 Hatton Street
122-0640-	1114 Hatton Street	House, 1114 Hatton Street
122-0789-	800 Hayes Street	House, 800 Hayes Street
122-0416-	1504 Holland Avenue	House, 1504 Holland Avenue
122-0415-	1532 Holland Avenue	House, 1532 Holland Avenue
122-0414-	1535 Holland Avenue	House, 1535 Holland Avenue
122-0571-	1541 Holland Avenue	House, 1541 Holland Avenue
122-0413-	1600 Holland Avenue	House, 1600 Holland Avenue
122-0412-	1604 Holland Avenue	House, 1604 Holland Avenue
122-0442-	4014 Holly Avenue	House, 4014 Holly Avenue
122-0676-	224 Hough Avenue	House, 224 Hough Avenue
122-0675-	226 Hough Avenue	House, 226 Hough Avenue
122-0570-	1411 Huntington Crescent	House, 1411 Huntington Crescent
122-0419-	1424 Huntington Crescent	House, 1424 Huntington Crescent
122-0418-	1429 Huntington Crescent	House, 1429 Huntington Crescent

NORFOLK INVENTORY ADDRESS REPORT

VDHR ID #	ADDRESS	PROPERTY NAME
122-0417-	1436 Huntington Crescent	House, 1436 Huntington Crescent
122-0575-	3115 Illinois Avenue	House, 3115 Illinois Avenue
122-0576-	3117 Illinois Avenue	House, 3117 Illinois Avenue
122-0577-	3123 Illinois Avenue	House, 3123 Illinois Avenue
122-0578-	3215 Illinois Avenue	House, 3125 Illinois Avenue
122-0680-	228 Indian River Road	House, 228 Indian River Road
122-0679-	229 Indian River Road	House, 229 Indian River Road
122-0678-	234 Indian River Road	House, 234 Indian River Road
122-0677-	301 Indian River Road	House, 301 Indian River Road
122-0590-	400 Indian River Road	Colonna's Shipyard
122-0050-	791 Indian River Road	Hodges House Twin Chimneys
122-0659-	Ingleside Road	USAFA Center
122-0119-	Kempsville Road	Moore's Bridges Water Treatment Plant
122-0484-	5002 Killam Avenue	House, 5002 Killam Avenue
122-0580-	3401 Lafayette Blvd.	House, 3401 Lafayette Blvd.
122-0581-	3404 Lafayette Blvd.	House, 3404 Lafayette Blvd.
122-0579-	3413 Lafayette Blvd.	House, 3413 Lafayette Blvd.
122-0124-	1002 Larchmont Crescent	George S. Face House
122-0123-	1101 Larchmont Crescent	Sidney W. Mason House
122-0520-	1330 Laurel Crescent	House, 1330 Laurel Crescent
122-0135-	140 LaVallette Avenue	Folliard House
	3801 Columbus Avenue	
122-0721-	Lexington Avenue, 700 block	Building, Lexington Avenue--700 Block
122-0722-	Lexington Avenue, 700 block	Building, Lexington Avenue--700 Block
122-0599-	126 Liberty Street	Store, 126 Liberty Street
122-0684-	304 Liberty Street	House, 304-306 Liberty Street
122-0682-	411 Liberty Street	Hebrew Synagogue Church of the Lord Jesus Christ of the Apostolic Faith
122-0683-	Liberty Street & Grayson Street	Building, Southeast corner of Liberty Street & Grayson Street
122-0790-	866 Lindenwood Avenue	House, 866 Lindenwood Avenue
122-0791-	868 Lindenwood Avenue	House, 868 Lindenwood Avenue
122-0638-	869 Lindenwood Avenue	House, 869 Lindenwood Avenue
122-0792-	870 Lindenwood Avenue	House, 870 Lindenwood Avenue
122-0639-	871 Lindenwood Avenue	House, 871 Lindenwood Avenue
122-0793-	874 Lindenwood Avenue	House, 874 Lindenwood Avenue
122-0150-	955 Little Bay Avenue	House, Little Bay Avenue
122-0822-	Little Creek Boulevard	Crestar Bank
122-0764-	122 Lorengo Avenue	House, 122 W. Lorengo Avenue
122-0761-	127 Lorengo Avenue	House, 127 W. Lorengo Avenue
122-0762-	129 Lorengo Avenue	House, 129 W. Lorengo Avenue
122-0763-	130 Lorengo Avenue	House, 130 W. Lorengo Avenue
122-0048-	1617 Lovitt Avenue	House, Lovitt Avenue
122-0049-	1643 Lovitt Avenue	House, Lovitt Avenue
122-0446-	202 Lucille Street	House, 202 Lucille Street
122-0431-	3011 Luxembourg Avenue	House, 3011 Luxembourg Avenue
122-0429-	3122 Luxembourg Avenue	House, 3122 Luxembourg Avenue
122-0430-	3123 Luxembourg Avenue	House, 3123 Luxembourg Avenue

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VDHR ID #	ADDRESS	PROPERTY NAME
122-0535-	1429 Mallory	House, 1429 Mallory
122-0491-	1219 Manchester	House, 1219 Manchester
122-0447-	1063 Manchester Avenue	House, 1063 Manchester Avenue
122-0127-	6209 Hampton Blvd.	House, 6209 Hampton Blvd.
	1205 Manchester Avenue	
122-0708-	2621 Marlboro Avenue	House, 2621 Marlboro Avenue
122-0709-	2622 Marlboro Avenue	House, 2622 Marlboro Avenue
122-0707-	2625 Marlboro Avenue	House, 2625 Marlboro Avenue
122-0710-	2626 Marlboro Avenue	House, 2626 Marlboro Avenue
122-0706-	2627 Marlboro Avenue	House, 2627 Marlboro Avenue
122-0711-	2628 Marlboro Avenue	House, 2628 Marlboro Avenue
122-0705-	2629 Marlboro Avenue	House, 2629 Marlboro Avenue
122-0704-	2631 Marlboro Avenue	House, 2631 Marlboro Avenue
122-0712-	2716 Marlboro Avenue	House, 2716 Marlboro Avenue
122-0713-	2718 Marlboro Avenue	House, 2718 Marlboro Avenue
122-0714-	2810 Marlboro Avenue	House, 2810 Marlboro Avenue
122-0715-	2813 Marlboro Avenue	House, 2813 Marlboro Avenue
122-0656-	617 Marshall Avenue	House, 617 Marshall Avenue
122-0654-	727 Marshall Avenue	House, 727 Marshall Avenue
122-0653-	729 Marshall Avenue	House, 729 Marshall Avenue
122-0526-	700 Maryland Avenue	House, 700 Maryland Avenue
122-0564-	502 Massachusetts Avenue	House, 502 Massachusetts Avenue
122-0573-	521 Massachusetts Avenue	House, 521 Massachusetts Avenue
122-0566-	611 Massachusetts Avenue	House, 611 Massachusetts Avenue
122-0543-	1101 Matoaka Street	House, 1101 Matoaka Street
122-0513-	7656 Maury Arch	House, 7656 Maury Arch
122-0468-	709 Maury Avenue	House, 709 Maury Avenue
122-0467-	819 Maury Avenue	Apartment Building, 819 Maury Avenue
122-0565-	559 Mayflower Avenue	House, 559 Mayflower Avenue
122-0783-	3020 McLemore Street	House, 3020 McLemore Street
122-0691-	964 Merrimac Avenue	House, 964 Merrimac Avenue
122-0690-	965 Merrimac Avenue	House, 965 Merrimac Avenue
122-0689-	969 Merrimac Avenue	House, 969 Washington Avenue
122-0622-	973 Merrimac Avenue	House, 973 Merrimac Avenue
122-0623-	975 Merrimac Avenue	House, 975 Merrimac Avenue
122-0624-	977 Merrimac Avenue	House, 977 Merrimac Avenue
122-0735-	8008 Merritt Street	House, 8008 Merritt Street
122-0736-	8012 Merritt Street	House, 8012 Merritt Street
122-0737-	8013 Merritt Street	House, 8013 Merritt Street
122-0738-	8019 Merritt Street	House, 8019 Merritt Street
122-0720-	1900 Montclair Avenue	House, 1900 Montclair Avenue
122-0719-	1902 Montclair Avenue	House, 1902 Montclair Avenue
122-0718-	1904 Montclair Avenue	House, 1904 Montclair Avenue
122-0717-	1906 Montclair Avenue	House, 1906 Montclair Avenue
122-0716-	1908 Montclair Avenue	House, 1908 Montclair Avenue
122-0143-	Monticello	Birtcherd's Dairy
122-0686-	Monticello Avenue	Doumar's Drive In
122-0726-	Monticello Avenue & 20th Street	Coca Cola Bottling Company, Inc. Coca Cola Bottling Company, Inc.
122-0420-	1412 Morris Crescent	House, 1412 Morris Crescent
122-0421-	1416 Morris Crescent	House, 1416 Morris Crescent
122-0561-	500 New Jersey Avenue	House, 500 blk of New Jersey Avenue
122-0524-	629 New Jersey Avenue	House, 629 New Jersey Avenue

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VDHR ID #	ADDRESS	PROPERTY NAME
122-0089-	536 New York Avenue	Herbert House
122-0525-	639 New York Avenue	Apartment, 639 New York
122-0113-	4105 Newport Avenue	Dillard House
122-0090-	4210 Newport Avenue	Jackson House
122-0568-	4516 Newport Avenue	House, 4516 Newport Avenue
122-0130-	601 North Mayflower Road	Wood House
122-0514-	7612 North Shore Drive	House, 7612 North Shore Drive
122-0516-	7814 North Shore Drive	House, 7814 North Shore Drive
122-0515-	7477 North Shore Road	House, 7477 North Shore Road
122-0076-	7637 North Shore Road	Hermitage Museum
122-0583-	3668 Nottaway Street	House, 3668 Nottaway Street
122-0582-	3669 Nottaway Street	House, 3669 Nottaway Street
122-0651-	901 Oakwood Street	House, 901 Oakwood Street
122-0650-	903 Oakwood Street	House, 903 Oakwood Street
122-0649-	905 Oakwood Street	House, 905 Oakwood Street
122-0151-	1500 Ocean View Avenue	House, Ocean View Avenue
122-0551-	3325 Ocean View Avenue	Motel, 3325 Ocean View Avenue
122-0552-	3706 Ocean View Avenue	House, 3706 Ocean View Avenue
122-0747-	Omohundro & Broadway	Pump Station
122-0502-	100 Orchard Street	House, 100 Orchard Street
122-0503-	113 Orchard Street	House, 113 Orchard Street
122-0434-	133 Orleans Circle	House, 133 Orleans Circle
122-0432-	144 Orleans Circle	House, 144 Orleans Circle
122-0433-	157 Orleans Circle	House, 157 Orleans Circle
122-0588-	3713 Pamlico Circle	House, 3713 Pamlico Circle
122-0589-	3714 Pamlico Circle	House, 3714 Pamlico Circle
122-0587-	3715 Pamlico Circle	House, 3715 Pamlico Circle
122-0584-	3727 Pamlico Circle	House, 3727 Pamlico Circle
122-0585-	3731 Pamlico Circle	House, 3731 Pamlico Circle
122-0586-	3735 Pamlico Circle	House, 3735 Pamlico Circle
122-0100-	745 Park Avenue	Park Avenue Baptist Church
122-0657-	821 Park Avenue	House, 821 Park Avenue
122-0101-	927 Park Avenue	Ballentine Home for the Aged Wheatley Hall, Norfolk State University
122-0081-	418 Pembroke Avenue	House, 418 Pembroke Avenue
122-0500-	1014 Philpotts Road	House, 1014 Philpotts Road
122-0553-	3612 Pleasant Avenue	House, 3612 Pleasant Avenue
122-0633-	822 Pollard Street	House, 822 Pollard Street
122-0632-	824 Pollard Street	House, 824 Pollard Street
122-0631-	828 Pollard Street	House, 828 Pollard Street
122-0634-	930 Pollard Street	House, 930 Pollard Street
122-0635-	940 Pollard Street	House, 940 Pollard Street
122-0636-	946 Pollard Street	House, 946 Pollard Street
122-0637-	948 Pollard Street	House, 948 Pollard Street
122-0591-	Poplar Avenue	Gatewood School
122-0601-	130 Poplar Avenue	House, 130 Poplar Avenue
122-0600-	132 Poplar Avenue	House, 132 Poplar Avenue
122-0045-	Poplar Hall Drive	Poplar Hall
122-0102-	Princess Anne Road	Hebrew Cemetery Hebrew Cemetery
122-0116-	Princess Anne Road	Elmwood Cemetery
122-0104-	Princess Anne Road	Cedar Grove Cemetery
122-0117-	Princess Anne Road	Core Mausoleum

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VDHR ID #	ADDRESS	PROPERTY NAME
122-0803-	1713 Princeton Avenue	House, 1713 Princeton Avenue
122-0802-	1717 Princeton Avenue	House, 1717 Princeton Avenue
122-0801-	1721 Princeton Avenue	House, 1721 Princeton Avenue
122-0800-	1729 Princeton Avenue	House, 1729 Princeton Avenue
122-0804-	1730 Princeton Avenue	House, 1730 Princeton Avenue
122-0805-	1742 Princeton Avenue	House, 1742 Princeton Avenue
122-0807-	1800 Princeton Avenue	House, 1800 Princeton Avenue
122-0806-	1817 Princeton Avenue	House, 1817 Princeton Avenue
122-0547-	1037 Redgate Avenue	House, 1037 Redgate Avenue
122-0546-	1116 Redgate Avenue	House, 1116 Redgate Avenue
122-0252-	536 Redgate Avenue	Pender, David House
122-0452-	608 Redgate Avenue	House, 608 Redgate Avenue
122-0251-	630 Redgate Avenue	Tatterson House
122-0145-	1320 East Brambleton Avenue	Pythian Castle
	703 Reservoir Road	Brambleton Pharmacy
122-0492-	6300 Richmond Place	House, 6300 Richmond Place
122-0051-	Rockingham Street	Magnolia Cemetery Magnolia Cemetery
122-0730-	8001 Roxboro Road	House, 8001 Roxboro Road
122-0731-	8003 Roxboro Road	House, 8003 Roxboro Road
122-0435-	1511 Royale Park	House, 1511 Royale Park
122-0519-	1506 Runnymede	House, 1506 Runnymede
122-0574-	2401 Rush Street	House, 2401 Rush Street
122-0106-	Saint Julian Avenue & Reservoir Avenue	Calvary Cemetery Calvary Cemetery
122-0427-	3123 Saint Louis Avenue	House, 3123 St. Louis Avenue
122-0767-	9418 Selby Place	House, 9418 Selby Place
122-0765-	9419 Selby Place	House, 9419 Selby Place
122-0766-	9424 Selby Place	House, 9424 Selby Place
122-0769-	9525 Selby Place	House, 9525 Selby Place
122-0768-	9531 Selby Place	House, 9531 Selby Place
122-0091-	7620 Shirland Avenue	Meadowbrook School
122-0550-	322 Shirley Avenue	Maury High School
122-0472-	606 Shirley Avenue	House, 606 Shirley Avenue
122-0473-	615 Shirley Avenue	House, 615 Shirley Avenue
122-0734-	8203 Simons	House, 8203 Simons Drive
122-0732-	8204 Simons	House, 8204 Simons Drive
122-0733-	8206 Simons	House, 8206 Simons Drive
122-0501-	127 Sir Oliver Street	House, 127 Sir Oliver Street
122-0593-	South Main Street	Chatman Funeral Home
122-0594-	South Main Street	Seaboard Bank Building Continental Trust Company Bank
122-0598-	1421 South Main Street	Amclyde Engineered Products
122-0098-	226 South Main Street	Mary Hardy MacArthur Memorial
122-0595-	313 South Main Street	B & M Marine Repairs
122-0097-	333 South Main Street	Norfleet House
122-0597-	923 South Main Street	Berkley Multi-Service Center U.S. Army, St. Helena Complex Building
122-0474-	700 Spotswood Avenue	Blair Middle School
122-0463-	901 Spotswood Avenue	Apartment, 901 Spotswood Avenue
122-0464-	911 Spotswood Avenue	Apartment, 911-915 Spotswood Avenue
122-0798-	1903 Springfield Avenue	House, 1903 Springfield Avenue
122-0797-	1907 Springfield Avenue	House, 1907 Springfield Avenue

NORFOLK INVENTORY ADDRESS REPORT

VDHR ID #	ADDRESS	PROPERTY NAME
122-0796-	1911 Springfield Avenue	House, 1911 Springfield Avenue
122-0799-	1920 Springfield Avenue	House, 1920 Springfield Avenue
122-0248-	800 Stockley Gardens	Ohel Shalom Temple
122-0249-	801 Stockley Gardens	Henke Residence
122-0470-	1207 Stockly Gardens	House, 1207 Stockly Gardens
122-0455-	618 Stockly Gardens	House, 618 Stockley Gardens
122-0784-	800 Summit Avenue	House, 800 Summit Avenue
122-0785-	806 Summit Avenue	House, 806 Summit Avenue
122-0787-	807 Summit Avenue	House, 807 Summit Avenue
122-0786-	812 Summit Avenue	House, 812 Summit Avenue
122-0448-	1351 Sussex Place	House, 1351 Sussex Place
122-0794-	702 Sycamore Street	House, 702 Sycamore Street
122-0795-	704 Sycamore Street	House, 704 Sycamore Street
122-0030-	600 Talbot Hall Drive	Talbot Hall
122-0203-	230 Tazewell Street	Hecht Warehouse
122-0517-	1409 Trouville Avenue	House, 1409 Trouville Avenue
122-0037-	3611 Utah Street	Drummond House Clairvue
122-0137-	3011 Vendome Terrace	Halstead, J.W. House
122-0428-	1519 Versailles Avenue	House, 1519 Versailles Avenue
122-0782-	2512 Vincent Avenue	House, 2512 Vincent Avenue
122-0779-	2515 Vincent Avenue	House, 2515 Vincent Avenue
122-0781-	2516 Vincent Avenue	House, 2516 Vincent Avenue
122-0780-	2520 Vincent Avenue	House, 2520 Vincent Avenue
122-0777-	2649 Vincent Avenue	House, 2649 Vincent Avenue
122-0778-	2701 Vincent Avenue	House, 2701 Vincent Avenue
122-0608-	2706 Vincent Avenue	House, 2706 Vincent Avenue
122-0611-	2721 Vincent Avenue	House, 2721 Vincent Avenue
122-0610-	2727 Vincent Avenue	House, 2727 Vincent Avenue
122-0609-	2731 Vincent Avenue	House, 2731 Vincent Avenue
122-0528-	400 Virginia Avenue	JEB Stuart Elementary School Stuart Gifted Center
122-0527-	725 Virginia Avenue	House, 725 Virginia Avenue
122-0681-	Walker Avenue & Rockingham Street	Trinity A.M.E. Church Corner Stone Christian Center
122-0688-	964 Washington Avenue	House, 964 Washington Avenue
122-0687-	986 Washington Avenue	House, 986 Washington Avenue
122-0105-	988 Washington Avenue	House, Washington Avenue
122-0756-	537 West 27th Street	House, 537 West 27th Street
122-0129-	1714 West 49th Street	Perry House
122-0486-	823 West 52nd Street	House, 823 West 52nd Street
122-0095-	228 West Berkley Avenue	Merchants and Planters Bank Abundant Life Christian Church
122-0096-	234 West Berkley Avenue	Berkley Avenue Baptist Church Tabernacle of God Homeless Church of Divine Healing
122-0178-	124 West Freemason Street	Epworth United Methodist Church
122-0179-	209 West Freemason Street	Second Presbyterian Church Freemason Abbey Restaurant/ Tavern
122-0148-	450 West Ocean View Avenue	House, West Ocean View Avenue
122-0149-	763 West Ocean View Avenue	House, West Ocean View Avenue
122-0259-	701 West Olney Road	Central Baptist Church
122-0255-	523 West Princess Anne Road 520 Graydon Avenue	Church of the Sacred Heart

NORFOLK INVENTORY ADDRESS REPORT

VDHR ID #	ADDRESS	PROPERTY NAME
122-0703-	2724 Westminister Avenue	House, 2724 Westminister Avenue
122-0702-	2726 Westminister Avenue	House, 2726 Westminister Avenue
122-0701-	2730 Westminister Avenue	House, 2730 Westminister Avenue
122-0700-	2732 Westminister Avenue	House, 2732 Westminister Avenue
122-0456-	1032 Westover Avenue	House, 1032 Westover Avenue
122-0544-	1223 Westover Avenue	House, 1223 Westover Avenue
122-0545-	1230 Westover Avenue	House, 1230 Westover Avenue
122-0537-	1302 Westover Avenue	House, 1302 Westover Avenue
122-0538-	1303 Westover Avenue	House, 1303 Westover Avenue
122-0122-	1400 Westover Avenue	World War I Memorial
122-0536-	1400 Westover Avenue	House, 1400 Westover Avenue
122-0487-	520 Westover Avenue	House, 520 Westover Avenue
122-0451-	612 Westover Avenue	House, 612 Westover Avenue
122-0253-	631 Westover Avenue	Davidson, W.P. House Cox Funeral Home
122-0079-	712 Westover Avenue	House, Westover Avenue
122-0505-	5501 Willow Grove Court	House, 5501 Willow Grove Court
122-0504-	5505 Willow Grove Court	House, 5505 Willow Grove Court
122-0111-	1339 Willow Wood Drive	Talbot-Cocke House Cedar Level Hardy House
122-0648-	1434 Wilson Road	Pentecostal UHC Church
122-0461-	1200 Woodrow Avenue	House, 1200 Woodrow Avenue
122-0460-	1221 Woodrow Avenue	House, 1221 Woodrow Avenue

503 RECORDS IN THIS REPORT

Appendix D

List of Surveyed Properties in Norfolk
by Chronological Orders

NORFOLK INVENTORY IN CHRONOLOGICAL ORDER

VDHR ID #	YEAR	PROPERTY NAME
122-0070-	1730	Sycamore View Cohoon House
122-0045-	1760	Poplar Hall
122-0111-	1780	Talbot-Cocke House Cedar Level Hardy House
122-0030-	1799	Talbot Hall
122-0050-	1820	Hodges House Twin Chimneys
122-0114-	1820	Pearce House
122-0104-	1825	Cedar Grove Cemetery
122-0115-	1840	Pomfret
122-0037-	1848	Drummond House Clairvue
122-0102-	1850	Hebrew Cemetery Hebrew Cemetery
122-0116-	1853	Elmwood Cemetery
122-0051-	1860	Magnolia Cemetery Magnolia Cemetery
122-0179-	1873	Second Presbyterian Church Freemason Abbey Restaurant/ Tavern
122-0194-	1875	Metropolitan A.M.E. Church
122-0110-	1876	Norfolk United Methodist Church
122-0106-	1877	Calvary Cemetery Calvary Cemetery
122-0147-	1880	House, Dinwiddie Street
122-0049-	1880	House, Lovitt Avenue
122-0598-	1880	Amclyde Engineered Products
122-0096-	1885	Berkley Avenue Baptist Church Tabernacle of God Homeless Church of Divine Healing
122-0206-	1885	Boush Cold Storage Warehouse
122-0592-	1885	United Mission Pentecostal Holiness Church
122-0684-	1885	House, 304-306 Liberty Street
122-0723-	1885	House, 727-9 Fremont Street
122-0047-	1886	St. Peter's Episcopal Church Church of Christ Disciples
122-0085-	1888	House, Fairfax Street
122-0145-	1890	Pythian Castle Brambleton Pharmacy
122-0138-	1890	Dwelling Place, The
122-0438-	1890	House, 238 39th street
122-0448-	1890	House, 1351 Sussex Place
122-0480-	1890	House, 791 48th Street
122-0600-	1890	House, 132 Poplar Avenue
122-0606-	1890	House, 232 Hardy Avenue
122-0657-	1890	House, 821 Park Avenue
122-0721-	1890	Building, Lexington Avenue--700 Block
122-0724-	1890	House, 735-7 Fremont Street
122-0725-	1890	House, 743-5 Fremont Street
122-0681-	1892	Trinity A.M.E. Church Corner Stone Christian Center
122-0101-	1894	Ballentine Home for the Aged Wheatley Hall, Norfolk State University

NORFOLK INVENTORY IN CHRONOLOGICAL ORDER

VDHR ID #	YEAR	PROPERTY NAME
122-0081-	1894	House, 418 Pembroke Avenue
122-0100-	1895	Park Avenue Baptist Church
122-0135-	1895	Folliard House
122-0199-	1895	Grean's Building
122-0603-	1895	House, 213 Hardy Avenue
122-0605-	1895	House, 228 Hardy Avenue
122-0653-	1895	House, 729 Marshall Avenue
122-0655-	1895	House, 415 Brambleton Avenue
122-0656-	1895	House, 617 Marshall Avenue
122-0658-	1895	Norfolk Recycling
122-0722-	1895	Building, Lexington Avenue--700 Block
122-0727-	1895	Bandshell Pavilion Lafayette Zoological Park Bird Cage
122-0654-	1895	House, 727 Marshall Avenue
122-0178-	1896	Epworth United Methodist Church
122-0430-	1897	House, 3123 Luxembourg Avenue
122-0119-	1899	Moore's Bridges Water Treatment Plant
122-0095-	1900	Merchants and Planters Bank Abundant Life Christian Church
122-0048-	1900	House, Lovitt Avenue
122-0252-	1900	Pender, David House
122-0429-	1900	House, 3122 Luxembourg Avenue
122-0080-	1900	House, 721 Colonial Avenue
122-0259-	1900	Central Baptist Church
122-0431-	1900	House, 3011 Luxembourg Avenue
122-0433-	1900	House, 157 Orleans Circle
122-0434-	1900	House, 133 Orleans Circle
122-0440-	1900	House, 224 40th Street
122-0454-	1900	House, 909 Colonial Avenue
122-0455-	1900	House, 618 Stockley Gardens
122-0473-	1900	House, 615 Shirley Avenue
122-0483-	1900	House, 786 51st Street
122-0593-	1900	Chatman Funeral Home
122-0599-	1900	Store, 126 Liberty Street
122-0751-	1900	House, 237 25th Street
122-0077-	1900	Skipjack Norfolk Skipjack Allegheny
122-0711-	1900	House, 2628 Marlboro Avenue
122-0752-	1900	House, 241 30th Street
122-0251-	1903	Tatterson House
122-0502-	1903	House, 100 Orchard Street
122-0092-	1904	Lambert, F.D. House
122-0253-	1905	Davidson, W.P. House Cox Funeral Home
122-0670-	1905	House, 245 30th Street
122-0671-	1905	House, 233 30th Street
122-0749-	1905	House, 238 30th Street
122-0677-	1905	House, 301 Indian River Road
122-0750-	1905	House, 114 28th Street
122-0753-	1905	House, 301 25th Street
122-0790-	1905	House, 866 Lindenwood Avenue
122-0408-	1906	Lafayette Zoological Park Conservatory
122-0151-	1906	House, Ocean View Avenue
122-0113-	1906	Dillard House

NORFOLK INVENTORY IN CHRONOLOGICAL ORDER

VDHR ID #	YEAR	PROPERTY NAME
122-0203-	1906	Hecht Warehouse
122-0076-	1906	Hermitage Museum
122-0089-	1907	Herbert House
122-0256-	1908	Killiam, Frederick W. House
122-0531-	1909	Forest Lawn Cemetery
122-0097-	1910	Norfleet House
122-0086-	1910	House, Graydon Avenue
122-0415-	1910	House, 1532 Holland Avenue
122-0416-	1910	House, 1504 Holland Avenue
122-0417-	1910	House, 1436 Huntington Crescent
122-0421-	1910	House, 1416 Morris Crescent
122-0422-	1910	House, 1484 Ashland Circle
122-0425-	1910	House, 1535 Ashland Circle
122-0426-	1910	House, 1532 Ashland Circle
122-0428-	1910	House, 1519 Versailles Avenue
122-0133-	1910	Wolcott House
122-0436-	1910	House, 1522 Ave De Grasse
122-0437-	1910	House, 261 39th Street
122-0441-	1910	House, 264 40th Street
122-0443-	1910	House, 231 41st Street
122-0444-	1910	House, 214 42nd Street
122-0449-	1910	House, 734 Graydon Avenue
122-0451-	1910	House, 612 Westover Avenue
122-0452-	1910	House, 608 Redgate Avenue
122-0456-	1910	House, 1032 Westover Avenue
122-0463-	1910	Apartment, 901 Spotswood Avenue
122-0469-	1910	House, 708 Baldwin Avenue
122-0490-	1910	House, 319 Forrest Road
122-0491-	1910	House, 1219 Manchester
122-0492-	1910	House, 6300 Richmond Place
122-0493-	1910	House, 1100 Hanover Street
122-0494-	1910	House, 1055 Cambridge Crescent
122-0504-	1910	House, 5505 Willow Grove Court
122-0505-	1910	House, 5501 Willow Grove Court
122-0472-	1910	House, 606 Shirley Avenue
122-0481-	1910	House, 765 48th Street
122-0482-	1910	House, 783 49th Street
122-0484-	1910	House, 5002 Killam Avenue
122-0486-	1910	House, 823 West 52nd Street
122-0487-	1910	House, 520 Westover Avenue
122-0520-	1910	House, 1330 Laurel Crescent
122-0521-	1910	House, 7309 Glenroie Avenue
122-0523-	1910	House, 224 Glendale Avenue
122-0527-	1910	House, 725 Virginia Avenue
122-0533-	1910	House, 1528 Ashland Circle
122-0534-	1910	House, 1464 Ashland Circle
122-0556-	1910	House, 1395 Fishermans Road
122-0535-	1910	House, 1429 Mallory
122-0536-	1910	House, 1400 Westover Avenue
122-0544-	1910	House, 1223 Westover Avenue
122-0545-	1910	House, 1230 Westover Avenue
122-0546-	1910	House, 1116 Redgate Avenue
122-0547-	1910	House, 1037 Redgate Avenue
122-0560-	1910	House, 300 40th Street

NORFOLK INVENTORY IN CHRONOLOGICAL ORDER

VDHR ID #	YEAR	PROPERTY NAME
122-0565-	1910	House, 559 Mayflower Avenue
122-0568-	1910	House, 4516 Newport Avenue
122-0579-	1910	House, 3413 Lafayette Blvd.
122-0816-	1910	House, 3665 Bell Street
122-0817-	1910	House, 3667 Bell Street
122-0801-	1910	House, 1721 Princeton Avenue
122-0645-	1910	House, 1416 Colon Avenue
122-0595-	1910	B & M Marine Repairs
122-0596-	1910	Norfolk Police Department
122-0601-	1910	House, 130 Poplar Avenue
122-0604-	1910	House, 206 Hardy Avenue
122-0647-	1910	House, 1617 East Indian River Road
122-0682-	1910	Hebrew Synagogue Church of the Lord Jesus Christ of the Apostolic Faith
122-0683-	1910	Building, Southeast corner of Liberty Street & Grayson Street
122-0748-	1910	House, 244 30th Street
122-0755-	1910	Dagenhart Pipe & Supply Company
122-0635-	1910	House, 940 Pollard Street
122-0679-	1910	House, 229 Indian River Road
122-0163-	1910	Fancy Foods of Virginia
122-0777-	1910	House, 2649 Vincent Avenue
122-0778-	1910	House, 2701 Vincent Avenue
122-0785-	1910	House, 806 Summit Avenue
122-0786-	1910	House, 812 Summit Avenue
122-0787-	1910	House, 807 Summit Avenue
122-0788-	1910	House, 2524 Hale Street
122-0791-	1910	House, 868 Lindenwood Avenue
122-0112-	1911	Consolvo House
122-0453-	1911	First Presbyterian Church
122-0550-	1911	Maury High School
122-0140-	1912	Ward House
122-0132-	1912	West, E. T. House
122-0166-	1912	Royster Building
122-0117-	1912	Core Mausoleum
122-0124-	1914	George S. Face House
122-0403-	1915	Church, 32nd Street
122-0079-	1915	House, Westover Avenue
122-0129-	1915	Perry House
122-0798-	1915	House, 1903 Springfield Avenue
122-0802-	1915	House, 1717 Princeton Avenue
122-0664-	1915	House, 1608 Colon Avenue
122-0644-	1915	House, 1502 Colon Avenue
122-0619-	1915	House, 435 28th Street
122-0620-	1915	House, 432 28th Street
122-0638-	1915	House, 869 Lindenwood Avenue
122-0639-	1915	House, 871 Lindenwood Avenue
122-0642-	1915	House, 1106 Hatton Street
122-0675-	1915	House, 226 Hough Avenue
122-0688-	1915	House, 964 Washington Avenue
122-0757-	1915	House, 525 27th Street
122-0634-	1915	House, 930 Pollard Street
122-0643-	1915	House, 1102 Hatton Street

NORFOLK INVENTORY IN CHRONOLOGICAL ORDER

VDHR ID #	YEAR	PROPERTY NAME
122-0746-	1915	House, 242 32nd Street
122-0763-	1915	House, 130 W. Lorengo Avenue
122-0776-	1915	House, 539 Bute Street
122-0780-	1915	House, 2520 Vincent Avenue
122-0781-	1915	House, 2516 Vincent Avenue
122-0782-	1915	House, 2512 Vincent Avenue
122-0783-	1915	House, 3020 McLemore Street
122-0789-	1915	House, 800 Hayes Street
122-0197-	1916	Granby Theater Granby Mall Cinema
122-0249-	1917	Henke Residence
122-0148-	1917	House, West Ocean View Avenue
122-0136-	1917	House, Ashland Drive French Consulate
122-0248-	1917	Chef Shalom Temple
122-0131-	1918	Gosnold Sanitorium
122-0503-	1918	House, 113 Orchard Street
122-0053-	1919	Moses Glasser House
122-0105-	1919	House, Washington Avenue
122-0420-	1919	House, 1412 Morris Crescent
122-0122-	1920	World War I Memorial
122-0412-	1920	House, 1604 Holland Avenue
122-0413-	1920	House, 1600 Holland Avenue
122-0414-	1920	House, 1535 Holland Avenue
122-0419-	1920	House, 1424 Huntington Crescent
122-0423-	1920	House, 1411 Ashland Circle
122-0424-	1920	House, 1415 Ashland Circle
122-0427-	1920	House, 3123 St. Louis Avenue
122-0127-	1920	House, 6209 Hampton Blvd.
122-0207-	1920	Molasses Tank Taiwanese Pagoda
122-0435-	1920	House, 1511 Royale Park
122-0439-	1920	House, 3911 Columbus Avenue
122-0445-	1920	House, 211 42nd Street
122-0446-	1920	House, 202 Lucille Street
122-0447-	1920	House, 1063 Manchester Avenue
122-0450-	1920	Apartment, 703 Graydon Avenue
122-0471-	1920	Apartment, 910 Greenway Court
122-0458-	1920	House, 1410 Gates Avenue
122-0461-	1920	House, 1200 Woodrow Avenue
122-0464-	1920	Apartment, 911-915 Spotswood Avenue
122-0465-	1920	Apartment, 1115 Colley Avenue
122-0466-	1920	Bank, 1308 Colley Avenue
122-0468-	1920	House, 709 Maury Avenue
122-0488-	1920	House, 212 Forrest Road
122-0489-	1920	House, 315 Forrest Road
122-0495-	1920	House, 1046 Cambridge Crescent
122-0496-	1920	House, 1125 Bedford Avenue
122-0497-	1920	House, 926 Avenue I
122-0498-	1920	House, 990 Avenue H
122-0499-	1920	House, 6615 Albert Avenue
122-0500-	1920	House, 1014 Philpotts Road
122-0475-	1920	Store, 1611 Colley Avenue
122-0479-	1920	House, 860 46th Street

NORFOLK INVENTORY IN CHRONOLOGICAL ORDER

VDHR ID #	YEAR	PROPERTY NAME
122-0485-	1920	House, 796 52nd Street
122-0507-	1920	House, 1500 block Bay View Blvd.
122-0508-	1920	House 9614 Grove Avenue
122-0509-	1920	House, 614 Dune Street
122-0510-	1920	School, 7425 Chesapeake Blvd.
122-0518-	1920	House, 7609 Courtlandt Place
122-0524-	1920	House, 629 New Jersey Avenue
122-0525-	1920	Apartment, 639 New York
122-0526-	1920	House, 700 Maryland Avenue
122-0528-	1920	JEB Stuart Elementary School Stuart Gifted Center
122-0529-	1920	House, 9623 11th View Street
122-0530-	1920	House, 9135 Granby Street
122-0551-	1920	Motel, 3325 Ocean View Avenue
122-0554-	1920	House, 9510 Chesapeake Street
122-0555-	1920	House, between 1017 and 1025 Balview Avenue
122-0537-	1920	House, 1302 Westover Avenue
122-0538-	1920	House, 1303 Westover Avenue
122-0540-	1920	House, 1220 Graydon Avenue
122-0541-	1920	House, 1400 Armistead Bridge Road
122-0542-	1920	House, 1208 Armistead Bridge Road
122-0543-	1920	House, 1101 Matoaka Street
122-0548-	1920	Apartment Building, 901 Greenway Court
122-0557-	1920	Wales, The, Apartment building
122-0562-	1920	House, 4600 Colonial Avenue
122-0563-	1920	House, 437 Connecticut Avenue
122-0564-	1920	House, 502 Massachusetts Avenue
122-0566-	1920	House, 611 Massachusetts Avenue
122-0567-	1920	House, 4901 Gosnold Avenue
122-0569-	1920	House, 1432 Ashland Circle
122-0570-	1920	House, 1411 Huntington Crescent
122-0571-	1920	House, 1541 Holland Avenue
122-0573-	1920	House, 521 Massachusetts Avenue
122-0809-	1920	House, 1804 Canton Avenue
122-0810-	1920	House, 1806 Canton Avenue
122-0794-	1920	House, 702 Sycamore Street
122-0799-	1920	House, 1920 Springfield Avenue
122-0800-	1920	House, 1729 Princeton Avenue
122-0804-	1920	House, 1730 Princeton Avenue
122-0660-	1920	House, 1521 Colon Avenue
122-0661-	1920	House, 1609 Colon Avenue
122-0662-	1920	House, 1611 Colon Avenue
122-0665-	1920	House, 1411 Colon Avenue
122-0666-	1920	House, 1413 Colon Avenue
122-0667-	1920	House, 1501 Colon Avenue
122-0632-	1920	House, 824 Pollard Street
122-0633-	1920	House, 822 Pollard Street
122-0584-	1920	House, 3727 Pamlico Circle
122-0585-	1920	House, 3731 Pamlico Circle
122-0586-	1920	House, 3735 Pamlico Circle
122-0590-	1920	Colonna's Shipyard
122-0591-	1920	Gatewood School
122-0597-	1920	Berkley Multi-Service Center U.S. Army, St. Helena Complex Building

NORFOLK INVENTORY IN CHRONOLOGICAL ORDER

VDHR ID #	YEAR	PROPERTY NAME
122-0608-	1920	House, 2706 Vincent Avenue
122-0609-	1920	House, 2731 Vincent Avenue
122-0610-	1920	House, 2727 Vincent Avenue
122-0612-	1920	House, 2736 Harrell Avenue
122-0613-	1920	House, 2730 Harrell Avenue
122-0614-	1920	House, 2725 Harrell Avenue
122-0615-	1920	House, 2507 Harrell Avenue
122-0616-	1920	House, 2509 Harrell Avenue
122-0617-	1920	House, 316 28th Street
122-0618-	1920	House, 318 28th Street
122-0621-	1920	House, 529 28th Street
122-0631-	1920	House, 828 Pollard Street
122-0640-	1920	House, 1114 Hatton Street
122-0641-	1920	House, 1108 Hatton Street
122-0649-	1920	House, 905 Oakwood Street
122-0659-	1920	USAFA Center
122-0685-	1920	House, 808 Grayson Street
122-0687-	1920	House, 986 Washington Avenue
122-0692-	1920	House, 705 Forbes Street
122-0693-	1920	House, 707 Forbes Street
122-0694-	1920	House, 709 Forbes Street
122-0697-	1920	House, 733 Forbes Street
122-0744-	1920	House, 309 32nd Street
122-0747-	1920	Pump Station
122-0759-	1920	House, 608 28th Street
122-0760-	1920	house, 514 28th Street
122-0636-	1920	House, 946 Pollard Street
122-0637-	1920	House, 948 Pollard Street
122-0650-	1920	House, 903 Oakwood Street
122-0676-	1920	House, 224 Hough Avenue
122-0678-	1920	House, 234 Indian River Road
122-0680-	1920	House, 228 Indian River Road
122-0695-	1920	House, 711 Forbes Street
122-0696-	1920	House, 713 Forbes Street
122-0698-	1920	House, 800 Forbes Street
122-0699-	1920	House, 801 Forbes Street
122-0709-	1920	House, 2622 Marlboro Avenue
122-0193-	1920	Falk's Auto Charlie Falk's
122-0745-	1920	House, 248 32nd Street
122-0758-	1920	Apartment Building, Gosnold Avenue
122-0764-	1920	House, 122 W. Lorengo Avenue
122-0784-	1920	House, 800 Summit Avenue
122-0792-	1920	House, 870 Lindenwood Avenue
122-0793-	1920	House, 874 Lindenwood Avenue
122-0139-	1921	Blessed Sacrament Church Mt. Gilead Pentacostal Holiness Church
122-0123-	1921	Sidney W. Mason House
122-0474-	1921	Blair Middle School
122-0255-	1924	Church of the Sacred Heart
122-0137-	1925	Halstead, J.W. House
122-0126-	1925	White, Thomas House
122-0134-	1925	Topping House
122-0090-	1925	Jackson House

NORFOLK INVENTORY IN CHRONOLOGICAL ORDER

VDHR ID #	YEAR	PROPERTY NAME
122-0808-	1925	House, 1802 Canton Avenue
-122-0813-	1925	House, 4854 Hampshire Avenue
122-0814-	1925	House, 4855 Hampshire Avenue
122-0795-	1925	House, 704 Sycamore Street
122-0796-	1925	House, 1911 Springfield Avenue
122-0797-	1925	House, 1907 Springfield Avenue
122-0803-	1925	House, 1713 Princeton Avenue
122-0805-	1925	House, 1742 Princeton Avenue
122-0806-	1925	House, 1817 Princeton Avenue
122-0587-	1925	House, 3715 Pamlico Circle
122-0588-	1925	House, 3713 Pamlico Circle
-122-0594-	1925	Seaboard Bank Building Continental Trust Company Bank
122-0652-	1925	Harbor Park Boathouse
122-0704-	1925	House, 2631 Marlboro Avenue
122-0739-	1925	House, 125 East Lorengo Avenue
122-0756-	1925	House, 537 West 27th Street
122-0091-	1925	Meadowbrook School
122-0701-	1925	House, 2730 Westminister Avenue
122-0703-	1925	House, 2724 Westminister Avenue
122-0706-	1925	House, 2627 Marlboro Avenue
122-0710-	1925	House, 2626 Marlboro Avenue
122-0712-	1925	House, 2716 Marlboro Avenue
122-0713-	1925	House, 2718 Marlboro Avenue
122-0714-	1925	House, 2810 Marlboro Avenue
122-0715-	1925	House, 2813 Marlboro Avenue
122-0720-	1925	House, 1900 Montclair Avenue
122-0740-	1925	House, 123 East Lorengo Avenue
-122-0741-	1925	House, 119 East Lorengo Avenue
122-0742-	1925	House, 118 East Lorengo Avenue
122-0743-	1925	House, 124 East Lorengo Avenue
122-0772-	1925	House, 121 Dupre Avenue
122-0125-	1926	Way, Mary House
122-0130-	1928	Wood House
122-0476-	1928	McLaughlin Substation
122-0418-	1930	House, 1429 Huntington Crescent
122-0432-	1930	House, 144 Orleans Circle
122-0442-	1930	House, 4014 Holly Avenue
-122-0457-	1930	House, 1210 Brandon Avenue
122-0459-	1930	House, 1437 Armistead Bridge Road
122-0460-	1930	House, 1221 Woodrow Avenue
122-0462-	1930	Apartment, 1712 Core Avenue
122-0467-	1930	Apartment Building, 819 Maury Avenue
122-0470-	1930	House, 1207 Stockly Gardens
122-0506-	1930	House, 1407 Graydon Place
122-0478-	1930	Ray's Body Shop
122-0511-	1930	House, 1332 Cloncurry Road
122-0512-	1930	House, 1300 Daniel Avenue
122-0513-	1930	House, 7656 Maury Arch
122-0515-	1930	House, 7477 North Shore Road
122-0514-	1930	House, 7612 North Shore Drive
122-0516-	1930	House, 7814 North Shore Drive
122-0517-	1930	House, 1409 Trouville Avenue
122-0519-	1930	House, 1506 Runnymede

NORFOLK INVENTORY IN CHRONOLOGICAL ORDER

VDHR ID #	YEAR	PROPERTY NAME
122-0522-	1930	House, 7419 Chipping Road
122-0539-	1930	House, 1338 Graydon Avenue
122-0574-	1930	House, 2401 Rush Street
122-0575-	1930	House, 3115 Illinois Avenue
122-0576-	1930	House, 3117 Illinois Avenue
122-0577-	1930	House, 3123 Illinois Avenue
122-0578-	1930	House, 3125 Illinois Avenue
122-0580-	1930	House, 3401 Lafayette Blvd.
122-0581-	1930	House, 3404 Lafayette Blvd.
122-0582-	1930	House, 3669 Nottaway Street
122-0807-	1930	House, 1800 Princeton Avenue
122-0812-	1930	House, 4864 Hampshire Avenue
122-0668-	1930	Norfolk Southern Swing Bridge
122-0663-	1930	House, 1617 Colon Avenue
122-0646-	1930	House, 1414 Colon Avenue
122-0611-	1930	House, 2721 Vincent Avenue
122-0622-	1930	House, 973 Merrimac Avenue
122-0623-	1930	House, 975 Merrimac Avenue
122-0624-	1930	House, 977 Merrimac Avenue
122-0648-	1930	Pentecostal UHC Church
122-0700-	1930	House, 2732 Westminister Avenue
122-0716-	1930	House, 1908 Montclair Avenue
122-0651-	1930	House, 901 Oakwood Street
122-0705-	1930	House, 2629 Marlboro Avenue
122-0707-	1930	House, 2625 Marlboro Avenue
122-0708-	1930	House, 2621 Marlboro Avenue
122-0717-	1930	House, 1906 Montclair Avenue
122-0150-	1931	House, Little Bay Avenue
122-0149-	1932	House, West Ocean View Avenue
122-0811-	1935	House, 1812 Canton Avenue
122-0818-	1935	Norfolk Wholesale Floral Corporation, 601 Brambleton Avenue
122-0669-	1935	26th Street Bridge, 26th Street
122-0583-	1935	House, 3668 Nottaway Street
122-0689-	1935	House, 969 Washington Avenue
122-0690-	1935	House, 965 Merrimac Avenue
122-0691-	1935	House, 964 Merrimac Avenue
122-0718-	1935	House, 1904 Montclair Avenue
122-0719-	1935	House, 1902 Montclair Avenue
122-0761-	1935	House, 127 W. Lorengo Avenue
122-0765-	1935	House, 9419 Selby Place
122-0768-	1935	House, 9531 Selby Place
122-0769-	1935	House, 9525 Selby Place
122-0775-	1935	House, 134 W. Bay View Boulevard
122-0143-	1936	Birtcherd's Dairy
122-0572-	1936	Naro Theater, 1507 Colley Avenue
122-0589-	1936	House, 3714 Pamlico Circle
122-0820-	1938	Black Roofing Company
122-0754-	1938	Best Repair Company
122-0501-	1940	House, 127 Sir Oliver Street
122-0477-	1940	Nolde Brothers Inc.
122-0552-	1940	House, 3706 Ocean View Avenue
122-0553-	1940	House, 3612 Pleasant Avenue
122-0558-	1940	French Bakery, 4108 Granby Avenue

NORFOLK INVENTORY IN CHRONOLOGICAL ORDER

VDHR ID #	YEAR	PROPERTY NAME
122-0559-	1940	Riverview Theater
122-0561-	1940	House, 500 blk of New Jersey Avenue
122-0815-	1940	House, 4849 Hampshire Avenue
122-0672-	1940	House, 7919 Galveston Blvd.
122-0673-	1940	House, 7925 Galveston Blvd.
122-0602-	1940	Philippi Church of Christ
122-0607-	1940	House, 3070 Davis Street
122-0627-	1940	House, 5742 Cornick Road
122-0674-	1940	Bascule Bridges
122-0730-	1940	House, 8001 Roxboro Road
122-0729-	1940	House, 404 Ashlawn Drive
122-0731-	1940	House, 8003 Roxboro Road
122-0766-	1940	House, 9424 Selby Place
122-0767-	1940	House, 9418 Selby Place
122-0732-	1941	House, 8204 Simons Drive
122-0733-	1941	House, 8206 Simons Drive
122-0734-	1941	House, 8203 Simons Drive
122-0736-	1941	House, 8012 Merritt Street
122-0737-	1941	House, 8013 Merritt Street
122-0738-	1941	House, 8019 Merritt Street
122-0735-	1942	House, 8008 Merritt Street
122-0625-	1945	House, 5736 Cornick Road
122-0626-	1945	House, 5740 Cornick Road
122-0628-	1945	House, 5744 Cornick Road
122-0629-	1945	House, 5746 Cornick Road
122-0630-	1945	House, 5750 Cornick Road
122-0728-	1945	House, 402 Ashlawn Drive
122-0702-	1945	House, 2726 Westminister Avenue
122-0762-	1945	House, 129 W. Lorengo Avenue
122-0773-	1945	House, 116 Dupre Avenue
122-0779-	1945	House, 2515 Vincent Avenue
122-0109-	1949	Park Place Methodist Church
122-0686-	1949	Doumar's Drive In
122-0549-	1950	Claremont Theater Little Theatre of Norfolk
122-0821-	1950	Life Savings Bank, Granby Street
122-0771-	1950	Holy Trinity School Gym
122-0774-	1950	Merrimac Landing Apartments
122-0822-	1950	Crestar Bank
122-0098-	1951	Mary Hardy MacArthur Memorial
122-0532-	1951	House, 406 and 410 Brakenridge Avenue
122-0770-	1953	Holy Trinity Church
122-0819-	1955	F.H. Gaskins Co., Inc.
122-0726-	1955	Coca Cola Bottling Company, Inc. Coca Cola Bottling Company, Inc.

498 RECORDS IN THIS REPORT

Appendix E

**List of Properties Surveyed
to the Intensive Level**

Norfolk Intensive Surveys by I.D. #, Name, and Address

VDHR ID #	PROPERTY NAME	ADDRESS
122-0030-	Talbot Hall	600 Talbot Hall Drive
122-0045-	Poplar Hall	Poplar Hall Drive
122-0050-	Hodges House Twin Chimneys	791 Indian River Road
122-0070-	Sycamore View Cohoon House	7411 Cohoon Drive
122-0076-	Hermitage Museum	7637 North Shore Road
122-0077-	Skipjack Norfolk Skipjack Allegheny	
122-0091-	Meadowbrook School	7620 Shirland Avenue
122-0102-	Hebrew Cemetery Hebrew Cemetery	Princess Anne Road
122-0104-	Cedar Grove Cemetery	Princess Anne Road
122-0109-	Park Place Methodist Church	Colonial Avenue & 34th Street
122-0116-	Elmwood Cemetery	Princess Anne Road
122-0117-	Core Mausoleum	Princess Anne Road
122-0119-	Moore's Bridges Water Treatment Plant	Kempsville Road
122-0143-	Birtcherd's Dairy	Monticello
122-0145-	Pythian Castle	1320 East Brambleton Avenue
	Brambleton Pharmacy	703 Reservoir Road
122-0163-	Fancy Foods of Virginia	735 25th Street
122-0166-	Royster Building	201 Granby Street
122-0178-	Epworth United Methodist Church	124 West Freemason Street
122-0193-	Falk's Auto Charlie Falk's	636 21st Street
122-0194-	Metropolitan A.M.E. Church	828- East Brambleton Avenue
122-0255-	Church of the Sacred Heart	523 West Princess Anne Road
		520 Graydon Avenue
122-0408-	Lafayette Zoological Park Conservatory	Granby Street
122-0558-	French Bakery, 4108 Granby Avenue	4108 Granby Avenue
122-0590-	Colonna's Shipyard	400 Indian River Road
122-0686-	Doumar's Drive In	Monticello Avenue

25 RECORDS IN THIS REPORT

Appendix F

Preliminary Information Request Forms

Ballentine

Berkley

Colonial Place

Lafayette

North Ghent

Riverview

Winona

PRELIMINARY INFORMATION REQUEST

The following constitutes an application for preliminary consideration for the nomination potential of a property to the Virginia Landmarks Register and the National Register of Historic Places. This does not mean that a property 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 board's actions in writing shortly after the meeting.

Please **type** and use 8-1/2" X 11" paper if additional space is needed.

All submitted materials become the property of the Virginia Department of Historic Resources and cannot be returned.

1. HISTORIC NAME OF PROPERTY (if historic name is not known, use current name of area)

BALLENTINE PLACE

2. LOCATION

A. Street or Route Cape Henry Road

B. County or City Norfolk, Virginia

3. LEGAL OWNER/S OF PROPERTIES. Include names and addresses of all property owners in district. Attach additional sheets if necessary. (See Attached)

Name: _____

Address: _____

City/State: _____ ZIP _____

4. GENERAL DATA

A. Date or dates of selected buildings: Early 20th century

B. Approximate acreage: less than 10 acres

C. Architects or carpenter/masons (if known): _____

D. Primary Use of Buildings: Residential; Single-family

5. GENERAL DESCRIPTION

Ballentine Place is today located in the center of the city, sandwiched between several suburban neighborhoods, including Fairmont Park on the north, Belmont Place on the west, and Coleman Place on the east. The eastern boundary of the area is defined by the Norfolk and Western Railroad line and the southern boundary by the Norfolk Southern Railroad line. While the entire area historically and currently defines the Ballentine Place neighborhood, only a small, linear section of the area, aligned along the Norfolk Southern Railroad line, is being proposed for historic district designation. This area extends from Cromwell Road on the east to Keller Avenue on the west and includes only those properties facing the railroad tracks along Cape Henry Road.

The Ballentine Place neighborhood generally consists of small, modest-income houses that were built primarily between the Wars. The houses are typically frame structures defined by their bungalow forms and pattern-book or kit-house appearance. They are built close together and have small or no front yards. A median strip between the rows of houses and streets are landscaped with crepe myrtles. The group of houses facing the railroad tracks and located within the proposed historic district, are larger, more substantial buildings that date to the second decade of the twentieth century--the earliest years of the neighborhood's development. These houses are generally of brick construction, are two and 2-1/2-stories in height as opposed to one story, and are designed in a vernacular Classical Revival style. They are aligned at a skewed angle to the street, are set back from it, and have large front yards shaded by mature trees. Each house is defined architecturally by its gracious front porch and its dignified appearance.

PIF--Ballentine Place, Norfolk, VA
October 1994

Though not representative of the residential architecture making up the Ballentine neighborhood, these houses survive as the oldest and architecturally most distinctive houses in the development and represent the physical growth of the area from its rural roots in the 19th century to the working-class community that it is today.

6. HISTORY

Originally the plantation of Thomas R. Ballentine, the Ballentine Place residential subdivision was platted in the first decade of this century and was progressively built upon with houses over the years. Although some houses were built as early as 1909 and being advertised for sale at that time, the subdivision was primarily developed between the Wars with modest, affordable houses for the working class population. Ballentine Place is noteworthy in the history of Norfolk for its association with Thomas R. Ballentine, prominent local landowner and philanthropist¹, and as a working-class residential subdivision.

Thomas R. Ballentine grew up on a farm in Currituck County, North Carolina. During the Civil War, he joined the Norfolk County Rifle Patriots, Company F. Following the War, Ballentine opted not to go back to his family farm in Currituck, but instead, judiciously bought other farms that had gone to ruin by mismanagement. He then returned them to working order and sold them at a profit. During Reconstruction, his keen business sense earned him the elected position of Norfolk City Councilman.

Ballentine's Plantation in Norfolk was located just within the line of trenches thrown up by the Confederacy in 1861 to save Norfolk from invasion. In the first decade of this century, the area was platted with its eastern and southern boundary formed by the Norfolk and Western Railroad tracks and the Norfolk Southern Railroad tracks, respectively. In 1923, more than a decade after its development as Ballentine Place, the neighborhood was annexed by the city, along with Ocean View, Edgewater and Larchmont. Unlike Edgewater and Larchmont which were upperclass neighborhoods, Ballentine Place was laid out as a grid system with small lots meant to appeal to the working class. Instead of a relentless grid, however, Ballentine actually consisted of a series of long and narrow blocks punctuated on center by a large, open space built with a school. Where the blocks on the southern end of the subdivision intersected with the spur of the Norfolk and Western Railroad, larger irregularly-shaped lots were formed. It is on those irregularly-shaped, corner lots where the older, more substantial houses, which are being proposed as an historic district, sit and face the tracks of the Norfolk Southern Railroad line.

By 1928, the area was far from mature. The central section of the grid, from Harrell Avenue on the west and Grandy Avenue on

¹ Thomas R. Ballentine founded and built the Ballentine Home for the Aged in 1894.

PIF--Ballentine Place, Norfolk, VA
October 1994

the east, was more fully built upon with houses, while the streets closest to the Norfolk and Western Railroad tracks on the east were almost void of development. Although the area was clearly a defined neighborhood with clustered development, much of the residential growth in the area occurred between the Wars and into the 1940s. By then the area was a well-established, stable working class community.

In the 1960s, the residents of Ballentine Place fought white flight as African Americans, driven from their former homes by redevelopment, sought housing they could afford in Ballentine Place. Despite initial reports of panic selling in the neighborhood by white residents, real estate prices remained stable and racial integration occurred harmoniously.

Ballentine Place survives today as a racially mixed, working class community. Although its architecture generally lacks distinction, the area provides important information on the socio-economic development of Norfolk and provides a good example of a working class residential community.

PIF--Ballentine Place, Norfolk, VA
October 1994

7. PHOTOGRAPHS

Black and white photographs and color slides of general views and streetscapes must be provided. Photographs of important buildings in district would also be helpful. The inclusion of photographs is essential to the completion of this application. Without photographs, this application can not be considered.

8. MAP

Please include a map showing the location of the proposed district. A sketch map is acceptable but please not street route numbers, addresses, buildings, prominent geographic features, etc. Please include a "north" arrow. This form can not be processed without a map showing the property's exact location.

9. ADDITIONAL COMMENTS:

10: APPLICANT INFORMATION

NAME: TRACERIES TELEPHONE: 301-656-5283

ADDRESS: 5420 Western Avenue

CITY/STATE: Chevy Chase, MD 20015

SIGNATURE _____

DATE: September 19, 1994

PIF--Ballentine Place, Norfolk, VA
October 1994

PROPERTY NAME: Ballentine

PLEASE SUPPLY THE FOLLOWING NAMES AND ADDRESSES AS APPLICABLE.
THIS INFORMATION MUST BE PROVIDED BEFORE YOUR PIF CAN BE
CONSIDERED BY THE STATE REVIEW BOARD:

Mayor: Paul D. Fraim
1109 City Hall Building
Norfolk, VA 23501

City Manager:
James B. Oliver, Jr.
1101 City Hall Building
Norfolk, VA 23501

Director, Planning Division

John M. Dugan, Director
Dept. of City Planning and Codes Administration
508 City Hall Building

Chairman, Planning Commission

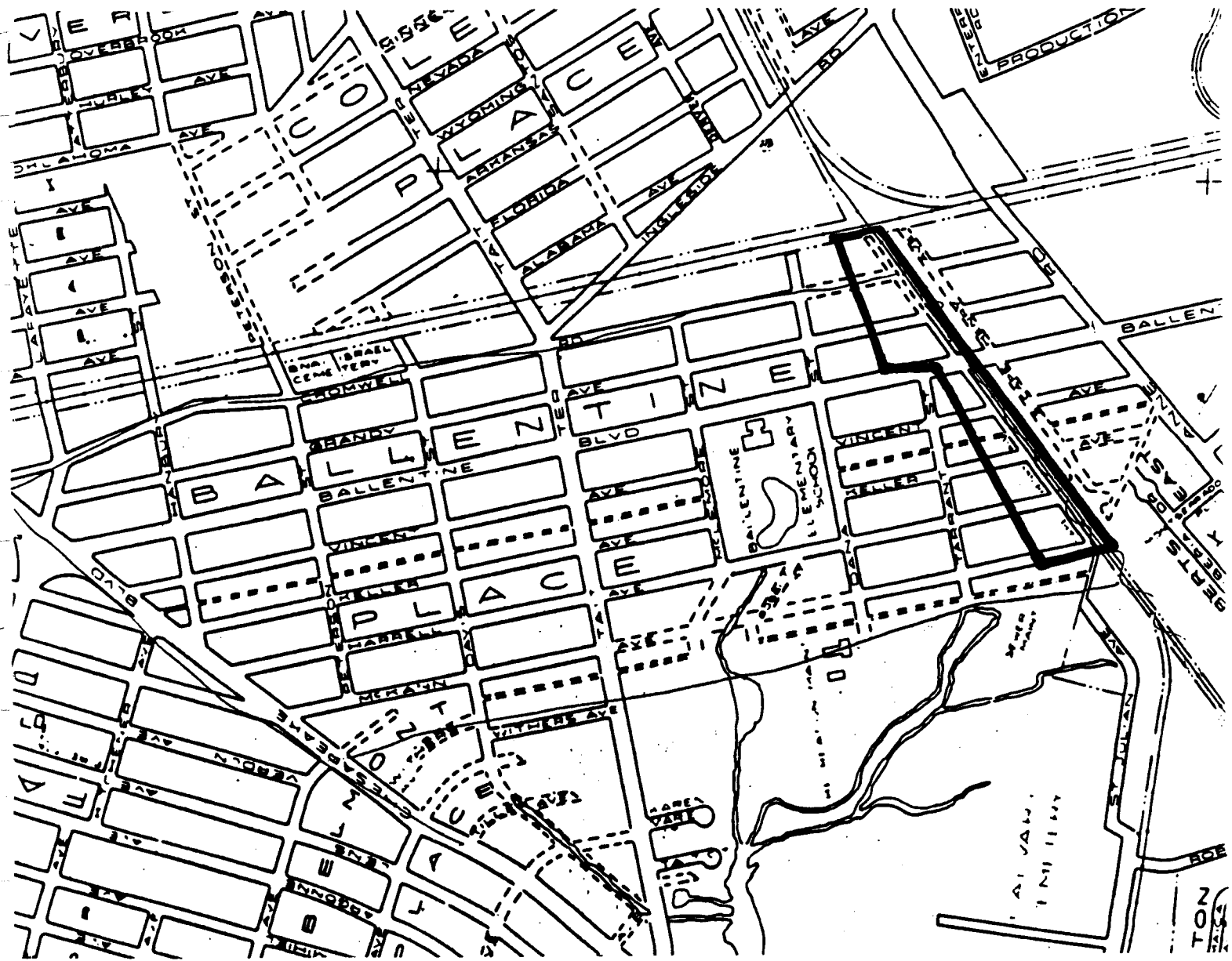
Dr. William L. Craig, Jr.
451 Lee Point Road
Norfolk, VA

Executive Director

Hampton Roads Planning District Commission
Arthur L. Collins
723 Woodlake Drive
Chesapeake, Virginia 23320

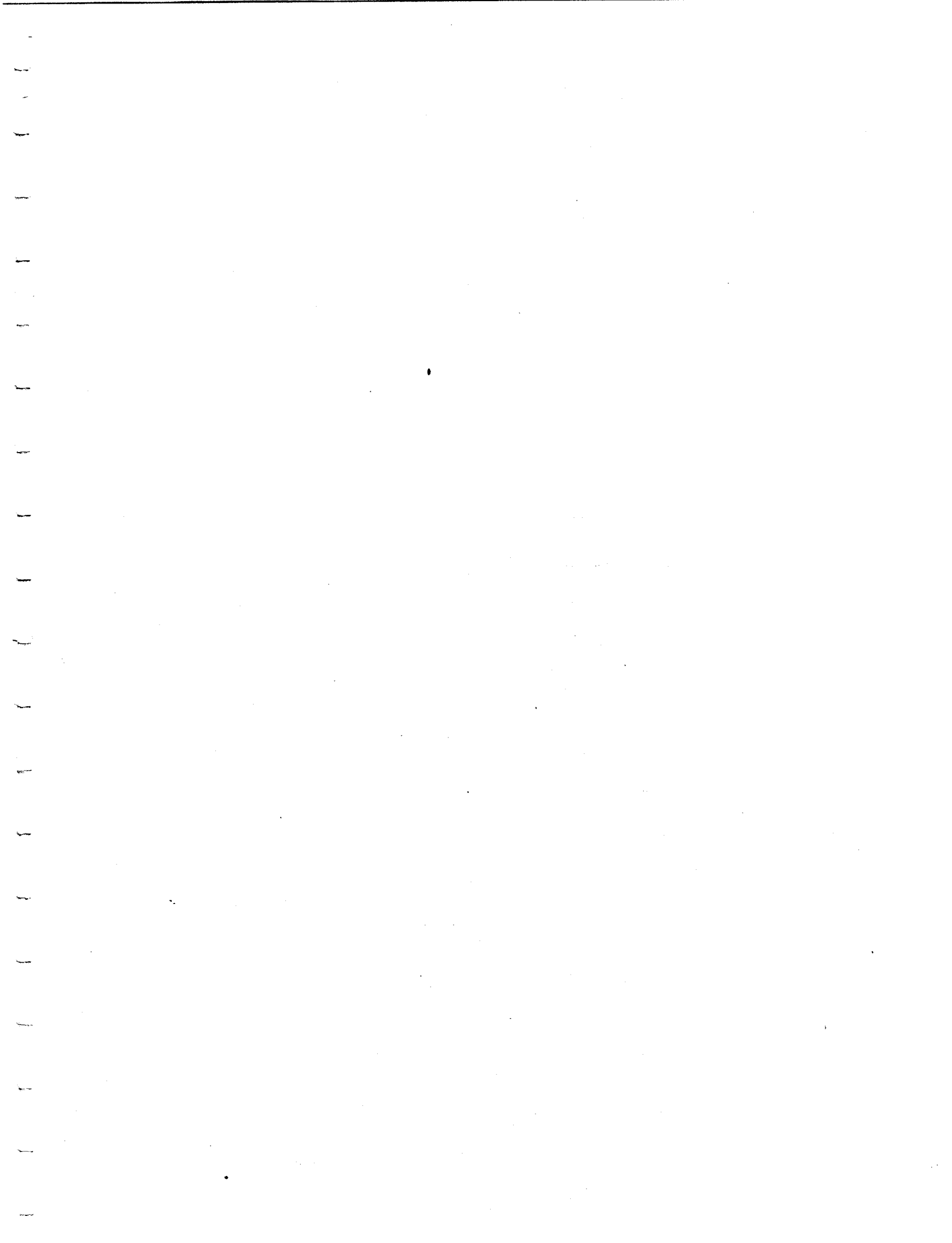
City Council member or Supervisor in whose district the property
is located:

Herbert M. Collins, Sr.
Rev. Joseph N. Green, Jr.



PROPOSED BOUNDARIES OF BALLENTINE PLACE HISTORIC DISTRICT





PRELIMINARY INFORMATION REQUEST

The following constitutes an application for preliminary consideration for the nomination potential of a property to the Virginia Landmarks Register and the National Register of Historic Places. This does not mean that a property 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 board's actions in writing shortly after the meeting.

Please **type** and use 8-1/2" X 11" paper if additional space is needed.

All submitted materials become the property of the Virginia Department of Historic Resources and cannot be returned.

1. HISTORIC NAME OF PROPERTY (if historic name is not known, use current name of area)

WASHINGTON POINT; POWDER POINT; HERBERTSVILLE;
FERRY'S POINT; TOWN OF BERKLEY;
BERKLEY (PREFERRED)

2. LOCATION

A. Street or Route Berkley Avenue, South Main Street, Stafford Street, Poplar Avenue, Hardy Avenue, Indian River Road, Hough Avenue, Bellamy Avenue, Clifton Street, Pendleton Street

B. County or City Norfolk, Virginia

3. LEGAL OWNER/S OF PROPERTIES. Include names and addresses of all property owners in district. Attach additional sheets if necessary.

Name: _____

Address: _____

City/State: _____ ZIP _____

4. GENERAL DATA

A. Date or dates of selected buildings: Late 19th and early to mid-20th century

B. Approximate acreage: approximately 300 acres

C. Architects or carpenter/masons (if known): L. B. Volk

D. Primary Use of Buildings: Residential--single-family; Religious; Commercial; Educational; Industrial.

5. GENERAL DESCRIPTION

Physically separated from downtown Norfolk, Berkley is located across the Elizabeth River at the confluence of the Eastern and Southern branches. The formally recognized Berkley Planning District covers approximately one square mile of land and is south of downtown Norfolk and east of Portsmouth. Berkley abuts the City of Chesapeake on the south and, on the east, is adjacent to the Campostella neighborhood. The area being considered for potential historic district status is bounded by Berkley Avenue on the south, Clifton Street on the west, Bellamy Avenue on the north, and the ends of the no-outlet east-west streets on the east.

Formerly a self-governed town separate from Norfolk, Berkley comprises a variety of building types ranging from single-family dwellings to churches, commercial buildings and industrial structures. Berkley grew from its founding in 1866 as a small area around the industrial wharves of Washington's Point to the south and west. The original and oldest section of Berkley was eradicated in the 1980s with the construction of I-464 through the area; the remaining section of Berkley was visually and physically divided in two by the widening of Berkley Avenue. The area being considered for a potential historic district includes a small portion of the original plat of the Town of Berkley--a section of the town that is shown on historic maps as "Mrs. Tunis Plan" and the Hardy Estate, which was historically rural and later incorporated into the town. The "Mrs. Tunis Tract" was platted and developed with buildings by 1887; the Hardy Estate section of Berkley was platted after 1889, and was partially developed with buildings by 1900.

The boundaries are clearly defined by a combination of visual, architectural, historical and natural conditions. The southern boundary Berkley Avenue, formerly an important east-west artery in Berkley has been significantly widened and altered, creating a visual separation between the areas north and south of the avenue. The eastern boundary is formed by the ends of the east-west streets which historically ran almost to the water's edge. Although the water was filled in, the streets were never extended and the area remains undeveloped. The northern boundary extends to the north side of Bellamy Avenue and includes the Mary Hardy MacArthur Memorial. Bellamy Avenue was the furthest northern street to be platted and developed in Berkley; the Mary Hardy MacArthur Memorial marks the site of "Riveredge," the former Hardy Estate and birthplace of General Douglas MacArthur. The western boundary runs along Clifton Street which was historically located at the eastern edge of the earliest section of Berkley, and currently forms an edge between the historic Berkley fabric and the modern highway built to its west.

This section of Berkley is laid out in a grid pattern with the important transportation corridor of Berkley Avenue clearly defining its southern edge. It is today characterized primarily by rows of detached, single-family dwellings, punctuated by churches, the Gatewood School, former commercial buildings, and abandoned industrial buildings which occupy prominent corners and edges of the area. The rows of residences tend to line the interior of the grid, while the churches, bank buildings and other commercial buildings are located along the outer edges, especially Berkley Avenue, Dinwiddie Street and South Main Street, historically the edge of the original Berkley subdivision.

The residential lots in the interior of the grid are narrow with the houses on them free-standing, but closely built together and with small yards in front. Sidewalks separate the grassy yards from the public streets and are randomly planted with an occasional tree or shrubbery. The houses are well-built and medium-sized, with smaller and larger houses tucked between the rows or at the corners. They are typically of frame construction and, despite an abundance of alterations to original materials, such as the addition of vinyl siding over wood weatherboard and asphalt shingles in place of slate or wood, retain an integrity of design and craftsmanship. Some infill, such as the row of project housing on Bellamy Avenue, interrupts otherwise cohesive collections of late nineteenth and early twentieth century residential development. This infill, however, does not significantly detract from the overall character of the area and

should simply be considered as non-contributing resources within the historic district.

Representative examples of the residential development forming the core of Berkley can be seen on Hough Avenue and Hardy Avenue, both in the heart of the area. The south side of Hough Avenue, between South Main Street and Stafford Street, consists of a row of early twentieth-century, detached, single-family dwellings. The two-story houses are built tightly together and, due to their vertical emphasis have an urban quality to them that clearly distinguishes this neighborhood of Norfolk as a former town. The houses are generally of frame construction, and have vernacular classical detailing such as front gable roofs with "Venetian-style" windows in the gable ends, double-story porches with wood columns. Across from this row of dwellings on the north side of Hough Street is a unified grouping of two- and two-and-a-half-story houses having Colonial Revival "American four-square"-type forms. This type is defined by its box-like massing, its three-bay facade, its side-passage entry and its one-story front porch. This type of house, common in the early twentieth century in residential communities, is the predominant house form in Berkley and can be found along other streets such as Poplar Avenue and Hardy Avenue.

Hardy Avenue, between South Main and Stafford Street, offers a group of three dwellings that are more Victorian in form and stylistic treatment than the more typical Colonial Revival style house. Vernacular Queen Anne massing, including projecting polygonal bays, irregular rooflines, corbelled chimney caps and turned porch posts are the character defining features of this row.

The oldest buildings in the proposed historic district are located in the oldest sections of this part of Berkley, on Clifton Street, Pendleton Street and the west side of Main Street, all south of Indian River Road. Few of the original buildings from the earliest phase of Berkley's growth survive. One house, on the west side of Clifton Street, however, provides a good example of the early architecture of the area. Designed in the Italianate style and probably built in the late 1870s, the house is a two-story, three-bay brick structure with a bracketed wood cornice. Long, narrow windows with 2/2 sash, typical of the period and style, are capped with projecting, bracketed cornices. A one-story porch is a later addition. This house formed one of a group of similarly designed and built free-standing houses and provides insight into the physical evolution of the area.

The larger houses in the area which were built by and appealed to the towns's wealthier residents are located on prominent corner sites, primarily along Indian River Road. The Norfleet House (122-97), built between 1900 and 1910, is located at the corner of Indian River Road and South Main Street. Built for Julian Norfleet, a physician and occupied by his family through 1950, the house is designed in a transitional Queen Anne/Colonial Revival style. It has a typical Queen Anne form, with its asymmetrical massing, complex roofline, corner tower and wrap-around porch, but offers classical features, such as the Ionic porch columns and the pedimented gable ends. Across the street and catty-corner to the Norfleet House is a large brick dwelling similarly from 1900-1910 with Queen Anne massing.¹ Other substantial houses from this period can be found at the corner of Hardy Avenue and Fauquier Street, and at the corner of Bellamy and Stafford.

While the core of this section of Berkley is primarily residential, the town was a self-sufficient, self-governing unit where schools, churches and businesses served the local residents. A variety of building types can be found forming the edges of the area, as well as important corridors and corners. Gatewood School, shown as Public School Number 2 on the 1910 Sanborn Map, was erected at the southwest corner of Poplar Avenue and Fauquier Street. This school, currently abandoned, is a red brick structure with banks of windows lighting the former classroom spaces. The building, a fine example of the public school architecture of the turn-of-the century, is currently threatened with demolition.

The southwestern corner of the area facing Berkley Avenue is well articulated with the high-Victorian Gothic Berkley Avenue Baptist Church (122-96) and the classical Planter's and Merchant's Bank (122-95), two of Berkley's most notable buildings. The Berkley Avenue Baptist Church was erected in 1885 to designs of New York architect L. B. Volk and served the congregation of the baptist church until 1959. The Merchant and Planter's Bank was erected in 1900 to serve as the main office of this pioneering banking institution in the Berkley area. Constructed of brick with a limestone facade, the bank building is designed in an elegant Classical Revival style. It has a three-bay facade articulated by Ionic columns and a central entry door set within an engaged pediment surround. The flat roof is capped by a classical parapet.

¹ The wrap-around porch has been dismantled.

Further east along Berkley Avenue, at the corner of Berkley Avenue and Main Street, sits the Seaboard Bank building. Built in the 1920s for Seaboard Citizens, the building is also classically inspired; the one-story structure features three bays of large arched openings on both the Main Street and Berkley Avenue elevations. The southeastern edge of the proposed district is defined by another prominently sited church building at the corner of Berkley Avenue and Dinwiddie Street. This church, with its corner tower, invites the passerby off of the Berkley Avenue boulevard and into the residential enclave. Dinwiddie Street is actually a transitional edge, where residential, commercial and religious architecture co-exist.

Only scattered remnants survive of the nineteenth and early twentieth-century industrial architecture which was once found in the northern tip of land jutting into the eastern branch of the river. This peninsula of land was serviced by Main Street which ran the full extent of Berkley from north to south. Just beyond the residential areas, industrial buildings lined the road and strung out in a linear fashion to the uppermost tip. Today little evidence of the booming industrialism of Berkley survives. Outside the boundaries of Berkley, Colonna's Shipyard stands as the most significant and potent reminder of the area's industrial heritage. Founded in 1875 by Charles J. Colonna, Colonna's Shipyard began as a small marine railway at the foot of Main Street in Berkley. The shipyard grew throughout the late 19th and early 20th centuries and continues to be owned and run by the Colonna family today.

The Mary Hardy MacArthur Memorial (122-98), located at the northern end of South Main Street, north of Bellamy Street, marks the site of 'Riveredge'--the Hardy family estate and birthplace of Mary Pinckney Hardy (MacArthur). A low brick wall surrounds a grassy plot, planted with mature shade trees.

Although this section of Berkley is only part of what was historically and currently called Berkley, it survives relatively intact and offers an understanding of the physical and historical growth of the area. The proposed historic district includes a part of the original town as platted by Lycurgus Berkley, a subdivision of Berkley shown on maps as "Mrs. Tunis Plan" and a subsequent subdivision of the once-rural Hardy Estate. The area consists of a cohesive grouping of a variety of building types, illustrating the once self-sufficient nature of the former town.

6. HISTORY

Annexed by the City of Norfolk in 1906, the Berkley section of Norfolk was, prior to that, a separate town. The town was established by Lycurgus Berkley in the mid-nineteenth century and was known at various times throughout its history as Powder Point, Ferry Point, Herbertsville, Washington Point, Washington Town or just Washington. From its founding as a town, the area developed as a self-sufficient community that experienced its heyday between 1880-1900 as a manufacturing, shipbuilding, and lumber center of Tidewater Virginia. Following the Depression, Berkley suffered a serious economic and social decline and was victim, in the 1960s, of significant racial unrest. Berkley has been the focus of redevelopment efforts since the late 1960s and early 1970s. The City of Norfolk prepared a General Development Plan for Berkley in 1970 which was again updated in 1982. The area is currently under development pressure and is at risk of losing its surviving architectural and historic integrity.

Berkley's heritage can be traced to 1644 and 1666 when the Herbert family of Lower Norfolk County received land grants at the juncture of the Eastern and Southern branches of the Elizabeth River, the present site of Berkley. By the early 1700s the Herbert family of ship builders and sea captains had established a prosperous shipyard on what was later known as "Berkley Flats." This shipyard remained in use for well over a century and produced many vessels used during the Revolutionary War.²

In 1700, the Borough of Norfolk chose the area as the site for its municipal powder magazine, specifically locating the munitions store house at a distance from Norfolk for safety reasons. In 1728, Col. William Byrd of Westover who was in Norfolk at the time, referred to the site in his journal as "Powder Point." Later in the eighteenth century, the area was referred to as Ferry Point, because a ferry connecting the lower sections of Norfolk County ran between the Berkley side of the river to the County Dock on the Norfolk side. In the late eighteenth century, Berkley was renamed Washington Town or Washington Point in honor of George Washington. Although some historians claim that there is no truth to the lore, local tradition holds that Berkley was proposed as the location of the

² "Berkley Once Wealthy," Virginian Pilot, Jan. 18, 1967, p. 15.

national capital, but was rejected because the site was too near the coast and could not be properly defended.³

One of the first Marine Hospitals in the United States was established on what is today Chestnut Street; and in 1803, the Norfolk County Courthouse was erected at Walnut and Elm Streets after moving from Main Street in Norfolk and before being transplanted to Portsmouth. The erection of the courthouse encouraged further growth and development, and the area still referred to alternatively as Washington, Washington Point or Washington Town was described in 1853 in Forrest's History of Norfolk as a "neat and pleasant little village."⁴

Although much development had occurred in the eighteenth and nineteenth centuries in the area in and around Washington Point, Berkley did not begin to fully mature until it was established as a town by Lycurgus Berkley in 1866.⁵ Lycurgus Berkley (1827-1881), from Fairfax County, Virginia, moved to Norfolk in 1852. He married Eliza Middleton whose family owned much of the land where Berkley is today. The young couple moved into a farmhouse, no longer standing, that was located on the site currently bounded by Chestnut, Middleton, Walnut and Westmoreland Streets. Perhaps seeing the natural growth of the area, Lycurgus Berkley subdivided the farmland adjoining his property and established a town, which he called the Town of Berkley. The 1876 Beers' Map of Portsmouth, shows that the peninsula of land at the confluence of the two branches of the Elizabeth River, just below the wharfs and ferry of Washington Point was fully platted with streets (Middleton Street being named after his wife's family). This peninsula included the area west of Main Street and north of a water inlet which was shortly thereafter filled in. The parcel of land south of this inlet was called Montlant, but became a part of Berkley, along with the infilled inlet by 1889. The area west of Main Street and north of Berkley Avenue was, in 1876, primarily still farmland and shown as the Hardy Estate. Thomas

³ George H. Tucker in "Berkley Once Wealthy," Virginian Pilot, Jan. 18, 1967, p. 15, claims that this is "old Berkley Tradition" with "no foundations in truth." Further research into the history of the establishment of Washington, D.C. at its current site would elucidate this matter.

⁴ W. H. T. Squires, "Norfolk in By-gone Days," The Ledger-Dispatch, Dec. 31, 1942.

⁵ "Berkley," Public Ledger, March 7, 1884.

Asbury Hardy was the grandfather of Army General Douglas MacArthur; his estate included one of the original Herbert family houses, "Riveredge," which was the birthplace of the General's mother. The house site at the edge of South Main Street on the waterfront is today commemorated by a memorial marker, called the Mary Hardy MacArthur Memorial.

Although platted with streets in 1876, the land still appears as sparsely developed on maps, consisting of Lycurgus Berkley's house, and limited industrial structures such as a boat landing and a mill. In 1884, however, the area is described in a newspaper account of being a "village of more than 2,000."⁶ Berkley was connected to both Portsmouth and Norfolk by ferry service and, by 1884, was the site of the Norfolk Southern Railroad depot.

According to the 1887 Sanborn Fire Insurance Map, the Town of Berkley had matured into a viable town with streets lined with houses, stores, a school, churches, social buildings, and a significant collection of industrial concerns, such as lumber yards, mills, iron foundries, and more. In general, the industrial development was concentrated along the wharfs and railroad spurs on Washington Point, but some light industrial buildings could also be found amongst the predominantly residential streets. In 1890, Berkley was incorporated by an act of the Virginia Assembly. Bond issues were floated to improve the area's streets, establish a cemetery and make other improvements.

By 1900, Berkley had expanded east of earlier boundaries and new streets were platted on what had been the rural Hardy Estate. This section of Berkley, laid out in a grid that ran diagonally to the grid of the original Berkley, continued the town east of South Main Street to the water's edge. The development in this area of the town was less industrial, offering a residential community, replete with the necessary support services, to the industrial town. It is this section of Berkley that retains its historic character and architectural integrity and that is being proposed here as a potential historic district.

The large and small industrial concerns together brought prosperity to the area that endured from the 1880s to after World War I. The industrial prosperity encouraged further development and encouraged the town's self-sufficiency. Financial

⁶ "Berkley," Public Ledger, march 7, 1884.

institutions, such as the Merchant's and Planter's Bank and the Atlantic Permanent and Berkley Permanent Building and Loan associations were established that helped finance the area's continued growth. In 1906, the Town of Berkley was annexed by the City of Norfolk, becoming the city's 8th ward. At that time and until the Depression, Berkley was a predominantly middle-class, white community with a working-class African-American enclave clustered near the industries in which they worked.

During the early 1920s, Berkley's prosperity began to decline. The lumber mills that had been working to capacity around the turn of the century were closed down as the timber stands throughout the Tidewater and North Carolina were depleted from over-timbering. Prohibition closed the Garrett Winery that stood on the waterfront to facilitate shipment of goods all over the United States. As these businesses closed, new ones chose to locate themselves in South Norfolk. Finally, in 1922, Berkley suffered a disastrous fire that left 300 houses destroyed and 1500 people homeless. The fire, which began at Tunis Lumber Wharf, spread across five hundred yards of undeveloped land to a close-knit African-American community, destroying it almost in its entirety.

The closing of industries, the disastrous fire, and the onslaught of the Depression resulted in a significant drop in property values in Berkley. The well-established, home-owning white families that had been instrumental in building Berkley crossed the river to Norfolk. The flight of Berkley's upper classes led to an insidious social and economic decline that has never been reversed. At first lower-class white tenants replaced the former upper and middle classes. Eventually, as opportunities became even more limited, these single-family dwellings were converted into large rooming-houses that attracted the less-fortunate. Rural black families from southern Virginia and North Carolina came to Berkley, as did others. By the 1950s, Berkley was almost entirely black and impoverished. In the 1960s and early 1970s, Berkley became the focus of an urban-renewal program that, while providing more adequate and affordable housing, resulted in the destruction of much of the former-town's historic fabric, such as was carried out with the Bell-Diamond Manor Redevelopment project. In the early 1980s, the interstate highway eradicated the original section of Berkley, at Washington Point, and widened Berkley Avenue, completely separating the southern portion of Berkley with the northern section.

7. PHOTOGRAPHS

Black and white photographs and color slides of general views and streetscapes must be provided. Photographs of important buildings in district would also be helpful. The inclusion of photographs is essential to the completion of this application. Without photographs, this application can not be considered.

Photocopies of select photos are attached. Actual photographs have been submitted in VDHR photo envelopes.

8. MAP

Please include a map showing the location of the proposed district. A sketch map is acceptable but please not street route numbers, addresses, buildings, prominent geographic features, etc. Please include a "north" arrow. This form can not be processed without a map showing the property's exact location.

See attached

9. ADDITIONAL COMMENTS:

10: APPLICANT INFORMATION

NAME: TRACERIES TELEPHONE: 301-656-5283

ADDRESS: 5420 Western Avenue

CITY/STATE: Chevy Chase, MD 20015

SIGNATURE _____

DATE: September 19, 1994

PIF--Berkley, Norfolk, VA
October 1994

PROPERTY NAME: Berkley Historic District

PLEASE SUPPLY THE FOLLOWING NAMES AND ADDRESSES AS APPLICABLE.
THIS INFORMATION MUST BE PROVIDED BEFORE YOUR PIF CAN BE
CONSIDERED BY THE STATE REVIEW BOARD:

Mayor: Paul D. Frain
1109 City Hall Building
Norfolk, VA 23501

City Manager:
James B. Oliver, Jr.
1101 City Hall Building
Norfolk, VA 23501

Director, Planning Division

John M. Dugan, Director
Dept. of City Planning and Codes Administration
508 City Hall Building

Chairman, Planning Commission

Dr. William L. Craig, Jr.
451 Lee Point Road
Norfolk, VA

Executive Director

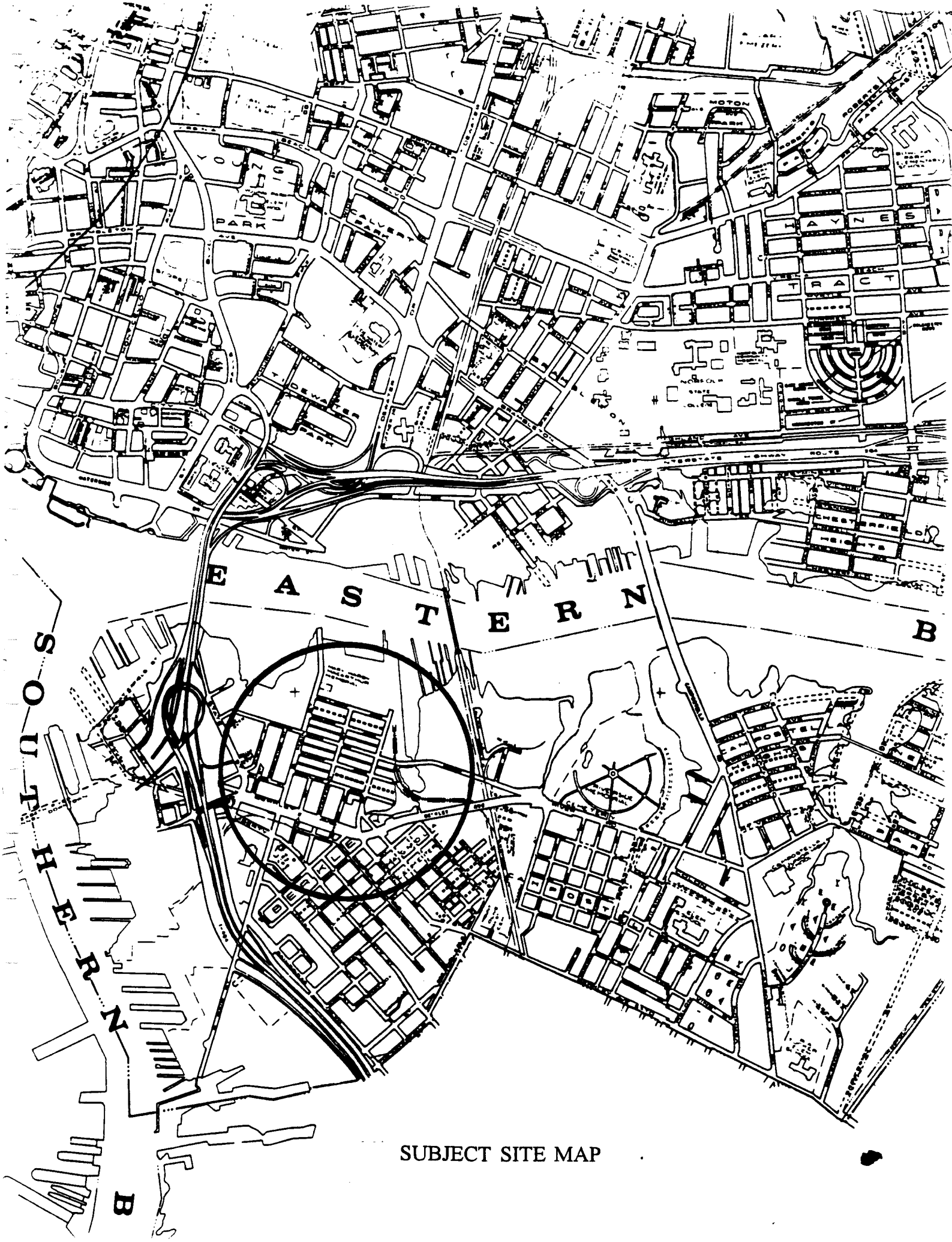
Hampton Roads Planning District Commission
Arthur L. Collins
723 Woodlake Drive
Chesapeake, Virginia 23320

City Council member or Supervisor in whose district the property
is located:

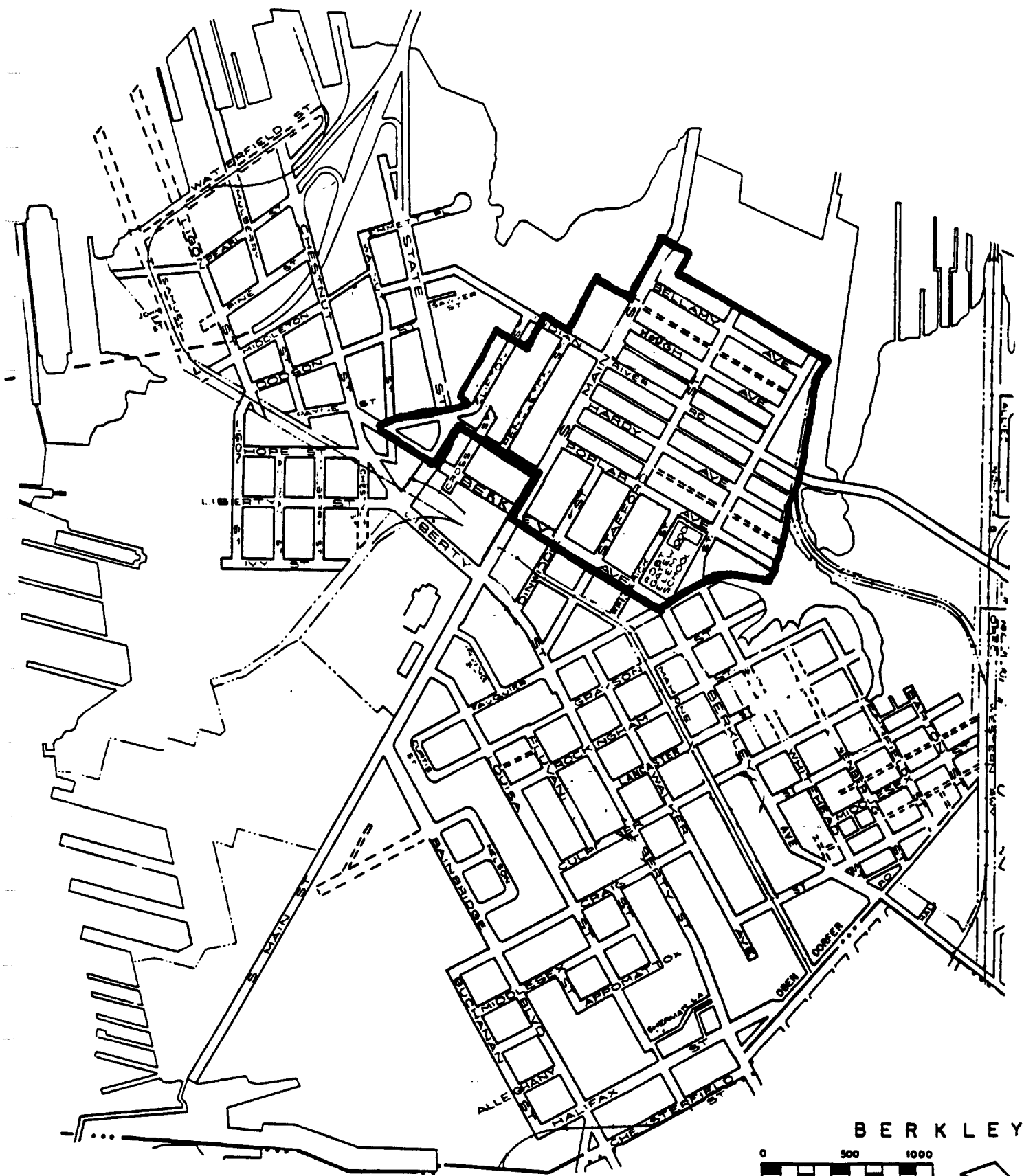
Paul R. Riddick
Rev. Joseph N. Green, Jr.

BIBLIOGRAPHY

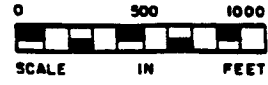
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- "Berkley Fire Losses \$750,000," Norfolk Ledger, April, 1922.
- "Fire in Berkley Razes 200 Homes; 500 Families Driven to Streets," Virginian Pilot, April 14, 1922.
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- Wheeler, Ken, "Seaboard Bank Gives Berkley Branch to City," Virginian Pilot, September 4, 1968.



SUBJECT SITE MAP



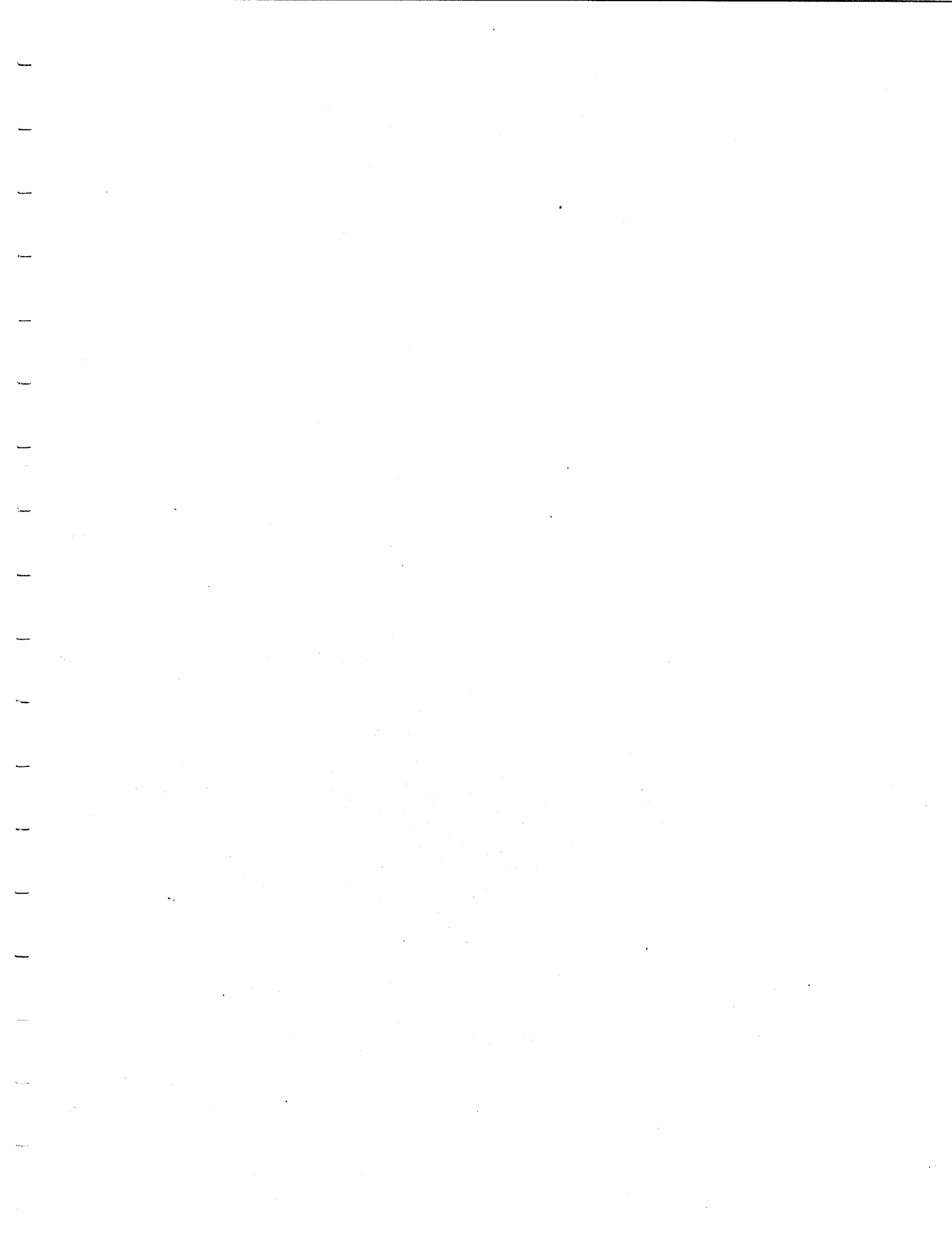
B E R K L E Y



PROPOSED BOUNDARIES OF PROPOSED BERKLEY HISTORIC DISTRICT







PRELIMINARY INFORMATION REQUEST

The following constitutes an application for preliminary consideration for the nomination potential of a property to the Virginia Landmarks Register and the National Register of Historic Places. This does not mean that a property 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 board's actions in writing shortly after the meeting.

Please **type** and use 8-1/2" X 11" paper if additional space is needed.

All submitted materials become the property of the Virginia Department of Historic Resources and cannot be returned.

1. HISTORIC NAME OF PROPERTY (if historic name is not known, use current name of area)

Colonial Place

2. LOCATION

A. Street or Route Colonial Avenue, Newport Avenue, Gosnold Avenue, Mayflower Road, Michigan Avenue, Georgia Avenue, Carolina Avenue, Virginia Avenue, Maryland Avenue, Pennsylvania Avenue, Delaware Avenue, New Jersey Avenue, New York Avenue, Connecticut Avenue, Rhode Island Avenue, Massachusetts Avenue, New Hampshire Avenue.

B. County or City Norfolk, Virginia

3. LEGAL OWNER/S OF PROPERTIES. Include names and addresses of all property owners in district. Attach additional sheets if necessary. (See Attached)

Name: _____

Address: _____

City/State: _____ ZIP _____

4. GENERAL DATA

A. Date or dates of selected buildings: Early 20th century

B. Approximate acreage: 166 acres

C. Architects or carpenter/masons (if known): Charles C. Fitch; S. L. McGonigle

D. Primary Use of Buildings: Residential; Single-family, Multiple-family

5. GENERAL DESCRIPTION

Located on the south side of the northern branch of the Lafayette River in an enclave of residential neighborhoods, Colonial Place is bounded on the east by Crusier Place and Riverview, on the south by Virginia Place and on the west by Ghland Park. Platted on a peninsula jutting into the river, the area was historically bounded on the south by the southern side of 38th Street, and on the north, east and western edges by the semi-circular Mayflower Road that formed the edges of the subdivision. Though originally platted to include the southern side of 38th Street, this area is visually separated from Colonial Place and has historically been and is currently considered to be part of the Virginia Place neighborhood to its south. Therefore, the southern boundary for the proposed historic district is drawn through 38th Street, including only the northern part of the street.

The Colonial Place neighborhood is made up primarily of detached, single-family dwellings, interspersed with an occasional apartment house. The area is platted as a grid system with a semi-circular road forming the outer edge on the north end; three principal roads extend from north to south, while a series of thirteen crossroads run from east to west. The grid is punctuated by circles and squares at the intersection of the streets to slow traffic and break the visual monotony of the grid.

The northern, outer edge of the proposed district faces the Lafayette River and offers exceptional views and a bucolic setting. The houses along this semi-circular edge are substantial in size and are set well back from the road with large yards in front. The interior of the subdivision includes a variety of house forms and sizes, ranging from large 2-1/2-story brick dwellings to smaller, bungalow-type frame residences. In

general, the larger houses are set upon larger lots and are well-spaced from each other, while the smaller houses are set upon narrow lots and separated by narrow alleys or driveways. The landscaping features are limited to shade trees in the individual yards on the cross streets, while the larger, north-south axes, such as Newport Avenue enjoy a tree-lined streetscape.

The chronological development is visible in terms of the area architecture which includes houses ranging in date from the first decade of the 20th century to the infill buildings of the 1980s. Despite the wide range of building dates, the area is generally defined by its eclectic collection of Colonial Revival style houses, ranging from the Georgian Revival American four-square-type house, to the Spanish Mission-revival style house.

Individual houses of particular note include the earliest and largest houses that were individually designed and built by Norfolk's rising upperclass. The Dillard House (122-113) built in 1906 and located at 4105 Newport Avenue at the intersection of Carolina Avenue, was the first house built in Colonial Place. The 2-1/2-story brick house, designed in a transitional Queen Anne/Classical Revival style, was built by George W. Dillard, president of the Sterling Place Corporation, developers of Colonial Place. Located near the southern edge of the development with the Colonial Place gateway to its south and the streetcar line running directly in front of it, the house was built as a sort of enticement for other, wealthy Norfolk residents to follow.

The Claude Herbert House (122-89), located at 536 New York Avenue, was built immediately thereafter in 1907 by C.E. Herbert, a prosperous Norfolk wholesale grocer who was a former vice-mayor of the city. Herbert lived in the large, two-story frame house, designed in an elegant Colonial Revival style until his death in 1945 at which time the house was sold out of his family. An historic photograph of the Herbert House indicates that it was, in the first decade of the century, surrounded by vast, open lands, at that time still undeveloped.

The Peatross House at 4415 Newport Avenue is a two-story, Dutch Colonial-style house built in 1908 for Richard Peatross, treasurer of the Colonial Place Corporation. Like George W. Dillard, Richard Peatross built the house for himself and his family in an effort to encourage others of his social stature to join him and make Colonial Place the "high class" suburb which it was touted as.

Two other early houses constructed in the then-sparsely built Colonial Place include the Wilson House at 504 Georgia Avenue,

and the Manning House at 4801 Newport Avenue. Built in 1910, the Wilson House is a transitional Queen Anne/Colonial Revival style house built by George T. Wilson, Norfolk's Chief of Police. The Manning House, built by Dr. John Manning and his wife, is similarly a transitional-style structure. Both of these substantial, well-built frame houses with their projecting window bays, front porches and hipped roofs with dormers and chimneys are typical of the early, middle to upper-middle-class housing in Colonial Place.

The construction of these substantial houses did not necessarily encourage the "high-class" development desired by the original promoters of Colonial Place. Unlike the custom-designed and built houses of the early years, the architecture of the second half of the twentieth century was speculative in nature. The speculative house form in Colonial Place is typically defined by its moderate size, and well-built structure. Several blocks of houses representing this speculative development can be found throughout the neighborhood such as on Newport Avenue, between New York Avenue and Connecticut Avenue; on Colonial Avenue, between New Jersey and New York Avenues; on Delaware Avenue, at Gosnold Avenue; and Newport Avenue at Carolina Avenue. The block of houses on Newport Avenue, south of New York Avenue, provides a good sampling of the typical 1920-1930 house type in the subdivision. This street consists of a group of speculative, detached, houses having similar forms, but a varying use of details to break the repetition. Most notably, for instance, the roof forms of each house alternates from a steeply pitched gable with a shed roof dormer to a dutch gambrel, while the porches of each alternate from squat, tapered wood columns on brick bases to full-length columns.

The house at 4210 Newport Avenue (122-90) provides a good representative example of the type of speculative house that is found throughout Colonial Place. This house is of frame construction and has an American-four-square form complete with a hipped roof and front porch.

The use of craftsman detailing is prevalent in the neighborhood. A row of houses on Delaware Avenue at the corner of Delaware and Gosnold provides a good example of this--here, hipped roofs with hipped roof dormers have exposed rafter ends, and hipped roof front porches are set upon squat, tapered columns. In addition, multi-paned upper sash over single-paned lower sash are grouped in pairs, a typical craftsman detailing.

In addition to the typical American Colonial Revival style houses, several eclectic revival houses are found in the neighborhood, including some Tudor Revival style and Spanish

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Mission Revival style houses. The house at 433 Rhode Island Avenue and a house at the tip of Mayflower Road are both designed in a Spanish Revival style. The house at 433 Rhode Island Avenue features a corner tower with narrow, arched openings and an open loggia with wide arched openings next to it.

Tudor Revival style houses are seen at 4901 Gosnold Avenue, on the block of Mayflower Road between Newport and Colonial Avenues, and at the corner of Mayflower Road and New Jersey Avenue. This style house, however, tends to represent the later, ca. 1940 development phase in the neighborhood.

The development of Colonial Place began slowly in the first decade of this century with the development of individually designed and built houses meant to appeal to the upperclasses and continued with the speculative house in the 1920s and 1930s. Although by 1950, only a few unbuilt lots remained, some replacement and infill development occurred during the latter half of the 20th century. A row of low-lying 1960s ranch houses is found along Mayflower Road between New Jersey and Connecticut Avenues, while more recent, ca. 1980s housing is located on the south side of Rhode Island Avenue. Although groups of infill and replacement architecture such as those listed above do not generally deviate, in terms of size and scale, from the earlier residential architecture of Colonial Place and are located within the original boundaries of the planned community, they do not contribute to the historical and architectural significance of the site and should, therefore, be considered non-contributing resources within the historic district.

6. HISTORY

Originally the site of a 166-acre farm, Colonial Place was platted as a residential subdivision in 1904 as one of the many streetcar suburbs that began to develop in the northern section of the City of Norfolk. Although conceived as a "high-class" neighborhood, the planned development was slow to emerge as such, and was eventually built with moderate-sized residences that appealed to the solidly middle-class. Colonial Place survived the civic and racial unrest that plagued this area of Norfolk in the 1960s and today survives as a racially well-integrated neighborhood.

One of the many streetcar suburbs that emerged in the early 20th century in Norfolk, Colonial Place was conceived in 1903 when the founding development company, Sterling Place Company, was chartered on March 28 of that year. In May of 1903, the Sterling Place Company bought a farm from the heirs of Peter Marsh for \$150,000 with the intention of developing it into a "high class" residential section of Norfolk. The Marsh Estate was located north of the suburban development of Park Place and included the only large growth of hardwoods near Norfolk as well as a marshy peninsula of land that jutted into Tanner's Creek. Because the land was only a few feet above high tide, much filling was required as was the construction of an embankment around the outer edge of the peninsula.

In 1904, the street plan for Colonial Place was adopted. Like the subdivisions south of the March site such as Park Place, Virginia Place, and Kensington, Colonial Place was laid out in a grid pattern with streets running perpendicular and parallel to one another. However, instead of continuing the monotonous grid of these subdivisions into Colonial Place, the north-south streets of Colonial Place were angled to follow the axis of the center of the peninsula and culminated with a semi-circular road delineating the northern and water's edge of the development. In addition, two squares and two circles crossing the principal arteries were superimposed upon the grid, adding further visual intrigue.¹ As a result of this decision to skew the principal street axis from the subdivisions south of Colonial Place and to create squares and circles within the grid, the three blocks abutting the southern edge of the development at Pocohontas Avenue (later 38th Street) became odd-shaped and difficult to build on. In addition, the four blocks of land owned by the

¹ The circle at Rhode Island Avenue and Newport Avenue, at the far northern end of the subdivision, also served as a streetcar turn-around for streetcars which had reached the end of their run from downtown Norfolk.

Sterling Development Company on the south side of 38th Street were no longer visually connected to the development. Indeed, historically and today, these four blocks of land lying south of 38th Street, were and are not considered to be part of Colonial Place, despite their inclusion on the original plat maps.

By the end of 1906, the Sterling Company began the sale of its lots, and the first few houses in the suburb began to emerge. That same year and also the year of the Jamestown Exposition, Sterling Place changed its name to the Colonial Place Corporation and gave the streets colonial names. The company was reorganized in 1908 as such and the development of the subdivision began in earnest and with great intentions. Colonial Place was originally intended as a "high class" residential section of Norfolk and was meant to appeal to the upperclasses. Advertisements for the new subdivision touted the area's restrictions,

Along Mayflower Road, which it is proposed to terrace and bulkhead--only one house to a site of 110 feet; along Gosnold Avenue, only two houses to 220 feet, and all houses to set back 10 feet from the building line. No liquor. No person of African descent.

And at the same time, associated Colonial Place to Norfolk's best existing residential community, Ghent:

The paving of Colonial, Pocahontas, Massachusetts and Gosnold Avenues from Mowbray Arch in Ghent, through Colonial Place to Lafayette River connects the best residential sections of the city and affords a beautiful driveway.²

In addition, the development was launched as a bucolic area, with water activities, yet only 15 minutes from downtown by way of streetcar. By 1911, the streetcars ran through the center of the development, ending their run at the northern end of Colonial Place.

Following the area's initial stage of development, the physical, social and cultural growth of the suburb took place in a series of phases that continued into the 1960s. By the mid-20th century, however, Colonial Place was a solidly middle-class community like its neighbors.

² Advertisement for Colonial Place, The Virginian Pilot, April 2, 1911. The extension of Colonial Avenue from Ghent north to Colonial Place and the platting of the subdivision with its semi-circular Mayflower Road at the northern border of Colonial Place were clearly deliberate efforts on the part of the original developers to associate Colonial Place with Ghent.

The first phase of Colonial Place development took place in 1906 with the building of the first house by the President of the Sterling Place Corporation, George W. Dillard. The Dillard House, visible from the gateway leading into the development at its southern end, is a large and imposing building set upon a narrow, urban-like lot. Despite the Dillard House's urban quality, the typical house type to follow in its place was more suburban: free-standing dwellings displaying a variety of Revival styles and set on large lots with front and side yards predominate.

During these first years, development was undeniably slow. Norfolk's building boom of 1906-1907 declined into a 1909-1910 slump. In 1911, only 12 houses had been built in the area. A 1911 advertisement for Colonial Place in the Virginian Pilot, showed images of "some Colonial Place houses" which were in fact, all twelve of them. And while Colonial Place continued to promote itself as a "high class" suburb, other subdivisions such as Larchmont offered greater "high class" amenities, including a 15-foot as opposed to a 10-foot building setback and the requirement that building plans had to be reviewed by the Board of Directors of the Larchmont Company. A wide-range of solidly middle-class developments without these restrictions, such as Winona, Riverview, Park Place and others, left Colonial Place in between the upper and middle class markets.

By 1912, the Colonial Place Corporation gave in; building requirements limiting the construction of one house per two lots was abandoned. This change quickly encouraged the development of modest-sized three- and four-bedroom houses that appealed to the middle-income buyer. Within a decade of this change, the original builders of the large houses in Colonial Place left it for West Ghent and Larchmont.

Once Colonial Place shed its pretensions of appealing to the upper crust, a speculative building boom took place that continued until the beginning of the Depression. The speculative development of Colonial Place generally involved the development of one or two houses, which when sold, provided the capital for more, similar development. One of the first speculative builders in the area was Charles C. Fitch, who built a number of substantial, well-built houses between 1912 and 1918. All of these houses, which sold for between \$3,000 and \$5,500, were of varying shapes and styles. Another speculative builder, S.L. McGonigle, built one of the most distinguished blocks of the subdivision--the 500 block of Pennsylvania Avenue. Here, he built thirteen subtle variations of the same brick house. Following World War I, hundreds of less substantial, two-story, frame dwellings were built in Colonial Place to house the growing

population of naval officers, skilled workers, professionals in the shipbuilding industry, the railroad industry and the like. In addition, JEB Stuart Elementary School, between Virginia and Carolina Avenues, was built and opened in 1920 to serve the growing residential community.

After the end of the War, but before the onset of the Depression, the development of Colonial Place continued at a slower pace, as the availability of lots diminished. At this time the physical development of the area was virtually complete as single remaining lots were built upon by an owner or in small groups by the speculative builder. A few houses on Mayflower Road facing the river were built in an imposing Colonial Revival style, and Gosnold Avenue began to be constructed with similarly large-sized houses that the original developers had hoped would characterize the entire subdivision. At the same time that these single-family dwellings of note were being constructed, however, the multiple-family apartment building made its appearance in the neighborhood. After 1921, six apartments were built in central Colonial Place.³ After the Depression and by the mid-1950s, only a few lots remained undeveloped in the Colonial Place neighborhood.

From its inception, Colonial Place was a strictly white neighborhood in which African Americans were specifically excluded. Colonial Place retained its all-white status until 1967. Previously, the edge of the black community--Park Place--had been 35th Street. In 1966, black families broke this social barrier and moved into Colonial Place in the ensuing years. Integration in the area and the development of modest houses targeted directly at upwardly mobile blacks⁴ proceeded quickly. By 1970, nearly 20 percent of the Colonial Place population was African American. Unlike other suburban communities where white flight succeeded the entry of blacks, Colonial Place continued to attract white buyers in the 1960s. In 1968, a stabilization committee was organized in Colonial Place that publicly stated integration--as the alternative to total change or white supremacy--as its goal and set about to attack the real neighborhood problems--physical deterioration, attitudes of integration, and more. The Civil Rights Act of 1968 gave the committee power with which to oppose red lining by the real

³ In 1969 zoning laws excluded multi-family dwellings from Colonial Place.

⁴ Although not overtly advertized for blacks, these houses entered the market at high prices given their cheap construction, and were therefore rejected by whites who had alternative options. Blacks wishing to leave the inner city for suburbia, did not have the privilege of choice, and were compelled to pay more for less.

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estate community and to move forward in their efforts to improve the physical character of the neighborhood.

In 1973, the Colonial Place-Riverview conservation district was established and approved by City Council and the General Development Plan for Colonial Place-Riverview was put into effect. Today, Colonial Place survives as a suburban subdivision that grew and adapted to the changing physical, social and cultural environment from its inception in 1904 to the present.

7. PHOTOGRAPHS

Black and white photographs and color slides of general views and streetscapes must be provided. Photographs of important buildings in district would also be helpful. The inclusion of photographs is essential to the completion of this application. Without photographs, this application can not be considered.

8. MAP

Please include a map showing the location of the proposed district. A sketch map is acceptable but please not street route numbers, addresses, buildings, prominent geographic features, etc. Please include a "north" arrow. This form can not be processed without a map showing the property's exact location.

9. ADDITIONAL COMMENTS:

10: APPLICANT INFORMATION

NAME: _____ TELEPHONE: _____

ADDRESS: _____

CITY/STATE: _____

SIGNATURE _____

DATE: _____

PIF--Colonial Place, Norfolk, VA
October 1994

PROPERTY NAME: Colonial Place

PLEASE SUPPLY THE FOLLOWING NAMES AND ADDRESSES AS APPLICABLE.
THIS INFORMATION MUST BE PROVIDED BEFORE YOUR PIF CAN BE
CONSIDERED BY THE STATE REVIEW BOARD:

Mayor: Paul D. Fraim
1109 City Hall Building
Norfolk, VA 23501

City Manager:
James B. Oliver, Jr.
1101 City Hall Building
Norfolk, VA 23501

Director, Planning Division

John M. Dugan, Director
Dept. of City Planning and Codes Administration
508 City Hall Building

Chairman, Planning Commission

Dr. William L. Craig, Jr.
451 Lee Point Road
Norfolk, VA

Executive Director

Hampton Roads Planning District Commission
Arthur L. Collins
723 Woodlake Drive
Chesapeake, Virginia 23320

City Council member or Supervisor in whose district the property
is located:

Paul D. Fraim
Dr. Mason C. Andrews

PIF--Colonial Place, Norfolk, VA
October 1994

BIBLIOGRAPHY

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Bowman, Sam, Atlas of Norfolk, Portsmouth, Berkley and Vicinity, 1900.

"Historical Houses and Horticultural Hints," Colonial Place/Riverview Calendar, 1989.

"Colonial Place" (Advertisement), Virginian Pilot, April 2, 1911.

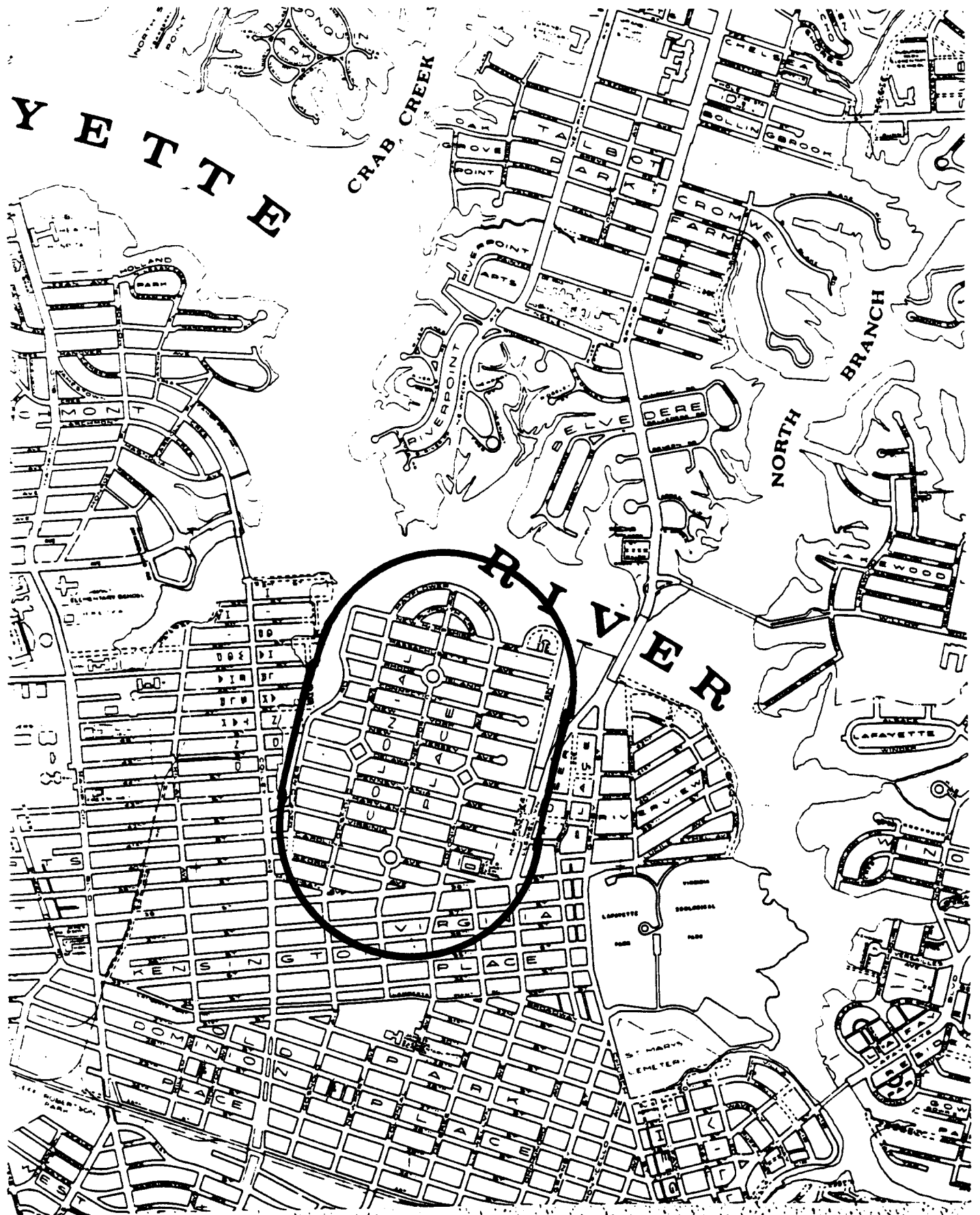
Colonial Place-Riverview Information Sheet, n.d. Vertical files, Seargent Room, Kirn Memorial Library, Norfolk.

Hopkins, G.M. Atlas of the City of Norfolk and Vicinity including the City of Portsmouth, 1889.

McCormick, Carrie. "News of Norfolk from History Included Politics." The Compass, June 24/25, 1987.

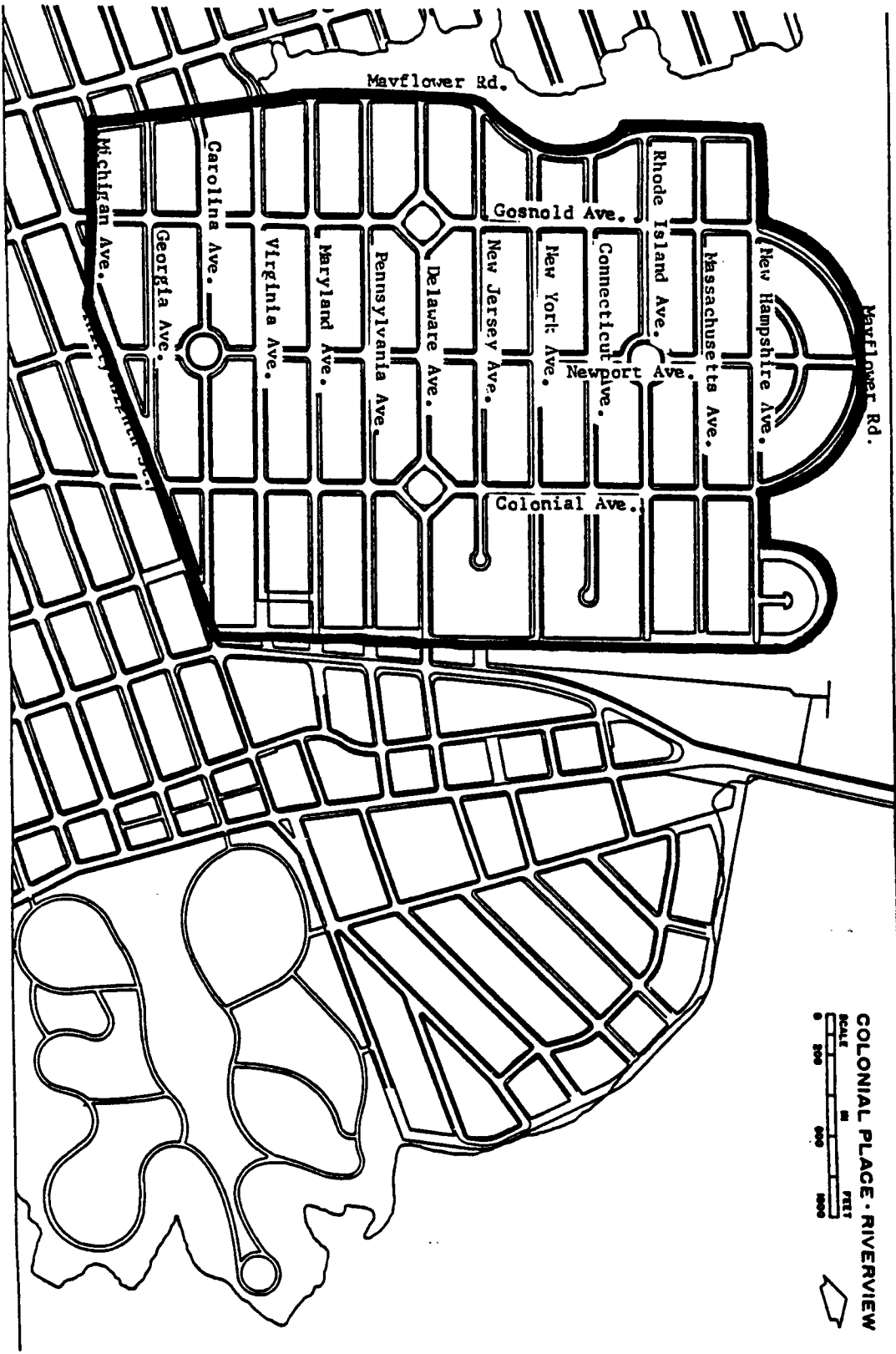
Paschang, Chet. "Luxury Apartment Project In Colonial Place Sought." The Portsmouth Star, October 23, 1959.

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SUBJECT SITE PLAN

Colonial Place Neighborhood



(Base Map Courtesy of Planning Department, City of Norfolk)

PROPOSED BOUNDARIES OF COLONIAL PLACE HISTORIC DISTRICT









PRELIMINARY INFORMATION REQUEST

The following constitutes an application for preliminary consideration for the nomination potential of a property to the Virginia Landmarks Register and the National Register of Historic Places. This does not mean that a property 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 board's actions in writing shortly after the meeting.

Please **type** and use 8-1/2" X 11" paper if additional space is needed.

All submitted materials become the property of the Virginia Department of Historic Resources and cannot be returned.

1. HISTORIC NAME OF PROPERTY (if historic name is not known, use current name of area)

LAFAYETTE

2. LOCATION

A. Street or Route Lafayette Boulevard, Orleans Circle, Royale Place, Avenue de Grasse, Avenue Luxembourg, Vendome Place, Versailles Avenue, St Louis Avenue, Maury Crescent

B. County or City Norfolk, Virginia

3. LEGAL OWNER/S OF PROPERTIES. Include names and addresses of all property owners in district. Attach additional sheets if necessary. (See Attached)

Name: _____

Address: _____

City/State: _____ ZIP _____

4. GENERAL DATA

A. Date or dates of selected buildings: Early 20th century

B. Approximate acreage: 112 acres

C. Architects or carpenter/masons (if known): _____

D. Primary Use of Buildings: Residential; Single-family

5. GENERAL DESCRIPTION

Located on the east side of the Lafayette River, south of Winona and north of downtown Norfolk, Lafayette Residence Park is, today, a large residential area that extends to Tidewater Drive on the east and is bounded on the southwest and north by the Lafayette River. The neighborhood is physically and visually bisected by the large and heavily travelled Lafayette Boulevard which generally runs north-south through the area; because of the visual barrier created by the boulevard, the chronological and physical development of the area, and the architectural integrity of the building fabric, only the cohesive community located northwest of this boulevard is being proposed for historic district status.

This section of the neighborhood is defined by its well-landscaped streets, and its gracious and solidly built, single-family dwellings. The streets are laid out in an irregular manner with one half-circle, Orleans Circle, forming the main and original core of the neighborhood. Orleans Circle is located on the outside edge around two, parallel roads separated by a wide, grassy median forming the interior of the half-circle. Off of this half-circle, and a later addition to this original plat, are a series of curvilinear and straight streets connecting and dead-ending in no apparent order. Narrow and unpaved alleys run parallel to Lafayette Boulevard and connect Versailles Avenue with Avenue de Grasse.

The neighborhood is oriented inward, with houses on the edges facing the public right-of-way and large yards at the rear taking advantage, when possible, of the view to the river. The architecture consists almost exclusively of substantial, middle-

income detached houses with one church occupying the corner of Avenue de Luxembourg and Vendome Place.

The houses making up the neighborhood are substantial and well-built. Those on Orleans Circle are the grandest and occupy the largest lots, while the others are set closer together and have smaller yards. The houses on Orleans Circle present a variety of styles including transitional Queen Anne/Classical Revival style farmhouse-type houses and imposing Colonial Revival style houses having American-four-square-type massing. The houses on the other streets tend to be smaller bungalow-type dwellings.

In general, the architecture is of frame construction, though several brick buildings are also found within the neighborhood. Defining architectural characteristics of Lafayette include single-story front porches facing the public streets; low, overhanging roofs with dormer windows; combination stone and shingled wall surfaces; slate roofs; and multi-paned window sash. Other defining features, such as weatherboarded walls, have been altered by the addition of vinyl siding and asphalt shingles.

Individual or groups of buildings of particular note include the house at 1524 Versailles Avenue, the row of houses on the south side of Versailles Avenue; the church at the corner of Avenue de Luxembourg and Versailles Avenue; and many of the individual dwellings on Orleans Circle. The house at 1524 Versailles provides an excellent example of the transitional Queen Anne/Colonial Revival-style house that is not unusual in suburban Norfolk. Indicative of the Queen Anne style, this 2-1/2-story frame structure has a varied roofline with cross gable roofs, projecting gables, hipped-roof dormers, and a wrap-around porch. Architectural detailing, such as the pedimented gables, the paired Doric columns supporting the porch, the Venetian window in the front gable and the 1/1 sash windows are more characteristic of the Colonial Revival style.

The row of houses on the south side of Versailles Avenue are less "high-style" and represent the more typical, well-built, middle-income house found in this 20th-century suburban community. Although each house differs in detail and contributes to a varied streetscape, each one has similar overall massing, scale and detailing. They are all generally two stories tall, of frame construction, and have one-story front porches. They have small yards, with foundation plantings next to the house and narrow side yards separating them from one another. The whole provides a microcosm of the development of the area and survives in excellent and intact condition.

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October 1994

Setting itself apart from the residential architecture, but fitting into it as a neighborhood accessory, is the church at the corner of Avenue de Luxembourg and Vendome Place. Designed in a Gothic Revival style, it is a relatively low-lying brick structure, with a projection bay articulating the entry. Pointed-arch doors pierce the entry bay, while smaller, rectangular openings align the side walls of the nave. The church is surrounded by mature trees and fits well into the otherwise strictly residential enclave.

6. HISTORY

Originally a sparsely developed rural outpost, Lafayette Residence Park was laid out in 1903 as one of the many planned streetcar suburbs that emerged at that time in the northern section of the City of Norfolk. Though some development occurred in the community's first years of existence, many of the houses were built after World War I and into the 1920s, at the same time that the original boundaries of the planned community were expanded. Since then, some infill building has taken place, but in general, the area provides a cohesive grouping of early 20th-century residential architecture.

The original Lafayette Residence Park emerged in 1903 when the Lafayette Residence Park Company bought 112 acres of land on Lafayette Boulevard, across the river on the east side from the city park (Virginia Zoological Park and Lafayette Park). The original layout of the subdivision was an oval shape, formed by Orleans Circle on the northwest and Dupont Circle on the southeast, the center being bisected by Lafayette Boulevard. In May of that year, the Dispatch reported that the company was selling lots with a guarantee of high class improvements, including water, sewers, graded streets, trees and sidewalks.¹

By 1908, according to the E. Lee MacFarlane, *Map of Norfolk, Portsmouth and Vicinity*, the area forming Orleans and Dupont Circle on either side of Lafayette Boulevard was fully platted, while the area north and west of Dupont Circle was underwater. Though far from mature, several houses located within this oval-shaped area were built in these early years.

By 1928, the water inlets had been filled in and the area forming the current boundaries of the Lafayette Residence Park were platted with streets and well-developed with houses. According to the 1928 Sanborn Fire Insurance Map, the original section of Lafayette Residence Park around Orleans Circle was more fully developed with houses than the area east of the boulevard.

At that time, all of the large, riverfront lots on Orleans Circle and facing the Lafayette River were built upon and the neighborhood boundaries were extended further north to include the lots organized around Vendome Terrace and Vendome Place. Though almost fully developed by this time, some vacant lots remained in the original boundaries of the area, while many lots remained unbuilt upon in the expanded areas. The development of

¹ The Dispatch, May 25, 1903.

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October 1994

empty lots and some replacement building occurred into the 1950s and 1960s.

In August 1979, the Norfolk City Council declared Winona and Lafayette Residence Park a conservation area. This conservation area embraces 310 acres and contains approximately 820 structures.

7. PHOTOGRAPHS

Black and white photographs and color slides of general views and streetscapes must be provided. Photographs of important buildings in district would also be helpful. The inclusion of photographs is essential to the completion of this application. Without photographs, this application can not be considered.

Photocopies of select photos are attached; actual photos have been submitted in VDHR Photo envelopes.

8. MAP

Please include a map showing the location of the proposed district. A sketch map is acceptable but please not street route numbers, addresses, buildings, prominent geographic features, etc. Please include a "north" arrow. This form can not be processed without a map showing the property's exact location.

See attached

9. ADDITIONAL COMMENTS:

10: APPLICANT INFORMATION

NAME: TRACERIES TELEPHONE: 301-656-5283

ADDRESS: 5420 Western Avenue

CITY/STATE: Chevy Chase, MD 20015

SIGNATURE _____

DATE: September 19, 1994

PIF--Lafayette, Norfolk, VA
October 1994

PROPERTY NAME: Lafayette

PLEASE SUPPLY THE FOLLOWING NAMES AND ADDRESSES AS APPLICABLE.
THIS INFORMATION MUST BE PROVIDED BEFORE YOUR PIF CAN BE
CONSIDERED BY THE STATE REVIEW BOARD:

Mayor: Paul D. Fraim
1109 City Hall Building
Norfolk, VA 23501

City Manager:
James B. Oliver, Jr.
1101 City Hall Building
Norfolk, VA 23501

Director, Planning Division

John M. Dugan, Director
Dept. of City Planning and Codes Administration
508 City Hall Building

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Arthur L. Collins
723 Woodlake Drive
Chesapeake, Virginia 23320

City Council member or Supervisor in whose district the property
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Dr. Mason C. Andrews

PIF--Lafayette, Norfolk, VA
October 1994

BIBLIOGRAPHY

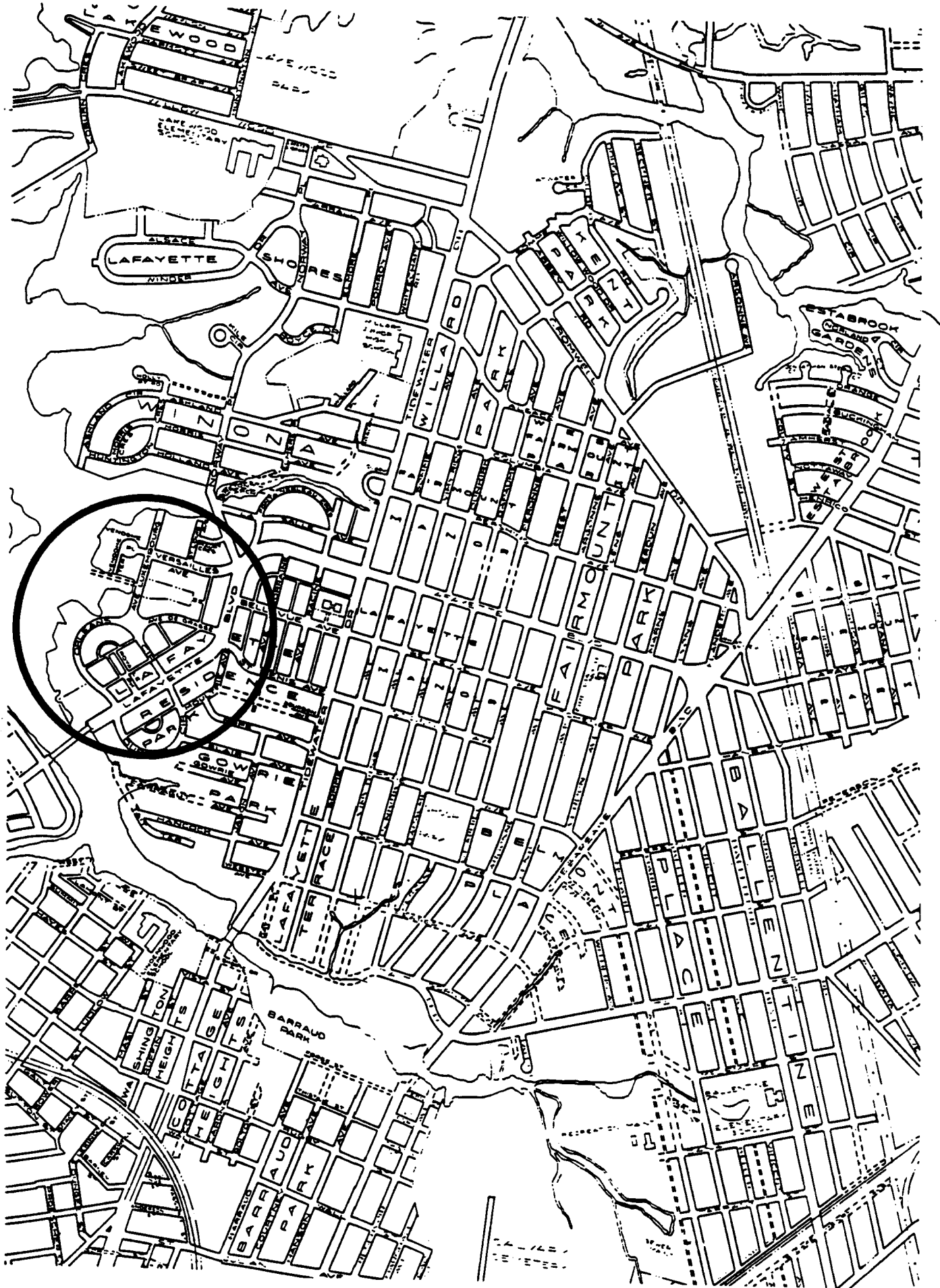
Bernstein, Paul. "Lafayette-Winona Gets Restoration Fever," The Virginian Pilot, August 26, 1979.

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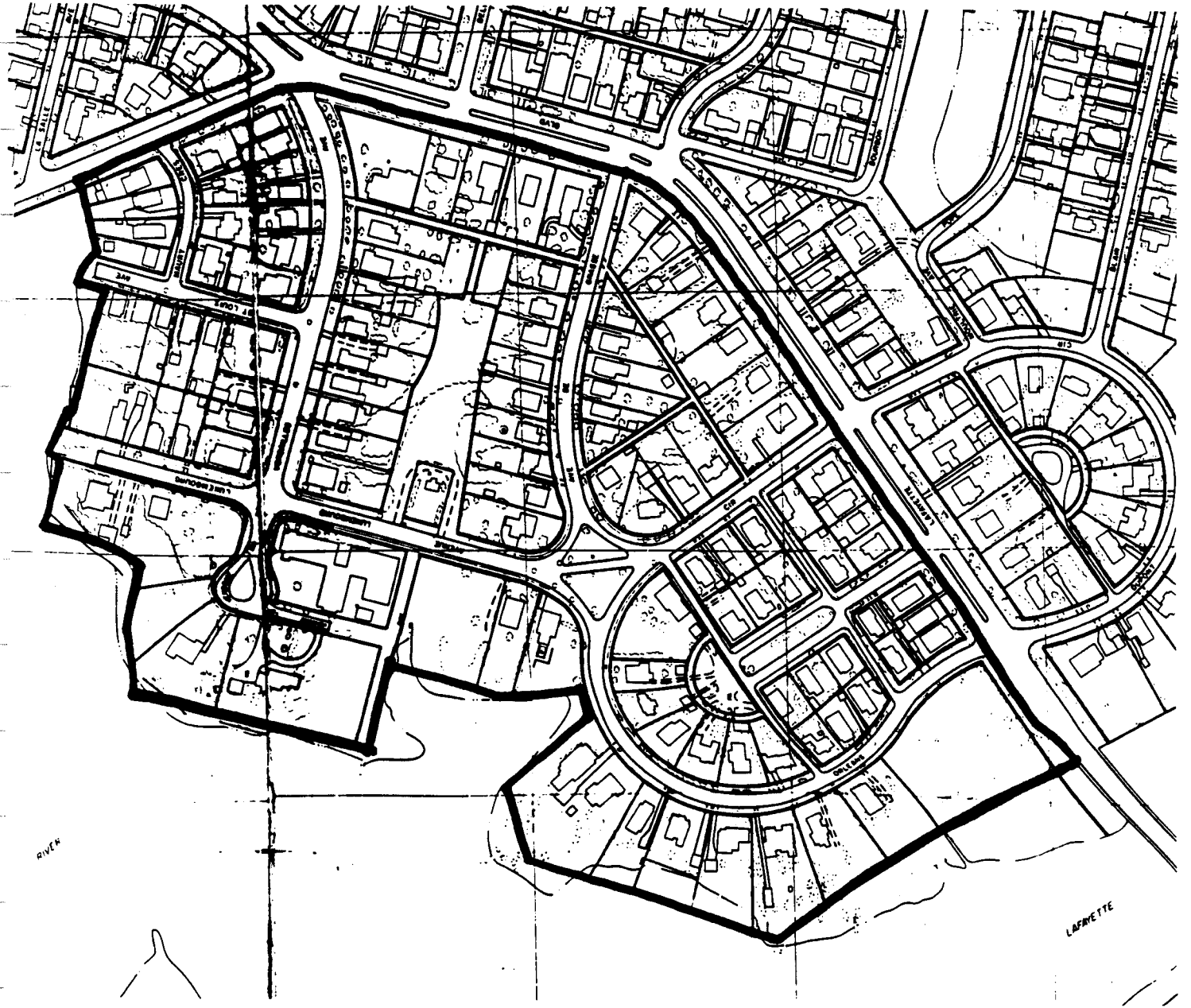
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Sanborn Fire Insurance Map, 1928



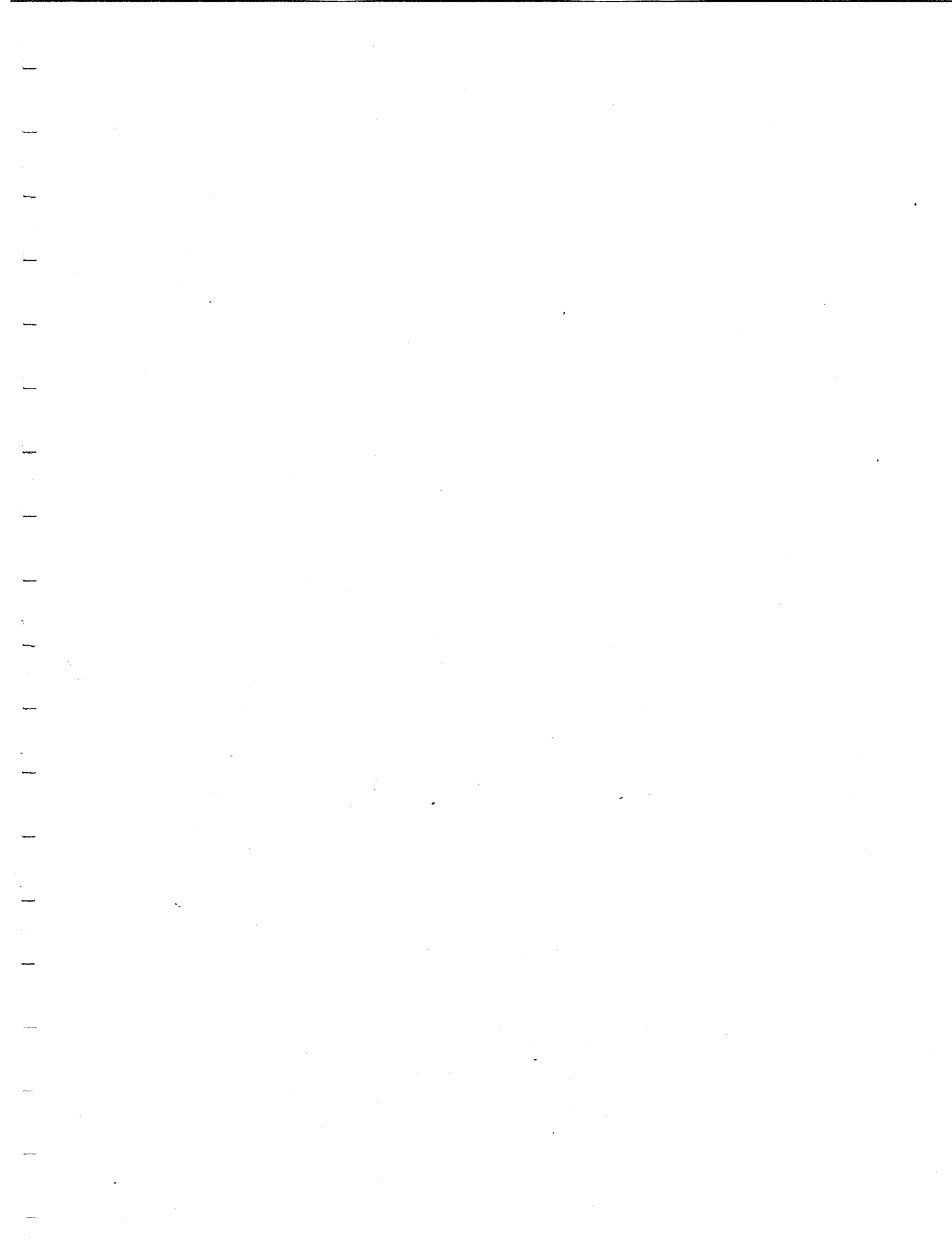
SUBJECT SITE PLAN

LAFAYETTE



PROPOSED BOUNDARIES OF LAFAYETTE HISTORIC DISTRICT





PRELIMINARY INFORMATION REQUEST

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Please **type** and use 8-1/2" X 11" paper if additional space is needed.

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1. HISTORIC NAME OF PROPERTY (if historic name is not known, use current name of area)

NORTH GHENT

2. LOCATION

A. Street or Route Olney Road; Boissevain Avenue; Redgate Avenue; Raleigh Avenue; Westover Avenue; Graydon Avenue; Princess Anne Boulevard; Colley Avenue; Hampton Boulevard; Blow Street; Manteo Street.

B. County or City Norfolk, Virginia

3. LEGAL OWNER/S OF PROPERTIES. Include names and addresses of all property owners in district. Attach additional sheets if necessary.

Name: _____

Address: _____

City/State: _____ ZIP _____

4. GENERAL DATA

A. Date or dates of selected buildings: First quarter 20th century

B. Approximate acreage: 80 acres

C. Architects or carpenter/masons (if known): John Graham, Engineer; Walter Herron Taylor, architect, engineer; John Kevan Peebles, architect; Finley Forbes Ferguson, architect; Charles J. Calrow, Arnold Eberhard, and James W. Lee, architects.

D. Primary Use of Buildings: Residential: single-family; multiple-family; religious.

5. GENERAL DESCRIPTION

The area today known as North Ghent is a small, but densely developed residential neighborhood located at the northern boundary of the Ghent Historic District. The neighborhood is located within walking distance of Norfolk's central commercial core and was historically part of the planned residential community known as Ghent. The area under consideration for potential historic district status is bound to the south by Olney Road, on the north by Princess Anne Road, on the east by the eastern side of Colonial Avenue and on the west by Colley Avenue and Hampton Boulevard. The eastern boundary on the east side of Colonial Avenue is drawn along the alleyways east of the main north-south axis until Westover Street at which point the boundary is pulled back to the middle of the street to eliminate the 1980s condominium infill construction on the avenue's east side.

Each of the boundaries has been selected for either visual, architectural or historical reasons. The southern boundary at Olney Road is the northern boundary of the National Register Ghent Historic District, and reflects the historical development of the residential community. Although the entire area was included in the original plat, the area developed in phases; the Ghent Historic District represents the initial phase of development, while the area north of Olney Road represents the area's second period of growth. In addition, the relatively heavily travelled Olney Road creates a visual barrier and well-defined boundary between Ghent and North Ghent. On the east, the original plat of Ghent extended east of Colonial Avenue to Moran Avenue, however, this area has been reconfigured, and Moran is no longer an extant street. The proposed eastern edge which jogs to either side of Colonial Avenue is based upon existing

commercial strip offering services, such as restaurants and small stores to the local resident. The residential streets at the interior of the grid are tree-lined and, though the yards are small, they are generally planted with small trees and shrubs. Long, rectangular grassy plots with mature shade trees lining the center culminate at circular gardens with benches in Stockley Gardens and offer a visually tranquil setting for the houses on the east and west sides of the open space. Graydon Avenue between Blow and Manteo is divided into east and westbound traffic lanes by a wide grassy median that similarly offers a park-like setting for the residences flanking either side of the street.

Contributing to the urban-suburban feel of Norfolk's first planned residential development, most of the residences are slightly set back from the street with a small yard and side walk in front and are separated from one another by narrow driveways or alleys. In general, the houses are detached; however, several pairs of townhouses are grouped along the west side of Stockley Gardens, adding to the in-town or urban setting of this early suburb. The buildings range from individual, architect or master-builder-designed houses from the turn of the century to rows of early 20th century speculative houses having similar massing and detail. The houses are all of substantial size and are well-built, exhibiting quality craftsmanship. Some modern infill, including low-lying and incompatible 1960s and 1970s garden apartments on the east side of Stockley Gardens, as well as some more stylistically appropriate 1980s infill on the west side of Stockley Gardens, stand as non-contributing buildings in the historic community.

Stylistically, late Queen Anne and Colonial Revival styles dominate the residential architecture of the area. The earliest residences, built between 1893 and the turn of the century, are located on the 700 block of Colonial Avenue, between Olney Road and Raleigh Avenue, and are designed in a Queen Anne or other high Victorian style. These Queen Anne houses each feature projecting window bays, towers, wide porches, irregular rooflines, dormer windows and projecting chimney stacks. The house at the corner of Colonial Avenue and Raleigh Street (721 Colonial Avenue) which features a corner tower and projecting bay with oriel window along the Raleigh Street elevation, provides an elegant edge and smooth transition from this important north-south corridor to the residential streets within the subdivision.

The houses on Stockley Gardens are more transitional, having been built after the gardens were laid out in 1900. The Tatterson House (122-251) located at the corner of Stockley Gardens and Redgate Avenue and built ca. 1903 for local builder Ebert

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Tatterson, is a good example of an imposing, transitional-style house as found in North Ghent. The 2-1/2-story brick house has polygonal bays, corbelled chimneys, and polychromatic brickwork typical of the Queen Anne style, but the regularity and overall massing generally associated with the Georgian Revival style. Less representative of the area architecture is the Henke Residence, at Stockley Gardens and Raleigh Avenue. This impressive ca. 1917 house is stylistically eclectic and features two crenellated towers to either side of a central bay, a wrap-around porch with stone columns and piers, and a hipped roof with hipped-roof dormers and tall chimney stacks.

The 1900-1910 townhouses on the west side of Stockley Gardens are also clearly transitional, but have architectural features, such as front porches, dormers, projecting gables and window bays, that typically characterize earlier Victorian architecture. Deviating from the transitional norm around the Gardens are two townhouses organized in pairs and located on the west side of the Gardens. These houses, with their flat front facades, have shed all Victorian pretenses.

The ca. 1920s architecture found along most of the east-west streets making up the neighborhood is mostly substantial, American-four-square type dwelling forms reflecting a vernacular Colonial Revival style. These two or 2-1/2-story houses are square in plan, have two or three-bay-wide facades, side-passage entries and hipped roofs with dormer windows. They invariably have porches which extend across their front elevations, and often two-story rear, sleeping porches.

The apartment buildings found throughout the area are generally three and four-stories in height, and often take advantage of the larger corner lots. In general, these relatively low-lying buildings do not overwhelm the residential quality of the neighborhood. In addition, they are often articulated with architectural elements, such as front porches, that are character-defining features of the neighborhood.

The religious architecture is stylistically eclectic, ranging from the Classical Revival style of the Ohef Shalom Temple on Stockley Gardens to the Romanesque Revival Sacred Heart Church at Princess Anne Road and Blow Street.

Whether of brick or frame construction, the architecture is substantial and well-built. The quality of design and craftsmanship is clearly evident in the older, architect-designed residences, but is also apparent in the early to mid-20th-century speculative development. This residential architecture, though

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October 1994

repetitive in form and detail, has a level of craftsmanship and attention to detail not necessarily found in other residential neighborhoods from this period.

6. HISTORY

The residential neighborhood currently called North Ghent was historically part of the original 220-acre tract of land which was subdivided by the Norfolk Company and developed as Norfolk's first planned suburb. The area, called Ghent after an historic property, included eight parcels of land, encompassed by the present Botetourt Street on the east, Orapax Street on the West, Princess Anne Boulevard on the north, and Mowbray Arch on the south. An 80-acre portion of this original subdivision is currently recognized as the Ghent National Register Historic District and reflects the first phase of development in the planned suburb. The boundaries of the proposed North Ghent Historic District reflect the area's second phase of growth, which began in 1899 and continued well into the 1920s. Subsequent development occurred in the western section of the suburb, now known as West Ghent, primarily after 1920.

Before its development as a residential suburb in the late 19th century, Ghent was a large farm located on a rugged site known as Pleasant Point. Named "Ghent" to commemorate the signing of the treaty ending the War of 1812, the area remained farmland until 1890 at which time the Norfolk Company, a newly formed land company purchased Ghent as a speculative venture.

The site of Ghent for Norfolk's first planned suburb was determined by three principal factors: 1) its proximity to the projected expansion of Norfolk's horse-drawn streetcar system; 2) its proximity to the toll bridge across Smith's Creek north from Duke Street (completed 1887); and 3) Norfolk's 1890 annexation of Atlantic City which increased the population and population potential for the City of Norfolk.

John Graham, a civil engineer from Philadelphia was contracted by the Norfolk Company to lay out the new suburb. His plan combined a standard grid system with a romantic semi-circular section, called Mowbray Arch and located at the southern end of the suburb. This semi-circle, which filled in existing marshland with mud dredged from the Hague, exploited the area's strategic waterfront location and quickly appealed to the city's upperclass residents. The entire subdivision was traversed from north to south by Colonial Avenue and each of the streets were landscaped with silver maples and magnolias which have since been replaced by other varieties.

By December 1890, work had begun on the laying the streets, the filling of the shoreline and the shaping of Mowbray arch. In May of 1891, the Norfolk Company began construction of the first houses, designed by the Baltimore architect J. Appleton Wilson

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October 1994

and built by the Company to encourage independent development in Ghent. By the end of the summer of 1892, the Company began to sell lots and by 1900, the same year streetcar service was extended to Ghent, over 100 houses had been completed within the Mowbray Arch section alone.¹ By 1905 the development of this southern section of Ghent and the area forming the Ghent Historic District was virtually complete and development of other sections of Ghent were well underway.

While the first phase of development, from 1892 until 1900, took place primarily in the desirable Mowbray Arch and southern section of Ghent, plans for encouraging the development of those areas outside of Mowbray Arch were formally underway. In 1899, following the economic panic of 1893, The Norfolk Company officially announced that it would begin construction of another large section of the Ghent subdivision. In April of that year, the Company wrote:

"The area now being improved is an extension of the Ghent Streets north of Olney Road to and including Redgate Avenue and west of Colonial Avenue to Colley Avenue, including Stockley Gardens."²

These boundaries directly follow the lines of the proposed North Ghent Historic District on three of its four sides. The northern boundary of the proposed historic district extends to the original boundaries of the subdivision at Princess Anne Road.

The primary physical improvements to take place during this second phase of development in Ghent was the laying out of Stockley Gardens and the construction of houses on the lots of land fronting the north-south and east-west streets making up this northern section of Ghent. The three rectangular blocks of land located just north of the Hague and called Stockley Gardens were laid out in 1900 by Walter Herron Taylor, prominent Norfolk citizen, engineer, and architect.³ Today, a wide walk runs down the center of the long, open, grassy squares and culminates at a circular planting bed with benches. Maturing shade trees and low plants have replaced the original rose bush planting scheme.

¹ National Register of Historic Places Inventory--Nomination Form for Ghent, 1980.

² As quoted by John Parker in "The Suburb Ghent," Virginian Magazine, November 7, 1982, p.25.

³ "New Life for an Old Neighborhood," unpublished paper by Frances Gretes, May, 1970. From the Sargeant Arms Room at the Kirn Memorial Room, Vertical Files.

Once laid out, Stockley Gardens was built upon with residences and religious architecture. Several of the townhouses on the west side of Stockley Gardens were designed and built by Stockley Gardens architect, Mr. Walter Herron Taylor, for his family.⁴ The east side of Stockley Gardens includes some residential buildings, but more notably, is lined with impressive religious structures. The Ghent Methodist Church, located on Stockley Gardens at Raleigh Avenue, was built in 1902. The church is patterned after Sir Christopher Wren's Saint Martin's-in-the-Fields and was designed by Norfolk architect John Kevan Peebles. The large, Gothic Revival church at Olney Road and Stockley Gardens was built in 1909 to the designs of the Philadelphia architecture firm of Watson and Hickol and assisted by the Norfolk firm of Ferguson and Calrow. The Temple Ohef Shalom, also on Stockley Gardens and designed by John Kevan Peebles, was built somewhat later, in 1917.

By 1910, almost the entire area between Colonial Avenue and Colley Avenue, north of Olney Road and including Stockley Gardens, was built upon. Based upon map research and confirmed by the on-site findings, it appears that the physical development of the area moved from south to north. Like the development of the Ghent Historic District which began at its southern terminus, Mowbray Arch and continued north, the development of North Ghent began around Stockley Gardens and moved north to Princess Anne Boulevard. According to the 1910 Sanborn Map, few lots remained undeveloped on the streets south of Redgate Avenue, while north of it, development was increasingly sparse. Redgate Avenue, for instance is itself almost entirely built upon, while Westover Avenue, one street north consisted of half-built and half-vacant lots, and Graydon Avenue, one more street north included scattered residential development. No development was located on Princess Anne Boulevard (then Armistead Avenue) which was the northern edge of the subdivision. Most of the development of this period included single-family residences; however, the Jamestown Exposition of 1907 which was held in Norfolk stimulated the growth of the apartment building in Ghent and the city. Several apartment buildings, including Pelham Place Apartments, the Holland Apartments, and Raleigh Square were built in North Ghent specifically to house persons coming to the Exposition.

Between 1910 and 1928, the entire North Ghent area was fully developed. Much of the development in this period consisted of the construction of three and four-story apartment houses on the few remaining lots along Redgate, and in the undeveloped lots north of this street. Graydon Avenue or Graydon Park which

⁴ *ibid*, p. 19.

fronts a grassy median, was built upon with a combination of single-family residences and apartment houses. West Princess Anne Boulevard, which had been void of buildings in 1910, was almost filled in by 1928 with only a few remaining vacant lots scattered between built ones. This northern edge was similarly built upon with a combination of single-family and multiple-family dwelling units.

Ghent continued to attract middle and upper middle-class residents to the community well into the 20th century. With the wide acceptance of the automobile into society and the development of suburbs outside of downtown Norfolk, the stability of Ghent as a single-family residential neighborhood began to falter. After World War II, many of the large townhouses were converted into rooming houses. Commercial development along the major roads in Ghent began to creep into the formerly residential enclave.

In 1964 Ghent was declared a Conservation Area. Despite this designation, approximately two hundred buildings in the conservation area were demolished in the period between 1964 and 1970.⁵ In 1970, a 65-acre parcel of land in East Ghent was razed for redevelopment. The Norfolk Redevelopment Housing Authority controlled private development of the land which was zoned for single-family, detached and townhouse residences made to appeal to the middle and upper-income families. Called Ghent Square, this area is east of Colonial Avenue, and is just outside the boundaries proposed for the North Ghent Historic District.

In 1975 the City of Norfolk Department of City Planning proposed a zoning plan for the Ghent Conservation Area. The plan established four major points: 1) preserve and enhance the collective character of Ghent, 2) preserve and enhance the individual integrity of structures of architectural merit, 3) accommodate functional needs of the present without disrupting the environment of the past, and 4) establish compatible visual and functional relationships between Ghent and surrounding areas.

Since the designation of Ghent as a Conservation Area, development in Ghent has continued in a positive manner. The residential area, which had declined in the 1950s and 1960s, is once again a much-desired and sought-after place to live. Small commercial concerns including corner restaurants encourage the in-town living and the well-landscaped streets make Ghent exactly

⁵ "Ghent: Proposed Zoning for Historic and Cultural Conservation Zoning," Norfolk Department of City Planning, 1975, p.40.

PIF--North Ghent, Norfolk, VA
October 1994

what it was intended to be--an attractive suburb within walking distance of downtown Norfolk.

7. PHOTOGRAPHS

Black and white photographs and color slides of general views and streetscapes must be provided. Photographs of important buildings in district would also be helpful. The inclusion of photographs is essential to the completion of this application. Without photographs, this application can not be considered.

Photocopies of select photographs are attached; actual photographs have been submitted in VDHR photo envelopes.

8. MAP

Please include a map showing the location of the proposed district. A sketch map is acceptable but please not street route numbers, addresses, buildings, prominent geographic features, etc. Please include a "north" arrow. This form can not be processed without a map showing the property's exact location.

9. ADDITIONAL COMMENTS:

10: APPLICANT INFORMATION

NAME: TRACERIES TELEPHONE: (301) 656-5283

ADDRESS: 5420 Western Avenue

CITY/STATE: Chevy Chase, Maryland 20015

SIGNATURE _____

DATE: October 18, 1994

PIF--North Ghent, Norfolk, VA
October 1994

PROPERTY NAME: North Ghent

PLEASE SUPPLY THE FOLLOWING NAMES AND ADDRESSES AS APPLICABLE.
THIS INFORMATION MUST BE PROVIDED BEFORE YOUR PIF CAN BE
CONSIDERED BY THE STATE REVIEW BOARD:

Mayor: Paul D. Frain
1109 City Hall Building
Norfolk, VA 23501

City Manager:
James B. Oliver, Jr.
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Director, Planning Division

John M. Dugan, Director
Dept. of City Planning and Codes Administration
508 City Hall Building

Chairman, Planning Commission

Dr. William L. Craig, Jr.
451 Lee Point Road
Norfolk, VA

Executive Director

Hampton Roads Planning District Commission
Arthur L. Collins
723 Woodlake Drive
Chesapeake, Virginia 23320

City Council member or Supervisor in whose district the property
is located:

Paul D. Frain
Dr. Mason C. Andrews

PIF--North Ghent, Norfolk, VA
October 1994

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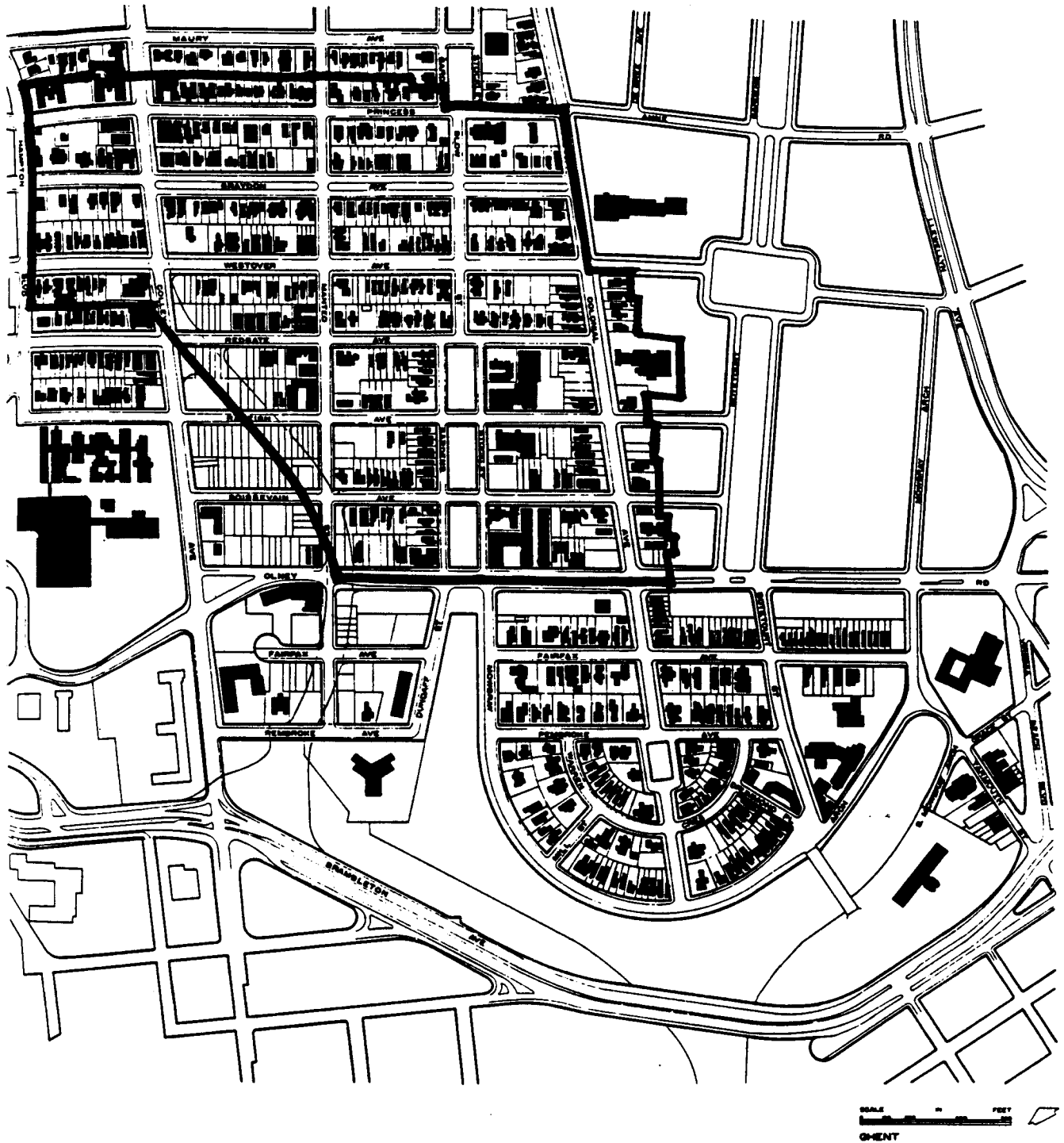
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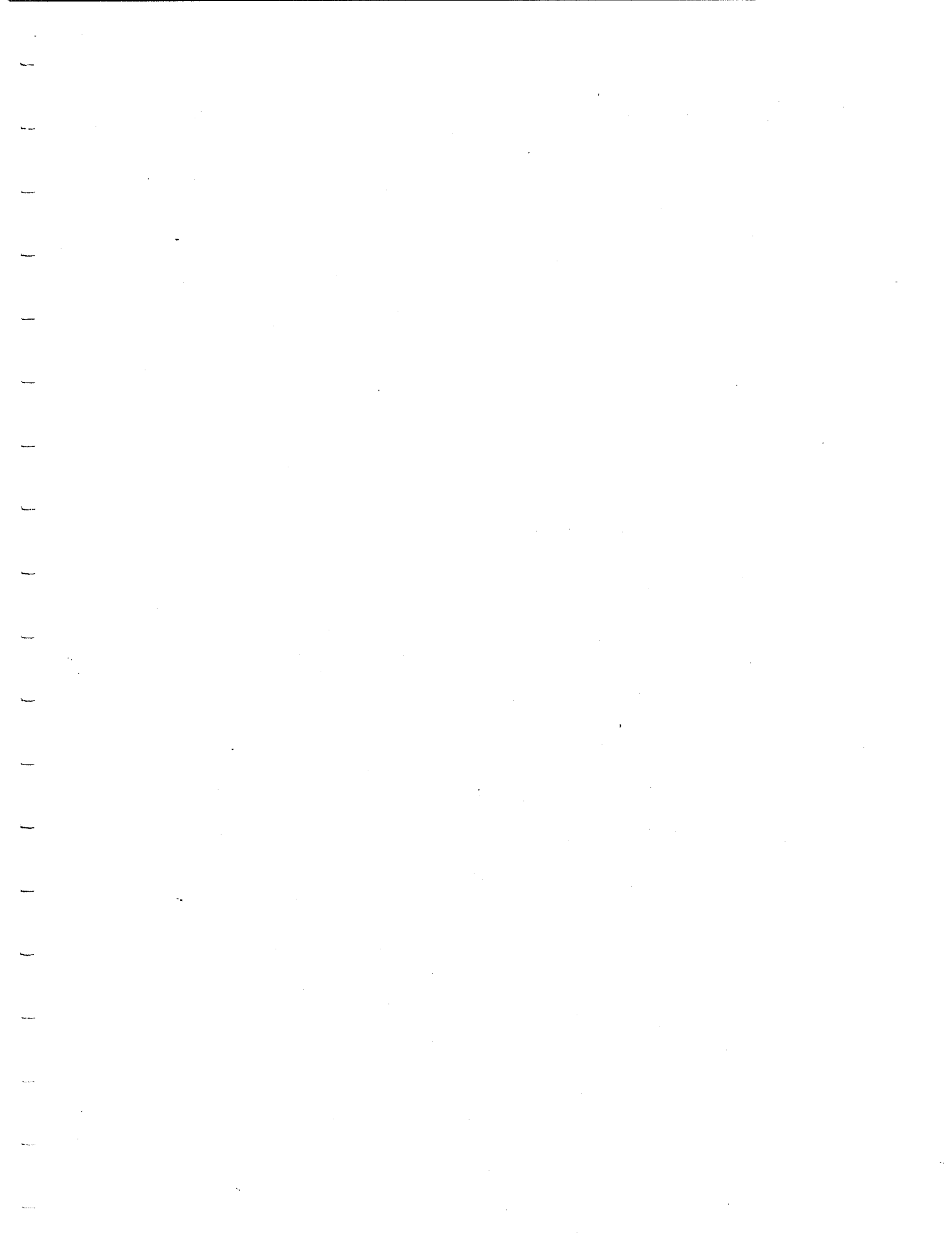
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PROPOSED BOUNDARIES OF NORTH GHENT HISTORIC DISTRICT







PRELIMINARY INFORMATION REQUEST

The following constitutes an application for preliminary consideration for the nomination potential of a property to the Virginia Landmarks Register and the National Register of Historic Places. This does not mean that a property 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 board's actions in writing shortly after the meeting.

Please **type** and use 8-1/2" X 11" paper if additional space is needed.

All submitted materials become the property of the Virginia Department of Historic Resources and cannot be returned.

1. HISTORIC NAME OF PROPERTY (if historic name is not known, use current name of area)

RIVERVIEW

2. LOCATION

A. Street or Route Columbus Avenue, 39th Street, 40th Street, 41st Street, 42nd Street, Holly Avenue

B. County or City Norfolk, Virginia

3. LEGAL OWNER/S OF PROPERTIES. Include names and addresses of all property owners in district. Attach additional sheets if necessary. (See Attached)

Name: _____

Address: _____

City/State: _____ ZIP _____

4. GENERAL DATA

A. Date or dates of selected buildings: First quarter 20th century

B. Approximate acreage: 50 acres

C. Architects or carpenter/masons (if known): _____

D. Primary Use of Buildings: Residential; Single-family

5. GENERAL DESCRIPTION

Located on the west side of the Lafayette River and north of downtown Norfolk, Riverview is a cohesive residential community on the west side of Granby Street, just north of the zoological park. The proposed historic district is bounded on the west by Columbus Avenue and the commercial Granby Street corridor and bounded on the east and north by the Lafayette River. The southern boundary of the proposed historic district is formed by 39th Street.¹

The neighborhood is defined by its well-landscaped streets; its large lot sizes; and its well-built and substantial detached houses. The area is laid out as a series of diagonal streets running between a curved and straight street. The curved street, Holly Avenue, forms the outside edge of the neighborhood along the Lafayette River, while Columbus Avenue, a north-south axis, forms the western edge of the neighborhood. The numbered streets run diagonally between Holly Street and Columbus Street, and then run perpendicularly out of the proposed historic district to Granby Street. The houses aligning the diagonal avenues face the street, while those of Holly Avenue are oriented towards the water and have their rear elevations towards the public street.

¹ Although the areas south of 39th Street and west of Columbus Avenue are today considered part of Riverview, these areas were not part of the original development of Riverview Park, as shown on the 1900 Bowman Map. The area south of 39th Street, including Ethel and Lucille Avenues, is called Riverside Park on the 1900 Bowman Map of Norfolk. Architecturally, the houses on these two streets are much more modest in size, are set on smaller lots, and lack the landscaping attention paid to the area forming the original Riverview development. Also, there is more modern infill, compromising the overall architectural integrity of these two streets. West of Columbus Road the area is less cohesive and includes later (mid-20th century architecture) that differs in building type and style from that found in the original Riverview development.

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One example of modern infill within the district is located at 121 Holly Avenue. The house is sympathetic in terms of size and scale, but lacks the characterizing architectural features which define the neighborhood (landscaping, front porch, attention to detailing).

The houses are set back from the road with sidewalks and yards buffering them from the public right-of-way. They are located approximately 20 feet from one another and have driveways between them. Large, deciduous shade trees are planted in a grassy median between the street and sidewalks, giving the houses a greater sense of privacy.

The neighborhood consists of a cohesive group of single-family dwellings which generally date from the first two decades of the 20th century and a small collection of individual apartment buildings from the mid-20th century. The single-family dwellings present a mix of early 20th-century styles and dwelling types. The most predominant house forms are bungalows with craftsman detailing and American four-square-type houses designed in the vernacular Colonial Revival style. At least two imposing and transitional Queen Anne/Colonial Revival style houses are found amongst the bungalows, while a brick Tudor Revival style house is unique to the neighborhood. While most of the house forms and styles can be found co-existing side-by-side, one row of craftsman bungalows forms a cohesive group on the south side of 40th Street. These three bungalows are 1-1/2-story, frame structures with wide, overhanging gable roofs and central gable dormers. The feature front porches incorporated into the roof and supported by squat, brick piers. The bracketed roof, paired windows and attention to detail mark these as a good, local example of the craftsman style.

Brick and frame structures are equally well represented in the neighborhood as are a number of architectural features. These features, which help define the neighborhood architecturally, include the single-story, open, front porches; the hipped roofs; and dormer windows. In general, the dwellings are in excellent condition with much of their original materials intact. The use of vinyl siding and asphalt shingles, is not however, uncommon.

The largest, most prominent houses are those found along Holly Avenue and facing the water. Of particular note is the Consolvo House (122-112) prominently located at the corner of Holly Avenue and 42nd Street. This imposing 2-1/2-story frame dwelling, which was home to C.H. Consolvo, a prominent Norfolk businessman from 1911 to 1918, is designed in a transitional Queen Anne/Colonial Revival style. It features a wrap-around front porch which takes advantage of the view to the water. While the house is nestled

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closely to the corner formed by the streets, it offers its owners a large yard between it and the water front.

The Topping House (122-134), located at Holly Avenue and 39th Street and originally owned by Arthur B. Topping, a pilot, is designed in a Spanish Revival/Mission style of architecture. Though not representative of the area architecture, this particular revival style is found sporadically throughout the Riverview and Colonial Place neighborhoods.

Also of particular note is the Wolcott House (122-133) at 224 41st Street. Built ca. 1910 for W.H. Wolcott, an attorney with the firm of Jeffries, Wolcott, Wolcott and Lankford, this is a large, 2-1/2-story brick structure designed in a Colonial Revival style. The house, urban in feeling, is more high-style and more representative of the architecture of North Ghent than the typical vernacular house found in Riverview.

The apartment buildings of the neighborhood are located on 39th Street. A pair of ca. 1930s apartment buildings, located at 236 and 240 39th Street, stand four stories tall and feature three-story front porches. Constructed of red brick and designed in a Colonial Revival style, these apartment buildings fit well into the overall character of the neighborhood. In contrast, the Wales Apartment building on 40th Street, between Columbus and Granby and located just outside the proposed historic district, is a larger-scale apartment which has little association with the neighborhood dwellings. It is four stories tall and is designed in an Art Moderne style with Art Deco detailing.

6. HISTORY

The planned residential community of Riverview was one of Norfolk's first streetcar suburbs to be built north of downtown along the north branch of the Lafayette River. Platted in 1900 and located along the Granby Street streetcar route, the area started to mature in the first decade of this century, and was almost fully developed by the late 1920s. Today, the neighborhood survives as a cohesive group of detached, single-family dwellings that are served by the commercial corridor of Granby Street.

Riverview Park was one of Norfolk's first streetcar suburbs to be built north of downtown along Tanner's Creek (north branch of the Lafayette River).² The subdivision was built on a peninsula of land that jutted into the Lafayette River; Church Street (Granby Street) was extended north from downtown with a streetcar line and served as the western boundary of the peninsula.³ The subdivision currently known as Riverview was laid out between 1889 and 1900 and actually included two separate developments: Riverview Park and Riverside Park. Riverview Park was defined by Columbus Avenue on the west, Holly Avenue on the north and east, and 39th Street on the south. Riverside Park included Lucille Avenue, Ethel Avenue and La Vallette Avenue. These two subdivisions are clearly visible today in terms of their street configuration, size and scale of architecture, and perhaps coincidentally, the level of replacement, or infill, architecture.⁴ Between the western boundary of the subdivision and the western boundary of Church Street were four blocks of land that remained unplatted in 1900. The streetcar line, which ran up Church Street, formed a circuit around the peninsula of land and the Riverview Park subdivision. Tracks are shown turning off of Church Street at Lucille Avenue, and then following Holly Street to its intersection at Church, to head back south to downtown Norfolk.

² According to the 1900 Bowman Map, Virginia Place is the only other subdivision in the area at that time. Colonial Place was platted shortly thereafter, in 1903; Crusier Place, Winona, Lafayette and the other area suburbs followed suit in the first decades of the 20th century.

³ The inlet of water which was west of Granby Street was filled in with land and developed with a residential community called Crusier Place. The peninsula land west of this inlet was the site of the Marsh Estate, and after its purchase in 1903 by the Sterling Development Company, the site of Colonial Place.

⁴ The area historically making up Riverside Park consists of smaller lot sizes, less substantial houses and a higher percentage of contemporary architecture.

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Although fully platted by 1900, no buildings were as yet constructed in Riverview. The first house to be built in the platted subdivision was the Consolvo House, located at the corner of Holly Avenue and 42nd Street and constructed in the first years of this century. While conveniently located directly on the streetcar line, this house also took advantage of bucolic river views and a vast lawn leading to the river.

By 1910, according to the Sanborn Fire Insurance Map a total of 29 single-family, detached dwellings were standing in Riverview Park and five in Riverside Park. Each of these dwellings were generally two-story brick or frame structures with the primary defining characteristic being their wrap-around porches. These 29 houses were generally clustered in groups of three on large lots and scattered throughout the subdivision. One exception to this involves the house at 232(?) 39th Street, which stood quite alone on this stretch of 39th Street until the "teens" when the other houses on the block were built including 220 39th Street, built ca. 1913, and 218 39th Street, built ca. 1915.

By 1928, almost the entire subdivision was developed, as were the four blocks of land between the original boundaries of the subdivision and the outer edge and commercial strip of Granby Street. Only a few unbuilt lots were randomly found amongst the well-landscaped streets. After 1928, an imposing four-story, U-shaped apartment building was constructed at 236-240 40th Street, actually replacing a former single-family dwelling on the site. Although other apartment buildings, such as the Wales on 41st Street between Columbus Avenue and Granby Street, did rise in the area, the apartment at 236-240 40th Street was the only incidence of a multiple-family dwelling being built within the original subdivision boundaries.

By the mid-1960s, Riverview began to experience many of the same problems encountered by other Norfolk in-town suburbs. The residential architecture began to deteriorate due to neglect as residents moved further out to more modern suburbs and left the old behind; the area just south of Riverview in Park Place, changed from a relatively middle-class white area to a poor black one. This shift resulted from Norfolk's urban renewal downtown which caused blacks to move north and for whites to "flee" to all-white suburbs further away from downtown. In the late 1960s and 1970s, a Civic League was organized in Colonial Place which spearheaded efforts to stop blight, upgrade the neighborhood, and promote racial stability. As a result, Colonial Place is 65% white and 35% African American, while Riverview is predominantly white with some African American families.

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Today Colonial Place and Riverview together are part of the city conservation district called Colonial Place-Riverview, where housing code standards are established and reviewed, along with zoning requirements and other pertinent issues.

7. PHOTOGRAPHS

Black and white photographs and color slides of general views and streetscapes must be provided. Photographs of important buildings in district would also be helpful. The inclusion of photographs is essential to the completion of this application. Without photographs, this application can not be considered.

Photocopies of select photos are attached; actual photos have been submitted in VDHR photo envelopes.

8. MAP

Please include a map showing the location of the proposed district. A sketch map is acceptable but please not street route numbers, addresses, buildings, prominent geographic features, etc. Please include a "north" arrow. This form can not be processed without a map showing the property's exact location.

See attached.

9. ADDITIONAL COMMENTS:

10: APPLICANT INFORMATION

NAME: _____ TELEPHONE: _____

ADDRESS: _____

CITY/STATE: _____

SIGNATURE _____

DATE: _____

PIF--Riverview, Norfolk, VA
October 1994

PROPERTY NAME: Riverview

PLEASE SUPPLY THE FOLLOWING NAMES AND ADDRESSES AS APPLICABLE.
THIS INFORMATION MUST BE PROVIDED BEFORE YOUR PIF CAN BE
CONSIDERED BY THE STATE REVIEW BOARD:

Mayor: Paul D. Fraim
1109 City Hall Building
Norfolk, VA 23501

City Manager:
James B. Oliver, Jr.
1101 City Hall Building
Norfolk, VA 23501

Director, Planning Division

John M. Dugan, Director
Dept. of City Planning and Codes Administration
508 City Hall Building

Chairman, Planning Commission

Dr. William L. Craig, Jr.
451 Lee Point Road
Norfolk, VA

Executive Director

Hampton Roads Planning District Commission
Arthur L. Collins
723 Woodlake Drive
Chesapeake, Virginia 23320

City Council member or Supervisor in whose district the property
is located:

Paul D. Fraim
Dr. Mason C. Andrews

PIF--Riverview, Norfolk, VA
October 1994

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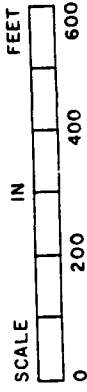
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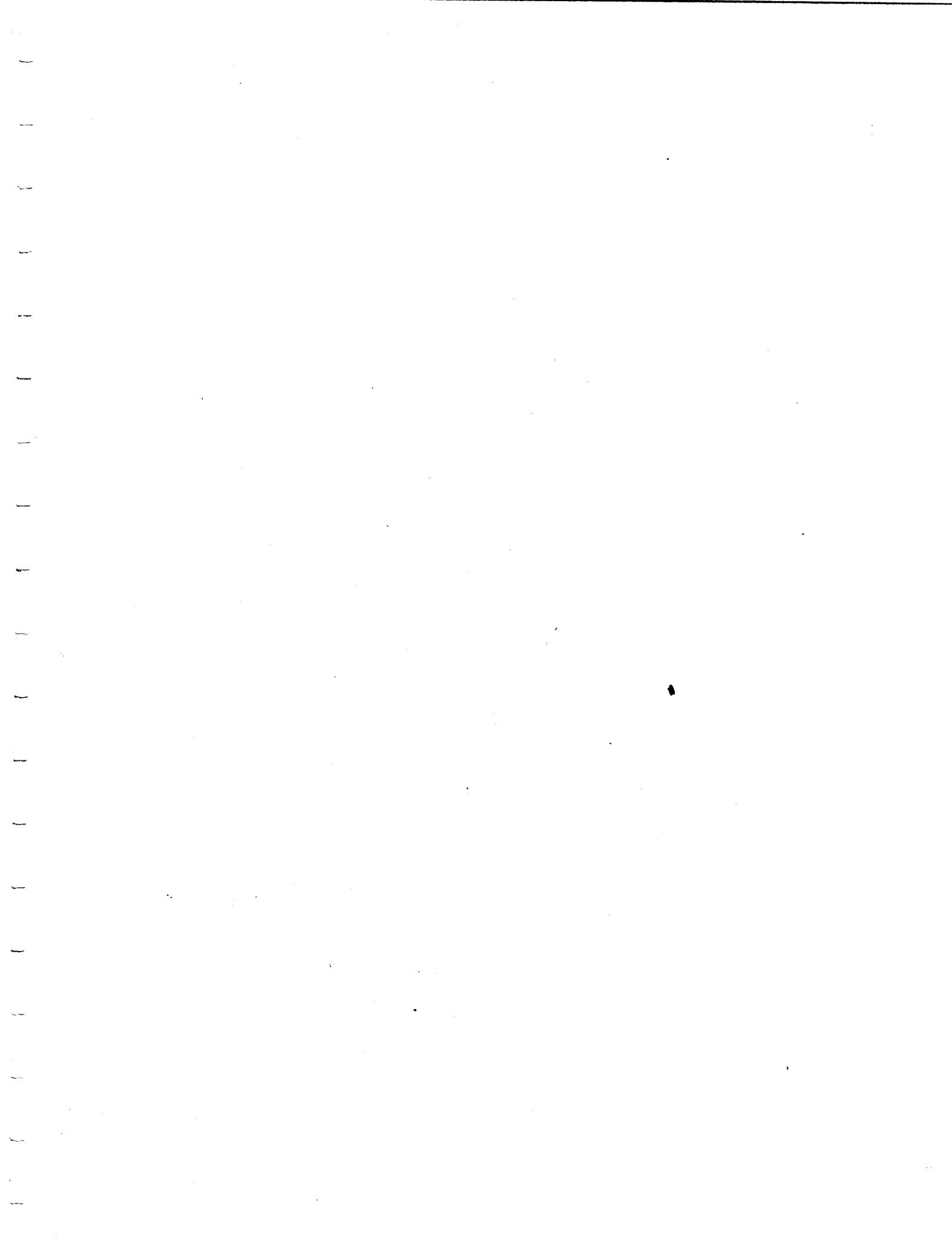
RIVERVIEW



PROPOSED BOUNDARIES OF RIVERVIEW HISTORIC DISTRICT







PRELIMINARY INFORMATION REQUEST

The following constitutes an application for preliminary consideration for the nomination potential of a property to the Virginia Landmarks Register and the National Register of Historic Places. This does not mean that a property 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 board's actions in writing shortly after the meeting.

Please **type** and use 8-1/2" X 11" paper if additional space is needed.

All submitted materials become the property of the Virginia Department of Historic Resources and cannot be returned.

1. HISTORIC NAME OF PROPERTY (if historic name is not known, use current name of area)

WINONA

2. LOCATION

A. Street or Route Ashland Circle, Ashland Avenue, Morris Crescent, Morris Avenue, Huntington Crescent, Holland Avenue, Norway Place.

B. County or City Norfolk, Virginia

3. LEGAL OWNER/S OF PROPERTIES. Include names and addresses of all property owners in district. Attach additional sheets if necessary. (See Attached)

Name: _____

Address: _____

City/State: _____ ZIP _____

4. GENERAL DATA

A. Date or dates of selected buildings: Early 20th century

B. Approximate acreage: 55 acres

C. Architects or carpenter/masons (if known): _____

D. Primary Use of Buildings: Residential; Single-family

5. GENERAL DESCRIPTION

Located on the east side of the Lafayette River and north of downtown Norfolk, Winona is a small and cohesive residential community surrounded by water on three sides. The area being proposed as a potential historic district is bounded by Ashland Circle on the north and west; by Huntington Crescent and Holland Avenue on the south; and the east side of Norway Street on the east. Although considered part of the neighborhood of Winona today, the area east of Norway Street differs in terms of the architectural character of the area and forms a clear visual boundary.¹ The other boundaries are distinct edges formed by the water.

The neighborhood is defined by its well-landscaped streets, organized as a series of half-circles (crescents) bisected by north-south streets; and its well-built, detached, single-family dwellings. The houses are substantial in size, but set on narrow lots of land with a small green space in front. They are separated from their neighbors by approximately 15 to 20 feet and have driveways between them. The houses are buffered from the public streets by sidewalks and a grassy median planted with mature shade trees, primarily large maples.

The single-family dwellings of the neighborhood generally date from the first two decades of the 20th century and present a mix of early 20th-century styles and dwelling types. The most predominant house forms are bungalows with craftsman detailing and American four-square-type houses designed in the vernacular

¹ The architecture east of Norway Street is smaller and less substantial than that found west of Norway. In addition, vacant lots on this side interrupt the cohesiveness of the area that is found intact west of Norway.

Colonial Revival style. Between these common house forms are interspersed more eclectic examples of domestic architecture, including, most notably a house designed in a Spanish Colonial Revival style.

In general, the architecture is of frame construction, though several brick buildings are also found within the neighborhood. Defining architectural characteristics of Winona include single-story front porches facing the public streets; hipped and cross-gable roofs with dormer windows, projecting gables, brick chimneys and slate shingles. Other defining features, such as weatherboarded walls, have been altered by the addition of vinyl siding.

Individual houses of particular note include the house built by and for Jacob Leicht, the original developer of Winona. Built in 1912 on Huntington Crescent, this house is a two-story brick structure designed in a grand, Colonial Revival style. It is raised upon a high base, is covered with a hipped roof with dormers, and features a wrap-around porch with paired Ionic columns.

The imposing two-story frame house at 1540 Holland Street, built ca. 1912, occupies a prominent corner site at Norway Place and Holland Avenue. This house, designed in a transitional Queen Anne/Classical Revival may indeed have been built to give the impression of an old farmhouse as it deviates from the more typical and "avant-garde" Colonial Revival styles found in the neighborhood. Its asymmetrical massing, varied roofline, wrap-around porch and projecting gables and towers are features generally associated with the Queen Anne style, while the Doric porch columns, the pedimented gable ends and the 1/1 double-hung sash reveal the influence of the Classical Revival styles.

The house at 1509 Ashland Avenue stands out as the only Spanish Colonial Revival style house in the neighborhood. Constructed of brick or tile and clad with a rough stucco finish, the house is characterized by its projecting dutch gables; its hipped roof clad with pantiles; and its enclosed first floor porch with large arched openings.

6. HISTORY

The neighborhood of Winona began to emerge in 1909 when Jacob Leicht, a German immigrant who came to Norfolk from New York, purchased a tract of farmland along the Lafayette River with the specific intention of turning it into a "strictly high class" residential development. At the same time that Leicht, a German Catholic purchased this tract of land, he set aside land nearby this tract at the corner of Tidewater Drive and Columbia Avenue for the construction of a Catholic Church and school. Leicht apparently envisioned creating a strictly Catholic neighborhood; indeed by setting aside the land for what became the Catholic Christ the King Church and School, Leicht encouraged Catholics to purchase houses in the development of Winona to be near their church and school.

Located on the Lafayette River, the original plat of Winona contained 55 acres and was divided into approximately 300 building lots with a minimum lot size of 50 feet by 100 feet. The residential area was bounded by a combination of curvilinear streets forming the edge of the water and straight streets bisecting them in a north-south axis. According to a 1912 article on Winona, the streets "are given a gentle curve, the principal one, Holland Avenue, following the shoreline, making them much more attractive than if they were straight and cut the tract into squares and rectangles."²

With water at low tide "sufficient to float a small yacht or motorboat" Winona was touted in its early years as having the charm of a seaside home, but the convenience of city living.³ The suburban community was located a block from the city streetcars, which took less than a half-hour to make the run from downtown Norfolk to Winona, and offered a full range of amenities. In its earliest years, Winona was served by telephone, electric light, gas, sewer and paved streets. The area's streets were, and remain, well-landscaped with "trees and shrubs breaking the monotony of the level ground."⁴

In an effort to make Winona an exclusive and desirable neighborhood, restrictions devised by the developers were placed on anyone intending to build in the development. It was

² *ibid.*

³ "Winona Offers Ideal Suburban Home Site", Virginian Pilot and the Norfolk Landmark, Sunday, November 3, 1912, p.22.

⁴ *ibid.*

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October 1994

dictated, for instance, that no home in the development could cost less than \$3,000.00 to construct, while those lots on the waterfront had to be improved with houses which cost no less than \$4,000.00. Lot prices themselves started in the \$800-range and saw a gradual increase in price in time. In addition to these restrictions, the developers purchased a strip of land on the other side of Tidewater Avenue, directly opposite Winona, in an effort to protect it from "undesirable" development.

The construction of houses in Winona began as early as 1909 and continued into the 1920s. By November 1912, however, many of the area's houses had been built, including the house that Jacob Leicht built for himself on Huntington Crescent. One portion of the platted land which had not at that time been improved was set aside for future development.⁵

In August 1979, the Norfolk City Council declared Winona and Lafayette Residence Park a conservation area. This conservation area embraces 310 acres and contains 820 structures.

⁵ Although it has not been determined which portion this was, it may well have been the area west of Norway Place, as this area is not as cohesive architecturally as the area east of Norway Place.

7. PHOTOGRAPHS

Black and white photographs and color slides of general views and streetscapes must be provided. Photographs of important buildings in district would also be helpful. The inclusion of photographs is essential to the completion of this application. Without photographs, this application can not be considered.

Photocopies of select photos are attached; actual photos have been submitted in VDHR photo envelopes

8. MAP

Please include a map showing the location of the proposed district. A sketch map is acceptable but please not street route numbers, addresses, buildings, prominent geographic features, etc. Please include a "north" arrow. This form can not be processed without a map showing the property's exact location.

See attached.

9. ADDITIONAL COMMENTS:

10: APPLICANT INFORMATION

NAME: TRACERIES TELEPHONE: 301-656-5283

ADDRESS: 5420 Western Avenue

CITY/STATE: Chevy Chase, MD 20015

SIGNATURE _____

DATE: September 19, 1994

PIF--Winona, Norfolk, VA
October 1994

PROPERTY NAME: Winona

PLEASE SUPPLY THE FOLLOWING NAMES AND ADDRESSES AS APPLICABLE.
THIS INFORMATION MUST BE PROVIDED BEFORE YOUR PIF CAN BE
CONSIDERED BY THE STATE REVIEW BOARD:

Mayor: Paul D. Fraim
1109 City Hall Building
Norfolk, VA 23501

City Manager:
James B. Oliver, Jr.
1101 City Hall Building
Norfolk, VA 23501

Director, Planning Division

John M. Dugan, Director
Dept. of City Planning and Codes Administration
508 City Hall Building

Chairman, Planning Commission

Dr. William L. Craig, Jr.
451 Lee Point Road
Norfolk, VA

Executive Director

Hampton Roads Planning District Commission
Arthur L. Collins
723 Woodlake Drive
Chesapeake, Virginia 23320

City Council member or Supervisor in whose district the property
is located:

Paul D. Fraim
Dr. Mason C. Andrews

PIF--Winona, Norfolk, VA
October 1994

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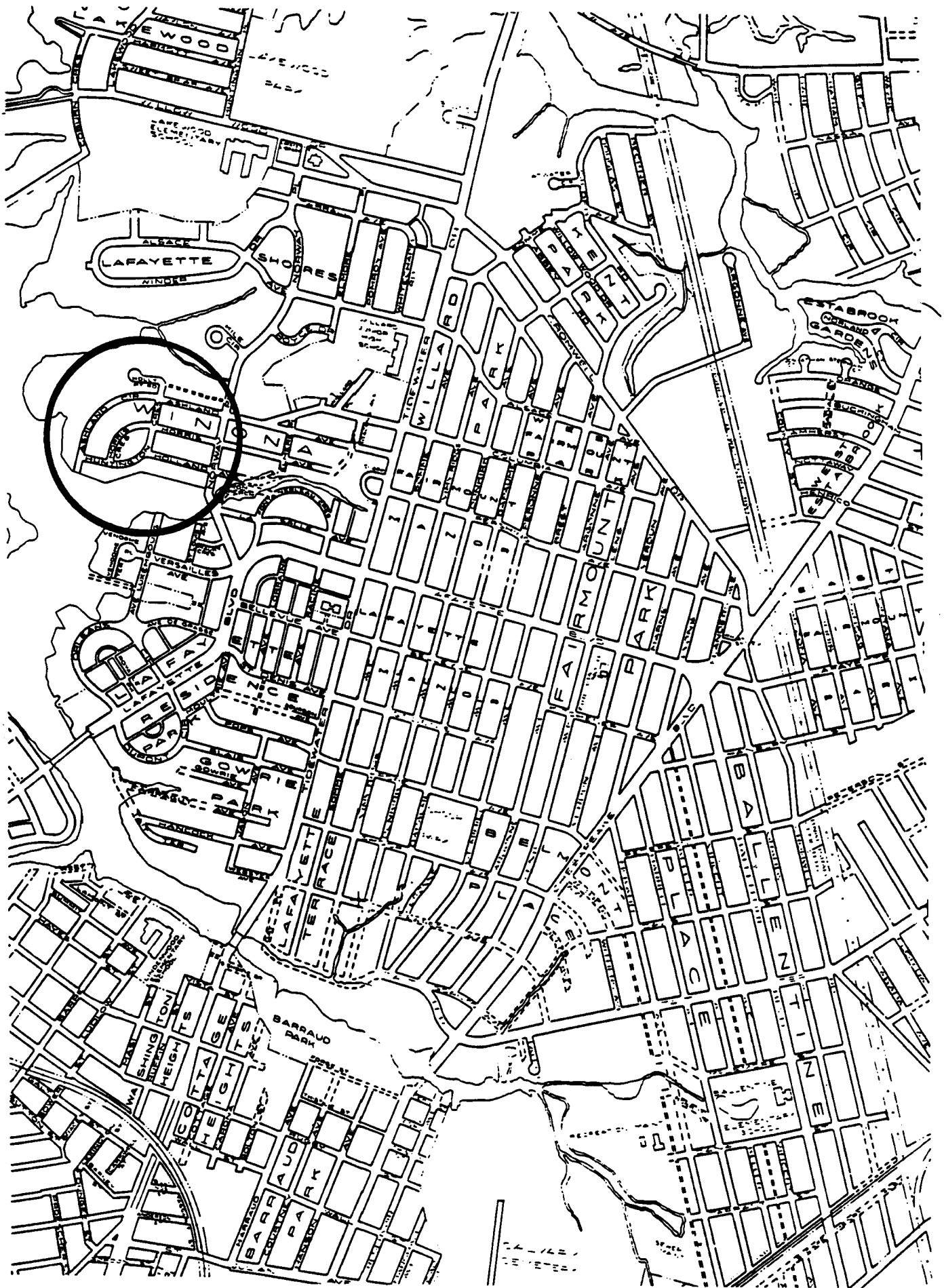
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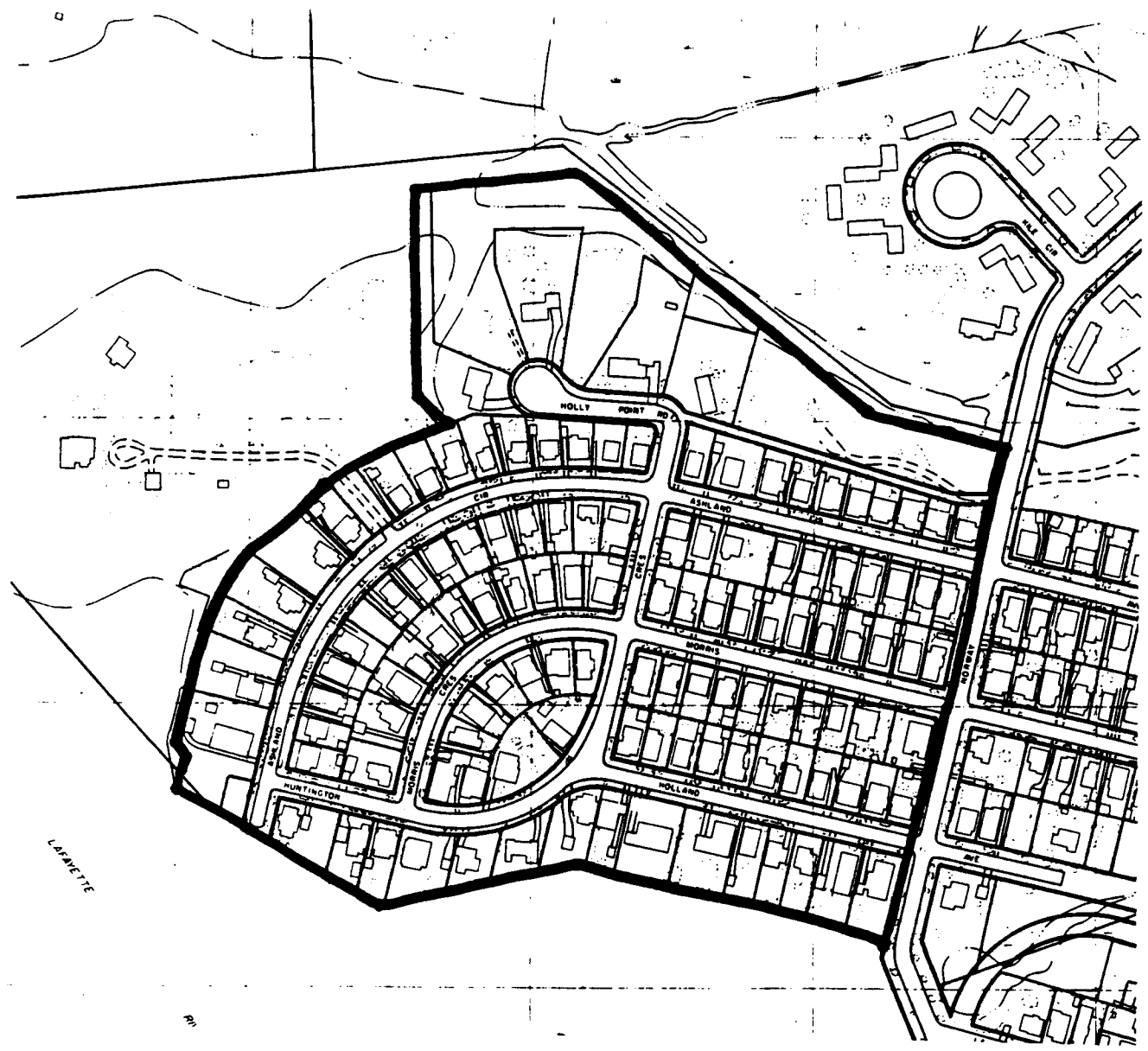
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SUBJECT SITE PLAN

WINONA



PROPOSED BOUNDARIES OF WINONA HISTORIC DISTRICT

