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RECONNAISSANCE ARCHITECTURAL SURVEY REPORT

CITY OF VIRGINIA BEACH

prepared by
FRAZIER ASSOCIATES

July 1992

CITY OF VIRGINIA BEACH

RECONNAISSANCE LEVEL PHASE I ARCHITECTURAL SURVEY REPORT

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JULY 1992

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SURVEY METHODOLOGY

BACKGROUND TO SURVEY

The City of Virginia Beach is a community which has experienced a rapid period of growth since the 1950s. As a result, many historic structures have been lost. In the late 1980s, the City of Virginia Beach undertook a survey to identify the surviving historic structures. This particular survey was divided into two parts, one encompassing the northern one-half of the City (the highly developed area of Virginia Beach) and the other including the southern third of the City or the more rural area below the "Green Line." Neither of these previous surveys met all of the criteria established by the Virginia Department of Historic Resources (VDHR). Desiring to improve its historic resource data, the City of Virginia Beach applied in the spring of 1991 for a grant through the State of Virginia to expand and complete the survey that had been started locally.

The City of Virginia Beach Planning Department administered the survey grant. Robert Davis, of the City planning office, was the project director. In November of 1991, the City of Virginia Beach contracted with Frazier Associates to conduct the survey of the City. Robert Davis organized a group of local citizens interested in the project to serve on the Historic Sites Survey Advisory Committee and to provide direction throughout the process.

SURVEY OBJECTIVES

The purpose of this survey was to expand the survey work that the VDHR had completed in the City of Virginia Beach in the 1960s and 1970s and to build on the City's survey undertaken in the late 1980s. This new survey area included the northern half of the City of Virginia Beach bounded by Indian River Road, North Landing Road and stretching across to the oceanfront at Sandbridge Beach. All land belonging to the United States military and state properties were not included in the current survey; these include Camp Pendleton, Seashore State Park, Oceana Naval Air Station, Dam Neck Fleet Combat Training Center, Little Creek Amphibious Base, and Fort Story.

The objectives of the City of Virginia Beach Survey were as follows:

(1) Complete individual survey reports for:
    (a) All pre-Civil War buildings and structures;
    (b) Selected representative examples of cultural resources over fifty years old; and
    (c) Special attention given to
        1. The early outbuildings and farm structures;
        2. Significant buildings that are in poor condition or are threatened by imminent destruction;
        3. Resources related to African-American history and culture.
(2) Complete intensive level survey forms for all buildings deemed eligible for the National Register of Historic Places.
(3) In areas of potential historic districts, if the district contained fewer than ten buildings, a reconnaissance level form should be done on each contributing building.
(4) Attention in all survey efforts was to be given to VDOT Planning Areas.

The survey includes buildings from the eighteen different themes proposed by the VDHR . This final survey report is organized according to these themes, beginning with a historic context for each theme, followed by an architectural analysis of the surveyed buildings within that theme.

SURVEY METHODS AND RESEARCH DESIGN

Frazier Associates commenced the research phase of the project and provided a draft of the historic context to all of the Advisory Committee members for their comments. These suggestions were incorporated into the final report along with any comments and additional research recommended by the VDHR.

Prior to beginning any survey work, Frazier Associates met with the same committee to determine sites of particular interest to the local community. To further refine the resources to be surveyed, two windshield surveys were conducted. The first tour included Bill Frazier and Lisa Tucker from Frazier Associates, Jeff O'Dell of the Virginia Department of Historic Resources, and Robert Davis of the City of Virginia Beach. The second tour included members from the Advisory Committee. At various points during the survey process, Frazier Associates met with the committee to determine and redefine the specific properties and general types of properties to be surveyed.

When the project began, the City of Virginia Beach had eleven locally designated historic overlay areas and twelve National Register properties. Additionally, the VDHR had recorded 417 properties throughout the City. Approximately eighty of these had been done in the 1960s and 1970s. Of these eighty, eleven were resurveyed in this effort. Many of the previously surveyed buildings have been demolished. Several of the other earlier surveyed sites were part of an environmental impact study conducted by MAAR Associates for the City of Virginia Beach in 1989 for a proposed highway construction project. These sites included many properties from the southern third of the City as well.

Particular emphasis was given in this survey to the resort area of the original community of Virginia Beach as it fell under the guideline referring to highly threatened properties (mentioned above in 1.c.). Approximately half of the buildings surveyed were along the oceanfront, specifically at the north end of Virginia Beach. In this area, every single street was toured for historic properties and all representative examples and locally significant structures were surveyed. The other half of the survey arose out of lists provided by local residents in conjunction with the two windshield surveys.

When the reconnaissance level of the survey had been completed, Frazier Associates met with the committee to select the thirty properties to be surveyed at the intensive level. The resulting list was then agreed upon by the City of Virginia Beach, the Virginia Department of Historic Resources, and Frazier Associates. Of the thirty-two properties identified, access was gained to the interior of twenty properties. Five additional properties were extensively photographed on the exterior and measured. Five property owners denied access and prohibited exterior photography.

Other areas where resources were located but not surveyed have been identified for future surveys.

In summary, most of the original resort area of Virginia Beach was surveyed and the remaining surveyed properties were scattered throughout the northern half of the City.

SUMMARY OF SURVEY FINDINGS

The current City of Virginia Beach survey of historic architecture recorded 200 buildings. Of these, 170 historic sites were surveyed at the reconnaissance level and 30 at the intensive level. Both types of survey utilized the same field survey form adapted by Frazier Associates for from the computerized Integrated Preservation Software (IPS) supplied to the Virginia Department of Historic Resources by the National Park Service. The following summary and analysis is limited to sites involved in this survey, and excludes sites already on the National Register of Historic Places, most previously surveyed properties, and all properties on federally-owned and state-owned land.

The most common building type documented in the survey area is the single-family dwelling. The City of Virginia Beach's domestic architecture dates predominantly to the turn-of-the-century and early twentieth century. All other resource types are a small percentage of the total surveyed structures. These include one school, one social building, one telephone building, one train station, one government building, two hospitals, two assembly halls, two theaters, several hotels, commercial structures and churches and a service station.

The City survey included only four buildings from the eighteenth century. These were all residential and represent the more substantial dwellings of the period. All nineteenth-century buildings surveyed are residential except for one church. All the other resources mentioned above (except houses) date to the twentieth century.

The domestic resources which survive from the nineteenth century are of two basic plan types: the side-passage, double-pile residence with double end chimneys, and the ell shaped Victorian vernacular. In many cases these resources are threatened by continued urban development.

The majority of the resources surveyed date to the twentieth century. These include primarily residential properties, such as bungalows, Colonial Revival, and simpler shingled, vernacular beach cottages. In addition there are some revival style houses, including Colonial Revival, French Colonial Revival, Tudor Revival, and Mission Revival. The commercial structures are less detailed and follow relatively common early twentieth-century forms, although a few are more exotic and suggest the Mission Revival style. The majority of churches surveyed also date to the early twentieth century, following a range of traditional forms but sometimes with popular detailing.

Overall, the City's building forms are influenced by its oceanfront location. Wood shingles and unusual interpretations of architectural styles are frequently used. By far the most common building type surveyed is the shingled beach cottage. Frame construction proved most common for other building types as well. Some of the more prominent early twentieth-century public buildings were constructed of brick. Several early twentieth-century properties had an unusual Flemish bond brick pattern with wide mortar joints. Virginia Beach also has a variety of more modern sidings found, including asbestos and vinyl siding. By far, the most common roofing material was asphalt shingles. Some slate roofs were found,as well as the occasional wood-shingle roof.

Most of the structures found in the City of Virginia Beach have had alterations to the exterior. In nearly all cases the roofing material has changed. Many porches have been enclosed. Additions have been made to all the pre-twentieth century buildings found.

Among the surveyed properties, no pre-twentieth century dwellings remain in their rural settings. All have been surrounded by subdivisions and other development. The area included within the current survey is predominantly developed with very little rural area remaining.

HISTORIC CONTEXT AND ARCHITECTURAL ANALYSIS

SETTLEMENT PATTERNS

Historic Context

At the time of European settlement in Virginia in 1607, the Powhatan Indians occupied the coastal plain of Virginia, with about 14,000 inhabitants in approximately 6,000 square miles. Native Americans had occupied the Chesapeake area for at least 1,500 years. There is little archaeological evidence of any English interaction with the Native Americans until about 1620, although historical accounts suggest several explorations in the present-day Virginia Beach area during the late 16th century. One exploration occurred around 1585-6, when two Spanish sailors spent a few months with the "Chesepieans." The location of the capital town is uncertain, although it may have been Skicoak, on the South Branch of the Elizabeth River. Two other villages were located between the two branches of Lynnhaven Bay, one of which was named Apasus. [1]

At some point, but definitely by September 1608, the Chesapeake Indians had been exterminated from the Virginia Beach area. At this time, John Smith sailed up "a narrow river up the country of Chisapeak," probably up the Elizabeth River, and found no signs of habitation. This extermination may have occurred before the English arrived, or shortly after the founding of Jamestown. [2]

On 26 April 1607, English explorers from the London Company came to the shores of Virginia, landing first at Cape Henry. The settlers set up a cross to mark this site before moving up the James River and settling Jamestown. While the Spanish had attempted a settlement in Virginia as early as 1498, the English were the first to successfully colonize this area, over which they maintained control until the Revolutionary War.[3]

Like the Chesapeans, the English settled inland, away from the coast. They preferred to settle on fertile lands near rivers, which provided ready access to water-borne transportation. This pattern continued through 1625, as the English bypassed Hampton Roads for the Jamestown vicinity. Early settlers felt that they could better defend inland sites from the perceived threat from Spanish naval vessels. [4]

By 1635, settlers had begun to move east into the Hampton Roads area. Early settlements occurred along the Elizabeth, Lynnhaven, and North Landing Rivers, and on the north-south ridges of arable land. The first four men to move permanently into this eastern area were Adam Thoroughgood, William Julian, Francis Mason, and Thomas Willoughby. Thoroughgood and the others set up trade and established homes adjacent to the Lynnhaven River. [5]

According to the Statutes at Large compiled by William Waller Henning, the settled areas of Virginia were divided into eight shires in 1634. The shire that included the present-day City of Virginia Beach was then known as Elizabeth City Shire. By 1637, seventeen landowners resided in the part of the shire that became Lower Norfolk County. Two of these men, Thoroughgood and Thomas Keeling, owned land in the part of Lower Norfolk County that later became Princess Anne County. The boundaries which Thoroughgood established for Lynnhaven Parish by 1640 became the boundaries for later Princess Anne County. [6]

One of the earliest settlements occurred on land owned by Adam Thoroughgood at the mouth of the western branch of the Lynnhaven River, on the 5,350 acre land grant he received in 1635. Two years later, the first court for Lower Norfolk began to meet here, and by 1640 this was the site selected for the county's first Episcopal

Church. In 1665, Argoll Thoroughgood attempted to establish a town called "Lynnhaven." Although a few lots were sold, the town never materialized, remaining a small commercial center for the surrounding countryside. When Princess Anne County was established in 1691, Lynnhaven Town became the county seat. With the court, church, and market days held twice a week, Lynnhaven became the business and social center of the county. By the eighteenth century, with the moving of the courthouse, Lynnhaven lost much of this activity.[7]

A later village, also called Lynnhaven, evolved at the mouth of the Eastern Branch of the Lynnhaven River, with the construction of the narrow-gauge railroad through the community, in the late nineteenth century. From 25 residents that year, the population increased to 300 inhabitants by 1924. Buildings included a store, crab factory, brick manufacturing company, and two churches. [8](Ferebee 31)

In 1697, Edward Mosely Sr. purchased 51 acres on the Eastern Branch of the Elizabeth River to establish a new town. In 1740, New Towne was settled in half-acre lots. One early requirement stipulated that residents could not build wooden chimneys. This became one of the major ports in the county and had an English garrison. When the courthouse, stocks, and pillory were moved there in 1751, "New Town," later spelled Newtown, became the center of business and local society. By the 1770s, Newtown had begun to decline as a port, and no longer had any lodging or entertainment facilities. [9]

A third early settlement called Kempe's Landing occurred at the end of the eastern branch of the Elizabeth River. George Kemp received a grant of 400 acres here in 1652. Kemp realized the strategic location of this land and established this as a trading post for ships coming from North Carolina and as a shipping point for tobacco headed towards Norfolk. Kemp built a public landing and warehouses, and laid out the town in half-acre lots. By the end of the seventeenth century, tobacco warehouses lined the banks of the village. By 1740, Kempe's Landing was designated as a tobacco inspection site. In 1778, the courthouse moved to this booming village of Kempe's Landing, which was incorporated as the town of Kempsville in 1783. By the early twentieth century, the village was no longer a port of entry, but it continued to grow due to its location on the electric railroad. In the early twentieth-century, Kempsville boasted two stores, two churches, and a brick school building. By the late twentieth century, this area had become heavily developed.[10]

In 1810, William Tatham at North Landing laid out a town which he called Cypressville into 245 quarter- and half-acre lots. Land was reserved for the Kempsville canal, which began shortly before the Civil War, but it was never finished to this point.' The town never experienced much growth and by 1925, it contained only a few houses and a dilapidated sawmill. [11]

In 1824, a village grew up around the sixth, and last, location of the Princess Anne County court house. To serve the county seats, several inns and other businesses were established in this new village, but it remained a small trading community throughout the 19th century. By 1924, this village contained 300 people, two stores, the J. M. Bratten Lumber Co factory, and a "splendid school and auditorium." The village served a prosperous farming community and nearby logging operations.[12]

In 1835, Joseph Martin listed two villages and one post office in his Gazetteer. Kempsville was the largest village, with 200 inhabitants and twenty-seven residences. It still functioned as a shipping center for large quantities of timber to Norfolk. Princess Anne Court House had 150 inhabitants, the "usual county buildings," and seventeen dwellings. This village served as a trading center for the surrounding farming area. London Bridge was listed as a post office, but it was not further described.[13]

Throughout the nineteenth century, Princess Anne remained a predominantly rural community with small towns. The population grew from 2,000 at the beginning of the century to 8,800 by 1900. During most of this time, the county experienced slow, steady growth. The only decrease in population occurred between 1830 and 1840, when many residents moved west due to an agricultural depression and the availability of new western lands. By 1880, the population had reached the same level as 1830.[14]

After the Civil War, several black communities evolved in the county, typical of Virginia development in this period. Two of these were New Light and Burton Station, both dating from 1870.[15]

Perhaps the most significant development during the late 19th century occurred along the oceanfront, at Cape Henry and Virginia Beach. Cape Henry remained a small settlement until the late 19th century. Early ships often stopped at Cape Henry to collect water from the dark cypress pools, since this water stayed fresh longer at sea. As early as 1770, fishermen were camping at this spot. In 1792, the first permanent lighthouse, established by the U.S. Congress, was built here to aid ships traveling in the Hampton Roads area. The land at Cape Henry was considered common land until 1866, when it was available for purchase and sold to a lumbering company, which was not successful.

In 1878, Cape Henry became the site of the first life-saving station, with a new light house built the following year. A small community grew around these stations, including keepers quarters and staff houses. Other public facilities soon came to this community, including a United States Weather Bureau Observation Center in 1873; a United States Life-Saving, later called Coast Guard Station, in 1874; an experimental wireless station in 1902; and an early permanent radio plant. This community became known for its excellent bathing beach, sand dunes, and government activity. At the turn of the century, a group of Norfolk investors formed the Cape Henry syndicate to encourage development and to make this a popular recreational center, but it never achieved the scale of the development at Virginia Beach. Fort Story was established at Cape Henry in 1916. The Commonwealth acquired land from the syndicate to establish Seashore State Park in 1931, and it opened in 1936. Today, this area is largely composed of the military operations and the state park.[16]

Between 1874 and 1878, four other stations were constructed along the coast by the Revenue Marine or United States Saving Service, both of which later became apart of the United States Coast Guard. These were Seatack (Virginia Beach), Dam Neck Mills, Little Island, and False Cape. Small self-sufficient communities surrounded these surf stations. In August and September of 1933, a hurricane caused much coastal damage and the community at Little Island was virtually destroyed. The United States Coast Guard station suffered minimal damage. The Dam Neck Mills station became a United States Coast Guard radio station in 1938, but was turned over to the United States Navy when World War II activities began to build. [17]

The town of Virginia Beach began as a similar small settlement near the 1878 Seatack Life-Saving Station. As early as 1880, several Norfolk men had built a clubhouse for weekend use. In 1884, Northern investors opened the Princess Anne Hotel and pavilion, which was enlarged and reopened in 1888. During this year, the first lots were laid out and several cottages were constructed. Virginia Beach began to grow quickly, with many resort hotels and attractions. Virginia Beach became an incorporated town in 1906, and in 1923 annexed a small portion of the county. A 1924 social and economic survey of Princess Anne County observed that the town of Virginia Beach was known for its bathing beach, its resort attractions, and as a shopping center for its neighbors, containing stores, churches, a graded school and a Baptist Chataugua. [18]

The community known as Oceana also evolved in the late nineteenth century two miles west of Virginia Beach along the 1882 narrow gauge railroad between Norfolk and the Beach. This railroad station built here was called Tunis, named after the large tract of land owned by Tunis Lumber Company. For the next several years, the community included two general stores and a post office. In 1898, when the standard gauge railroad replaced the narrow gauge, the village name was changed in 1891 to Oceana. In 1892, B. B. Brock bought land here, developed two blocks into lots, and then constructed several dwellings. Ten years later, I. E. Youngblood and his son brought 250 acres of land and developed it into lots and streets, donating two blocks for a school.[19]

The community of Oceana blossomed in the early twentieth century. By 1924, Oceana contained seventy homes with 350 residents, and it had become a commercial center for neighboring farmers growing corn, cotton, potatoes, and truck crops. The village included four stores, a garage, one blacksmith shop, one meat market, one fish and poultry market, one lunch room and one manufacturing plant. The community residents embraced a strong educational program. The first county high school was built here in 1908, and agricultural and normal school programs were established by the 1920s. In 1940, the federal government purchased 328 acres to establish an air field. The Oceana Air Base grew after the war to 5,000 acres, and later became one of the largest jet bases in America. Oceana became one of the county's most progressive small communities with street lights, fire plugs, electricity, water, garbage and trash pickup the 1950s.[20]

Pungo is an excellent example of a well-preserved early-twentieth-century village, located in south central section of the present-day City. The Bennett Steam Boat Line terminated here, providing trips to Norfolk until 1896. The Norfolk and Southern Railroad later extended tracks from Norfolk to Munden Point. By the early twentieth century, this had become a center of one of the most prosperous agricultural sections in the state. In 1924, Pungo had one-hundred residents, two large merchandise establishments, two garages, a fish-packing plant, a Ford service agency and "good church and school facilities." In 1941, the Federal Government established a four-hundred-acre naval air base at Pungo.[21]

The village of Creeds, located on the Norfolk and Southern Railroad near Back Bay, was a small agricultural crossroads community in the early twentieth century. In 1924, the community had 125 residents, three stores, a four-year accredited high school, three churches, a fish packing house, and a barrel factory.[22]

Princess Anne County experienced rapid population growth in the twentieth century, with the development of Virginia Beach and the growth of Norfolk. Both the influx of the military and their families and the growth of the tourism industry after the turn of the century were largely responsible for the increase. The 1940s were a period of tremendous growth, leading to the establishment of Virginia Beach as an independent city in 1952. Between 1960 and 1990, the population of the combined city/county grew from 77,127 to 393,069 residents. [23]

Princess Anne County, town of Virginia Beach population since 1810:

1810	9,498
1820	8,730
1830	9,102
1840	7,285
1850	7,669
1860	7,714
1870	8,273

1880	9,394
1890	9,150
1900	11,192
1910	11,526 in County, 320 in Town
1920	13,626 in County, 846 in Town
1930	16,282
1940	17,384 in County, 2,600 Town
1950	36,887 in County, 5,390 in Town
1960	77,127 in county, 8,091 in Town
1990	393,069 in Town of Virginia Beach

Sources: (Martins Gazetteer, p271;, Ferebee, p36; Resources update, p1)

Surveyed Resources

Within the survey area, some settlement areas are still distinguishable, although they have blended into the urban sprawl in the northern two-thirds of the city. The Kempsville settlement was covered extensively by earlier survey work and is not included in the current survey. The Newtown area has been heavily developed and bridges the Norfolk-Virginia Beach City line and was not surveyed in the current undertaking.

This particular project included a survey sampling of Oceana, Seatack, Lynnhaven, and some limited survey in Princess Anne Courthouse and Pungo. Cape Henry, currently part of Fort Story, was not surveyed, nor was Creeds, which was not in the survey area.

Lynnhaven presently consists of a grouping of early-twentieth-century structures, including a church, store, and a few bungalows, all clustered along the railroad tracks. All are now surrounded by new development and strip shopping areas. The brick church features a longitudinal plan with side aisles and exterior buttresses. A tower marks the central entry at the west end. The building is constructed of brick with paired pointed arch windows. The store, which lies at the junction of the railroad tracks and Lynnhaven Road, is a long bungalow-style commercial structure with two store fronts. The Flemish-bond brickwork, found also at Oceana, is an twentieth-century revival of this older form, with unusually thick mortar joints. Similar examples of this brickwork can be found in houses at Oceana. The second story of the building is frame with wood shingles. The building suggests the vocabulary of a typical bungalow house adapted to a commercial structure.

Pungo, which falls on the dividing line of the survey area, remains quite intact as an early-twentieth-century railroad settlement. Many turn-of-the-century and early-twentieth-century residences remain at this crossroads community. These typically Bungalow and Foursquare dwellings have been left for future survey efforts since this particular settlement was not considered threatened at this time. This survey recorded two properties in Pungo, Munden's Grocery Store and a late nineteenth-century farm house threatened by neglect. The grocery store is a two-story, rectangular frame building with a continuous shed porch that circumscribes the building. The house is a wood-shingled, three-bay frame vernacular building. This house is one of the oldest near the Pungo settlement.

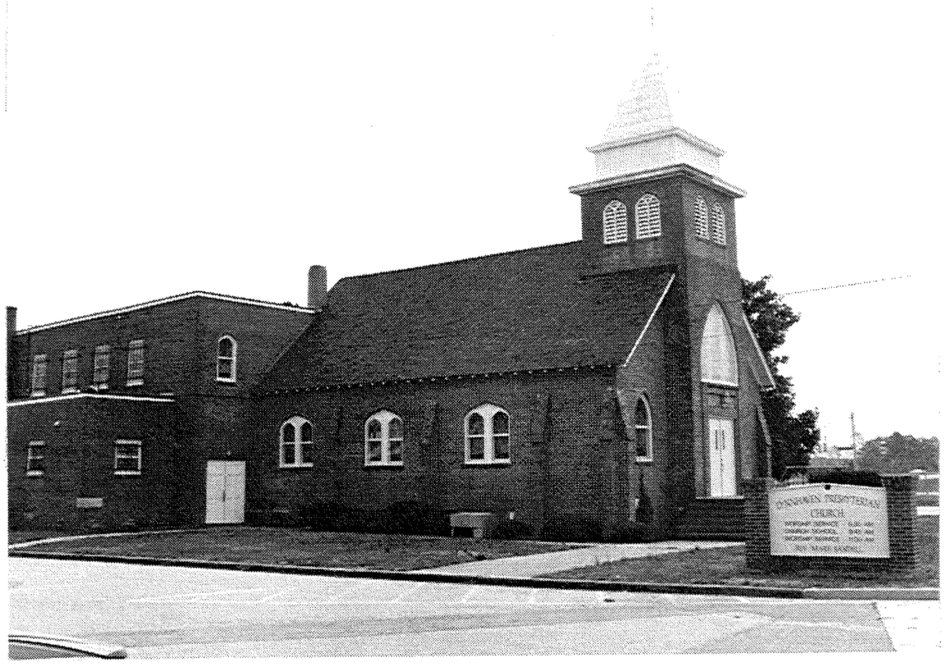
Seatack, a black community, was included within the survey area. The name Seatack referred to the ocean front until the developers came in 1883 and named their new hotel, The Virginia Beach Hotel. The oceanfront gradually began to be called Virginia Beach and the area west of the town of Virginia Beach retained the Seatack name.

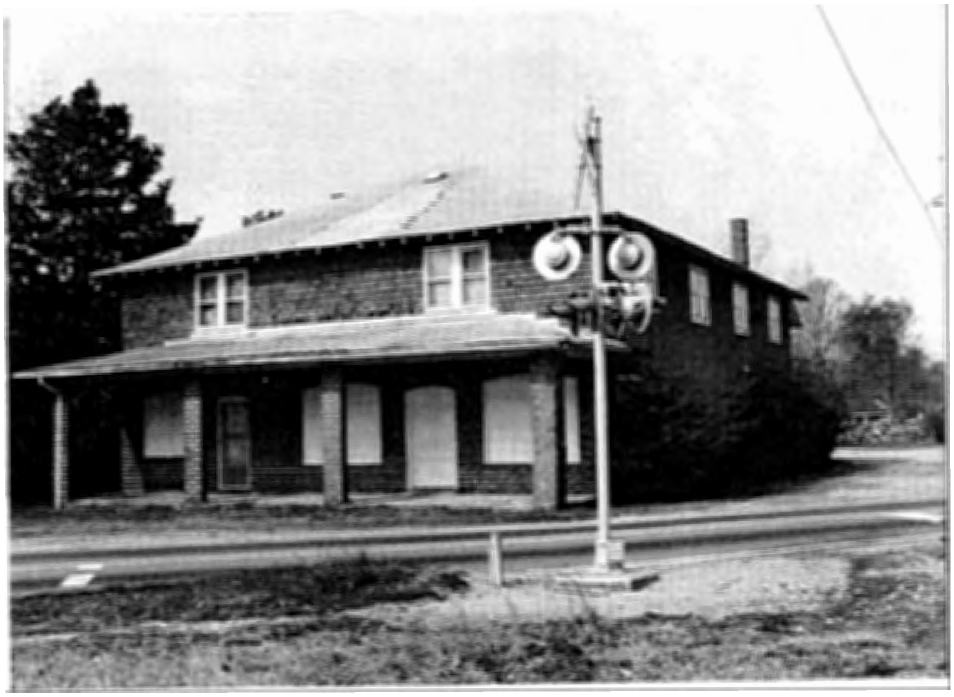
Seatack presently contains several small gable-front bungalows and two churches of historical significance. Of these properties, the survey recorded a typical dwelling; the largest, and most significant dwelling; and an early-twentieth-century church. The typical one-story bungalow features a hipped roof, extending to a front porch, with exposed rafter ends. Seatack contains variations on this plan, with the gable end facing the street instead of the hipped roof.

LYNNHAVEN SURVEYED RESOURCES

Top Photograph:
LYNNHAVEN PRESBYTERIAN CHURCH
(134-555)

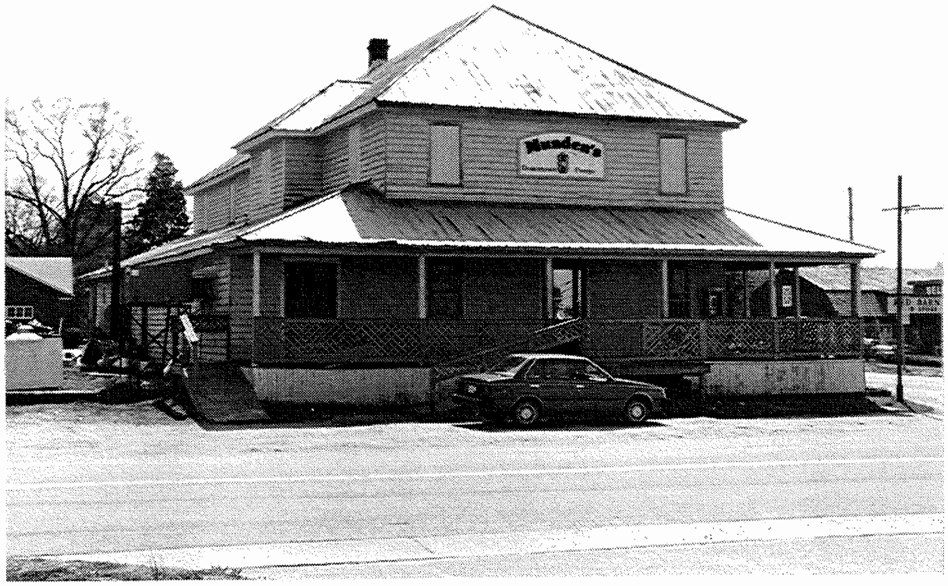
Bottom Photograph:
Store at 101 North Lynnhaven Road
(134-556)





MUNDEN SURVEYED RESOURCE

MUNDEN'S GROCERY, PUNGO
(134-571)

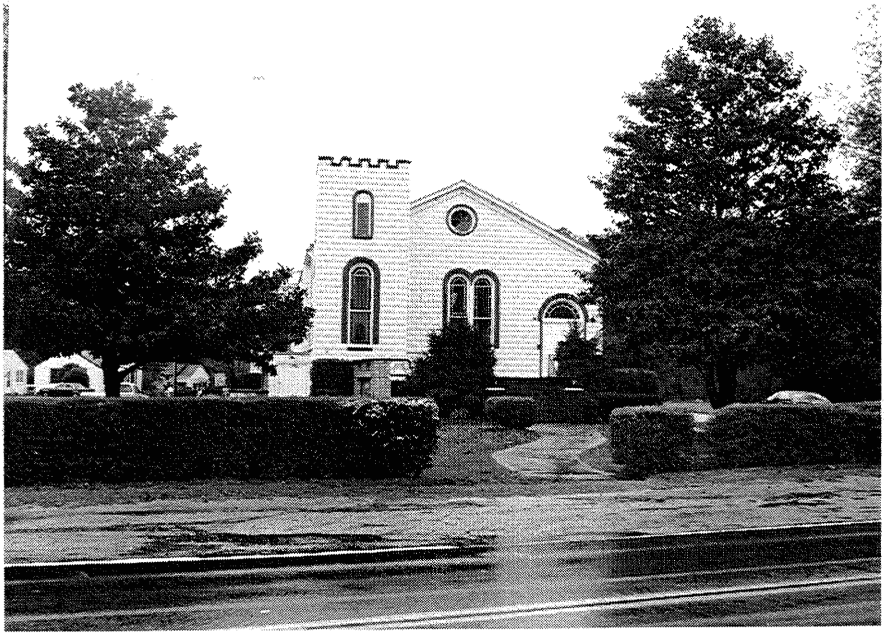


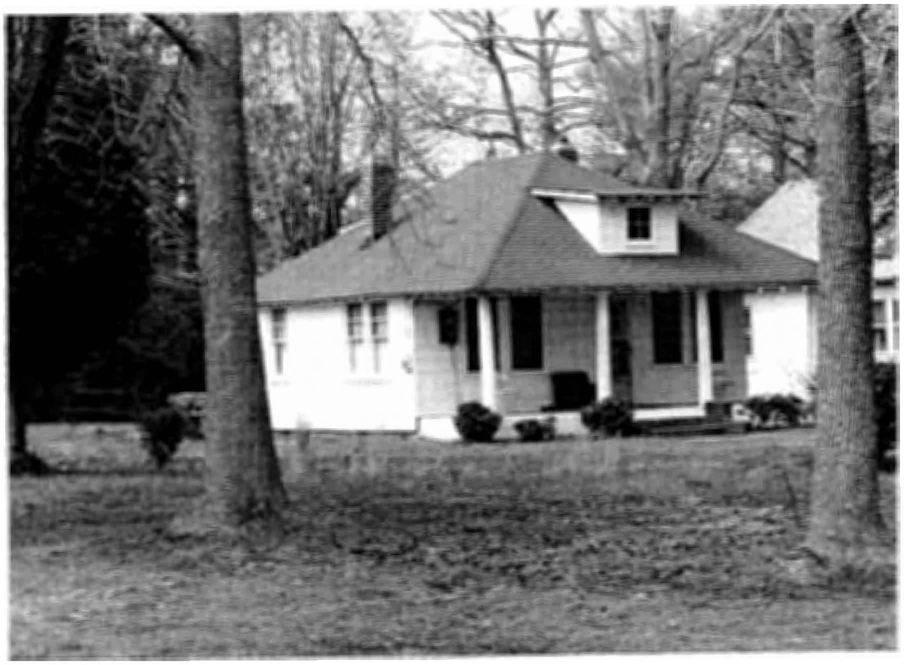
SEATACK SURVEYED RESOURCES

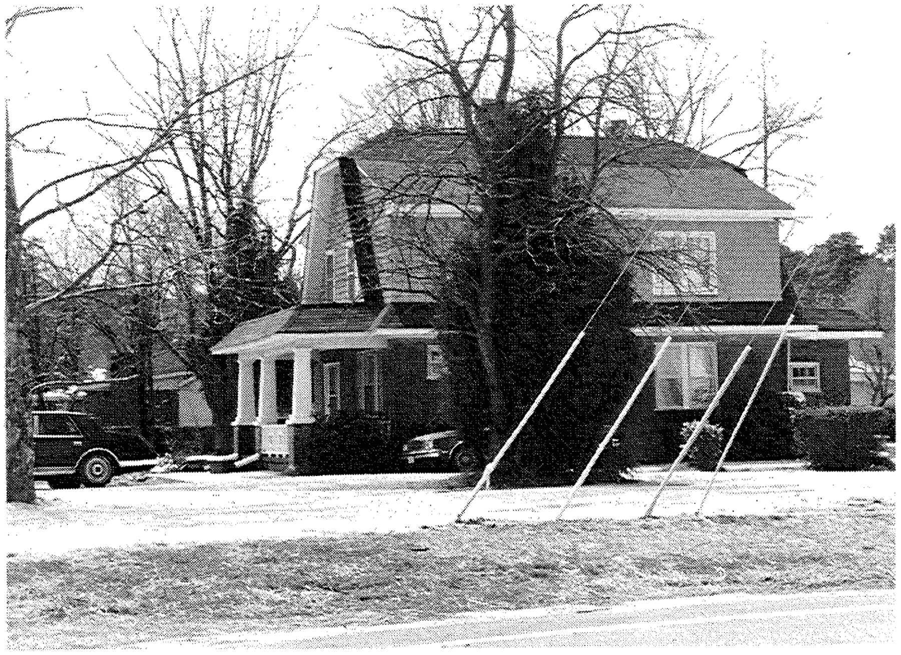
Top Photograph:
ST. STEPHENS CHURCH
(134-564)

Middle Photograph:
205 South Birdneck Road
(134-565)

Bottom Photograph:
177 South Birdneck Road
(134-566)







The large two-story house, which sits next to St. Stephen's Church, is the most elaborate dwelling in the community, displaying a variation of a Dutch gambrel roof with projecting shed roofs on the side. Unlike many of its neighbors, this house is brick on the first floor, with wood shingles on the second level. St. Stephen's Church features a longitudinal plan with a side tower at the east end. The front entrance is pulled to the other side of the facade, opposite the tower. Decorative features include round-headed window and door arches, stained glass windows, and a crenelated cornice for the tower. The church, which is particularly elaborate for local black churches, has been constructed in textured concrete block to resemble stone. The Seatack community is significant as an intact, early twentieth-century black community.

The Oceana community was extensively surveyed as one of the best preserved early-twentieth-century communities surviving in Virginia Beach. The community retains the finest grouping of architecture from this period in the northern part of the City. The survey documented Oceana High School and seventeen representative residences. The residences illustrate a variety of styles found in the late nineteenth and early twentieth centuries, including bungalows and vernacular Victorian plans and styles.

The area around Princess Anne Courthouse has been designated as a local historic area by the City. Besides the Princess Anne Courthouse and several new administrative buildings, the village contains an early-twentieth-century service station, several commercial structures, and some early-twentieth-century residences. The Venner House and the courthouse have been previously surveyed. Of the remaining buildings, this survey recorded two typical residences and the Brown-Bradshaw Motor Company service station. The service station is a rectangular frame structure, covered with a gable roof, with a one-story shed overhang supported by round posts. The one-and-one-half story, wood-shingled bungalow directly across from the courthouse was also surveyed.

ETHNICITY AND IMMIGRATION

Historic Context

When the English colonists arrived in 1607, Princess Anne County was occupied by an Algonquin tribe, the Chesopeans, under the leadership of Chief Powhatan. Although there were numerous Native Americans here in the first half of the seventeenth century, they had begun to move out of the area by the second half of the century. [24]

English peoples continued to settle in Virginia throughout the seventeenth and eighteenth centuries. By 1624, many English were coming over as indentured servants, serving five to seven year terms after which they would become free. Individuals who were able to pay their passage to Virginia were provided with a land grant of fifty acres, called a headright. A similar grant was provided to an individual who would pay for the transportation of a person or persons from England to Virginia. In this manner, individuals such as Adam Thoroughgood were able to accrue a great deal of property. Between 1718 and 1775, fifty-thousand convicts were sent from England to the new colony; most settled in Maryland and Virginia but few appear to have come to Tidewater, Virginia. The latter half of the seventeenth century saw the arrival of British and Scottish merchants and many mariners. [25]

Blacks comprised a large segment of the county population by the end of the colonial period. While the French, English and Spanish had instituted slavery prior to the colonization of North America, African slave importation to Virginia was slow, and the total estimated population of slaves was only three-hundred in 1619. In the area which would become Princess Anne County, the number of Africans in this area would have been insignificant throughout the first three-quarters of the seventeenth century.[26]

The number of slaves increased in the eighteenth century, working mostly in agriculture. This corresponded with the development of a planter class in Princess Anne County in the eighteenth century. From the late colonial period through the nineteenth century, approximately forty percent of the county population was black slaves. The county had several larger slave-holders, such as William Burroughs who owned forty-two slaves in 1830 or John Petty, who owned forty-nine slaves in the 1850s, but the majority of the plantation owners had much smaller numbers of slaves, often fewer than five. According to an 1830 census, sixty-two percent of the county's white households had at least one slave. Throughout the antebellum years, the county had from two-hundred to 350 free blacks. [27]

After the Civil War, about two-thirds of the black population in the County were people who had moved into the area after the war. Many blacks had come to Norfolk to work, but had not been able to find jobs, so they worked as agricultural laborers in Princess Anne County. In 1920, the black population was still quite large, 6,246, compared to 7,200 whites. [28]

To encourage growth and development of the County after the Civil War, societies to encourage immigration into the county were begun in each magisterial district. The immigrants included people from outside the state, as well as outside the country. The construction of the railroad and the rise of tourism in Virginia Beach drew many immigrants into Princess Anne County in the late nineteenth century. [29]

This trend continued in the twentieth century. The establishment of military bases after 1924 brought new families into the county. The growing tourism and related industries also brought more diverse populations to the county. By 1924, the foreign-born population was 170 residents, mainly British and Germans. [30]

In 1990, after the tremendous growth during this century, Virginia Beach has one of the smallest black populations in the Hampton Roads area: only fourteen percent of the population compared to forty-six percent in 1920. The white population has grown to eighty percent. The 1990 census revealed a growing number of Filipinos and Hispanics, with populations of 12,376 and 12,137 respectively.[31]

Surveyed Resources

The predominant architectural influence in Princess Anne County is English. A majority of the early buildings reflect transportations of English prototypes to the Virginia Colony. These influences are described under the Residential/Domestic theme.

This survey did not document any known resources associated with black residents through the nineteenth century. The rapid development of the northern part of the county has led to demolition of many farm buildings, among which may have been some slave houses. The oldest surviving black community within the survey area is Seatack, dating to the early twentieth century. Although a sizable number of wood frame bungalows survive, some of the older buildings are now gone.

Old Comfort, a surveyed farmhouse, does retain a separate servant's quarters, which may have been a slave quarters at one time. The servant's quarters were originally in a separate structure, which has since been connected to the main house and remodeled into a new kitchen. The connecting link dates to 1906, and much of the kitchen is later, ca. 1975-1980.

Servants quarters were a familiar feature with many of the beach cottages at Virginia Beach at the turn of the century. In some cases, these quarters were integrated into the design of the house. At Kenstock, an unusual ca. 1900 wood-shingled French Colonial-styled cottage, the front part of the house was the residence of the owner, and thus featured larger rooms, a generous stair, and more elaborate woodwork. The rear portion of the house, used originally for servants, had smaller rooms, a narrow stair, and simpler woodwork.

The long lots along the beach provided an opportunity to construct the main house facing the ocean and a servant's quarters behind, according to local history informants. Only two such servant structures associated with beach cottages remain at the oceanfront, although the main houses are gone. The first example, built ca. 1900-20 at 1005 Atlantic Avenue, consists of a small gambrel-roof cottage with three gabled dormers across the front. The other surviving example in the 800 block of Atlantic Avenue is a gable-end, two-story dwelling facing the oceanfront, with a two-story front porch. This structure, in poor condition, is severely threatened in its current location.

GOVERNMENT, LAW, POLITICS

Historic Context

Virginia was divided into eight shires, or counties, in 1634 when the colony reached a population of approximately five thousand inhabitants. The area that forms the present-day City of Virginia Beach became part of the Elizabeth City Shire, which spanned the James River. In 1637, that part of the shire on the south side of Hampton Roads became New Norfolk County, which was divided the following year into Upper and Lower Norfolk County. For the first thirty years of Lower Norfolk County's history, the courts met in private homes. In 1661, the county built a courthouse on Broad Creek, which was later replaced in 1689 by two courthouses, one on the Elizabeth River and the second on the eastern shore of Lynnhaven River, on the southern end of Great Neck.[32] This arrangement proved inconvenient, and in 1691, the House of Burgesses approved a request to break off the eastern third of the county to create Princess Anne County. The County was named after the daughter of King James II, who was later to become Queen Anne. The new county continued to use the Lynnhaven courthouse until 1695, when it established a new location across the river, near the newly-constructed Old Donation Church. Portions of the older frame courthouse building were moved to the new site and used in the new construction. It was at this location that the famous trials of Grace Sherwood, the first witchcraft case in Virginia, occurred. [33]

During the eighteenth century, the courthouse was moved several times, each location corresponding with changes in the population centers of the county. When the courthouse operated in each of these locations, the court business made these villages centers of business and social life. In 1735, the courthouse was moved to the Ferry, at what is now known as the Ferry Farm. With increased settlement further south, the courthouse moved to New Town, a thriving community, and then to Kempe's Landing, a growing port town, in 1751. Until the brick courthouse and jail were completed at Kempe's Landing, the court met in George Logan's dry goods store and used the tavern as the jail. [34]

In 1824, the courthouse moved to its present location, a more central county site, following growing concerns from residents in the southern part of the county. Their court business, including such activities as jury duty, military muster, and recording deeds, often required a two-day trip from their homes. The new courthouse and jail were completed in 1823, and an inn was constructed nearby. The village that grew around this new site became known as Princess Anne Courthouse. The courthouse remains here today, after a 1920 renovation. [35]

The courts met regularly, at a date determined by the General Assembly, to carry out its various duties. The colonial courts approved land grants and collected taxes to finance wars with the Indians, for the Church, and to pay government employees. Originally called commissioners, the agents of the court were officially called justices of the peace according to legislation enacted in March of 1662. Members of the court were often members of the vestry. Specific dates were established to ensure that the court was held as a public assembly. In June of 1642, the 15th of each month was designated as the court meeting date for Lower Norfolk County. In March of 1643, the court was reduced to meeting only six times annually, on the 12th of every other month. When Princess Anne county was created in 1691, it was enacted that the court would meet the second Wednesday of every month. In October 1710, this was changed to require the justices to meet the first Monday of every month.[36]

The first district court for Princess Anne County was formed on 2 January 1788. This included the counties of Norfolk, Isle of Wight, Princess Anne, Nansemond, and Southhampton. The court was held at Suffolk on the 6th day of May and June each year. [37]

In Virginia, the Governor or his Lieutenant Governor, along with the appointed council administered the law on behalf of the King of England. He acted as the King's agent, along with the appointed council, with backing from the elected House of Burgesses. The Church of England was also included in the umbrella of royal government. Any immigrant to the new colony was expected to take an oath to both the Church and the King. Many gentleman saw service through the vestry, the court, and other means as an obligation due to their social and economic standing. The vestrymen looked after the orphans, sick, and the poor; levied taxes; collected tithes; oversaw property boundaries; and carried out some of the punishment ordered by the courts. While under the rule of the English Crown, the government regulated daily activities such as church attendance and also agricultural activities such as when crops could be planted in order to establish a consistent quality for price control. [38]

With the advent of the Revolutionary War, the colonists formed the Virginia Committee of Safety in August of 1775. Twenty-two of the county's most prominent men represented Princess Anne County and were responsible for the county's safety against the British. Every white male sixteen and older had to declare his position for or against the cause of independence. The Quakers, who were pacifists, could be exempt, but were required to pay to replace themselves in battle. [39]

During the Civil War, the Union troops overtook the county early in the war and it stayed under Union occupation for the duration. The system of government that had existed in Princess Anne County was superseded by a more stringent federal command. Tax collection became erratic, the school system was interrupted, and many farms were taken over by the Federals.[40]

The state constitutional convention of 1867-8 established a new form of government for Virginia counties. A county judge and board of supervisors replaced the justices of the peace. In 1870, Princess Anne County was divided into three districts, Seaboard, Pungo, and Kempsville. The board of supervisors' responsibilities included preparing the annual budget, establishing levies for the county and district, and acting on all bills chargeable against the general fund, and to authorize the issuing of warrants. [41]

The early twentieth century brought a variety of local and federal government programs to the county, many of which are discussed under the appropriate theme of this report, including the agricultural extension and public health programs. These programs escalated during the 1920s and 1930s, especially during the depression years.

Many area residents participated in and benefited from federal programs sponsored by the Works Progress Administration, the Public Works Administration, the Federal Home Bank Loan Program, Federal Emergency Relief, and farm programs funded through the Agricultural Adjustment Act. One of the four federal Civilian Conservation Corps camps in Virginia was established at the State Rifle Range, now Camp Pendleton. CCC workers constructed buildings and established trails at the new Seashore State Park and participated in mosquito eradication.[42]

In 1906, Virginia Beach received its town charter. The new town hall was constructed in 1907, containing the volunteer fire department, court, an elementary school, and the jail. With its growth throughout the twentieth century, Virginia Beach became an independent city in 1952.

Development pressures were great throughout the Hampton Roads area, and in 1959 the City of Norfolk annexed 13.5 square miles of the western side of Princess Anne County, extending around to the Chesapeake Bay area. Pressure of further annexation from Norfolk, coupled by Norfolk's threat to cut off water to the county, prompted plans by political leaders to merge the existing Virginia Beach and Princess Anne County. The merger was accomplished on 1 January 1963. The new City of Virginia Beach became the largest resort city in the world, encompassing 310 square miles and having a population of 111,400 people. The city established a city manager form of government, with an eleven person city council. Seven seats were held by representatives from the city districts, and the four additional at-large seats. The name Princess Anne was retained by renaming the Seaboard Borough, the Princess Anne Borough. The city dedicated a new complex of government buildings near the Princess Anne Courthouse in 1969. In 1988, Virginia Beach was ranked one of the fastest growing cities in the United States with a population of 360,000 people.[43]

During World War II, the federal Civil Defense Department funded fire fighting goods and equipment for the county. By 1942, the county had three fire departments in Oceana, Ocean Park and Davis Corner, in addition to the town of Virginia Beach. In 1960, the fire department had 11 volunteer fire companies.[44]

Today, 14,000 acres of the city land is owned by the federal and state governments. This includes 2,770 acres at Seashore State Park, 10,979 acres at the Fort Story Army Base, and 4,589 acres at the Back Bay Game Refuge.[45]

Surveyed Resources

The only remaining courthouse in the county is the 1820s brick building at Princess Anne Courthouse. This heavily-altered building has already been extensively documented and was not included in the current survey.

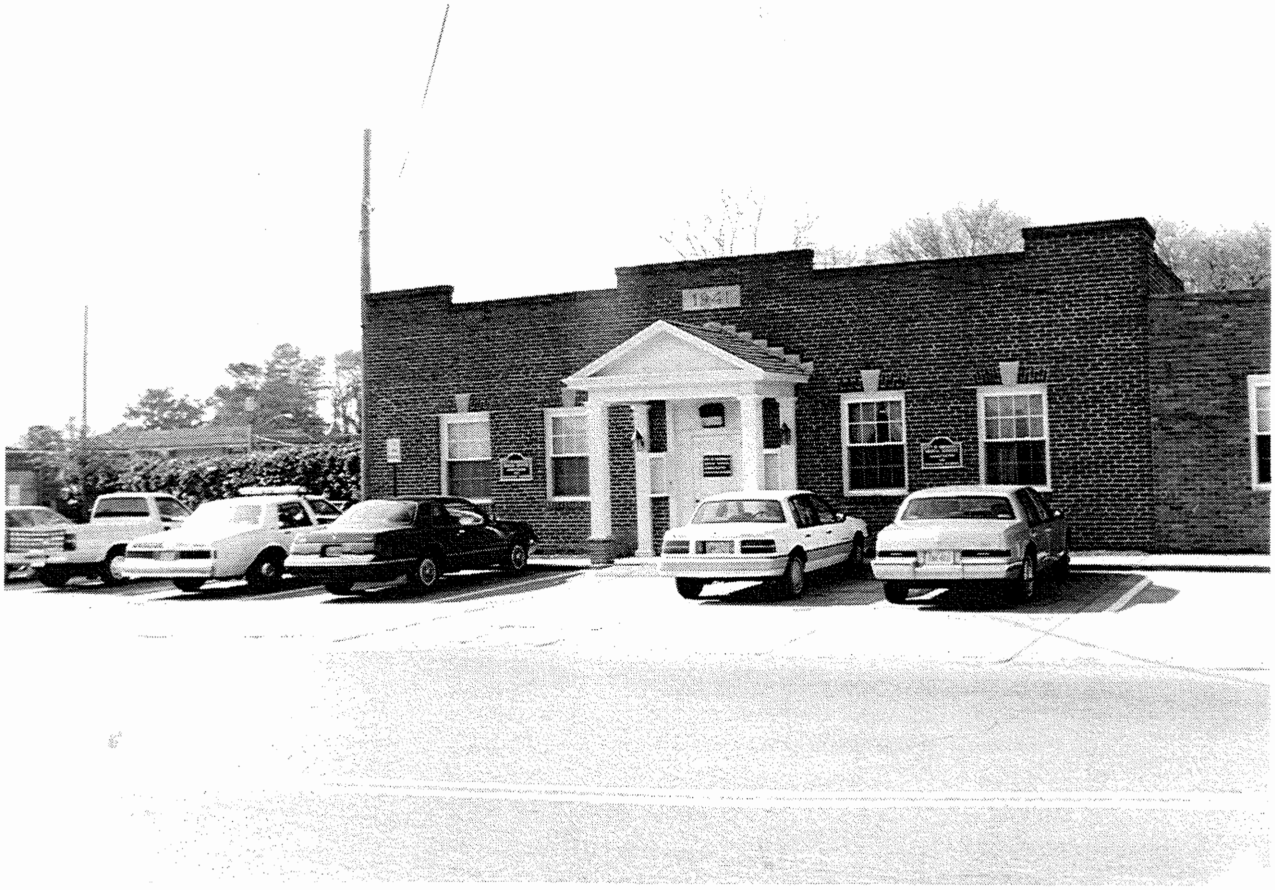
This survey documented the first Municipal Building for the town of Virginia Beach. Built in 1941, this one-story brick building hints at the Colonial Revival, with cast stone keystones and a front portico with a gabled pediment, supported by square Roman Doric columns.

Two fire stations were also found within the survey area, both located near the oceanfront. The first fire station was in an extension of the Municipal Building complex. Like the Municipal Building, the station is in the Colonial Revival style, with Flemish bond brick work, brick quoins at the corners, dentiled cornice, and a hipped roof capped by a cupola. The openings for the fire trucks at the first level have been altered.

The second fire station, located at the

GOVERNMENT BUILDINGS

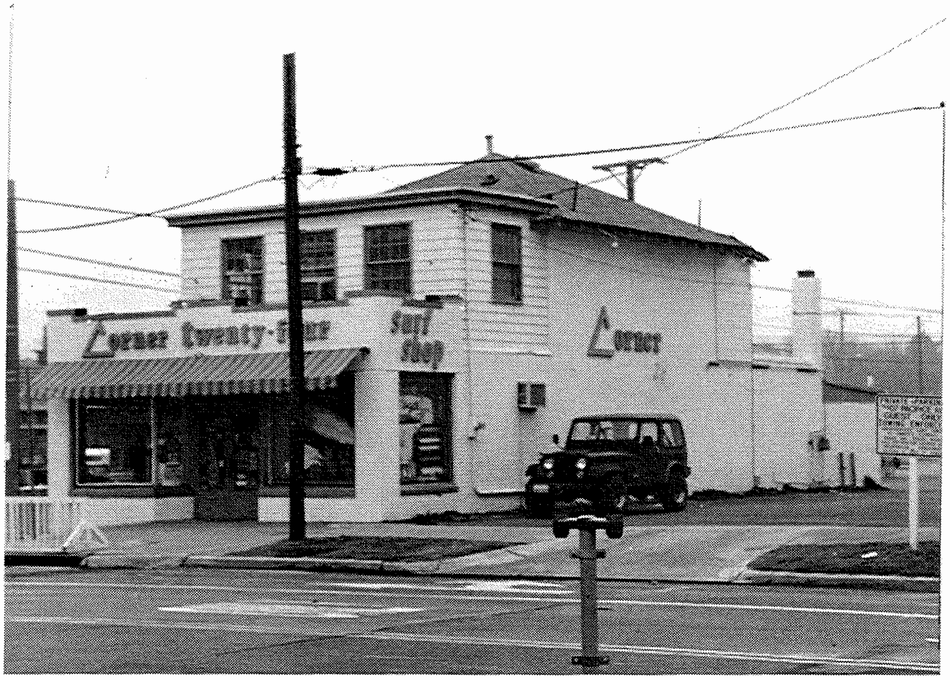
Top Photograph:
OLD TOWN HALL
(134-418)

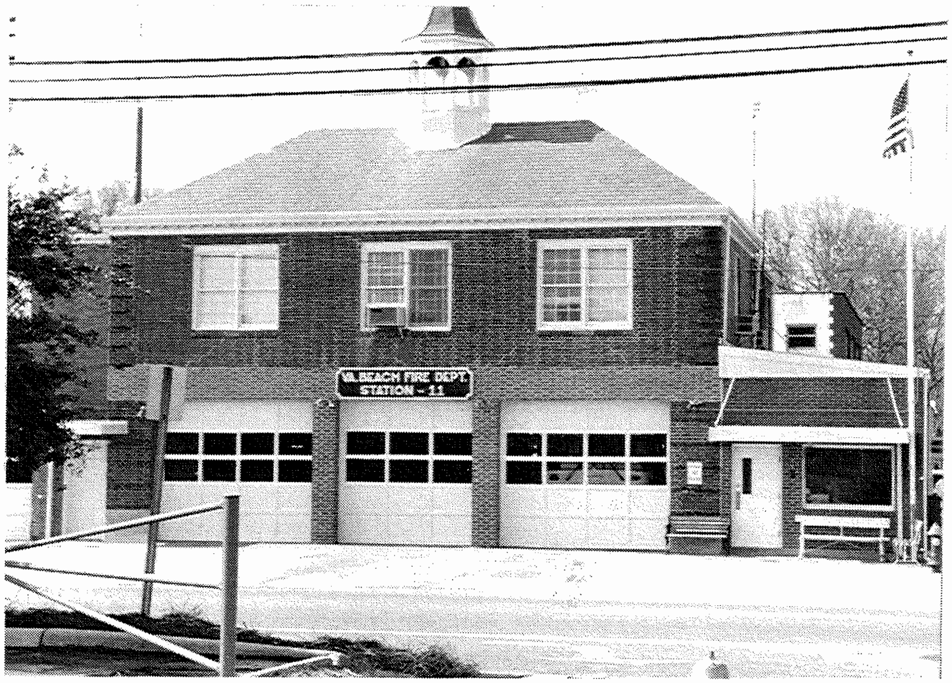


GOVERNMENT BUILDINGS

Top Photograph:
FIRE STATION
(134-475)

Bottom Photograph:
FIRE STATION NO. 11
(134-451)


Corner Twenty-Four
Surf Shop
Corner


VA. BEACH FIRE DEPT.
STATION - 11

corner of 24th Street and Pacific Avenue,has been extensively remodeled into a commercial building. The original structure was two stories high and three bays wide, but large additions have been made to the front and the rear of the building. The original hipped roof remains, although the roof itself has been replaced. Little of the original building fabric remains.

MILITARY

Historic Context

Throughout its history, Princess Anne has been involved in military activities, due to its strategic location on the mouth of the Chesapeake Bay. During the Revolutionary War, the War of 1812, and the Civil War, the military presence was felt within the county. In the twentieth century, Princess Anne County became the home of several large military bases, which continue to operate today.

During the Revolutionary War, there was a constant military presence on both the side of the Crown and the colony. Princess Anne County residents sent five-hundred men and provided military supplies, including clothing, wagons, and horses. In 1775, Lord Dunmore, the royal governor, sent troops to Kempe's Landing to quell a possible uprising. Between 1776 and 1779, there was limited British presence in the region. In 1781, the Battle of the Capes took place at the entrance to the Chesapeake Bay.[46]

During the War of 1812, the British invaded the county once again. In October of 1813, British soldiers landed on the coast south of Cape Henry to look for supplies, but local militia drove the troops back. According to local tradition, the community that developed in this area when the railroad came through, on the western edge of Virginia Beach, was called "Seatack," supposedly abbreviated from "sea attack."[47]

In April of 1861, after great debate, Virginia finally sided with the Confederacy. The Seaboard Rifles, a volunteer militia group, had been formed in 1859 and became Company F of the Sixth Virginia Regiment. Other volunteers from Princess Anne County became part of the Fifteenth Virginia Cavalry and the Sixteenth Virginia Regiment. Meanwhile, the older residents, under General Henry Barnes Woodhouse, Dr. Walter S. Way, and Major Jonathan Hunter, became the "home guard."[48]

During the Civil War, Federal troops occupied the county of Princess Anne for most of the War, beginning in May of 1861. The troops imposed military rule in the county, disrupting county life and government. At one time, Federal soldiers were requested to burn all of the bridges in the county.

In the twentieth century, the federal government constructed several military bases in Princess Anne County, and these grew through the mid-twentieth century. In 1912, the State of Virginia chose Virginia Beach as the site for the State Rifle Range which later became the National Guard location near present day Croatan Beach. The State Military Reservation and Rifle Range, as it was called in 1931, provided a training ground for national guard units each summer.[49]

In 1913, during the administration of the United States President William Howard Taft, the federal government bought land for a fort at Cape Henry. The year 1916 marked the ground breaking for the fort named after Virginian General John P. Story, an artillery expert who died in 1915. Fort Story, as it is known today, was completed in the early 1920s and has been expanded since that time. This became one of the most strategic heavy artillery fortifications on the Atlantic Coast.[50]

World War II brought another onslaught of activity. In 1940, the location of the state National Guard camp was renamed Camp

Pendleton and sixty-two new buildings were added. The Navy purchased 328 acres of Potter Farm near Oceana in November 1940 for an airfield, now known as Oceana Naval Air Station. Dam Neck Naval Base was established in 1941, a few miles south of Oceana. The federal government acquired 330 acres of fields near Creeds and Pungo for airfields. Four separate bases were consolidated in 1945 to form today's Little Creek Amphibious Training Command Base; these were Camp Shelton, Little Creek Base, Camp Bradford, and Frontier Base. Camp Ashby, formerly a tuberculosis hospital in the Thalia area and nearby land and was used as a German prisoner of war camp.[51]

Since buildings were not built quickly enough for the military's needs, many existing structures were used during World War II. School buildings were used as draft registration sites in October 1940. The Cavalier Hotel became a navy radar school, commissary, and dispensary. The Gables Club became a dependents clinic. The Warner Hotel served the army's needs in 1943, and the Cayce Hospital doubled as a resting facility for navy nurses. [52]

The military build up placed tremendous pressure upon the existing domestic resources of the County. With many military personnel and dependents moving into the area, the county witnessed a large increase in new construction. By the end of 1940, the only available homes in the county and city were unheated summer cottages. Between 1940 and 1942, the county school enrollment increased forty percent due to the military influx into the area. [53]

Today, the City of Virginia Beach contains Fort Story, Camp Pendleton, Oceana Naval Air Station, Little Creek Amphibious Training Command, and Dam Neck Fleet Combat Training Center. With the ascendancy of jet power in the 1950s, the Oceana Naval Air Station expanded the base to over 5,000 acres and built one of the largest runways on the Atlantic coast. There are five housing projects on federal property, including Carper, Wadsworth, Dam Neck, Oceana, and Little Creek, providing 2,760 housing units.[54]

Surveyed Resources

The military bases owned by the government comprise a large portion of Virginia Beach. None of the military bases were surveyed as part of this project. The VDHR has conducted a survey of Camp Pendelton.

The only surveyed property which relates to this theme is the Tidewater Victory Memorial Hospital, now Willis Wayside, which was used as a part of a prisoner-of-war camp during World War II. This building was constructed as a tuberculosis sanatarium, but was used for housing prisoners of war during World War II. Today, no evidence of this military use remains, since the building has been altered and made into furniture store.

SUBSISTENCE/ AGRICULTURE

Historic Context

Throughout its history, until the mid-twentieth century, the area now known as the City of Virginia Beach has been primarily an agricultural area. The most important crop in the seventeenth century was tobacco. Introduced to the colony in 1613, tobacco became the center of the colonial economy. This proved to be the dominant crop in what became Princess Anne County through the 1680s, when it ceased to become a viable cash crop. Fluctuating prices, soil depletion, and labor costs led farmers to begin to diversify their agricultural operations and to harvest timber.[55]

By the first decades of the eighteenth century, Princess Anne County farmers had begun to diversify their farming operations to include mixed farming, with corn, wheat, oats, and flax. Flax became a cash crop for some farmers, who prepared the fiber for rope making, and sometimes constructing small flax warehouses on their property. Princess Anne County planters further bolstered their incomes by developing a strong trade in tar, pitch, and pork. While a more wealthy class emerged, most Princess Anne farmers occupying a middle to lower income level in the eighteenth century produced enough food and livestock for their family but little additional produce to bring cash. [56]

With this economic revival came a slow rebuilding of domestic architecture, replacing post-hole houses and farm buildings with more permanent structures. In Princess Anne County, this rebuilding began by the late seventeenth century. Princess Anne County contains one of the earliest groups of small brick houses in the Tidewater area, such as the Lynnhaven House, built ca. 1724, and the Thoroughgood House, dating to the late seventeenth or early eighteenth century. By the early eighteenth century, this emerging planter class incorporated some new ideas into the local building vocabulary. The Francis Land House, for example, features a central hall, illustrating the increasingly elegant lifestyle of the planter class. [57]

By the early nineteenth century, the majority of the county residents were farmers, according to Martin's Gazetteer of 1835. The county's villages -- Kempsville and Princess Anne Courthouse -- served as market centers for the surrounding agricultural countryside. Local farmers suffered from the agricultural depression of the 1830s, with many leaving to move west for better farmlands. Still, the 1840 agricultural census indicates that the county had developed a more diversified agricultural base. Within the state, Princess Anne County ranked first in hay production, third in poultry production, and fifth in fisheries. County farmers raised corn as both a cash crop and for cattle feed. Other field crops included wheat and oats. Many farming operations utilized slave labor. In the antebellum years, approximately forty percent of the County's population was black, and the majority of these were slaves. [58]

The nineteenth century brought numerous agricultural reforms to Virginia and Princess Anne County. Several agricultural societies were established in Princess Anne County during the mid-nineteenth century. The Agricultural Society for Lower Virginia formed in 1834, but this organization lasted only one year. Two years later, Princess Anne County joined Norfolk County's society. These and other agricultural societies proposed a variety of agricultural reforms, including draining ditches and swampy land and discouraging lumbering. They also offered "prizes" for superior farm products.[59]

A plowing match held at Kempsville in 1852 led to the establishment of an 1853 agricultural fair in Kempsville. This became a regional fair, later held in Norfolk and sponsored by the Seaboard Agricultural Society. The fair of the Princess Anne Agricultural Society, held at Kempsville in November 1858, featured displays of stock, grain, fruit, vegetables, poultry, and women's handiwork. Other events included hot air balloons and jousting. [60]

In the late nineteenth century, the agricultural base of Princess Anne County changed, as Princess Anne and Norfolk became leaders in truck farming. Improved transportation facilities to Northern cities expanded the market for truck farming, and the earlier planting season in the Tidewater region made these crops ripe before those grown in Northern states. By the turn of the century, over half of all greens and potatoes consumed in East Coast cities came from the two counties. The fisheries continued to be an important agricultural pursuit, with Lynnhaven oysters becoming a major export during this time. [61]

With the seasonal nature of truck farming, Princess Anne County farmers were dependent on farm labor for harvesting such crops as strawberries. Agricultural labor was provided by tenant farmers and domestic servants in nearby Norfolk, who left urban employment for summer harvest. Some blacks did become property owners and farmers.[62]

By the turn of the century, three-quarters of the cleared land in the Tidewater region was utilized for truck farming. To assist truck farmers, the Southern Produce Company petitioned the General Assembly to establish an experiment station in the Tidewater region in 1905. The State Agricultural Board selected a site in Virginia Beach, at Diamond Springs. Constructed in 1906, this station researched all phases of truck farming, including demonstrating test plots, conducting soil tests, and providing agricultural services to farmers. The station sponsored annual picnics for farmers and their families, held on the station grounds. [63]

Cotton experienced a brief period of popularity in the early twentieth century. Between 1919 and 1929, cotton production increased dramatically in Princess Anne county and the acreage of land jumped ten times its previous rate. Cotton gins were located in Oceana, on North Landing Road, and in Pungo.[64]

The first few decades of the twentieth century brought continued agricultural reform. In 1909, a three-day Fair was first held at the Oceana High School. By 1919, county citizens had organized the Princess Anne Fair Association, purchasing land, erecting buildings, and holding regular fairs.[65]

In 1918, the county's first agricultural extension agent, Herbert W. Ozlin, began a program to improve agricultural productivity in the county, working with farmers and farm children. Through his efforts, the county soon witnessed a three-hundred-percent increase in the production of wheat, as well as hogs, poultry, and corn. Ozlin also encouraged the construction of sweet potato houses to preserve more of this market crop, and many were soon constructed in the county. He began the county fair association and helped organize the Farm Bureau in 1922. In 1921, a home demonstration agent began work with farm women throughout the county, focusing on such areas as sewing, baking, canning, home gardening, and poultry work.[66]

In 1925, Princess Anne County was still predominantly an agricultural area, with ninety-three percent of the population living outside the incorporated town of Virginia Beach. The County had 1,317 farms, with sixty-eight percent of this being improved farm land. The largest number of farms, 420, were between twenty to forty-nine acres in size, with the next largest number, 322, between fifty and ninety-nine acres. The County had become one of the most productive truck farming regions in the state. Potatoes were the chief crop, ranking fifth in the state. Other leading agricultural products included apples, hay, peaches, corn, cotton, wheat, and peanuts. The mild climate, long growing season, and easily cultivated loam soils sometimes permit two plantings per year. Regarding livestock, the dairy industry was on the increase, as were swine.[67]

Throughout the twentieth century, the farm size has grown and the number of farms has decreased. Between 1900 and 1920, the area of improved lands in the farms decreased by 11,000 acres. According to the 1920 census, fifty-three percent of the county's lands were then in use for farming. Of this farmland, thirty-four percent was improved and sixteen percent was in woodlands. By 1959, the county had only 417 farms, with 60,380 acres used as farmland, which was thirty-seven percent of the county land. The average farm size was 144.8 acres. [68]

Fishing had been also an important industry in the county since the colonial period. Travelers accounts from the nineteenth century rave about the famous Lynnhaven Oysters. By 1840, Princess Anne County ranked fifth in fisheries in the state. During the late nineteenth and twentieth centuries, commercial fishing industry continued to grow. The western shore of the Chesapeake Bay was recognized as one of the best natural fish nurseries and hatcheries in the county. Fishermen's shacks lined the coast of what is now Virginia Beach by the 1880s. In 1925, several villages had fishing related businesses, including a fish market in Oceana, a crab factory in Lynnhaven, a fish-packing plant at Pungo, and a fish packing house at Creeds. In 1933, commercial salt-water fishing declined, particularly blue fish, mackerel, and big trout, but fishing continued in the Chesapeake Bay. By the 1950s, 2,300 acres of oyster planting grounds were being cultivated.[69]

Today, the majority of the city's agricultural pursuits occur in the southern half of the county. A few agricultural operations still function in the northern part, including Bayville Farm. This three-hundred-acre dairy operation, which includes a ca. 1827 house, is now under protective easements. In 1990, in the area south of the "green line" outlined by planners, city farmers cultivated thirty-five thousand acres, largely soybeans, corn, and wheat raised for export. In the 1980s, the City was one of the leaders in hog production in the state. Approximately two thousand acres were farmed as "Metro", or crop production, raising potatoes, strawberries, squash, beans, tomatoes, fruits and vegetables for the metropolitan markets. The thirty-eight thousand acres farmed today represents a sharp decrease during the last thirty-five years, from fifty-eight thousand acres in 1958. [70]

Surveyed Resources

Most of the survey area is urban in character today. Few farm complexes remain in the northern two-thirds of the City. Bayville Farm, listed on the National Register, is a rare surviving operational farm with a full complex of outbuildings. This survey recorded nineteen properties which once operated as farms, thirteen at the intensive level and nine at the reconnaissance level. In most cases, the outbuildings and farm buildings have been razed, and the land has been developed, leaving the house on only a small parcel.

When farmhouses do survive, these have only small amounts of surrounding property. In some cases, the older dwellings have been surrounded by modern development, with no access to the older house, as at Ferry Farm. Several of these older farmhouses have been vacant for a number of years, and are thus threatened by decay. In some cases, these houses are in prime development areas, and will need special attention to assure their survival from encroaching development.

The farmhouses surveyed at this time included the Hunter/DeFord House, Old Comfort, the Ferry House, the Ewell House, Tallwood, and the Fentress House. There are other farmhouses existing near the survey boundary line to the southern two-fifths of Virginia Beach, but these were not selected for this survey effort. This survey did include two examples along Princess Anne Road. The houses are discussed under the Domestic theme.

The DeFord House and the Hermitage are the only two antebellum farm complexes that retain any outbuildings, and these are either late or heavily remodeled. The DeFord property retains several early-twentieth-century structures, including two bungalows, probably used as tenant houses; a gas station; and two silos. Two outbuildings remain at Kenstock; one is a two-door outhouse and the other is a twentieth-century garage. Like the house, both are frame covered with wood shingles. The Hermitage retains a frame springhouse and smokehouse, both of which were recently rebuilt by the present owners on their original sites, and a twentieth-century garage.

The two late nineteenth-century farmhouses surveyed on Princess Anne Road retain predominantly rural surroundings. The vernacular Queen Anne farmhouse in the nineteen hundred block of Princess Anne Road has five related early-twentieth-century frame buildings, including three barns, a servants quarters, and a small cottage. The other farmhouse on Princess Anne Road, near Muddy Creek Run, is an"I" house with end chimneys and a one story front porch. This property has one related structure, a 1970s house built directly behind the farmhouse. No outbuildings remain.

Many of the farm properties near the "Green Line," along the periphery of the survey boundary, have existing outbuildings which can be recorded in future surveys.

DOMESTIC

Historic Context

Early English settlers to Virginia brought traditional building practices to the New World. Unlike New England, very few houses survive from the seventeenth century, probably fewer than six buildings in the Chesapeake area of Virginia and Maryland. [71]

The English settlers in seventeenth-century Tidewater Virginia built earthfast wooden structures for all types of buildings, including houses. Early builders were familiar with several different types of post-hole construction that had been used in England. Early Virginia settlers considered earthfast houses adequate for their purposes in settling a new land, but still aspired to build more permanent houses as their means allowed. Early planters often turned their profits back into the farm, devoting their limited resources to raising tobacco rather than to building permanent houses. Contemporary accounts often compare the "ordinary Virginia houses" to later "substantial good dwellings," or "English framed" or "brick dwellings."[72]

In the seventeenth century, Virginians built one-story, one- or two-room houses, out of preference, not just necessity. The two-unit house featured most typically a hall/parlor arrangement, but sometimes a hall/kitchen, or occasionally a parlor/kitchen. Virginians preferred one-story houses, with additional sleeping space provided within the second floor loft. These houses had either one or two exterior chimneys, located at the gable ends. [73]

The number of rooms within the house peaked in Virginia during the 1680s, but then dropped in the late seventeenth century. From the mid-seventeenth century on, Virginians began to isolate working spaces from the house. Kitchens were moved to detached structures, reversing a trend in English domestic architecture to unite the kitchen and service areas with the house. At the same time, lodging chambers for servants and slaves began to be moved to separate "quartering houses." With these changes, the moderately wealthy planter returned to the familiar two-room plan, or occasionally a three-unit plan, but now with an increasing number of domestic outbuildings. [74]

The improving agricultural economy led to a gradual rebuilding of the domestic housing stock by the second quarter of the eighteenth century. This rebuilding brought both more substantial frame houses, of the one-story, one- or two-room plan, as well as increasing numbers of brick houses. Virginians began to incorporate new ideas into their houses, including a central passage, two-room deep plan, and more elaborate decoration. By 1725, wealthy planters had begun to add passages and semi-public rooms to their houses. The main first floor rooms became the hall, chamber, and the dining room, along with the new passage; services had moved to the detached kitchen. The "hall" became an entertaining room, with social uses, while family activities moved to the new "dining room," which assumed some of the functions of the seventeenth-century hall. The wealthy planters often organized these rooms into a double-pile plan.[75]

The surviving eighteenth-century domestic architecture in Princess Anne County reflect the growth of the planter class and its increasingly elegant lifestyle. The Francis Land House, now owned by the City of Virginia Beach, is an example of an elaborate home built by a member of that planter class in the eighteenth century. It has a central-passage plan, with a parlor and dining room on either side of the passage at the front of the house. Originally one-and-one-half stories, it is now a full two-story structure. Another elegant eighteenth-century farmhouse is Upper Wolfsnare Plantation, with a double-pile, central-passage plan. This brick two-story dwelling is owned by the Princess Anne County/Virginia Beach Historical Society and has had minimal changes.[76]

The late eighteenth and early nineteenth centuries witnessed a substantial building wave in southeastern Virginia. According to Dell Upton's study of vernacular architecture, this wave of "Federal" houses took place in two parts. During the last quarter of the eighteenth century, families who resided in post houses built their first permanent homes. During the first decade of the nineteenth century, the economic upswing enabled some people to build larger houses. It was during the early nineteenth century that many elements of the more symmetrical, formal, Georgian plan, with a central passage, took hold in the Tidewater region. [77]

The majority of the surveyed farmhouses dating from the early nineteenth century in Princess Anne County feature a side-passage, double-pile plan. According to Upton, the move towards a double-pile arrangement took hold during the early nineteenth century, as people began to move from single-pile dwellings with integral lean-tos to houses with a double-pile plan arranged under a gable roof. Princess Anne County residents adopted the symmetrical arrangement and the passage from the new central passage design, but pushed the passage to the side. The front and back rooms of these new plans were usually of equal size, with each served by an end chimney, creating the familiar paired chimney arrangement on one gable end. The use of double end chimneys and symmetrical gables had become the norm in Tidewater Virginia by the 1820s. [78]

The nineteenth century witnessed a major change in housing plans and styles. The builder's guides from the early nineteenth century suggested details and forms for interior decoration, many of which were adopted in some fashion by local builders. By the mid-nineteenth century, a wider range of publications were available, now proposing entire house plans, not just decorative features. These popular pattern books proposed a variety of new romantic revival styles, which influenced both building form and decoration, inside and outside. Pattern book architecture became more popular in the northern and western states than in Virginia, and in more suburban or urban communities than the countryside. Still, some farmhouses in Princess Anne County copied decorative details, such as cornice treatments, and often mimicked, in part, the more asymmetrical, irregular massing found in the popular books.

Very few late-nineteenth-century farmhouses remain in the survey area to determine the character of rural architecture in the northern part of the county during this period. The late nineteenth century frame dwellings along Princess Anne Road illustrate the types of wood-frame farmhouses built throughout the county, of which more may survive in the southern region. These are simple frame houses, some with I-house plans and some with a more irregular massing, often adorned with some type of decorative wood detailing.

The majority of the houses that survive in the survey area are associated with the resort and later urban development of the town of Virginia Beach in the early twentieth century. Beach cottages and more exotic revival houses were the most distinctive forms of domestic architecture to be built in the growing resort of Virginia Beach during the late nineteenth and early twentieth centuries. Beginning in 1888, the railroad development company offered its first lots for sale as cottage sites in Virginia Beach. Prominent Norfolk, Richmond, and Lynchburg families built the first cottages, which were largely summer houses. In 1895, B P. Holland, a pioneer resident, postmaster, and later the town's first mayor, built the first brick year-round house, which he sold to the DeWitt family in 1909. [79]

Contemporary accounts and historical photographs and postcards reveal a very different character to the cottage development along the Beach than one would see today. These cottages were characterized by their extensive verandas, often with two levels, which faced the ocean front, and by their rough, usually unpainted, shingle siding. Many of these integrated elements of the Shingle, Queen Anne, or later the Bungalow style. The Virginia Beach development quickly became a "cottage colony," with beach cottages, guest houses, and larger cottage-like hotels lining the oceanfront. Some of the summer cottages built by property owners, particularly those who were not year-round residents, illustrate more exotic architectural styles.[80]

By the early twentieth century, Princess Anne County dwellings echoed the types of domestic buildings found throughout Virginia. Communities such as Oceana reveal the blend of more traditional Victorian vernacular dwellings with popular bungalows or later Colonial Revival designs found in many small towns throughout the state. In some of the more remote areas, such as the village of Pungo, frame two-story vernacular structures survive in greater numbers.

One of the most popular new forms in the early twentieth century was the bungalow, a more modern plan popularized through magazines and pattern books. Bungalows evolved from the small-scale Queen Anne cottages in the late 19th century, with elements of the Craftsmen movement, the Stick Style, and even a Japanese flavor. These dwellings were constructed of more natural materials, including cobblestone, brick, and shingles, which were often stained brown. The roofs featured wide overhangs, with exposed rafters or knee braces. Inside, the plan allowed for open circulation throughout the living areas, but privacy in the sleeping areas. Bungalows became an economical form of housing for many Americans, offering a practical small house form. Mail order catalogs like that published by Sears, Roebuck and Company and other building supply companies sold bungalow plans and kits. Bungalows were an ideal housing form and style, meshing well with the rustic character of the Virginia Beach resort, and were constructed throughout the oceanfront area through the mid-twentieth century.

The Colonial Revival also became a popular style for small houses throughout the country in the early twentieth century, including those built both in the beachside community of Virginia Beach and later in the suburban development found throughout the northern part of the county. In the 1920s and 1930s, restoration efforts at nearby Colonial Williamsburg and at other colonial house sites throughout the East Coast were promoted through a variety of popular magazines, inspiring builders of small, modest sized homes to look to the Colonial Revival for new house styles and plans. These designs usually featured a symmetrical facade, central front entrance, dormers on a one-story dwelling, and a wide array of Colonial detailing, from elaborate door surrounds to modillioned cornices. By the mid-twentieth century, the Colonial Revival style had become one of the most popular designs for houses in the growing residential areas at the north end of the beach.

Small houses matched the budget of many Americans in the early twentieth century, but other people, especially in urban or suburban areas, could not afford the price of a single-family dwelling. Apartments became a more economical housing alternative for many Americans. Multi-family housing alternatives ranged from duplexes to small apartment buildings or complexes. As the twentieth century progressed, improved building technologies permitted the construction of larger apartment buildings. According to Virginia Beach residents, there were numerous small duplexes built in the early twentieth century, of which only a few survive today. Sometimes, large houses were converted into several apartments, especially toward the end of the twentieth century. In 1951, the Mayflower Apartment building opened in Virginia Beach. At this time, it was unique as the only high-rise in Virginia Beach, except for the Cavalier Hotel, and as the tallest apartment building in Virginia at that time.

The U.S. Census of Housing provides an insight into the type and quality of housing in Princess Anne County in 1950, after the growth spurt of the 1940s. At this time, only 12.4 percent of the housing stock were rural and farm dwellings, and 48.6 percent of all houses in the county and 49.2 percent in Virginia Beach were built after 1940. In terms of modern improvements, fifty-eight percent of the county and ninety-three percent of the city houses had hot water and bathrooms. Fifty-four percent of the county and 38.4 percent of the city houses were occupied by their owners.[81]

With its tremendous growth during the last few decades, the amount of housing stock has also increased rapidly. Between 1980 and 1990, Virginia Beach witnessed a fifty-five percent increase in the number of dwelling units. In 1990, fifty-eight percent of the dwellings were single family detached houses, twenty-six percent multi-family, and thirteen townhouse development. In 1990, only thirty-one percent of the existing dwellings were over twenty years old. The city's comprehensive plan lists the older neighborhoods as Atlantic Park, Beechwood, Burton Station, Doyletown, Gracetown, Lake Smith, Mill Dam, New Light, Queen City, Newsome Farm, Reed town, and Seatack. [82]

Surveyed Resources

Many of the oldest houses in Virginia Beach were not included in this project since they are already listed on the National Register of Historic Places. This survey updated the documentation on several eighteenth- and nineteenth-century houses in the survey area that had been previously surveyed through an Historic American Buildings Survey in the 1950s.

Of those recorded in this survey, one brick portion of Broad Bay Manor had been described in previous reports as dating to the mid-seventeenth century. The oldest section is reportedly the one-story, one-room brick structure in the center of the existing dwelling. This section does not contain any colonial era detailing; instead, its Federal-style trim matches the adjacent two-story brick section, built in the early nineteenth century. At this time, there is no visible architectural evidence to confirm a date before the early nineteenth century.

Like the Francis Land House, Lower Wolfsnare Plantation originally consisted of a single-pile, central-passage plan dating to the middle part of the eighteenth century. The architectural features of this house -- the symmetrical facade, gambrel roof, and shed dormers -- also resemble the contemporary Francis Land House. The owners have recently restored the interior, but inspection was not permitted so it was not possible to determine the age, style, or integrity of the interior woodwork.

The next period of surveyed residences date from the first half of the nineteenth century, when local residents began to construct larger, finer residences finished with Federal woodwork. The survey recorded eight houses from this period -- the Hermitage, Old Comfort, the DeFord (Hunter) House, the Fentress House, Broad Bay, King's Grant, Tallwood, and the Ferry Farm. Six of the eight houses exhibit the double-pile, side-passage plan. The only other plan represented in this grouping is the single-pile, central-passage plan seen at Ferry Farm and Tallwood.

The early nineteenth century witnessed a change to a full two-story elevation from the one-story and 1 1/2-story elevations so popular in the eighteenth century. Tallwood is a 1 1/2-story frame dwelling with chimneys in each of the brick gable ends. Also known as the Nathaniel Nicholas House, Tallwood uses a 1 1/2-story gambrel roof with steeply pitched lower slopes to cloak a full two stories. The only three houses from this period which have a full two-story elevations are Broad Bay, the Fentress House, and the DeFord (Hunter) House, all three of which are clearly the most elaborate of this group of contemporary houses.[83]

Frame construction proved to be the most common construction type among the surveyed dwellings. Only two of these examples -- Broad Bay and the Ferry Farm -- are of brick construction. Two other houses have brick end walls, which were common in the Tidewater region from the late eighteenth century through the early nineteenth century. Both of these, the house on King's Grant Road and Tallwood, (Nathaniel Nicholas House) are one- or one-and-a-half-story frame houses.

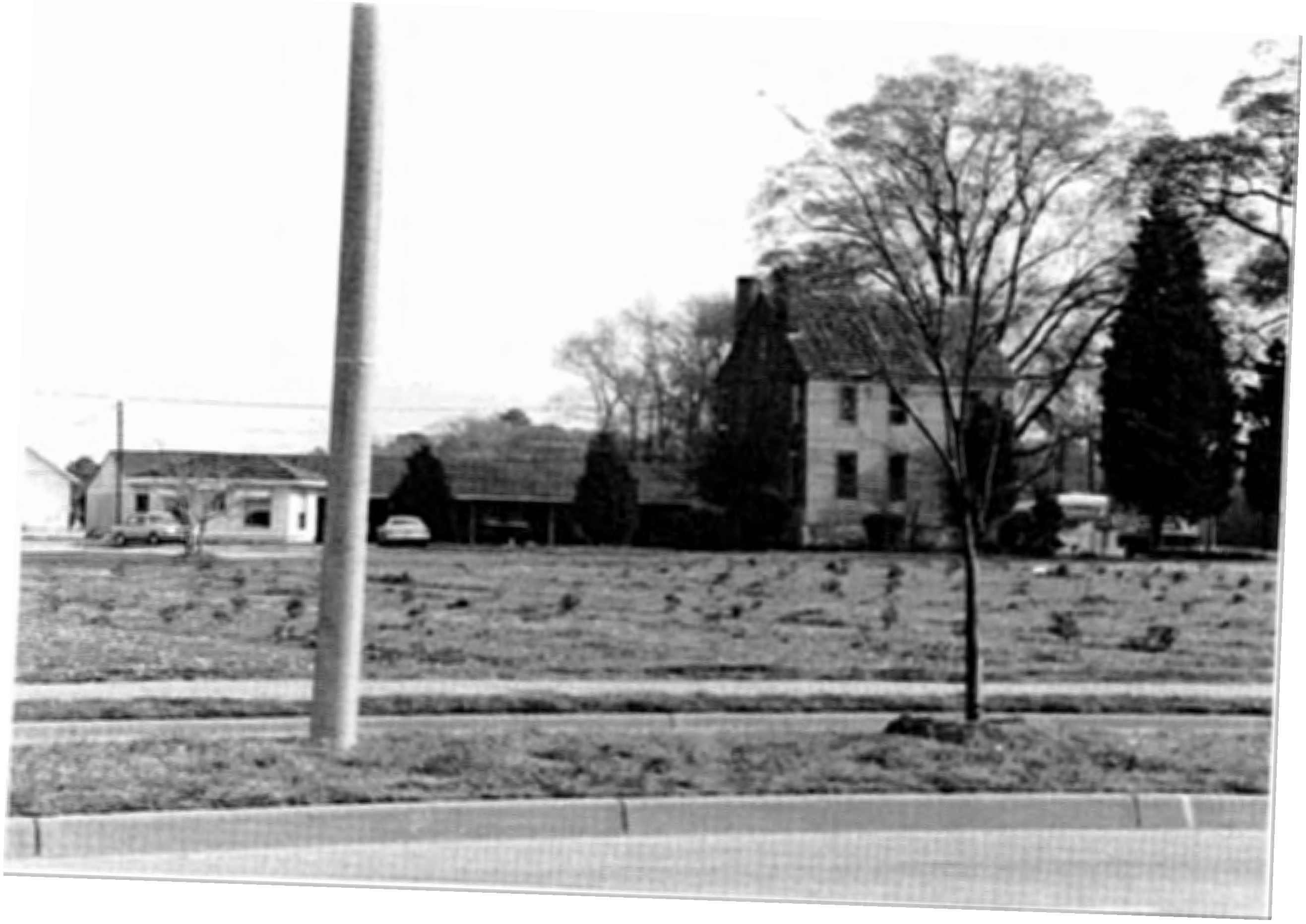
Many of the houses from this period retain a significant amount of their original woodwork. One of the least altered and most elaborate Federal interiors can be found at the DeFord (Hunter) House, which preserves its mantels, stairwell, doors, chairrailing, and door and window surrounds. The DeFord House retains the most elaborate Federal interiors of the contemporary houses included in this survey. The house is currently vacant and open, and is undergoing rapid deterioration. Much of the surrounding property has been sold off and developed either as either housing subdivisions, such as the adjacent Cypress Point, or as strip commercial development, like the area across the street from the house.

Several of the other early-nineteenth-century, double-pile, side-passage houses retain considerable integrity in exterior appearance as well as interior woodwork. Broad Bay has been well maintained and its later additions are sympathetic in style to the original structure. The Fentress House currently sits on a heavily traveled road and is surrounded by a subdivision. Old Comfort, with a smaller-scale version of this plan, has had some alterations to the original part, with parts of the interior trim replaced or removed, but the house is in good condition and is well preserved within a residential neighborhood.

Two of the early-nineteenth-century, one-and-one-half-story, side-passage plans were enlarged with double-pile additions to create central-passage plans. At 704 King's Grant Road, where the gable end had originally been brick, the original frame section was faced with brick at the time of the addition. Inside, some of the original Federal woodwork remains, although one mantel has been replaced. The Hermitage began with a slightly larger, four-bay, side-passage plan, which preserves much of its Federal woodwork with a few minor changes. The house was enlarged in the middle of the nineteenth century with a three-bay, double-pile addition, creating a seven-bay, central-passage plan. This addition illustrates the Greek Revival interiors popular at that time.

HUNTER-DEFORD HOUSE
(134-51)

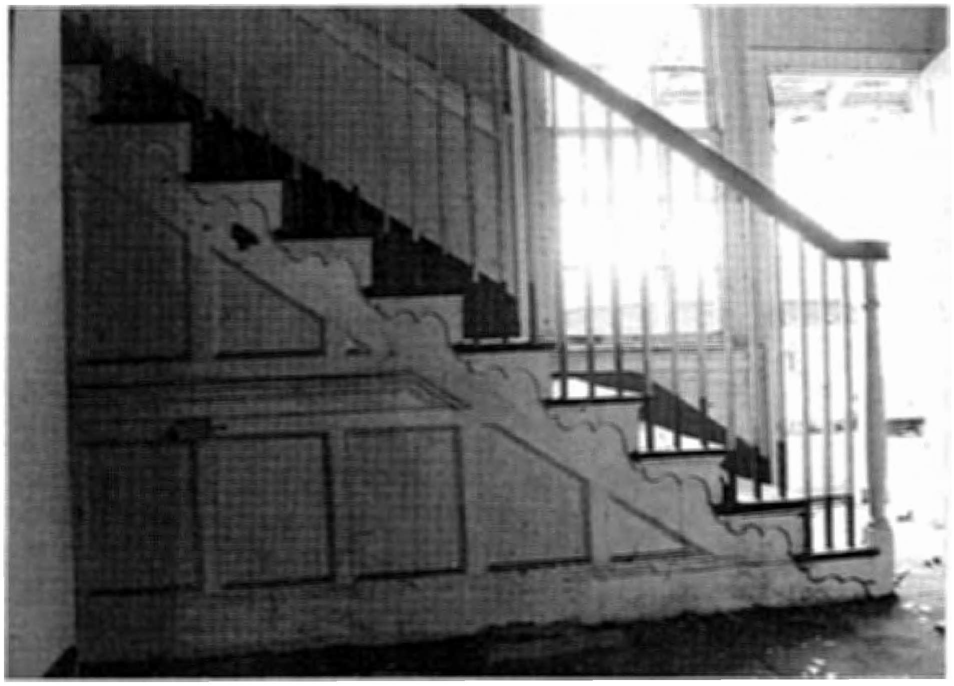
Exterior Photograph:

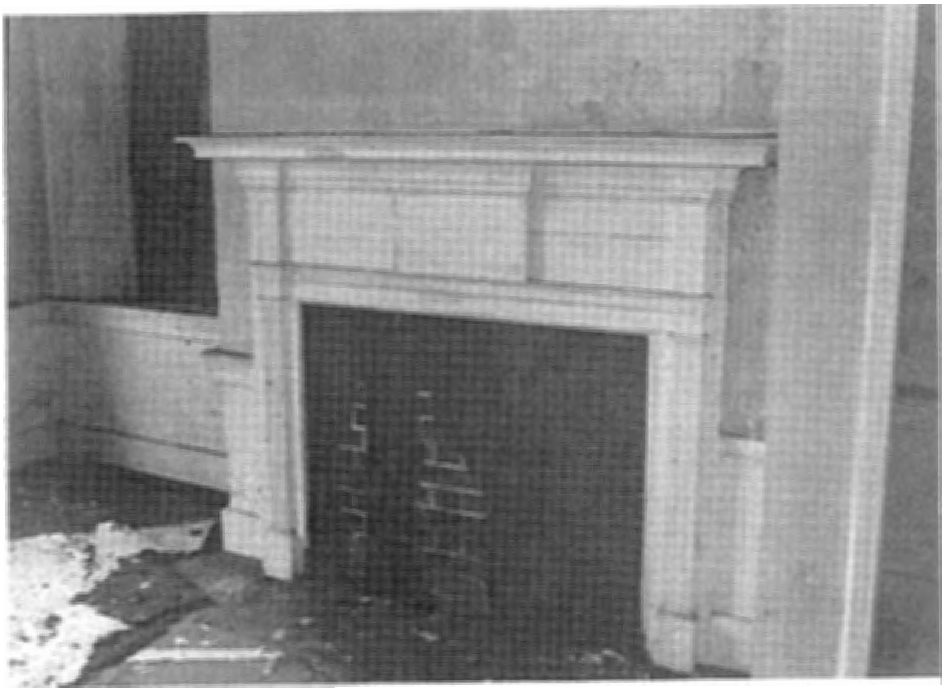


HUNTER-DEFORD HOUSE
(134-51)

Top Photograph:
Main Stairwell

Bottom Photograph:
Original Mantel



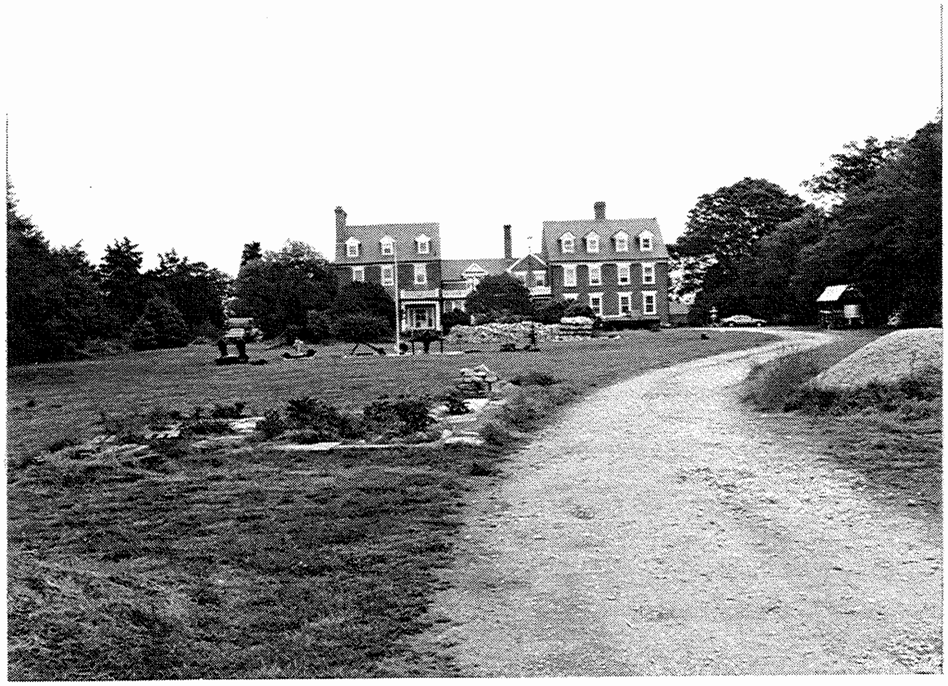


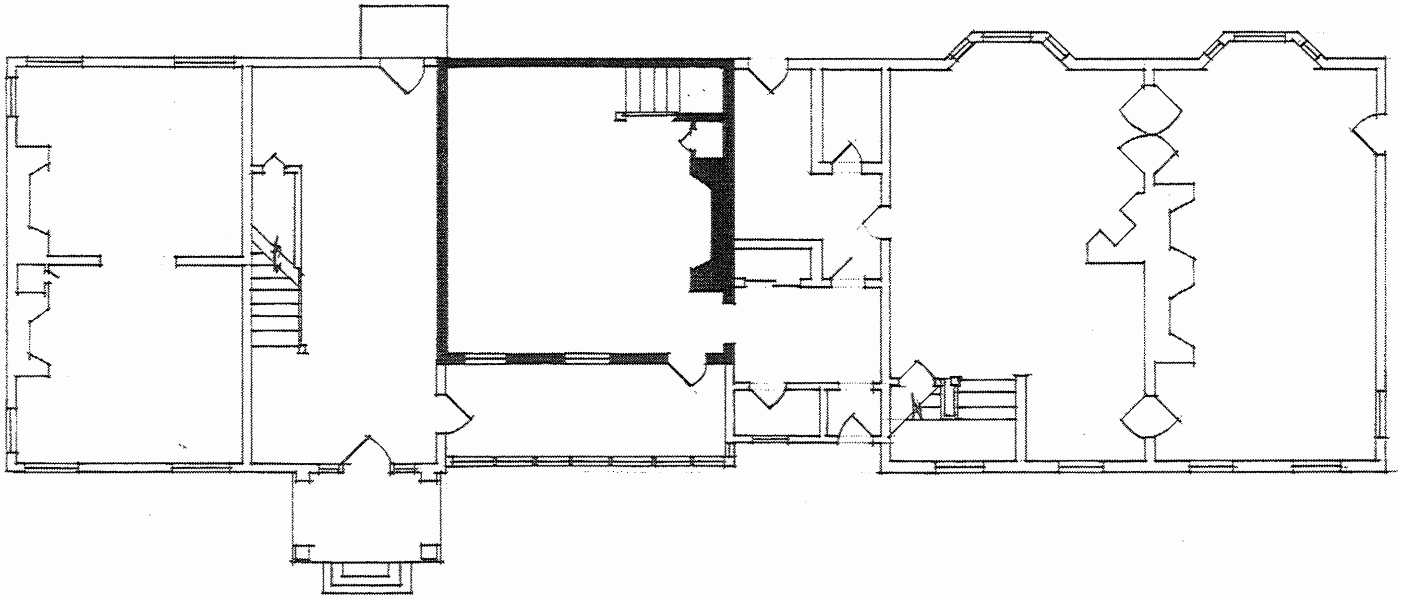
DOUBLE-PILE, SIDE-PASSAGE PLANS
BROAD BAY MANOR

(134-4)

Top:
Exterior Photograph

Bottom:
Plan

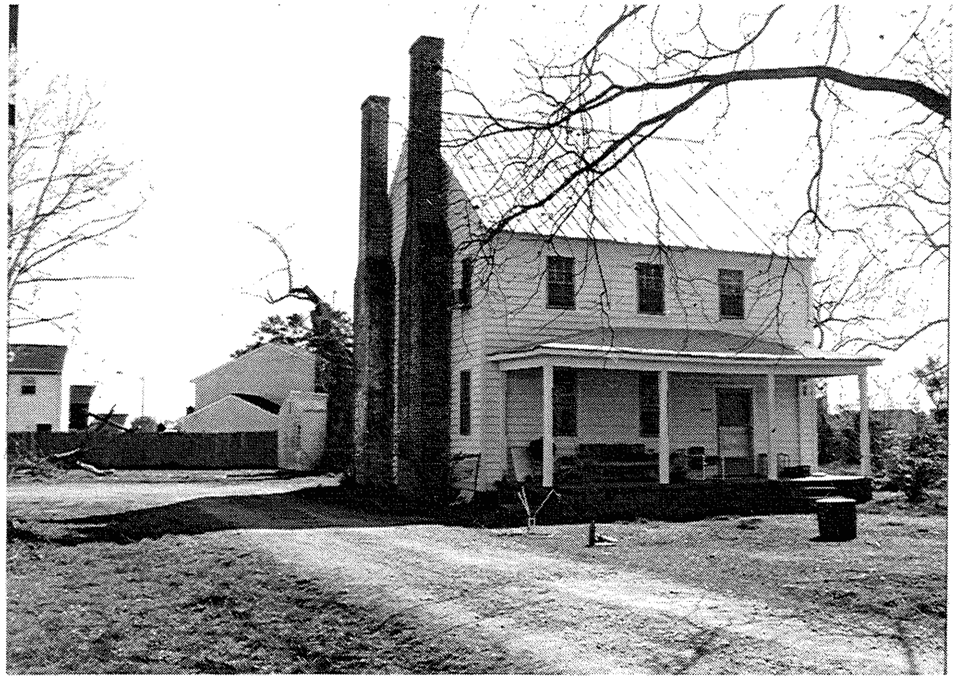


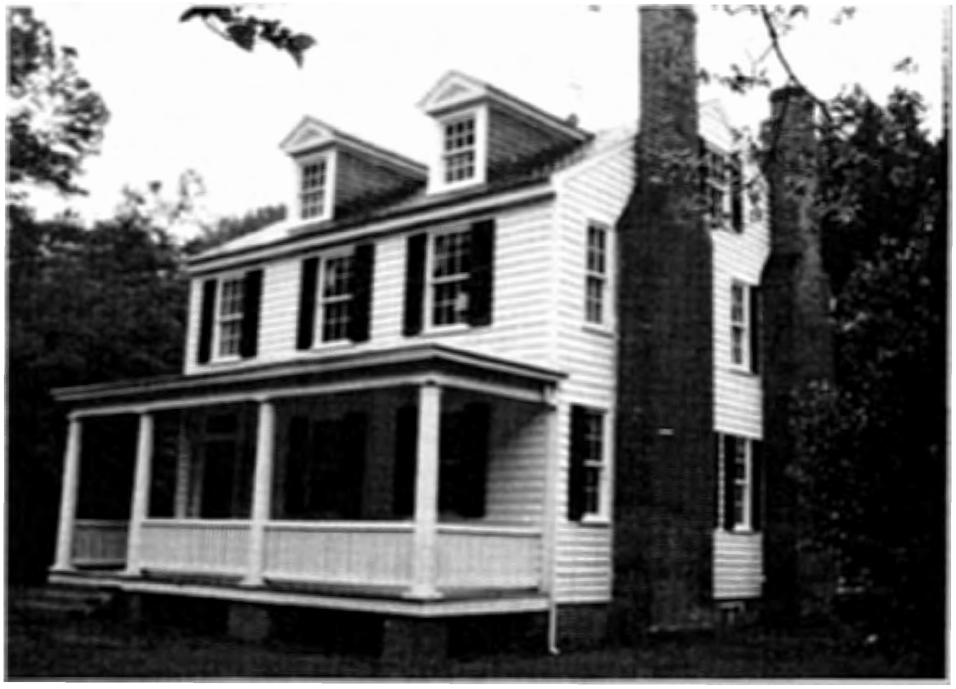


DOUBLE-PILE, SIDE-PASSAGE PLANS

Top Photograph:
FENTRESS HOUSE
(134-549)

Bottom Photograph:
OLD COMFORT
(134-24)

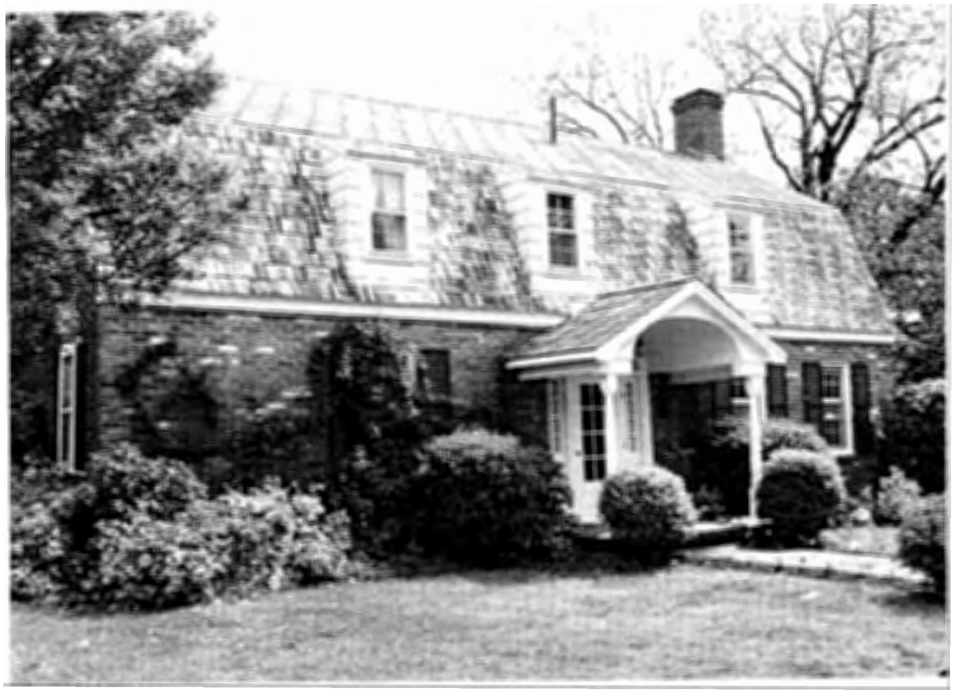


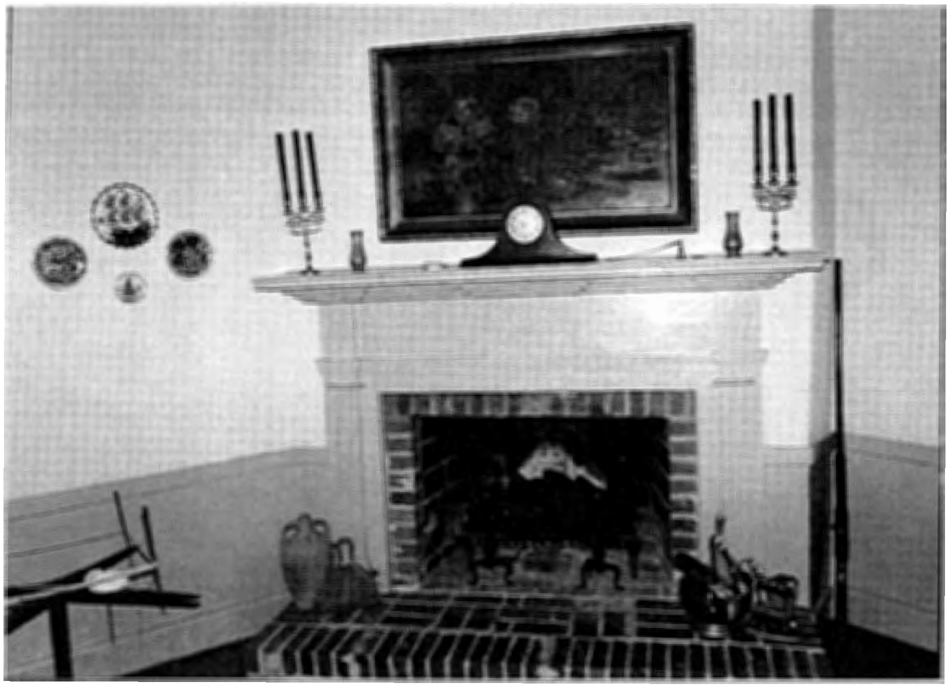


DOUBLE-PILE, SIDE PASSAGE PLANS

Top Photograph:
704 King's Grant Road
(134-65)

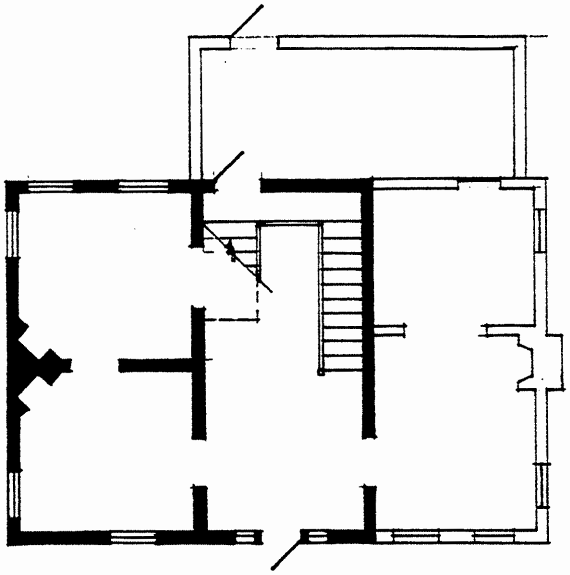
Bottom Photograph:
Interior Mantel





PLAN

704 King's Grant Road
(134-65)

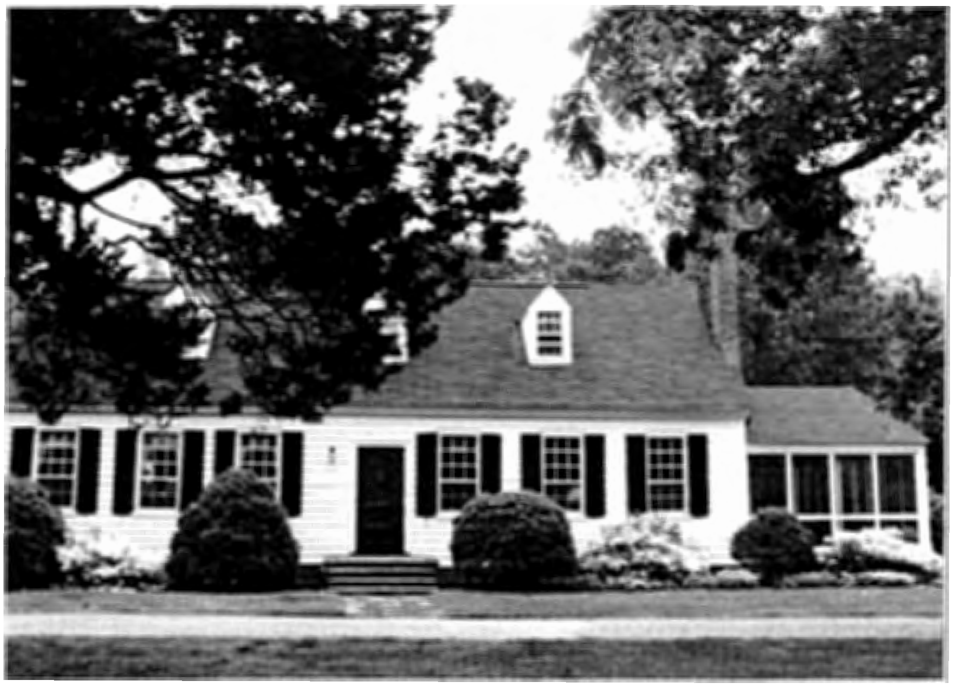


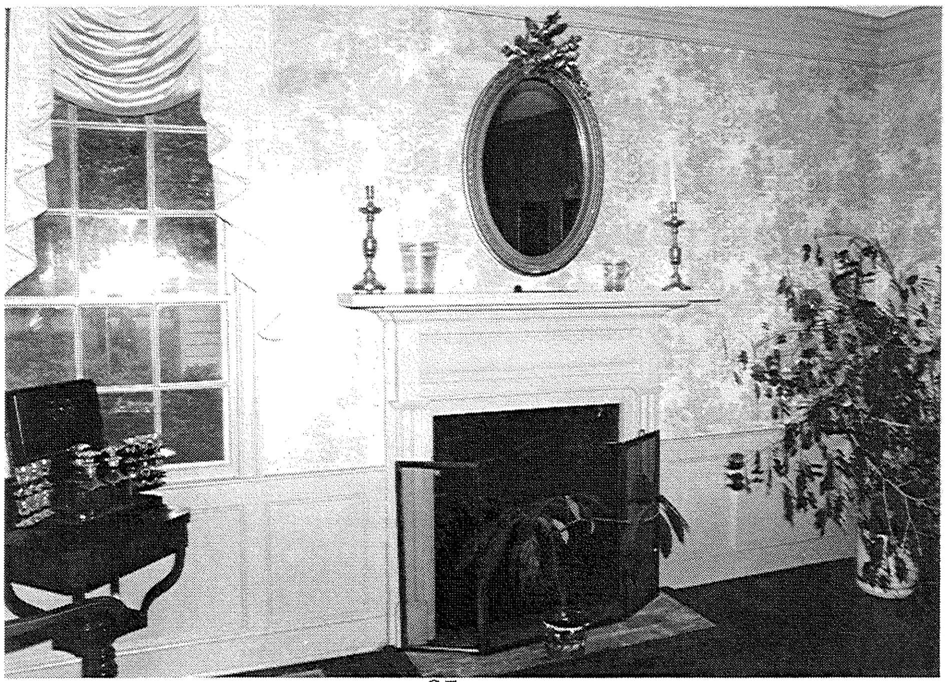
EARLY NINETEENTH CENTURY, SIDE-PASSAGE PLAN

HERMITAGE
(134-76)

Top Photograph:
Exterior

Bottom Photograph:
Interior





Tallwood displays a plan type that became common among more wealthy planters in the mid to late eighteenth century, a single-pile, double-passage plan. The four-bay facade suggests an asymmetrical plan, with an off-center passage, a two-bay room to the southwest end, and a one-bay room to the northeast end. Much of the interior of this house survives in good condition, preserving its original plan and Federal mantels and woodwork. The site has been compromised with the construction of a modern school behind the house.

The Ferry Farm is one of the few surviving central-passage-plan Federal period dwellings in the City. The three-bay, two-story plan incorporates an integral two-story brick section on the gable end, along with two later frame additions at each end. The house, which up to a few years ago had retained most of its original woodwork, has reportedly been vandalized recently. Interior access was not possible during this survey, thus it was impossible to determine the extent of damage or the integrity of the interior woodwork. The future of the Ferry House remains uncertain, as it is now in the middle of a recent subdivision. The developer has completed exterior renovations, including painting and a new roof, but no interior work was done. The Ferry House is one of the most elaborate houses remaining from this period and is today one of the most threatened.

Housing forms became more diverse after the Civil War, with a mix of both traditional and more progressive forms. The side-passage, double-pile plan, now of two full stories, persisted after the Civil War, as is evidenced by the Ewell House and Oak Hill House. Oak Hill, the more elaborate of the two houses, is constructed of brick, laid in seven-course American bond, with rounded brick arches over the windows. The three-bay dwelling features dormers across the front and back roof slopes. The Ewell house is of similar plan, but of frame construction and without the dormers. Interior inspection of these dwellings was not permitted during the course of the survey, so the integrity of the interior is not known.

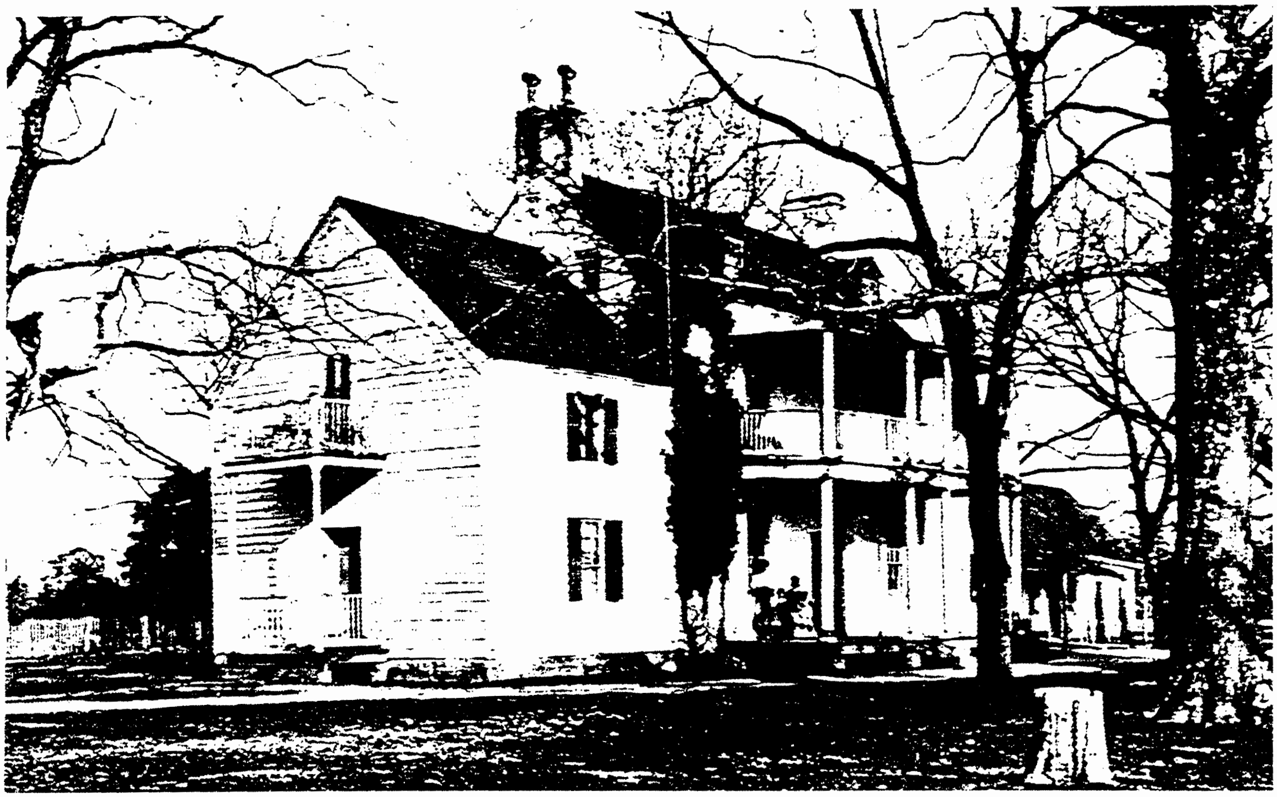
Few late-nineteenth-century farmhouses were recorded in the survey area. Of those, frame construction proved most common; there were only a few brick examples. The houses reveal a variety of styles. One of the more common house types during the late nineteenth century was the I-house, a two-story, single-pile building with a central passage plan. With the extensive development of the northern part of the city, only one example of this plan type still stands, a house at Princess Anne Road (134-525) which illustrates the three-bay version of this plan. Dating to the late nineteenth century, this example has interior gable end chimneys.

Other late-nineteenth-century farmhouses illustrate more irregular plans evolving from the revival styles of the period. One of the most common arrangements was to place a projecting gabled wing off the facade of a single-pile block plan, creating a design called a gable front and wing by scholars in recent years. The frame houses on Credle Road and 3227 Holland Road illustrate this arrangement. These irregular plans feature more decoration, including bracketed cornices, molded returns, and semi-circular headed vents in the facade gable. The Holland Road House has undergone renovations on the interior and exterior as well. The Credle Road House, which has been moved from a site near Virginia Beach Boulevard, retains much of its original fabric. The exterior siding on both houses has been replaced. The house on Holland Road is threatened due to its location at the busy intersection of Holland Road and Shipps Corner. The house along Credle Road sits directly across from the Oceana Naval Air Station and is in the direct line of the proposed Southeastern Expressway.

The two-story brick farmhouse at Church Point is one of the more stylish farmhouses

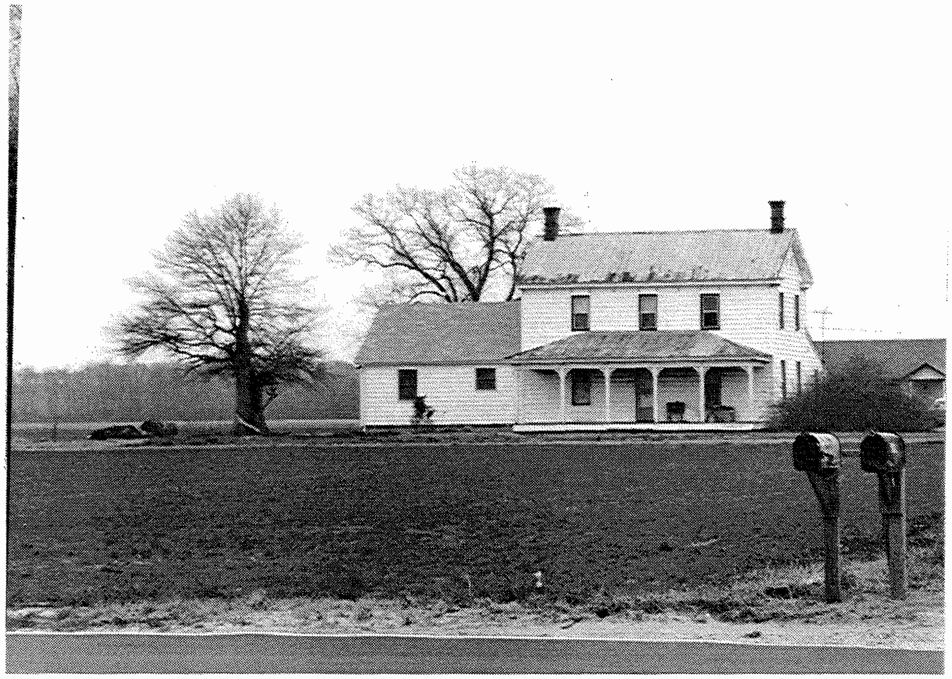
CENTRAL-PASSAGE PLAN EARLY NINETEENTH CENTURY

Photograph:
FERRY FARM
(134-11)



I-HOUSE

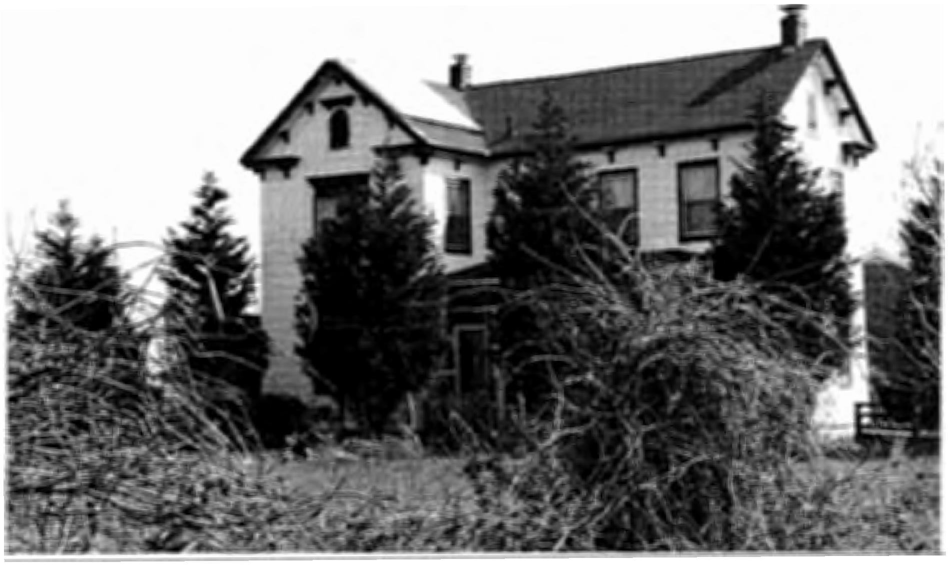
Photograph:
Princess Anne Road
(134-525)

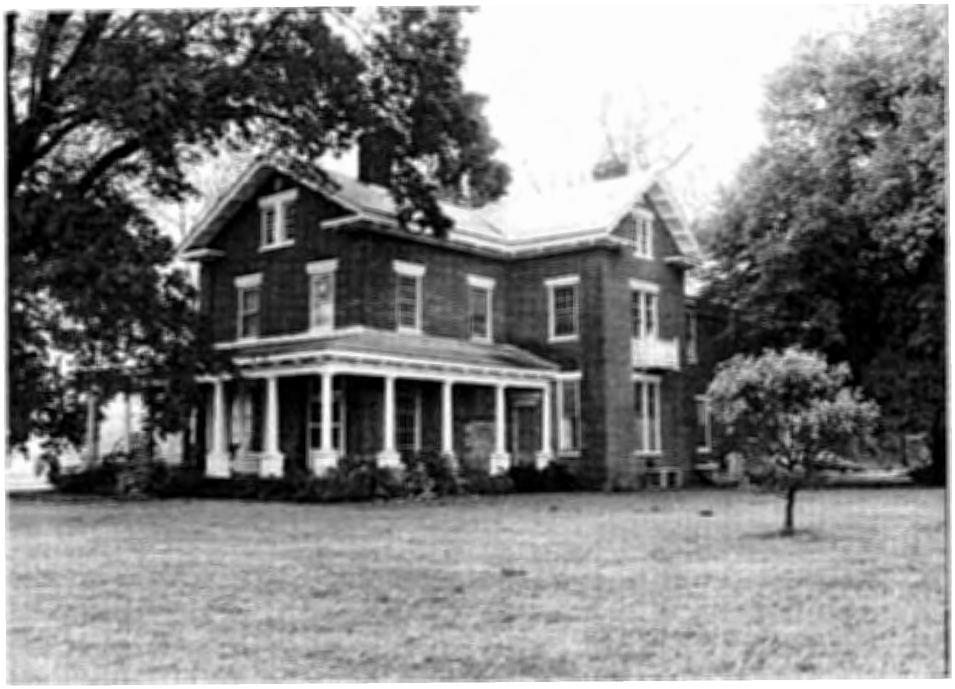


LATE NINETEENTH CENTURY FARMHOUSES

Top Photograph:
1342 Credle Road
(134-576)

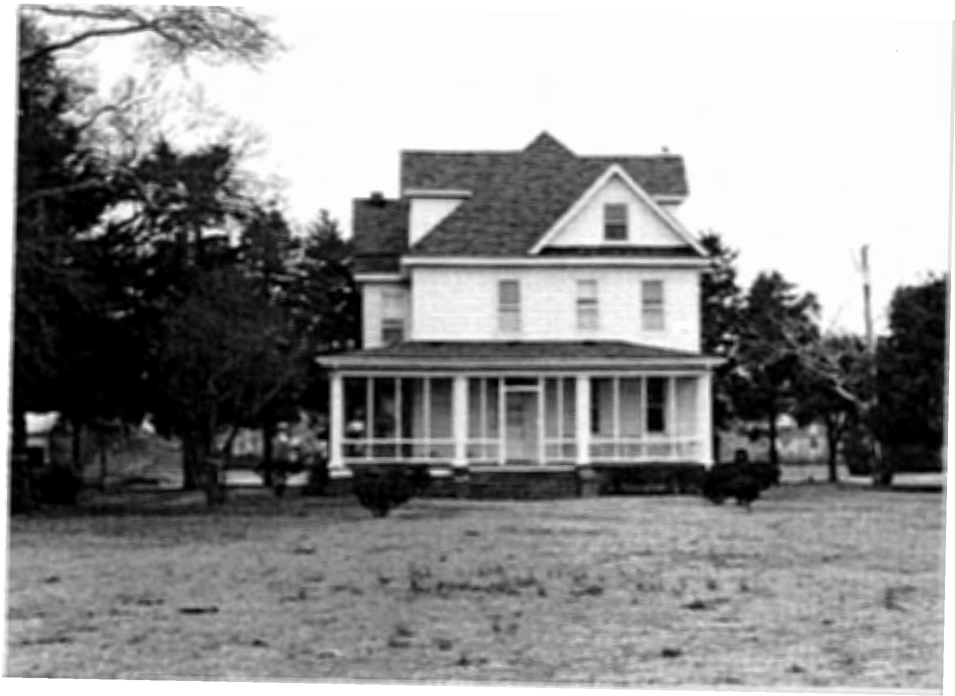
Bottom Photograph:
Church Point Road
(134-606)





EARLY TWENTIETH CENTURY FARM HOUSES

Photograph:
Princess Anne Road
(134-524)



recorded by the survey. The plan is almost a cross-shaped design, with intersecting single-pile blocks. The wing running perpendicular to the side-gabled block contains the entrance in the front gable and a two-room-plan-ell to the back. A wraparound porch, exposed rafter ends, stone window lintels, and brick construction make this one of the more decorative houses identified.

By the early twentieth century, more farmhouses began to respond to new house plans proposed in architectural pattern books. The more square-shaped plan of the frame house in the 1900 block of Princess Anne Road reflects these popular ideas. This house features a double-pile plan, but without the traditional central passage; it also has projecting side bays, a wraparound front porch, and projecting bays and gables on the pyramidal roof. This particular example has minimal decoration, except for the simple Doric columns for the front porch.

The earliest domestic structures of the town of Virginia Beach area date to the late nineteenth century, and reveal popular architectural forms from this period. Only one structure from the 1888 town remains, the house at the corner of 16th Street and Arctic Avenue. This five-bay, two-story dwelling features a central front gable and has been covered with the wood shingles that characterize Virginia Beach cottages. This house has been heavily altered on the exterior. Any other possible surviving examples from this period have been altered beyond recognition. Several other houses in the older neighborhoods feature the single-pile arrangement that characterizes the rural I-houses, but with more unusual fenestration, and sometimes asymmetrical facades that are variations on the popular plans.

The rural architecture of the former Princess Anne County differs from the domestic architecture that evolved in the resort community of Virginia Beach. While some of the earliest houses in this community reveal elements of the earlier rural forms, the residential architecture became increasingly popular and exotic through the early twentieth century.

The continued development of Virginia Beach has led to the destruction of most of the late-nineteenth-century building fabric within the older neighborhoods. Traces of one of the more prominent turn-of-the-century neighborhoods remain at 11th Street. According to local historian Anne Henry, this was the area where many wealthy Virginia families built the earliest year-round residences at the beach. The cottage lots in this neighborhood were originally fifty feet by one-hundred feet, with room for the main house facing the ocean and a cottage behind. The DeWitt Cottage, already a National Register property, was one of the first of such examples. The only other surviving example of these large beach cottages left at the south end of the beach is the house at 211 11th Street, a 2 1/2-story frame dwelling still surrounded by a cluster of small cottages. Its deep, box-like plan, with a wraparound front porch, and hipped roof with dormers illustrates a style much more common at the turn of the century. This property, now surrounded by modern development, has recently been rezoned and sold, and may soon be demolished. Besides this 11th Street property, the only other remnants from this early beachside development are two smaller servants quarters associated with demolished large beach cottages. Both are relatively small frame structures, located at 1005 Atlantic Avenue and the 800 block of Atlantic Avenue, and are described in the Settlement section.

The oldest surviving residential areas date to the early twentieth century. In the southern part of the resort area, the best preserved neighborhoods are those associated with the life-saving station along 22nd, 23rd, and 24th Streets and several other streets, including 11th and 37th Streets.

This survey recorded several neighborhoods at the south end of Virginia Beach, some of which remain relatively intact in spite of the heavy development of this area. The best preserved residential neighborhoods survive between Pacific and Arctic Avenues along 22nd, 23rd and 24th Streets, retaining an eclectic mixture of buildings from late-nineteenth-century vernacular forms through early-twentieth-century revival designs. These neighborhoods feature smaller houses than those in the first settlements and those along the oceanfront. Since many of these houses built at the beach were first intended as summer homes, the construction is often less permanent, with many more frame than brick examples.

The 300 block of 22ndStreet exemplifies the variety of building forms built in Virginia Beach in the 1920s and 1940s. This block contains two Colonial Revival dwellings (465 and 467), one Dutch Colonial Revival (466), three bungalows (479, 469, and 464), and two beach cottages (463 and 468). The Colonial Revival-styled houses are 1 1/2-story frame dwellings, with three-bay symmetrical facades and end chimneys, but they are clad with shingles that reflect the resort quality of the beach. The Dutch Colonial Revival-styled dwelling is a three-bay frame house with a gambrel roof, long shed dormer, and full-length front porch. The bungalows reveal more varied building forms. Two illustrate the more popular 1 1/2-story form with front dormer and full-length front porch. The third (306) is a more square shaped plan, with a gable front facade but adorned by a bungalow-styled porch. The remaining two houses, which have no clear stylistic affiliations, have been characterized as beach cottages. Like other "beach cottages" identified in the survey, these are usually two-story, simple rectangular boxes, with either a front or side gable, some type of front porch, and a minimal amount of decoration, except for the shingled siding, which has occasionally been replaced in recent years. Original porches have been enclosed on many of these older houses, particularly on bungalows and beach cottages.

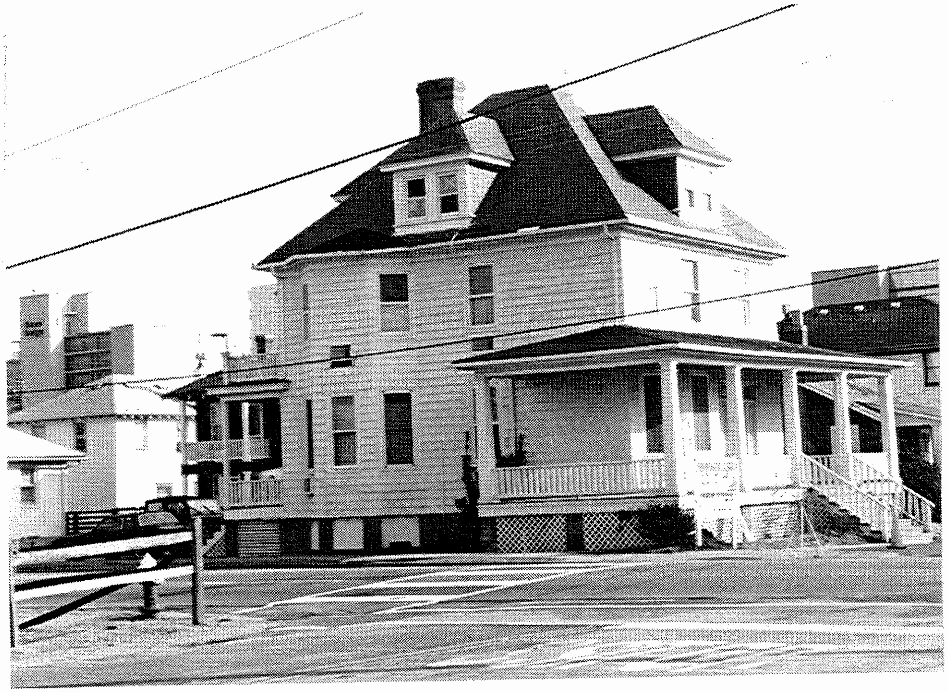
Bungalows proved to be one of the most popular house types found at the beach. The beach bungalows differ from those found in other parts of the city in several ways, but most notably in the use of shingled, frame construction which reflected their use as summer beach cottages. In contrast, bungalows in Oceana were usually built of brick. The beach bungalows otherwise reveal the familiar characteristics of this style, including 1 1/2-story elevations as well as two-story houses with bungalow-styled features, particularly porches. The beach bungalows have been more extensively altered, especially by the enclosure of porches. They usually sit on smaller lots, and often have a rear cottage.

The more common single-pile, two-story vernacular plans found in the countryside also proved popular at the beach during the turn of the century, from the south end to the north end. Within the older neighborhood at 24th Street is an excellent example of a single-bay, two-story house with a two-story ell. Its four bay facade suggests a hall-parlor plan rather than a central-passage plan. Further north at 107 79th Street is a more typical three-bay, central-door plan but its central chimney also suggests a variation on the central passage plan. The hipped roof with exposed rafter ends and shingled walls are Craftsmen influences found in many residences along the beach.

The residential neighborhoods north of the Cavalier Hotel have a different character, due in part to the way in which this area was developed. While the development at the southern part of the beach focused on summer homes and commercial tourist business, the northern end became established as a year-round residential community. Development of this area began in the early twentieth century and reflected more stylish trends executed in more permanent building materials. Along the oceanfront, this settlement took the

TURN OF THE TWENTIETH CENTURY BEACH COTTAGE RESORT AREA

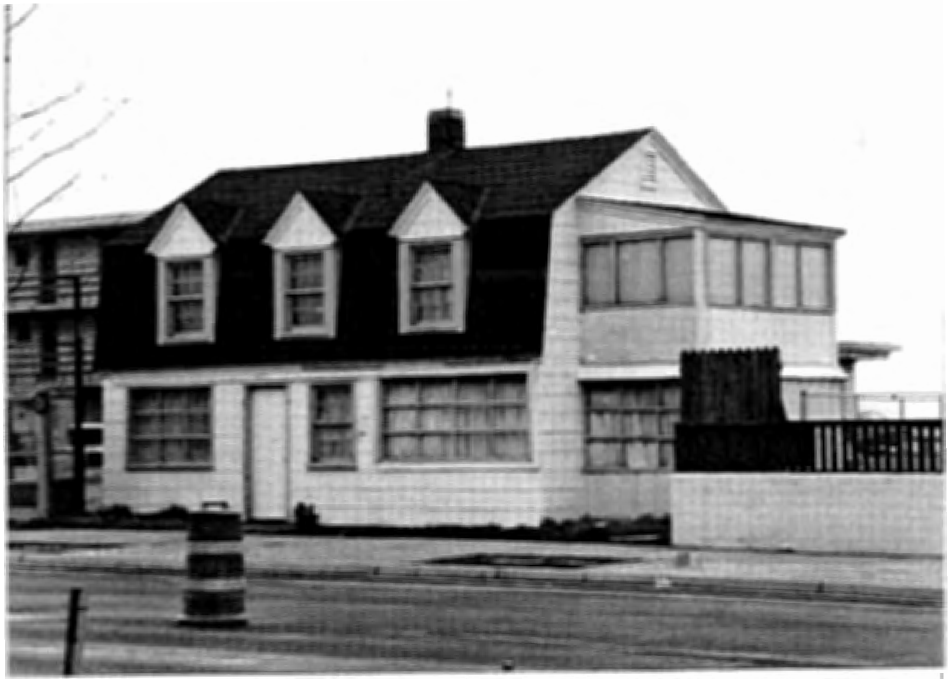
Photograph:
211 11th Street
(134-437)

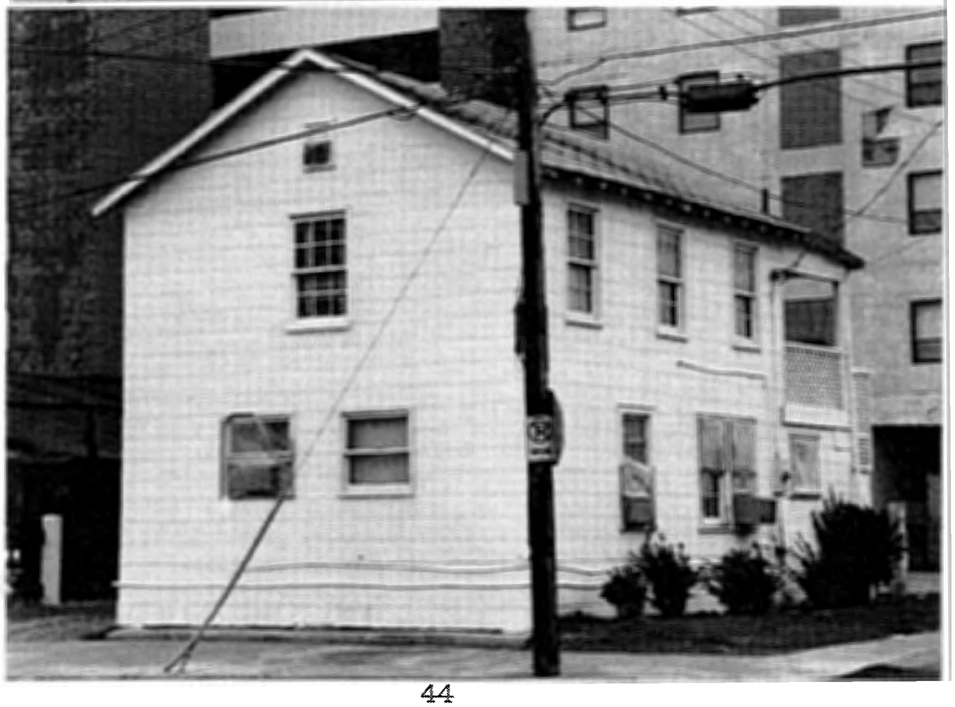


SERVANT QUARTERS RESORT AREA

Top Photograph:
1005 Atlantic Avenue
(134-497)

Bottom Photograph:
800 Block Atlantic Avenue
(134-498)

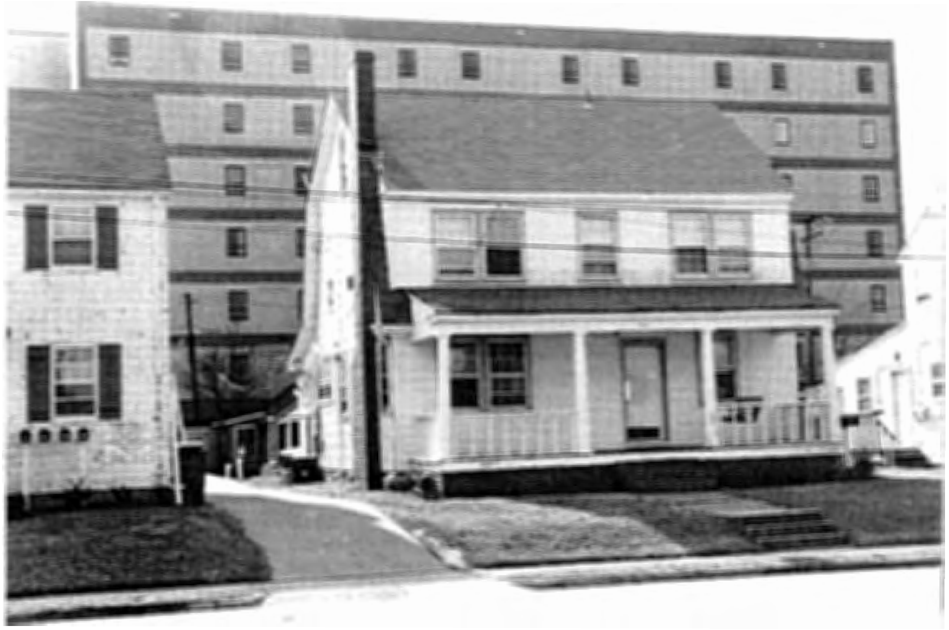


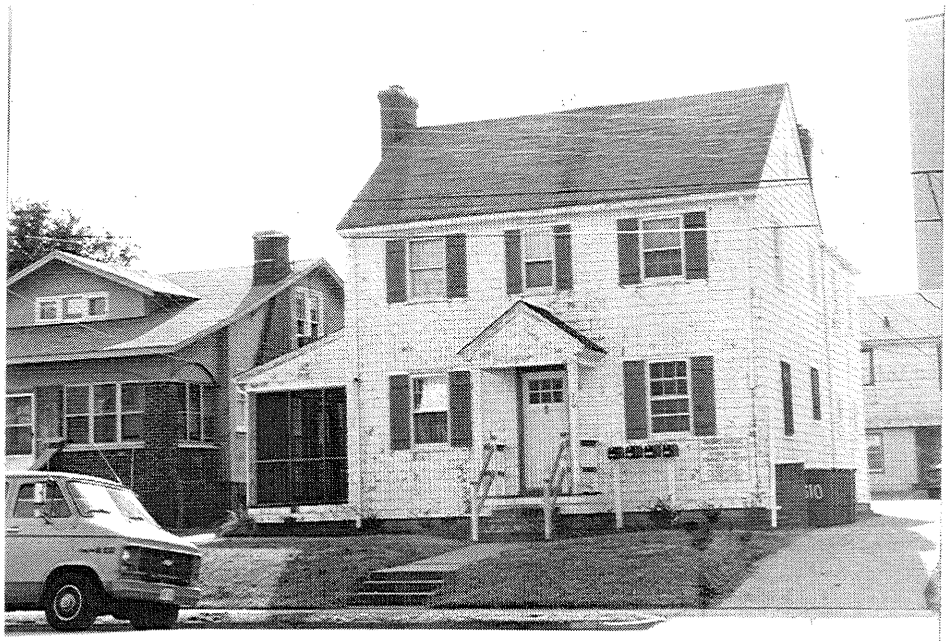


22ND STREET RESORT AREA

Top Photograph:
DUTCH COLONIAL REVIVAL
314 22nd Street
(134-466)

Bottom Photograph:
COLONIAL REVIVAL
310 22nd Street
(134-465)

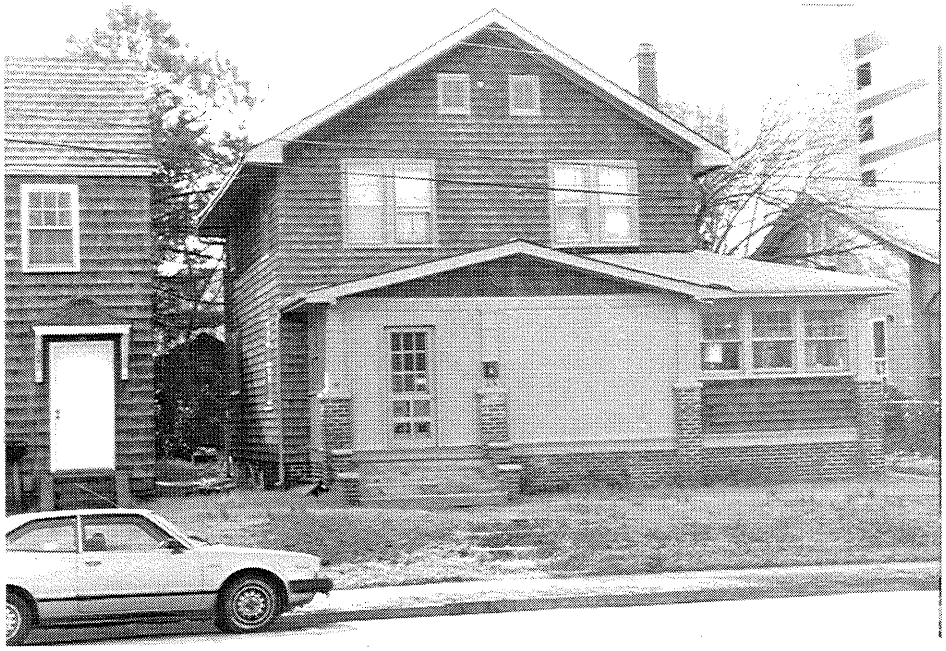


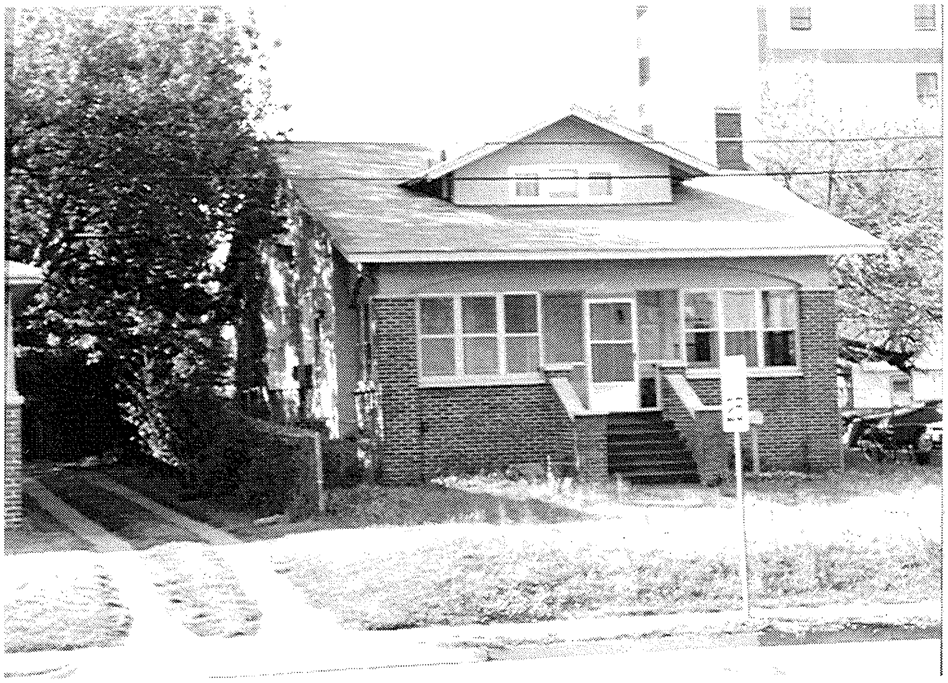


22ND STREET RESORT AREA BUNGALOWS

Top Photograph:
306 22nd Street
(134-464)

Bottom Photograph:
308 22nd Street
(134-479)

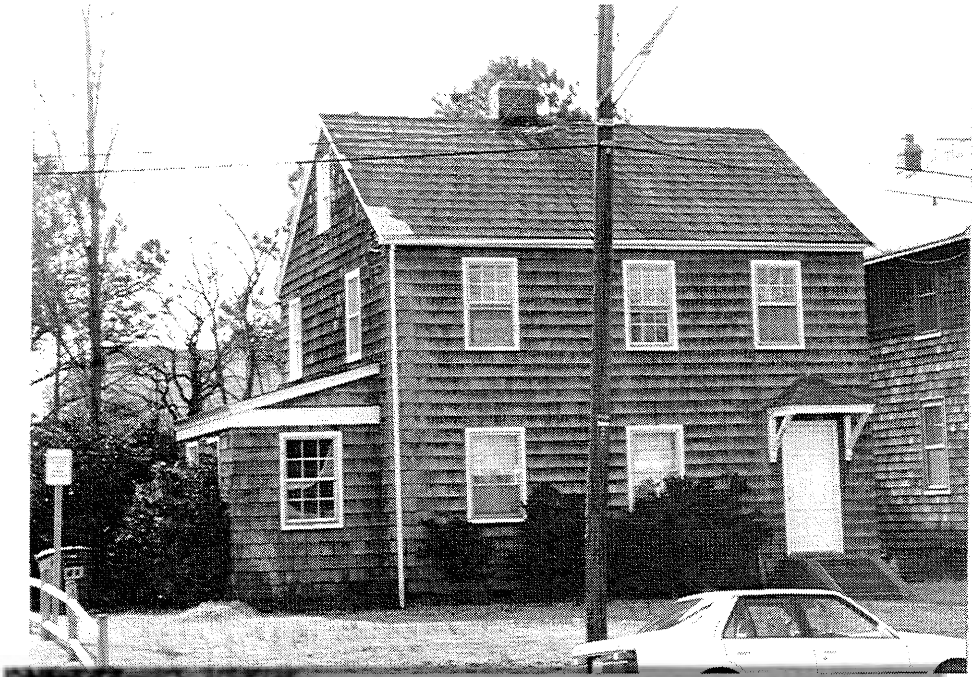


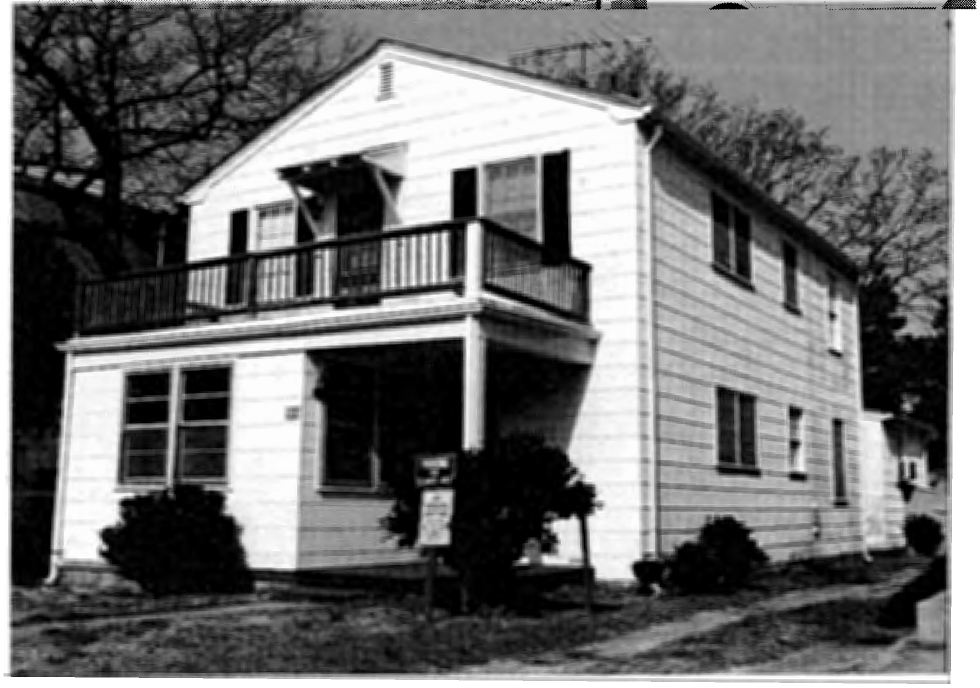


22ND STREET RESORT AREA
BEACH COTTAGES

Top Photograph:
304 22nd Street
(134-463)

Bottom Photograph:
309 22nd Street
(134-468)





form of one or two houses, facing the ocean, on large beach lots. Other large houses were built inland, west of Atlantic Avenue, on the numerous bays and inlets. With increased development pressure, small lots were laid out on side streets, beginning in the 1940s. These later houses can be distinguished by their orientation, facing the street, and by their smaller size.

The survey identified two excellent examples of the early-twentieth-century oceanfront cottages on the north end of Virginia Beach, the Cooke House at 77th Street and the house at 110 63rd Street. The Cooke House is the only remaining example of the large, two-story, shingle-clad beach cottage with verandas. This particular example has an open, two-story veranda on two sides and a large hipped roof with hipped dormers. The house at 110 63rd Street has a more irregular late Victorian plan. Like the Cooke House, this house is covered in wood shingles and faces the ocean. The facade features a gable front, backed on to a side-gable main block, with a one-story full length front porch and a one-story back porch.

Several of the largest, most elaborate houses built in the twentieth century survive to the west of Atlantic Avenue, along the bays. These include several revival styles, such as the Chateauesque Greystone Manor,(or Masury Manor), built in 1908, and theTudor Revival house called the Gables, built in the 1920s. Both were built as residences, but served as gambling clubs. Architectural descriptions are incorporated in the Recreation theme.

Later large houses in this area include the Bingham House, a well-preserved brick Tudor Revival dwelling, which retains its original woodwork, and the Cooke House, a "hemicycle" style house designed by Frank Lloyd Wright and built in the 1950s.

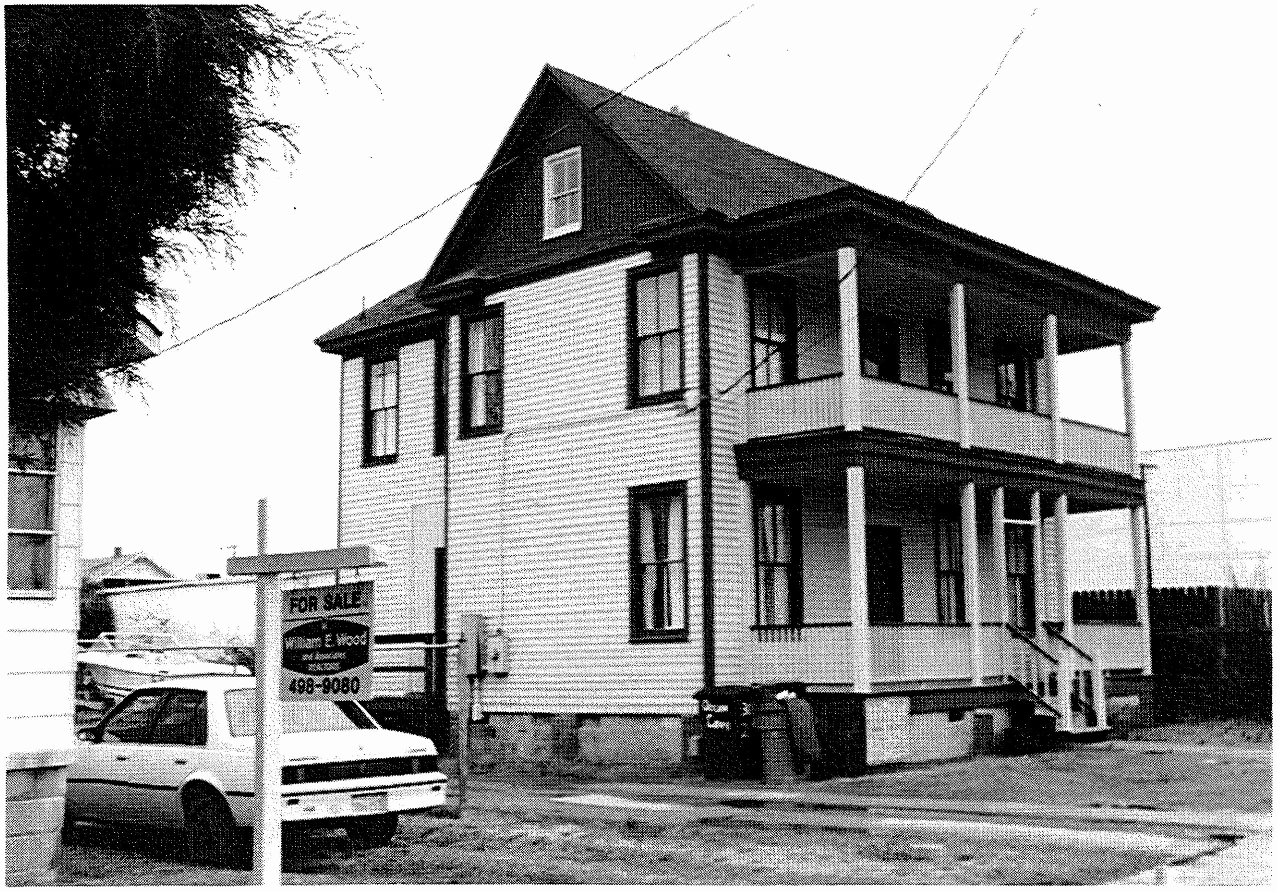
Beginning in the 1940s, smaller houses were built with the further development of the northern end of Virginia Beach. The survey recorded several examples of these houses, although most post-dated the survey period. Many of the 1940s houses in these neighborhoods are Colonial Revival or bungalow dwellings. The house at 108 52nd Street is a 1 1/2-story frame example, with a projecting front wing, but still clad with shingles that reflect the beach character of the development. The brick example at 101 45th Street is a simpler, symmetrical three-bay design, having a gable roof with two dormers, an end chimney, and a dentil cornice.

Several more exotic revival styled dwellings dot the Virginia Beach residential communities. The Mission Revival style became popular at the beach in the early twentieth century, as exemplified by the houses at 106 85th Street and 1501 Cypress Avenue. The one-story dwelling on 85th Street features a long deep plan, highlighted by a Mission Style front parapet and an unusual full-length front porch composed of large brick columns. The larger house on 15th Street house is a two-story stuccoed design with a front gable facade, highlighted by a round-arched paired window, in the Mission Revival style, on the second floor.

In the early twentieth century, several types of multi-family housing were built at Virginia Beach, including duplexes and apartment buildings. In the 1920s, numerous bungalow-styled duplexes were constructed along the beach, according to local resident Elizabeth McClane. The survey identified only one such duplex, located on Mediterranean Avenue at the south end of the beach, where the bungalow form was widened to create two separate entrances in the center, with the facades being a mirror image.
This survey recorded a rare surviving mid-twentieth century apartment group, the only remaining early apartment complex of this type, on the south end of the resort area of Virginia Beach. The block includes a group of long, two-story buildings, in townhouse form, featuring eight apartments per building. These

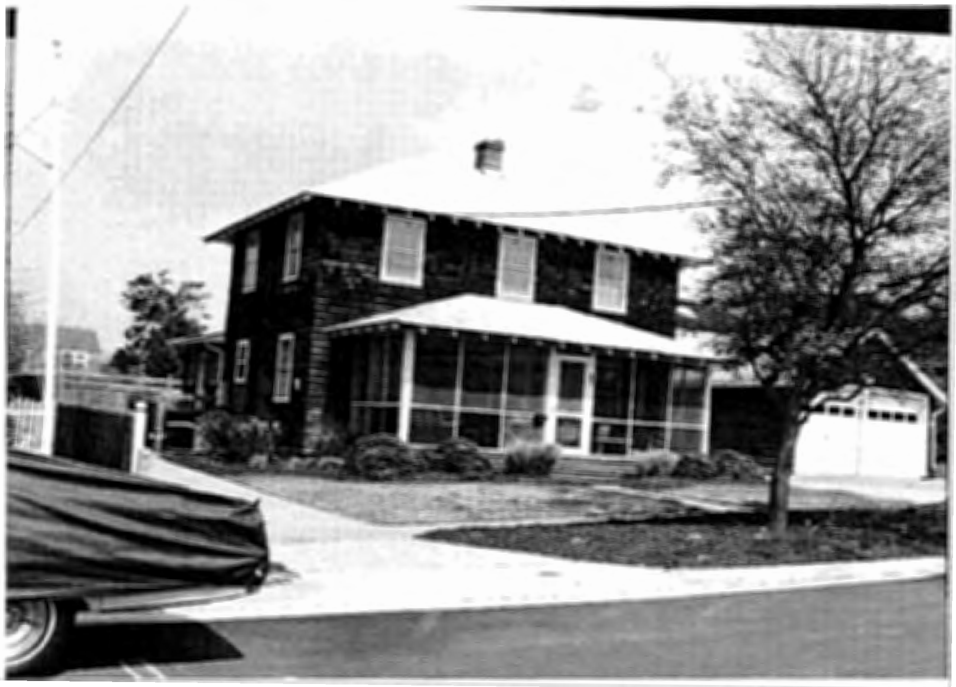
VERNACULAR PLANS TOWN OF VIRGINIA BEACH

Photograph:
307 24th Street
(134-493)


FOR SALE
William E. Wood
498-9080

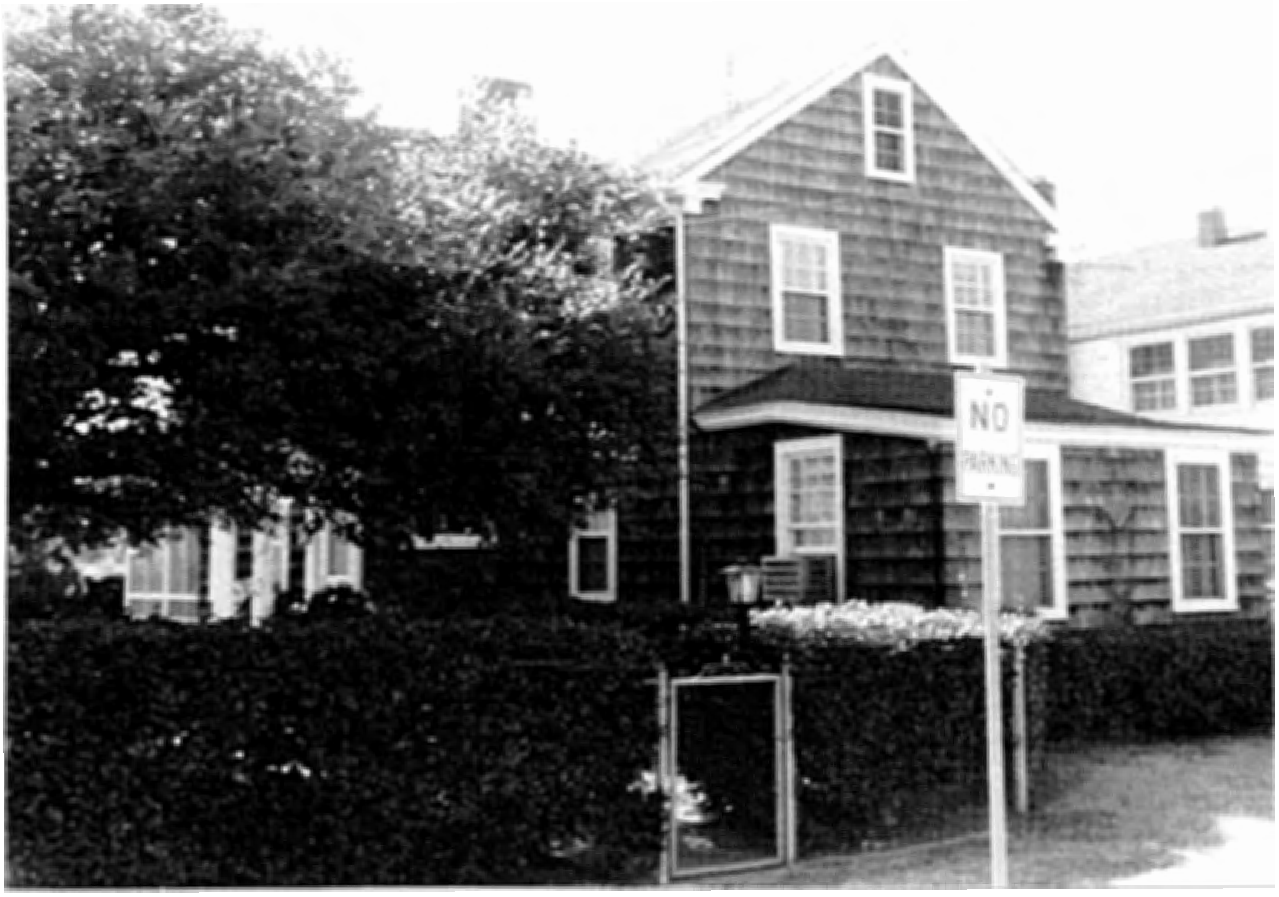
VERNACULAR PLANS TOWN OF VIRGINIA BEACH

Photograph:
107 79th Street
(134-586)



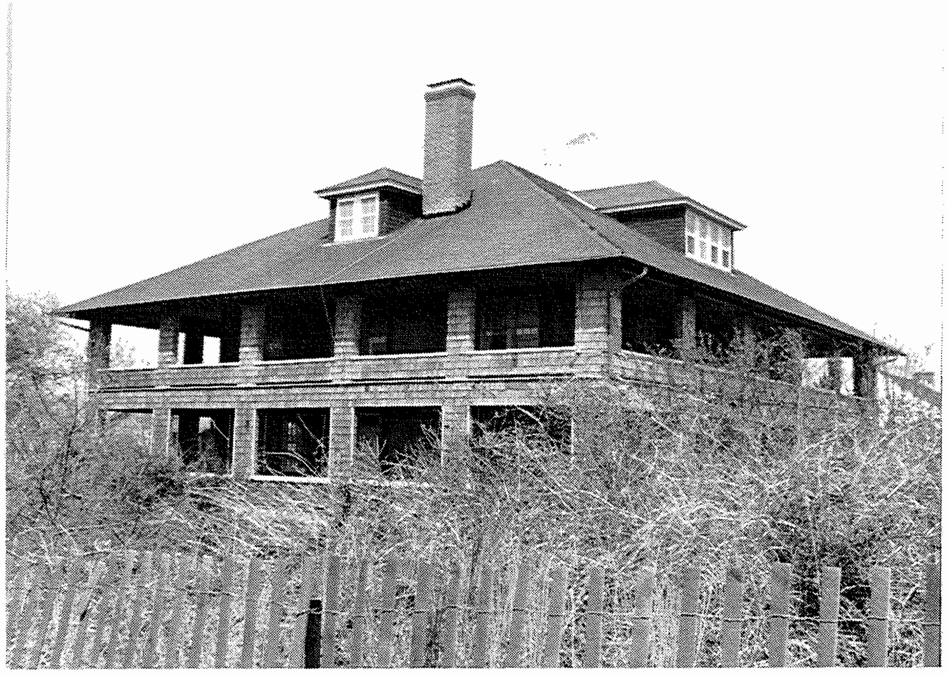
BEACH COTTAGES

Photograph:
110 63rd Street
(134-426)



BEACH COTTAGES

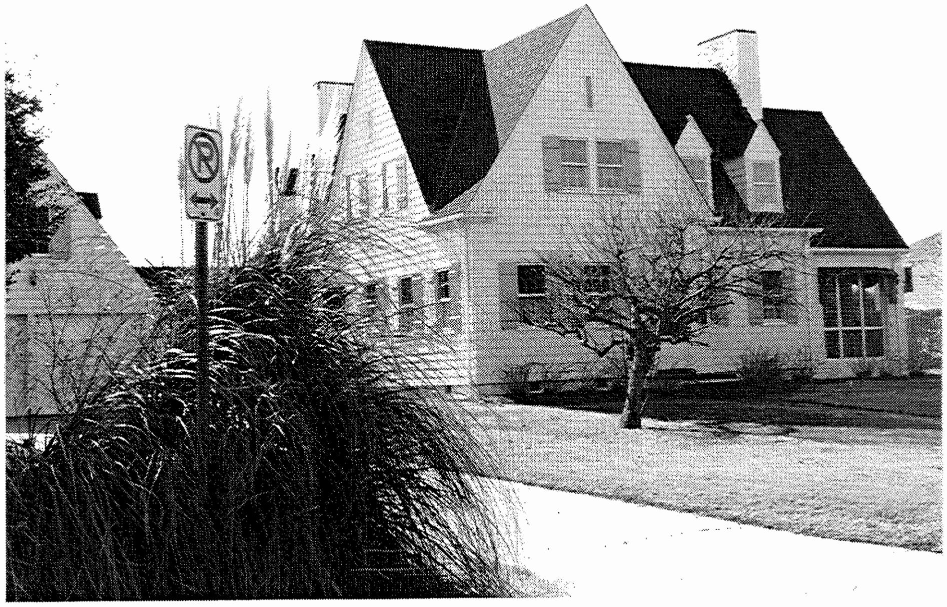
Photograph:
COOKE HOUSE
77th Street
(134-535)

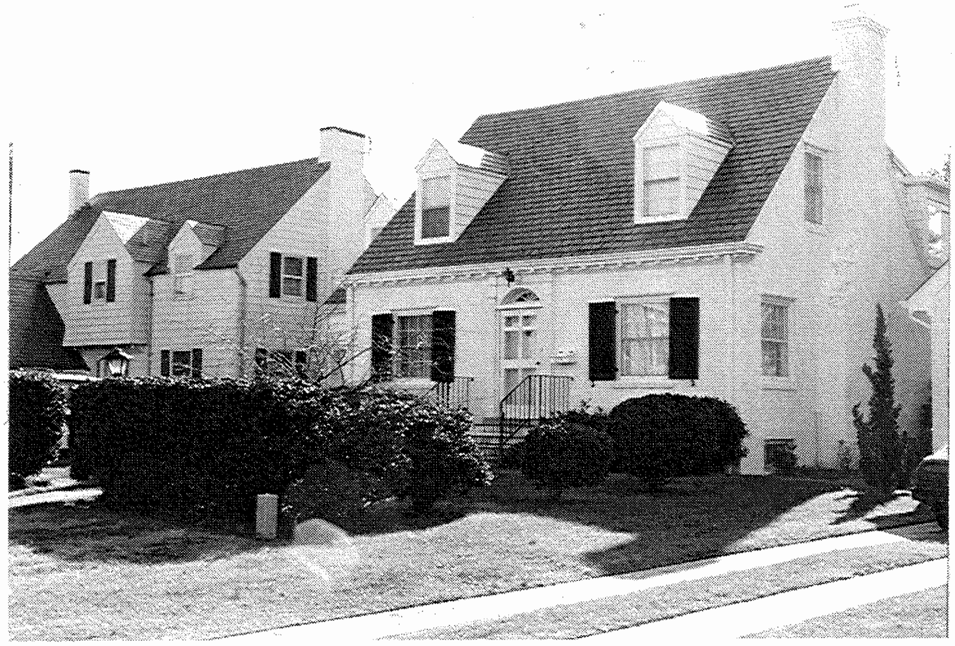


COLONIAL REVIVAL, 1940S
NORTHERN END OF RESORT AREA

Top Photograph:
108 52nd Street
(134-423)

Bottom Photograph:
110 45th Street
(134-421)

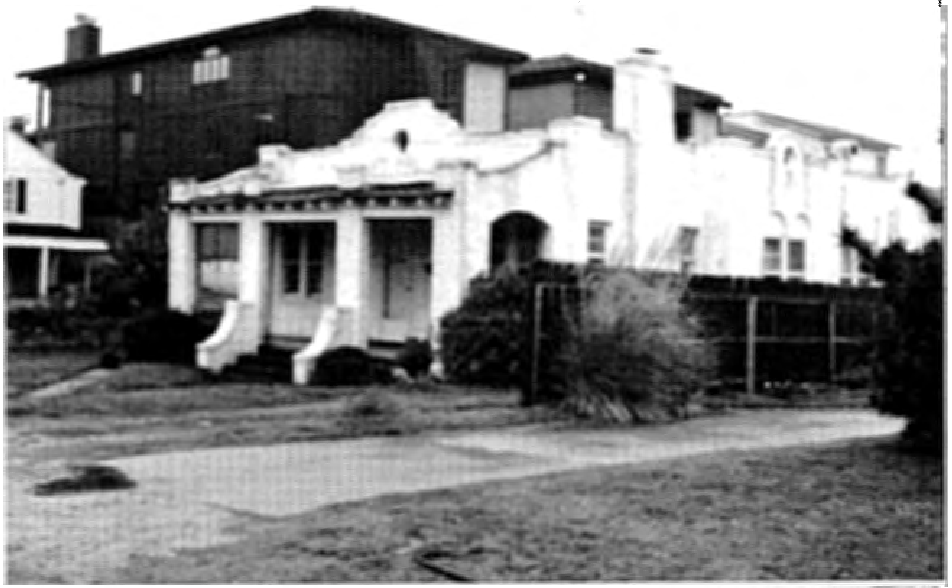




MISSION REVIVAL STYLE
RESORT AREA

Top Photograph:
106 85th Street
(134-602)

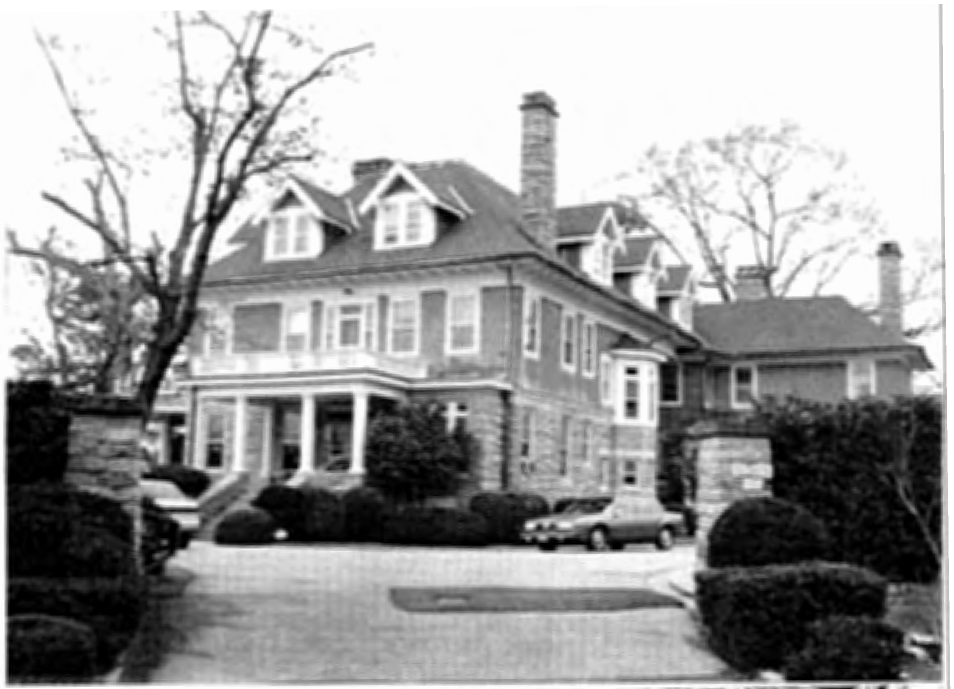
Bottom Photograph:
1501 Cypress Avenue
(134-448)

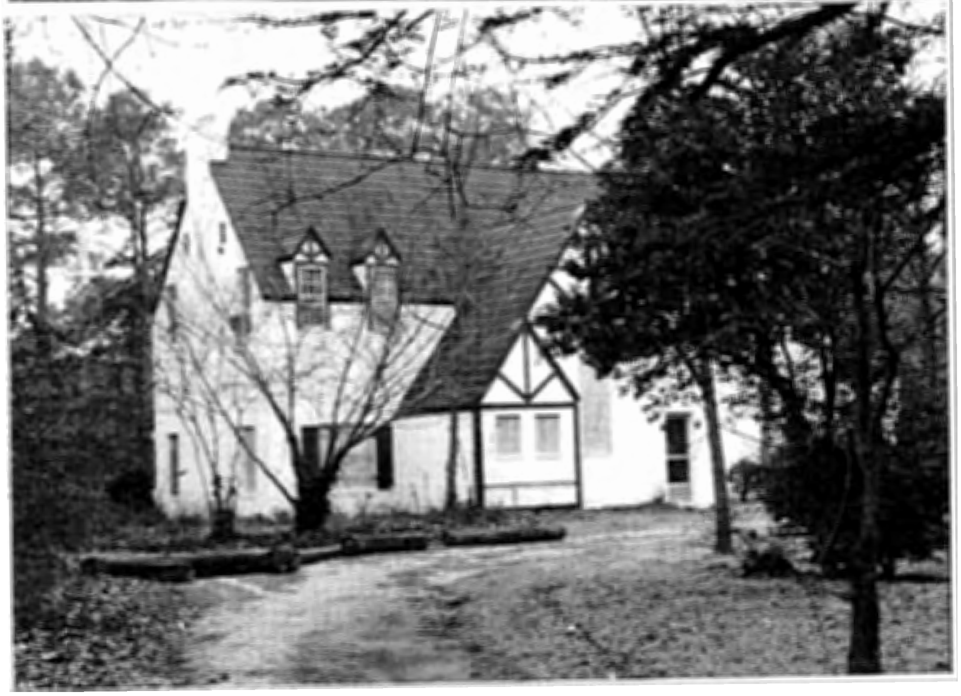


EARLY TWENTIETH CENTURY LARGER HOUSES

Top Photograph:
GREYSTONE MANOR/MASURY HOUSE
(134-532)

Bottom Photograph:
THE GABLES
(134-482)



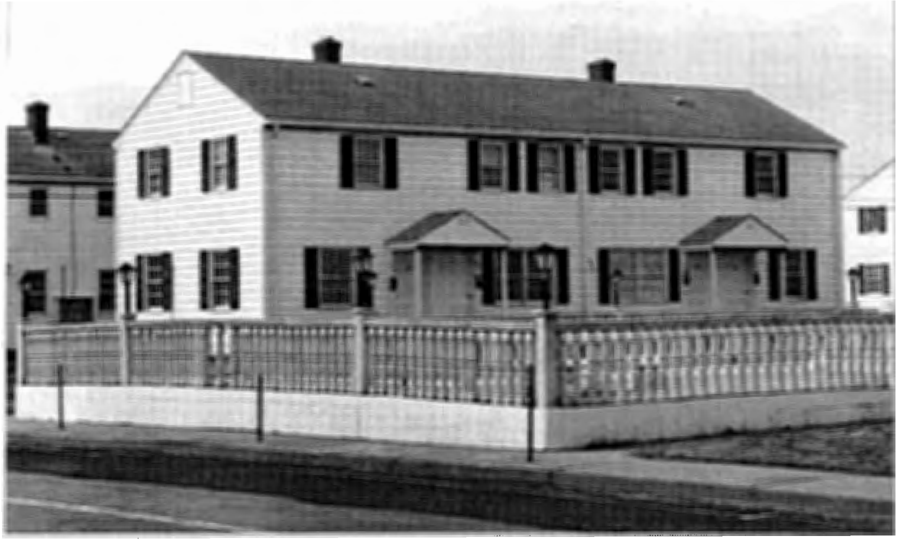


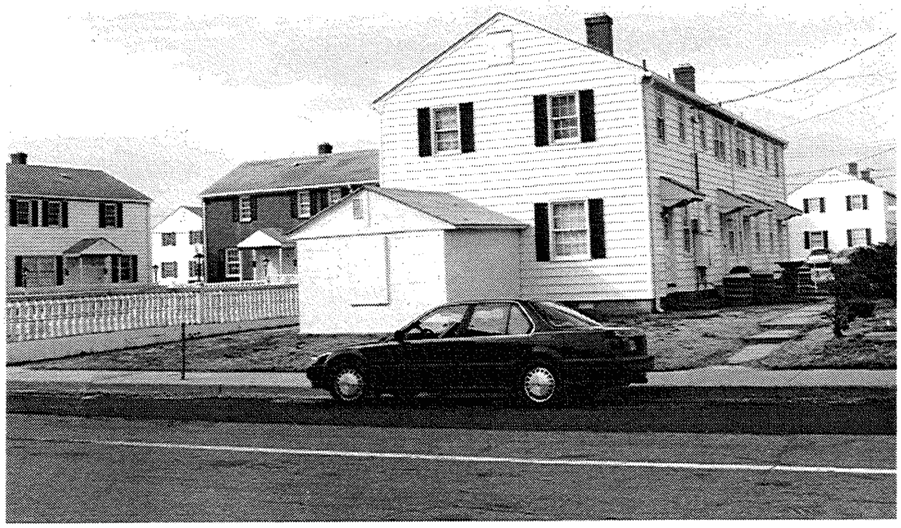
MULTI-FAMILY HOUSING
RESORT AREA

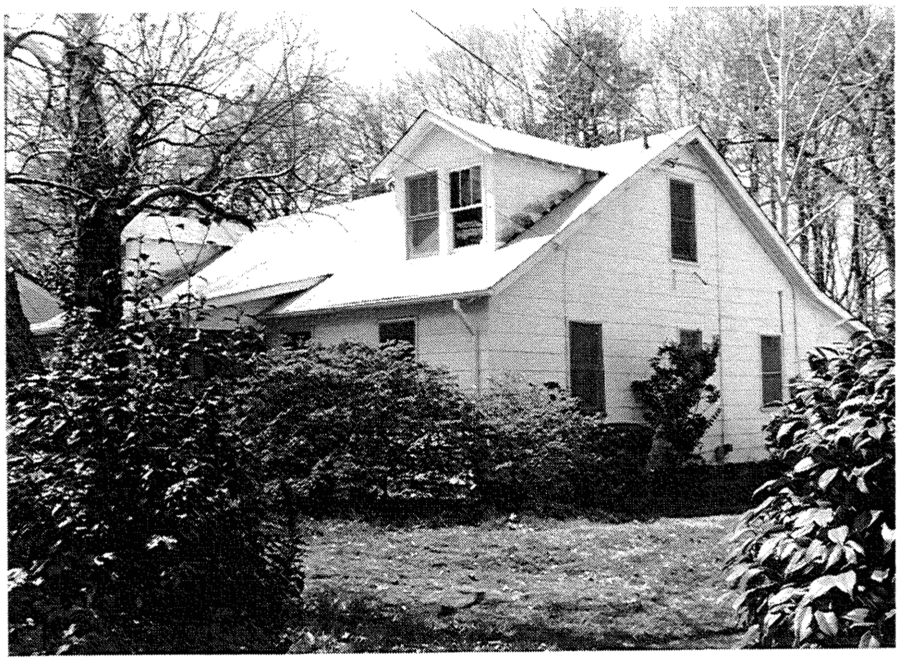
Top Photograph:
Apartment Complex - Front View
Pacific Avenue and 6th Street
(134-452)

Middle Photograph:
Apartment Complex - Side View
Pacific Avenue and 6th Street
(134-452)

Bottom Photograph:
1416 Mediterranean Avenue
(134-551)





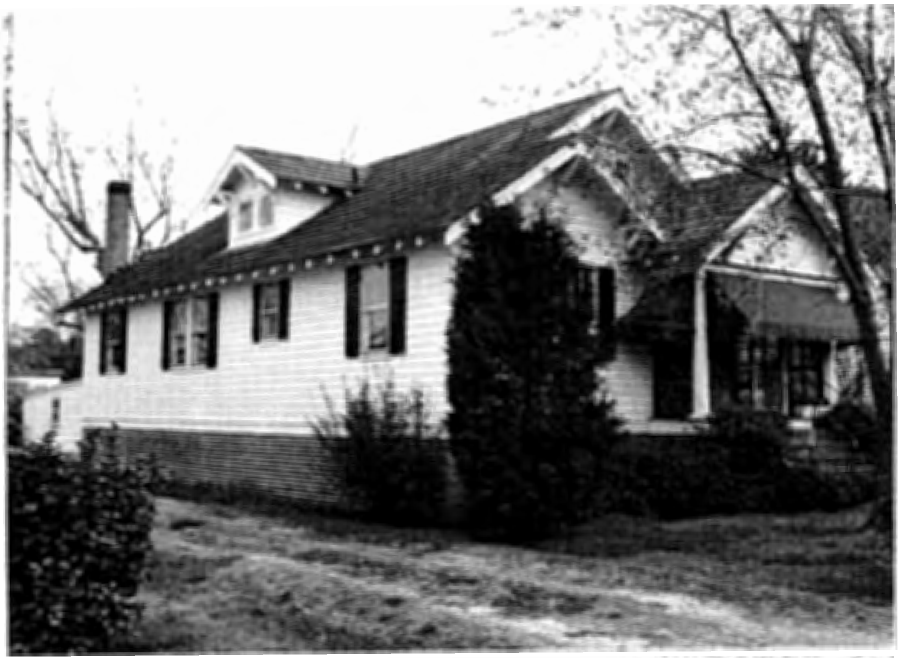


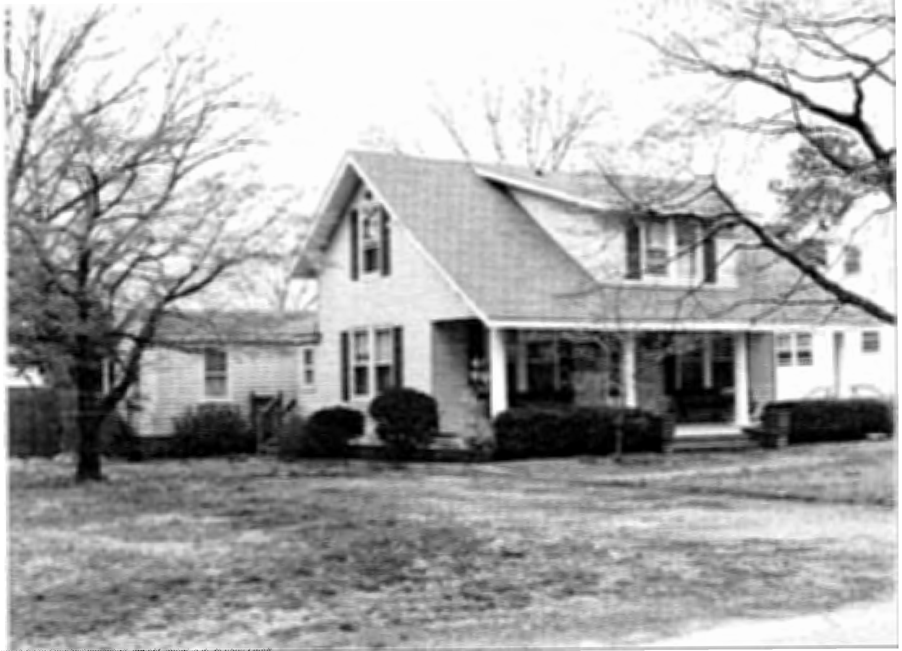
BUNGALOWS OCEANA

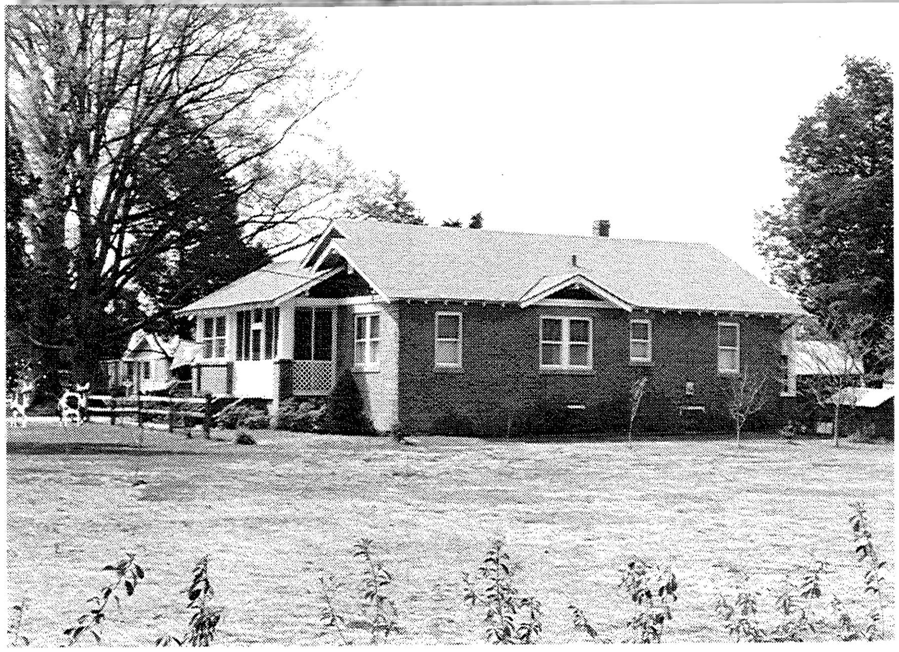
Top Photograph:
316 Louisa Avenue
(134-574)

Middle Photograph:
213 Lousia Avenue
(134-454)

Bottom Photograph:
109 South Great Neck Road
(134-561)



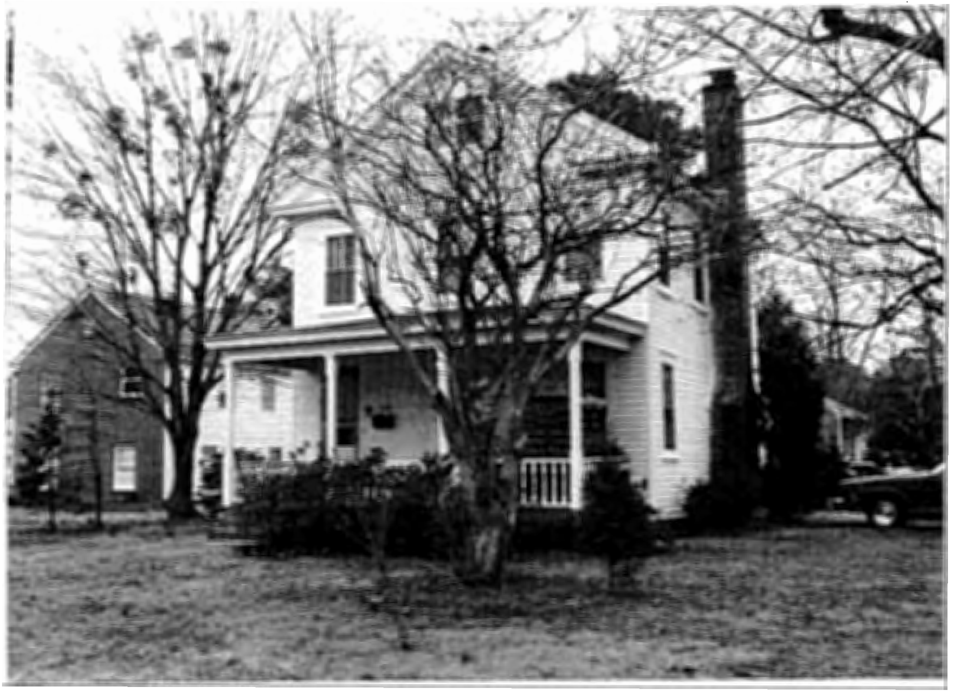


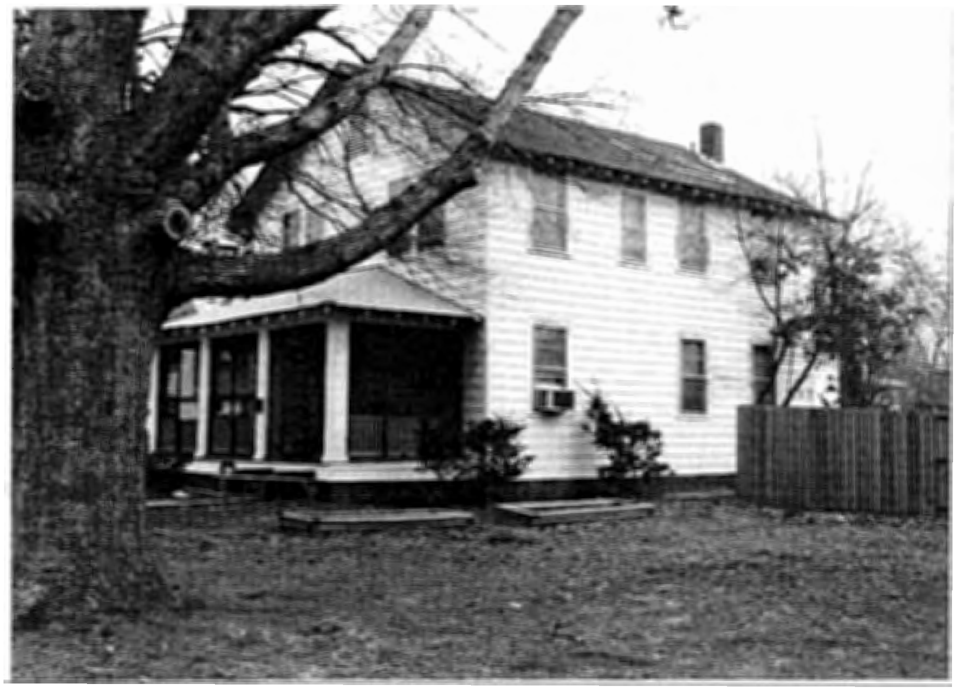


VERNACULAR PLANS OCEANA

Top Photograph:
236 Louisa Avenue
(134-523)

Bottom Photograph:
232 Louisa Avenue
(134-522)

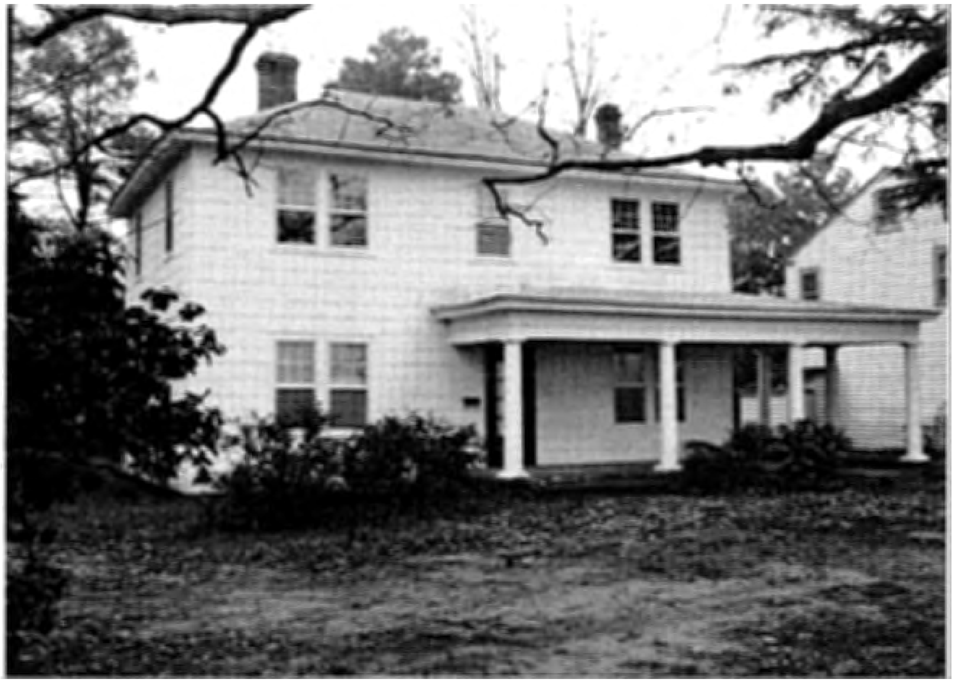


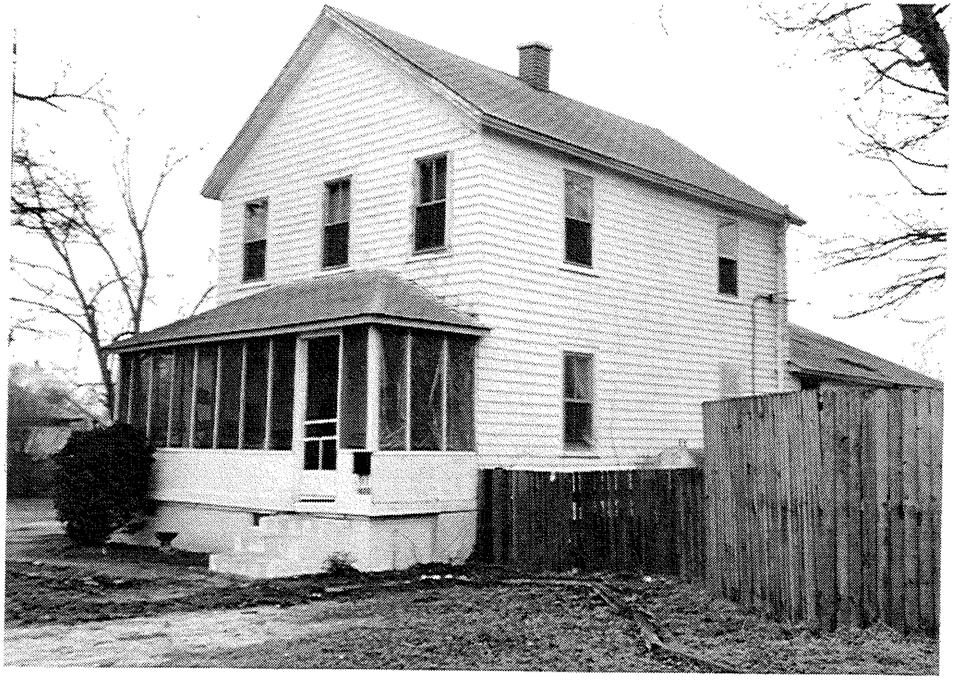


VERNACULAR PLANS OCEANA

Top Photograph:
1514 Southern Boulevard
(134-487)

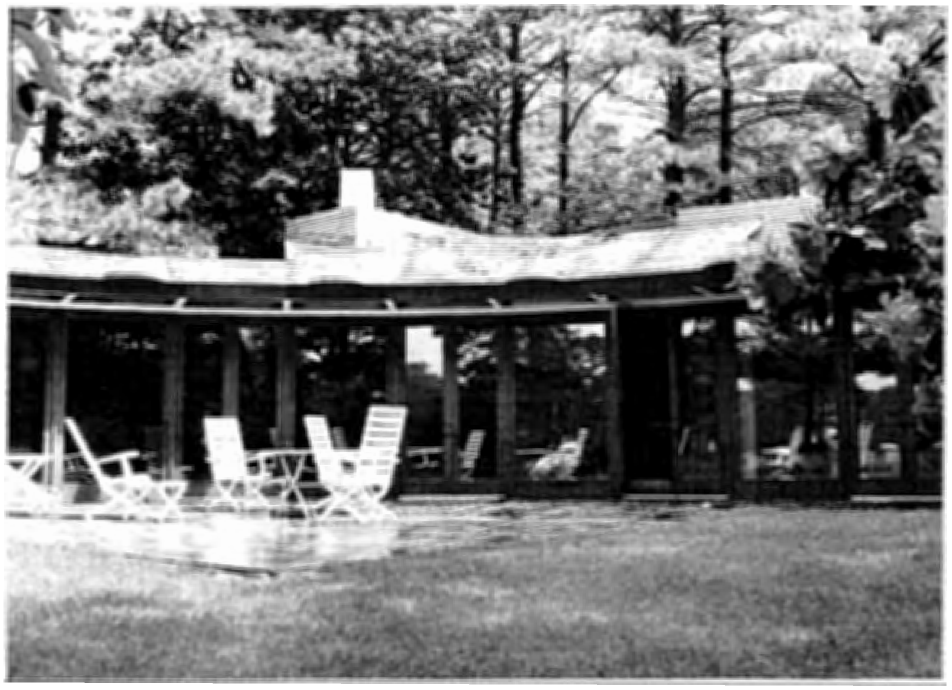
Bottom Photograph:
1628 Southern Boulevard
(134-488)





COOKE HOUSE DESIGNED BY FRANK LLOYD WRIGHT

Photograph:
(134-533)



buildings are both in frame and brick construction, and finished with simple Colonial Revival detailing. The complex includes a swimming pool and laundry facilities. Since the survey began, these buildings have been sold and vacated. The Mayflower Building, mentioned in the Historic Context for this section, stills remains at the Beach, eight blocks from the Cavalier, but was not surveyed as it postdated the survey period.

The only intact early-twentieth-century neighborhood which survives outside Virginia Beach Town is Oceana. This survey recorded seventeen buildings in Oceana to illustrate the range of architectural forms and styles. The dwellings range from local turn-of-the-century vernacular forms to popular bungalows. Among the traditional forms are two-story, frame I-houses, like that at 1514 Southern Boulevard, to the gable front rectangular blocks, like the houses at 1628 Southern Boulevard, 236 and 232 Louisa Avenue, all of which are two-story frame houses with full-length front porches. The bungalows in Oceana align more with national trends, without the beach-like character found in the examples at the beach. Some are more simple, like the frame bungalow at 213 Louisa, with a gable roof and shed dormer. In other cases, as at 316 Louisa Avenue, the form is more varied, featuring a gable-end facade with two smaller gables, one of which contains the entrance and single-bay porch. A cluster of several brick bungalows are found along Great Neck Road, often with gable entry facades, and shingled second level gables. Throughout Oceana, even some of the more vernacular plans, such as 232 Louisa, often feature exposed rafter ends along the eaves, hinting at the emerging Craftsmen influence from the first decades of the twentieth century.

ARCHITECTURE, LANDSCAPE ARCHITECTURE, AND COMMUNITY PLANNING

Historic Context

The County's first major efforts at community development and planning occurred in the late nineteenth century with plans for development at Virginia Beach and at Cape Henry. The initial resort development at the beach was begun in the 1880s by the Norfolk and Virginia Beach Railroad and Improvement Company, through its Seaside Hotel and Land Company. The company constructed the Virginia Beach Hotel, which was remodeled and opened as the Princess Anne Hotel in 1888 as the centerpiece of its early development. By 1888, the company was selling oceanfront lots for domestic residences, primarily summer cottages built by wealthy Virginia families. These lots were 50 by 100 feet, with enough area for a main cottage and servant's cottage behind. Development continued at a rapid pace through the end of the nineteenth century. In 1900, the Virginia Beach Development Company, a group of Tidewater residents, purchased the railroad lands.

To better direct the development of the county, the Virginia Beach Chamber of Commerce was formed in 1916. The chamber printed booklets to interest investors in local development in Virginia Beach, including the construction of a new resort hotel to replace the Princess Anne, which had burned in 1907. The chamber also encouraged a broader development plan, with improved road and water systems.[84]

In 1921, the Women's Municipal League of Virginia Beach was formed to "stimulate public interest in the welfare and improvement of Virginia Beach as a resort." The goals of this organization included constructing new electric fixtures, raising funds for road paving, instituting home mail delivery, and promoting a fire department. Similar neighborhood civic leagues were established in other communities in the 1920s, including Glenrock and Oceana.[85]

One of the most important landscape features of Virginia Beach town was the boardwalk. The first boardwalk was a wooden one built ca. 1888 with the opening of the Princess Anne Hotel. In 1927, this was replaced by a cement boardwalk, which extended from 5th Street to Seaside Park. The Virginia Beach Walkway Corporation was established to help raise the necessary money to build the concrete seawall and boardwalk.[86]

Similar planned development began at Cape Henry in the late nineteenth century. The Cape Henry Park and Land Company was chartered in February 1890. The original goal was to acquire some of the Cape's desert land for lumbering, and within two years the company had acquired 5,500 acres. Some parts of this area were platted into cottage sites. In 1900, the company reorganized as the Cape Henry Syndicate, but its plans to develop the cape into a commercial resort never materialized. Much of this land was later transferred to the state for the Seashore State Park.[87]

With the military expansion in Princess Anne County, the need for quickly built, affordable housing arose. While the military provided some housing on the military bases, additional facilities were needed. In the post-World War II boom years, developer John Aragona built two large planned communities between Virginia Beach Town and Norfolk. Aragona's goal was to provide low cost single family housing, "where the working man could afford to live." Aragona Village was the first planned community to be constructed, beginning in 1954. Located on nine-hundred acres along Virginia Beach Boulevard near Pembroke, Aragona Village featured 3,200 ranch-style homes and a shopping center, located for convenient neighborhood shopping. Princess Anne Plaza, planned in 1954, was a larger development, with three thousand houses, a shopping center, and golf course. Begun in 1960, Princess Anne Plaza, with six thousand home sites, was designed as a racially integrated community. With its large residential shopping plaza, this became a forerunner of planned-use communities. Aragona later developed Magic Hollow and Lago Mar. The plans for this growth in the early 1950s led to the creation of the county's first planning commission in 1952. [88]

In 1968, Oscar B. Ferebee, an area developer, designed a new type of community plan with the creation of Green Run Subdivision, located south of Holland Road. This eleven-thousand-acre community contained middle-income and low-income homes, schools, churches, dead-end streets, open spaces, and centrally located shopping centers. Robert G. Moore developed an enormous amount of housing developments in the 1980s. As a result of this self sufficient approach to individual subdivisions, no downtown was ever developed in the City of Virginia Beach other than the original commercial core of the former town of Virginia Beach.[89]

Another planned community was established south of Virginia Beach. Five of the seven miles of the Sandbridge oceanfront, previously part of the Sandbridge Hunt Club, became accessible to the public and were purchased in 1952. By 1982, much of this area had been developed. [90]

In 1963, Virginia Beach and the Princess Anne County merged to become the City of Virginia Beach. By 1990, Virginia Beach was the 37th most populous city in the United States. To maintain agriculture within the southern part of the city, the city has established the "Green Line," a controversial urban service boundary designed to limit residential development to the northern part of the city. In 1984, the Resort Area Advisory Committee was created to develop ways to improve the appearance and facilities in the Virginia

Beach resort area.[91]

Surveyed Resources

Today, the majority of the survey area contains subdivisions such as those developed by John Aragona, Oscar Ferebee, and Robert G. Moore, but these were too recent for inclusion in this survey. Any resources related to this form of community planning would be a part of a future survey.

Virginia Beach has a significant architect-designed house, the Cooke House by Frank Lloyd Wright. This is one of Wright's last houses, one of only three in Virginia. Located on a wooded site on 51st Street, the Cooke House illustrates a hemicycle plan, with the main living areas in a wing of the house defined by an arc. The kitchen is tucked into an extension off the arc, and the sleeping areas are included within a linear block off one end of the arc. Wright planned a swimming pool to complete the circle, but the pool was never completed. The exterior is primarily brick, with narrow window bands in the sleeping wing and continuous French doors along the inside elevation of the living wing. The interior is typical of Wright's design, with radiant heating imbedded in the cast-concrete floors, cypress horizontal interior sheathing, indirect lighting, and built-in furnishings. Many of the walls, particularly in the sleeping wing, are not full-height, making the otherwise small rooms seem larger than they are.

EDUCATION

Historic Context

In the colonial period, there were few formal educational opportunities in Princess Anne County. Wealthy families, or groups of families, sometimes hired a private tutor for their children. Some of the elite sent their children to nearby Norfolk or sometimes to England for an education. Those few schools which were established proved to be short lived. While references to such schools are often scarce, examples include a school held by Otho Russel at Little Creek in 1701 and the school at Lynnhaven Parish Church, taught by Gilbert Holloday in the early eighteenth century. Higher education instruction was available at William and Mary College in Williamsburg.[92]

As early as 1720, county residents had begun petitioning for free schools. In 1776, Reverend Robert Dickson, the Rector of Lynnhaven Parish, left a bequest to establish Dickson's Free School, but the success of the vestry's efforts is not clear from church records. In the 1770s, the county established a school for the poor male orphans of the community. The teachers provided instruction in Latin, Greek, and mixed math. This school continued in operation until 1819.[93]

In the early nineteenth century, the county established school commissioners to identify children who could not afford the cost of schooling. Such students were then eligible to attend the "common schools," with fees paid by the literary fund, established in Virginia to improve schools within the state. From twenty to one hundred students received education through literary funds each year during the antebellum period. In the early nineteenth century, Princess Anne County had several "common schools" which were those established by a teacher who charged tuition for his instruction. In 1832, the county spent $267.94 to educate the poor children, but the following year, that amount had dropped to $115.63. An 1835 gazetteer listed one "common school" in Kempsville and two "elementary schools" in Princess Anne Court House. [94]

Several county schools provided more advanced instruction during the antebellum period. The Kempsville Academy, which offered instruction between 1831 and 1842 in the former jail building, had fifty paying students from wealthy county families and twenty-five attending the "common school" established in the 1830s in the former jail building. The Eastern Shore Chapel, in the London Bridge area, had an academy in the 1820s. [95]

Princess Anne County was one of twelve Virginia towns and counties to establish a "free" school system prior to the Civil War. After controversial discussions at the courthouse, the system began in 1848 with one-room schoolhouses in twenty-one districts across the county. The Kempsville Academy was one of the former schoolhouses purchased for this new system. By 1859, eight hundred white children in the county attended twenty-two schools.[96]

Educational opportunities for black children were nearly nonexistent . Most blacks were illiterate unless they were taught by white members of the household.[97]

The new state constitution of 1870 mandated that every county establish public schools. Six years later, 1,134 students attended twenty-four schools, with an average county enrollment of 880 and per school attendance of thirty-seven at each school. By 1880, the number of schools grew to thirty-one, with twenty-one white and ten black, and by 1892, to twenty-three white and thirteen black schools.[98]

In the twentieth century, Princess Anne, like other Virginia counties, looked towards consolidation as a means of improving the quality of educational opportunities. The county constructed the first five-room consolidated school in 1908 at Oceana, providing the first high-school level instruction in the County. In 1910, a second high school was built at Kempsville, and soon after, a third school was built near Creeds. In 1920, the county began to offer agricultural classes at its new high school in agricultural high school at Oceana, in cooperation with the federal and state governments. To improve the quality of education, a teachers normal course was offered during the summer at Oceana High School. By 1924, the normal program boasted an attendance of 393 people. One-room schools remained in some of the more rural parts of the county, providing elementary instruction. In 1925, twenty-one percent of the county schools were still one-room schools.[99]

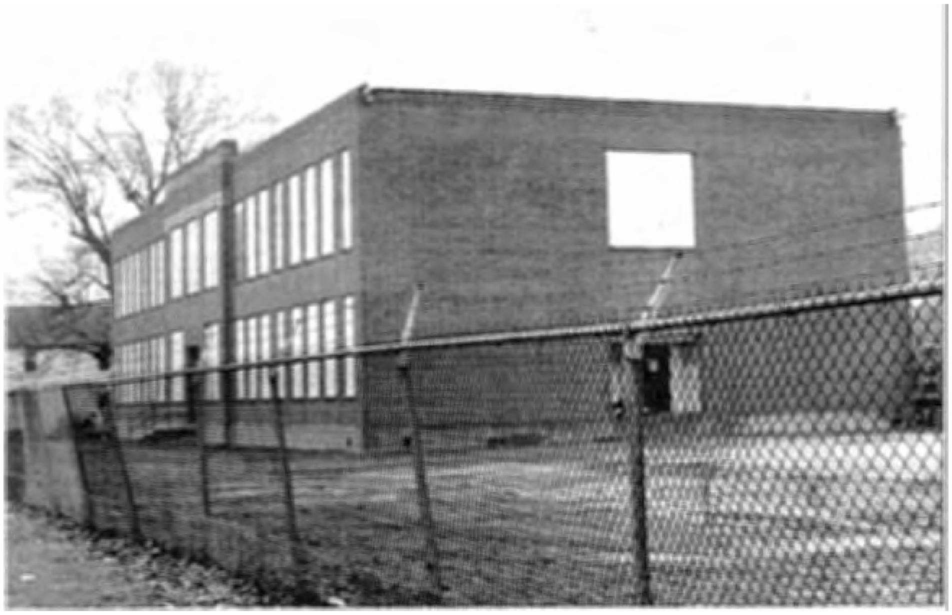
Black schools were consolidated at a slower rate than white schools. In 1925, only six of the county's fifty-six white schools were one-room, but eleven of the twenty-five black schools were still contained within one room. In the mid-1930s, Princess Anne County was the only Virginia county with a comparable percentage of black residents that did not have a black high school. In 1925, the Negro Training School Association was established in the county to raise money for the school, but this was lost before construction could begin. The county received a Works Progress Administration grant which funded the construction of the four-room Princess Anne Training School at Euclid in 1938. The first consolidated elementary school for black students was the Seatack Elementary School, which opened in 1952. [100]

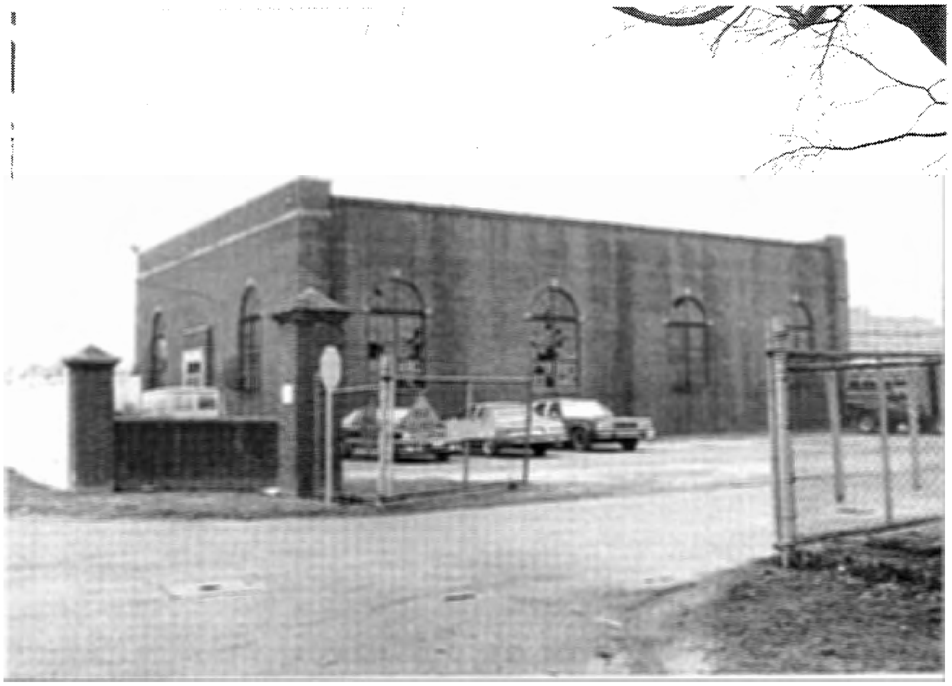
Consolidation efforts continued throughout the mid-twentieth century. These schools included Bayside Elementary, 1941; Court House Elementary, 1931, enlarged 1956; Creeds, 1938; Kempsville, 1920, enlarged 1949, and 1952; and Oceana, 1929, enlarged 1953. In 1954, the County constructed a larger high school, Princess Anne High School, consolidating the three regional high schools, on Virginia Beach Boulevard near Pembroke. In the 1990-1991 school year, the city operated eight high schools, ten junior high schools, and forty-one elementary schools.[101]

Higher education facilities in the county in the twentieth century included extensions or courses offered by the University of Virginia, the College of William and Mary, Virginia Polytechnic Institute's engineering program, Norfolk State University (formerly

OCEANA HIGH SCHOOL

Photographs:
OCEANA HIGH SCHOOL
Southern Boulevard
(134-485)





Virginia State College), and Old Dominion University. In 1961, the Virginia Wesleyan College was chartered, opening in 1966 on a 300-acre campus in Virginia Beach. In 1971, the Tidewater Community College began offering classes, and three years later completed its permanent facilities. Evangelist M. E. "Pat" Robertson established the Christian Broadcasting Network University, now called Regent University, in Virginia Beach in 1977. The Atlantic University, founded in 1930, was opened by supporters of Edgar Cayce along the older coastal community of Virginia Beach at 67th Street. The school operated a short time before it closed, but the charter was reactivated in 1985 and the University reopened.[102]

Surveyed Resources

The earliest surviving school located within the survey area is an addition to Oceana High School which dates to the early 1940s. The first school burned, and was razed, replaced by a second school around 1928. The present school that survives was added on the west end of the 1928 building between June 1941 and December 1943. The high school is a simple, two-story rectangular building with very little detail, except for a molded brick cap at the top of the parapet and a stone lintel above the windows on the projecting front section. The earlier ca. 1928 one-story gymnasium building is a little more elaborate, with rounded-arch windows finished with cast-stone keystones.

No other historic resources related to this theme were found within the survey area.

LANDSCAPE

Historic Context

The City of Virginia Beach is contained within the Tidewater portion of the Atlantic Coastal Plain, bounded by the waters of the James River, the eastern branch of the Elizabeth River, and the Chesapeake Bay; the state of North Carolina; and the Atlantic Ocean. The City of Virginia Beach contains many lines of saltwater beaches along the Atlantic Ocean and Chesapeake Bay. The northern part of the county features many small bays and inlets, with fish and oysters. The northern part of the city slopes north, with water pouring into Lynnhaven Bay; the western part drains to the eastern branch of the Elizabeth River, and the southern part drains into Back Bay and Currituck Sound. [103]

The flora and fauna of the area have changed rather dramatically since the time when the first colonists arrived. In 1705, Robert Beverly's description of the lowlands listed various trees, including oaks, poplars, pines, cedars, cypress, sweet gums, evergreens, holly sweet-myrtle, cedar, and live oaks. A contemporary description of the uplands included chestnuts, acorn, shrub oak, reedy grass; and next to rivers, large oaks, walnuts, hickories, ash, beech, and poplar. Current forests contain approximately fifty percent pines, both loblolly and short leaf, with enclaves of oak-pine, oak-hickory, and oak-gum-cypress. [104]

The Cape Henry area is known for its mountainous "moving" sand dunes, sometimes referred to as a desert. Throughout its history, the desert areas have complicated development of this area, from road transportation in the colonial period to commercial development at the turn of the century. Much of this area is now included in the Seashore State Park, including dunes, forest, and streams. The park is now a haven for coastal birds and unusual flora and wildlife, and its known for its bald cypress trees draped with Spanish moss. [105]

The southern part of the city contains a large amount of wetlands, including marshes and swamp land along Back Bay, North Landing River, and Northwest River. In 1938, the National Back Bay Wildlife Refuge was created to protect 4,600 acres of such land as a wetlands preserve and wildlife refuge, for notably waterfowl. The U.S. Army Corps of Engineers has jurisdiction over some of the non-tidal wetlands in this area[106]

To preserve its rural countryside, the city has established a "Green Line" dividing the more urbanized northern part and the agricultural southern region.

In the twentieth century, with rapid growth in the northern section, several civic groups have undertaken projects to improve the landscape. One such project, sponsored by the Council of Garden Clubs in Virginia Beach and Princess Anne County, was to landscape forty-seven blocks of the parkway along Atlantic Avenue, from the Cavalier to Fort Story. The garden clubs supplied plants, and the state highway department provided the labor. Completed in November 1954, this was considered the "world's longest" Garden Club project. [107]

Surveyed Resources

No resources were recorded relating to this theme within the survey area.

FUNERARY

Historic Context

Princess Anne County contains numerous cemeteries, predominantly in small churchyards or in family plots on farms. Most cemeteries in Virginia before 1900 were family cemeteries on individual farms. Unpublished records from the Planning Department at the City of Virginia Beach list several family owned plots, including those associated with the Fentress, Brown, Smith, Lee-Miller, Braithwaite, Hoggard, Burroughs, and Ackiss families as well as the Broad Bay Cemetery and the Colonial Grove Cemetery. Many of these same graveyards are mentioned in a published work by Laurie Green.[108]

Another important type of burying ground is the church cemetery. Several Virginia Beach churches have burying grounds, including Old Donation Episcopal, Eastern Shore Episcopal, Blackwater Baptist, London Bridge Baptist, Charity Methodist, Nimmo Methodist, Emmanuel Episcopal, Kempsville Baptist, Lynnhaven United Methodist, St. John's Baptist, Washwoods Methodist, Bethel United Methodist, Princess Anne New Light Baptist, and Oak Grove Baptist.

With the rapid growth of the twentieth century, some cemeteries in the northern part of the city have been moved to make way for new development. One preeminent example is the cemetery from the Eastern Shore Chapel, which was moved to accommodate expansion of the Oceana Naval Air Station.

Surveyed Resources

No resources were found relating to this theme within the survey area.

HEALTH CARE AND MEDICINE

Historic Context

From the time the English first colonized Princess Anne County until the end of the nineteenth and early twentieth centuries, little information existed about how to care for illness or disease or even how to deliver babies safely. As a result, the infant mortality rate was extremely high, and as a general rule, people died much younger than they do today. The sick and dying were bled or purged up through the eighteenth century to rid them of "impurities."

As early as 1693, the marshes and small creeks along the James River were polluted by waste, causing many of the colonists to die from unsanitary conditions. Epidemics frequently brought death to a large number of the inhabitants of nearby Norfolk and Princess Anne County. In 1795, yellow fever and smallpox both hit the area. Some people fled the region and escaped the illness. At the turn of the nineteenth century, death from smallpox declined because inoculation was possible. The ravages of yellow fever struck again in 1802, 1821, 1826, and 1855.[109]

By the early nineteenth century, the larger county villages had resident doctors. In 1835, Kempsville had three physicians and Princess Anne Court House had two.[110]

One of the first public health facilities within the present city area was the Infant Sanatorium, which opened in June 1888 at the corner of 18th Street and Atlantic Avenue in Virginia Beach. A group of Virginia Beach women, led by Kate Baldwin Myers, organized this effort to offer a "summer haven" including rooms, meals, and medical care for "less fortunate children" from Norfolk, Portsmouth, and Princess Anne Counties. The facility was designed for infants, mothers of infants, and older children of the poor, and could accommodate forty infants, ten mothers, and twenty-five older children at one time. The two-story shingled building, originally part of the sportsmen's clubhouse, was moved from its original oceanfront site to the Atlantic Avenue location. In 1926, two doctors from this facility opened the Seaside Sanitarium at 12th Street.[111]

Several county-wide public health programs began in the early twentieth century. In 1916, the Red Cross began work in Princess Anne County. During World War I, a group of women called the Ocean History Club began relief efforts for people in Belgium. By 1918, a county chapter of the Red Cross had been formed, increasing its membership from one hundred to five hundred members during the first seven years. In 1921, the first public health nurse came to the county, visiting school children and encouraging sanitary improvements at the schools. In 1928, the county initiated a mosquito control program along the shoreline area.[112]

Several health care facilities were established in Princess Anne County during the first half of the twentieth century. Between 1928 and 1931, the Edgar Cayce Hospital for Research and Enlightenment offered medical care by diagnosing illness through clairvoyant readings. In 1930, the state opened Tidewater Victory Memorial Hospital, on Virginia Beach Boulevard near Thalia, to care for tuberculosis patients. This was closed during World War II, when the federal government used the building to house prisoners. During the war years, between 1944 and 1946, the hospital at Fort Story was used to care for wounded soldiers.[113]

With a growing population by the mid-twentieth century, the county needed a more permanent hospital facility. The Virginia Beach Hospital opened in 1948, at the intersection of 25th Street and Arctic Avenue. This twenty-five bed facility, staffed with four doctors, was still inadequate to meet community needs. After a major fundraising drive, the General Hospital of Virginia Beach acquired the Virginia Beach Hospital and enlarged the facilities. In 1965, the hospital moved to a site further north in Virginia Beach, constructing a new, larger hospital building off Great Neck Road.[114]

In 1952, the Princess Anne Rescue Squad was chartered. Operations began in a building on Arctic Avenue across from the Town Hall.[115]

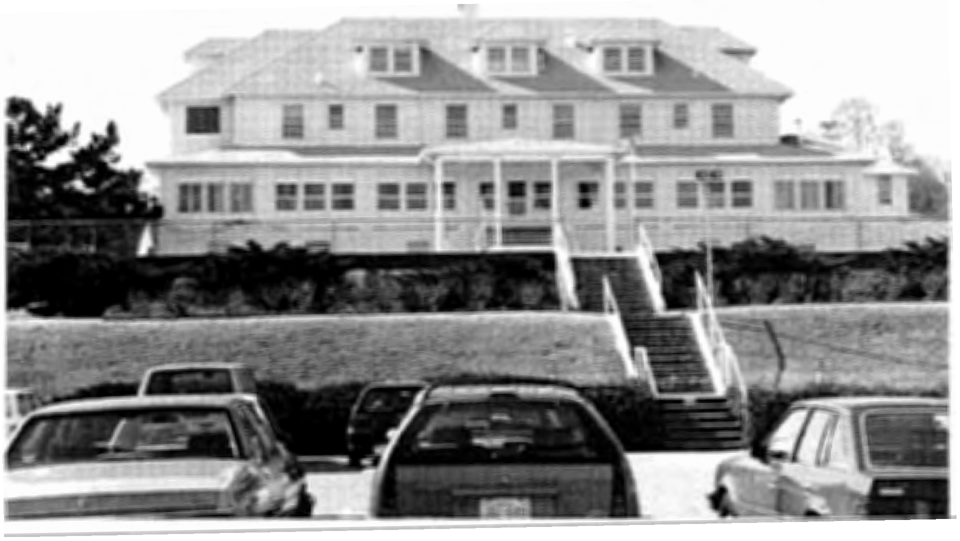
Surveyed Resources

Three resources were found within the survey area relating to this theme, two early-twentieth-century hospitals, the Edgar Cayce Hospital and the Tidewater Victory Memorial Hospital (now Willis Wayside), and a sanatorium or domestic health resort, the Castle Hathaway.

The Tidewater Victory Memorial Hospital is a five-part Classical Revival style building. The central gable front features a grand front portico, dentiled cornice, and square

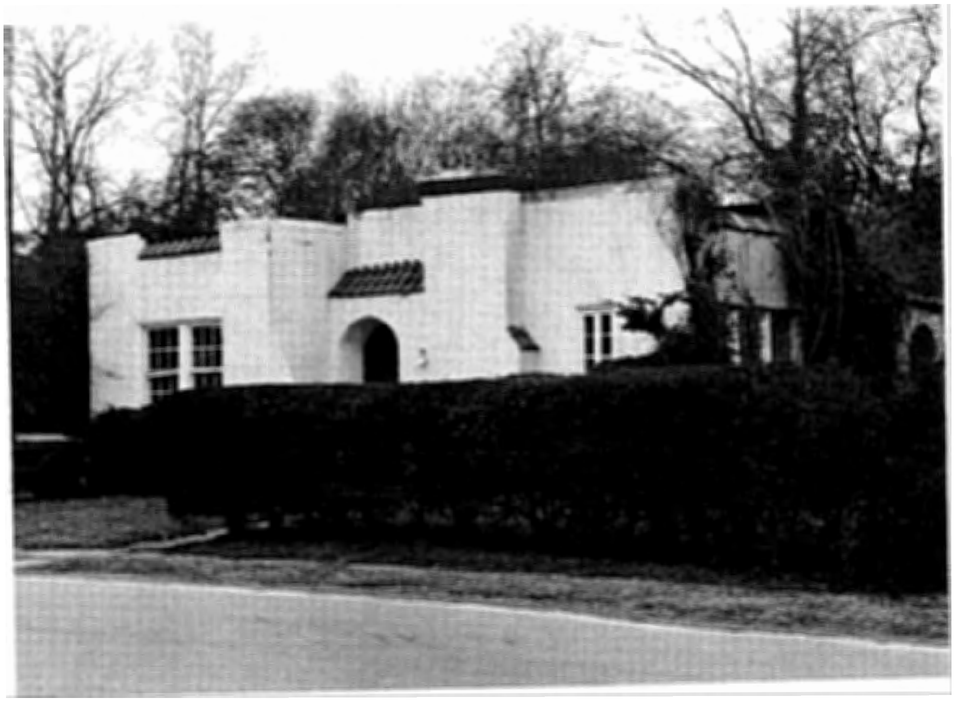
HEALTH CARE FACILITIES

Photograph:
EDGAR CAYCE HOSPITAL/A.R.E
(134-427)



HEALTH CARE FACILITIES

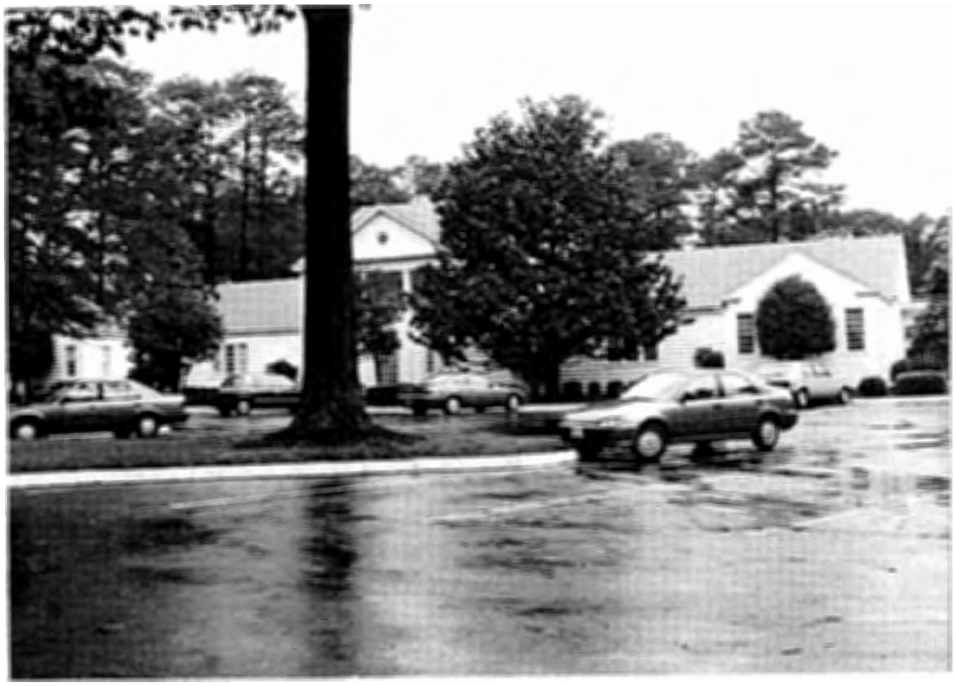
Photograph:
CASTLE HATHAWAY
429 Southside Road
(134-515)



HEALTH CARE FACILITIES

Photograph:
Originally TIDEWATER VICTORY
MEMORIAL HOSPITAL

WILLIS WAYSIDE
(134-605)



Roman Doric columns. It is a two-story, gable-roofed building with two long wings attached to one-story perpendicular wings at each end. The hospital has had several alterations in later years, including a 1960s brick addition to the east and heavy interior remodeling which transformed it into a furniture store.

The Edgar Cayce Hospital illustrates the use of the shingled beach cottage form in a larger public building. The hospital is two full stories, with a full, raised brick basement and a fourth upper level created by dormer windows across the hipped roof. The hospital originally had wide verandas, as did other beach cottages, but the first level porch was enclosed ca. 1970.

The Castle Hathaway, an early-twentieth-century house with guest cottages situated on the waterfront at Rudee Heights, was designed for people to come and retreat, seeking rejuvenation from the fresh air and relaxed environment. Today, only the main house of the sanatorium remains, a one-story dwelling in the Mission Revival style. A modern residential neighborhood surrounds the property.

TRANSPORTATION AND COMMUNICATION

Historic Context

Sailing vessels were the major form of transportation to the new world and throughout the Hampton Roads area. The Hampton Roads area became one of the major entry ports in the New World. During the colonial period, Norfolk emerged as an important shipping port, but by 1812 it began to lose some of its trade to Northern cities.

As early as 1727, the colonial assembly had considered constructing a lighthouse at Cape Henry. A light tower was begun in 1774, but work ceased in 1775 due to a lack of funds. In 1790, Congress authorized money for a light house, which was lit in October 1792. The construction was funded from a tonnage tax on ships traveling in the bay. The Cape Henry Lighthouse was completed, the second to be built under the Constitutional government. This was replaced in 1881 by a cast iron lighthouse, the "tallest fully enclosed cast-iron lighthouse in the United States." [116]

The presence of numerous inlets within the county led to the establishment of several ferries to cross rivers and creeks. In 1642, the court ordered that a ferry be established at Lynnhaven on the land of Captain Thoroughgood's heirs, to travel from the eastern to the western shores of Lynnhaven. The court required a levy of 1600 weight of tobacco on all county residents to pay the ferry men. Little information on these ferries is available, but court records do indicate payment of ferry services by the county court.[117]

Kempsville, one of the colonial villages, became an important shipping center for the county. Area farmers would send their products to the port at Kempsville, from which point a boat would carry the goods to Norfolk. During the seventeenth century, the port of Kempsville was lined with large tobacco warehouses and by 1740, Kempsville had a tobacco inspector. Other shipments from Kempsville included oak "knees" and timbers to the Norfolk Navy Yard as well as agricultural products, largely wheat and corn, in the eighteenth century. Kempsville continued to serve as a shipping port in the early nineteenth century, with both tug boats and sailing vessels. The town contained a bridge with a draw for ships. The town port could not handle larger ships, and thus declined as a port town after 1850.[118]

Princess Anne County had poor roads throughout the colonial period and well into the nineteenth century, partly because the area residents depended more on water transportation. The most important colonial roads extended from the City of Norfolk into various parts of Princess Anne County. An eastern road led to Kempsville, a transportation center, from which two roads led to the Atlantic Ocean. The road from Norfolk to North Carolina ran through the town of Great Bridge. In 1784, a road was proposed from Kempsville to the Sandbridge and Pungo area. [119]

In the early nineteenth century, residents continued to use overland transportation, in spite of the poor conditions. In 1833, Princess Anne residents paid taxes on 1,757 horses, seventeen coaches, sixteen carryalls, and 154 gigs. The marshes and numerous rivers further complicated road construction and travel. The poor conditions posed hardships both for travelers and for farmers trying to send their goods to Norfolk markets. An 1857 visitor noted that Princess Anne County was known for its hospitality, big turkeys, Lynnhaven oysters, and bad roads. Edmund Ruffin, an agricultural reformer, recorded in 1854 that few people traveled beyond Norfolk into the county except to visit friends and relatives, due to the poor conditions of the roads.[120]

While many of Virginia's counties were establishing turnpike companies to build more durable roads in the early nineteenth century, only one turnpike was chartered in Princess Anne County during the antebellum period. In 1850, the Princess Anne and Kempsville Turnpike Company was established to construct a road between Norfolk and Kempsville, thus improving overland transportation to this county shipping center. This turnpike was not built until after the Civil War, in 1871.

Throughout the antebellum period, Princess Anne County residents continued to utilize natural waterways and later canals, which provided the most direct access to the Norfolk port, a market for farm produce. Tidewater residents considered the construction of canals a high priority in improving regional transportation. While canal construction had been considered in Virginia during the eighteenth century, plans were put on hold during the Revolutionary War. Interest in canals evolved again by the early nineteenth century. In the Tidewater area, several canal projects were proposed and many completed during the antebellum period. The Dismal Swamp Canal was built in the early nineteenth century, running through Deep Creek to Norfolk.[121]

Two canals were constructed in Princess Anne County during the antebellum period. The Albermarle and Chesapeake Canal, which ran from east to west through the center of Princess Anne County, was completed in 1859, connecting Elizabeth River with North Landing River, but bypassing Kempsville. In 1840, the Princess Anne and Kempsville Canal was incorporated to construct a canal for internal commerce; this was re-incorporated in 1851 as the Kempsville Canal Company. The company began construction of a canal route between Kempsville and Lynnhaven Bay. By 1860, the first eight miles had been built, but it was never finished during the unstable Civil War years. Although much of the route has been destroyed due to suburban development, a one-thousand-foot section remains remarkably intact near Euclid and Pocahontas Village.[122]

In the southern part of the county, Bennett Boat Line operated a steamer from Norfolk to the West Neck River at Pungo during the late nineteenth century. The ferries transported both freight and passengers. This continued in operation until the Norfolk and Southern Railroad constructed a branch from Norfolk to Munden's Point in 1897. [123]

The North Landing River and the Albermarle and Chesapeake Canal divided the southern part of the county into what is known now as the Pungo and Blackwater Districts. Before the Civil War, a bridge crossed the canal at Pungo Ferry. After the bridge was destroyed during the war, a ferry line was established. Otherwise, residents needed to travel fifty miles by horse and buggy to reach the other side. Between 1913 and 1920, another bridge was built, but otherwise there were no facilities besides the ferry to cross the canal until a modern bridge was constructed. [124]

In 1878, the federal government authorized the Revenue Marine to construct, equip, and man lifesaving stations along the coastline to assist with potentially dangerous travel conditions along the coast. Cape Henry, Dam Neck Mills, and False Cape were built in 1874-5. In 1878, Congress established the U.S. Life-Saving Service, and all shore based life-saving activities shifted to the service. During 1878, the Seatack/Virginia Beach and Little Island stations were built and opened. The surf men who manned these stations established their homes near their assigned station, thus creating a small village atmosphere. These earlier era stations were all replaced by structures built at a later date, after the U.S. Life-Saving Service and the Revenue-Cutter Service were combined to form the U.S. Coast Guard in 1915.[125]

The next major development in the region's transportation system came with the construction of railroads in the 1880s. In 1883, the Norfolk, Virginia Beach Railroad and Improvement Company opened a nineteen-mile, narrow-gauge railroad between Norfolk and Virginia Beach. This same year, the railroad purchased the Seaside Hotel and Land Company and built the Princess Anne resort hotel, which opened in 1884. The railroad reorganized three times, becoming the Norfolk, Virginia Beach and Southern Railroad in 1887. The line to Virginia Beach had become so popular that in 1898 it was widened to standard gauge. [126]

A twenty-two-mile branch of the railroad was established about 1899 from Clapham Junction (Euclid) Virginia south through Princess Anne Court House, Pungo, Creeds, and Back Bay to Munden. To provide access to the outer banks of North Carolina, freight and passenger service was established by steamboat from the head of Currituck Sound. This railroad provided an improved transportation network for farm produce from the southern part of the county to Norfolk. In 1900, the forty-one miles of tracks in the county were purchased by the Norfolk and Southern Railroad, but this company did not buy the real estate holdings at Virginia Beach until a later date. Norfolk was a center for the railroad through the twentieth century.[127]

In 1902, the Chesapeake Transit Company built a 24 1/2 standard-gauge electric traction line, which bridged the Lynnhaven Inlet and extended to Cape Henry. This service carried commuters and tourists, produce from truck farms in the Little Creek area, as well as fish and oysters to Norfolk. The Norfolk and Southern Railroad purchased this line in 1904. [128]

As Northern investors began to take a strong interest in the resort potential of Virginia Beach at the turn of the century, toll roads became a major concern for development potential. In 1877, the Princess Anne Turnpike Company began work on shortening the overland road between Norfolk and Kempsville. The Anti-Turnpike Good Roads Association of Princess Anne and Norfolk Counties formed in 1905 to encourage public road improvement. The association fought toll roads and in a demonstration, demolished the Cottage Toll Gate which collected tolls for one of the routes. The Philadelphia Toll Company, which purchased the Consolidated Turnpike Company opposed the group's efforts until, by 1916, Princess Anne County and Norfolk County toll roads became free roads, financed by taxpayers.[129]

Public roads began to improve in the 1920s. The main transportation artery in the county continued to be the road between Norfolk and Virginia Beach. A new road paralleling the route of the Norfolk-Virginia Beach rail line was begun in 1916 but was halted by the war. In 1921, Virginia Beach Boulevard, a concrete stretch running from Norfolk to Virginia Beach, was completed. The following year, the half mile stretch of 17th Street from the end of the Boulevard to Atlantic Avenue and the stretch from Atlantic Avenue to Seapines were paved. This reduced the travel time between these two cities to forty-five minutes by car. In 1924, the road between Seapines and Cape Henry was completed followed by Shore Drive from Cape Henry, across the Lynnhaven River, into Norfolk, in 1929. By 1927, thirty additional miles of new roads had been approved. [130]

With improved roads came bus transportation. A bus line applied for a charter to run a route between Norfolk and Virginia Beach in 1923 and was approved to begin business the following year.[131]

The proliferation of improved roads led to considerable commercial development along these travel arteries, including stores, restaurants, gas stations, and automobile businesses. Tourist-related businesses were established along some of the major travel arteries to the resort area of Virginia Beach. J.B. Etheridge opened the county's first Ford dealership on Holland Road in 1918.[132]

By 1925, the town of Virginia Beach had become a center for communications. Besides the Coast Guard station, the town contained a "powerful government wireless station." The Cape Henry community played an important role in communication, with its lighthouse and weather bureau.[133]

The urbanization in the northern part of the county has continued to generate road development, much of it lined with shopping centers. In 1967, the Virginia Beach and Norfolk Expressway, a limited access highway, was completed from Norfolk to the resort area.

Surveyed Resources

All resources found within the survey area related to this theme date to the twentieth century. Included resources are the first telephone building located near the oceanfront, the U.S. Life-Saving Station/Coast Guard Station at Little Island, and the Norfolk Avenue Train Station. Other resources are reported to exist by local residents. One early-twentieth-century train station located at Fort Story was not surveyed as a part of this undertaking.

Like many early-twentieth-century public buildings in Virginia Beach and the Tidewater area, The first telephone building displays a Classical Revival form and stylistic elements. Built ca.1927, this is two-story, gable-front plan building, decorated with a pedimented front door surround with engaged Roman Doric columns, cast-stone keystones on the first level, and a round vent in the center of the pediment. The building sits on a raised podium and implements the traditional temple form. The interior has undergone several renovations, and retains very little original building fabric.

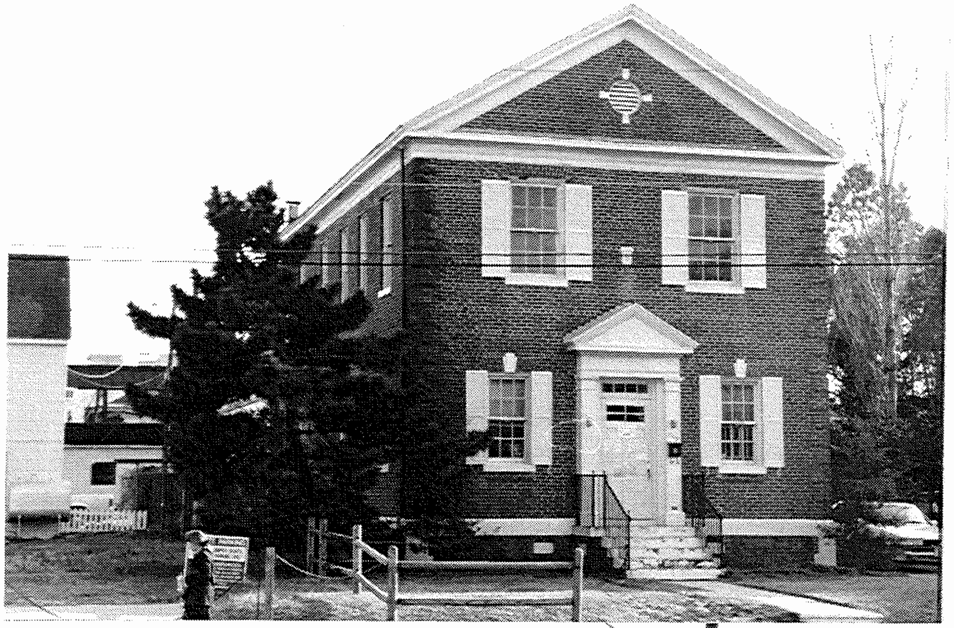
The Norfolk Avenue Train Depot was the only such structure identified in the survey. It has undergone numerous changes and is currently being used as shops. The center section of the building is a two-story pedimented temple front, supported by square Roman Doric columns, with one-story wings to either side. All the exterior materials and the windows have been replaced, and the interior has been completely remodeled. Two early-twentieth-century bungalows associated with the train depot still exist nearby.

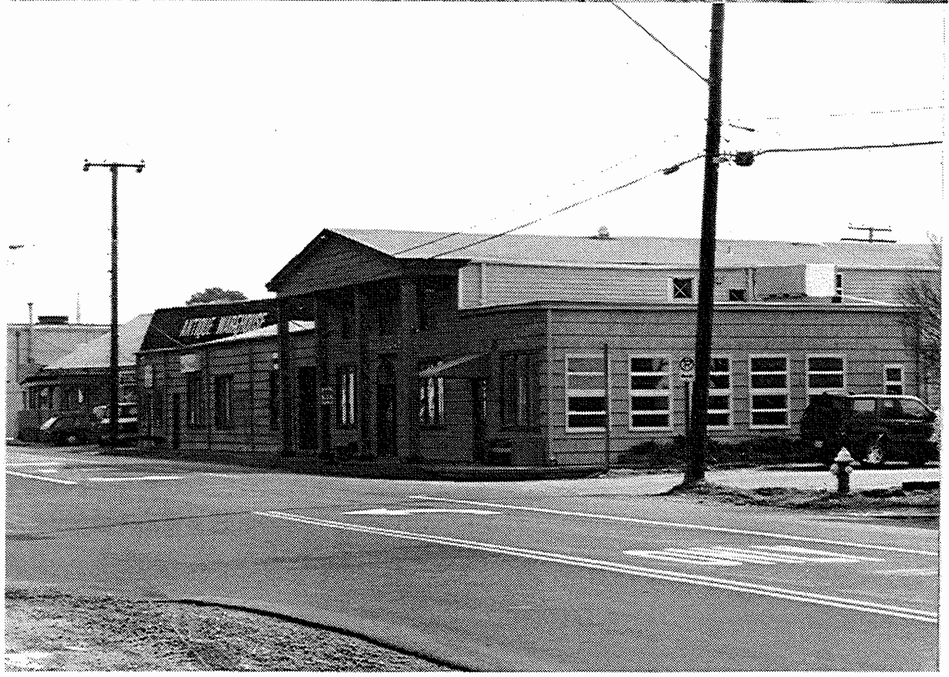
Three buildings remain south of Sandbridge from the Little Island Life-Saving Station. After 1915, these life-saving stations were called coast guard stations. The oldest building, according to local historian Anne Henry, is the one-story, gable-entry building that is currently used for boat storage, probably erected after the 1933 hurricanes. This is a simple, shingled rectangular structure

TRANSPORTATION AND COMMUNICATION RESOURCES

Top Photograph:
C&P TELEPHONE BUILDING/OLD LIBRARY
(134-459)

Bottom Photograph:
NORFOLK AVENUE TRAIN STATION
(134-447)

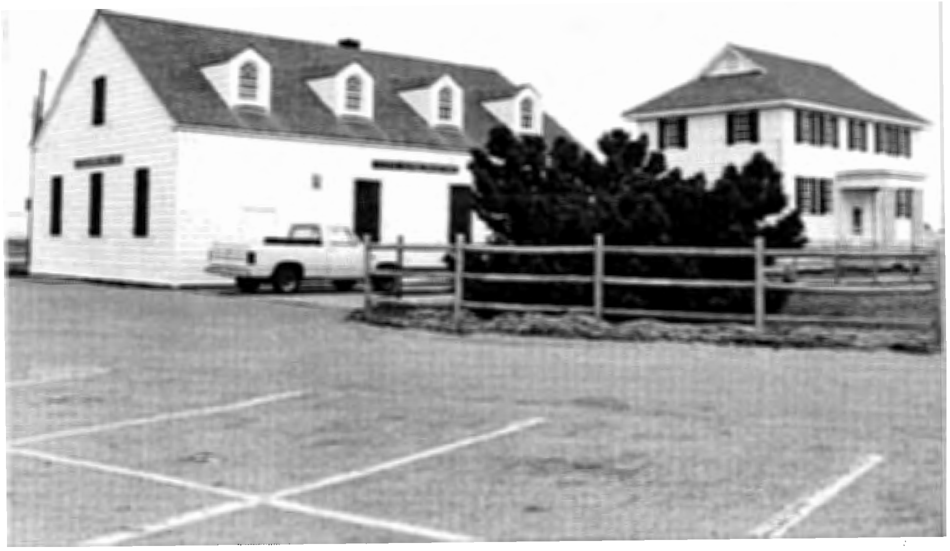


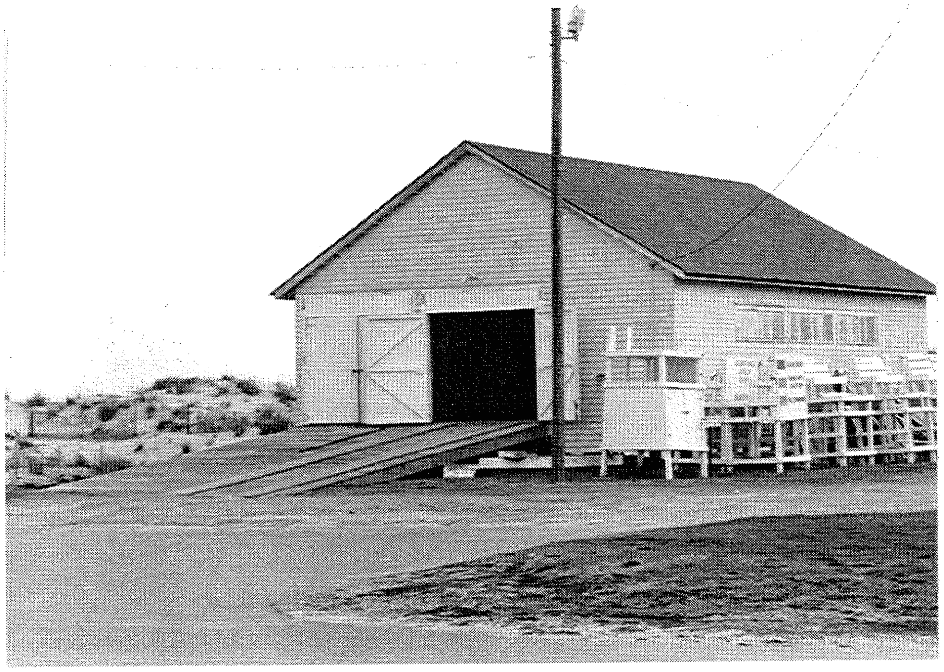

ANTIQUE WAREHOUSE

LITTLE ISLAND U. S. LIFE SAVING/U. S. COAST GUARD STATION

Top Photograph:
Original Building and Office
(134-596)

Bottom Photograph:
Garage/Equipment Storage
(134-596)





with windows along the side walls and had large board-and-batten doors on both ends, but these now remain only on the end towards the ocean. The two-story shingled domestic-scaled building was probably built in the mid-1930s and was the main building with office, kitchen and dining room on the first floor. The second floor provided sleeping accommodations for the personnel who worked there. This is a five-bay structure, with a one-story front porch, drawing upon the Colonial Revival style. The most recent associated building is the one-story rectangular structure located adjacent to and to the west of the station. It was used as a garage and for equipment storage and had four sets of double doors on the south. This structure, which currently houses the snack bar, features dormer windows with round arched windows along the sides of the gable roof.

The U.S. Life-Saving/U.S. Coast Guard Station at 24th Street has been intensively recorded and was not included in this survey. Many of the early residences associated with the U.S. Lifesaving Station along 22nd, 23rd, and 24th Streets were surveyed and are discussed in the Domestic Theme.

RELIGION

Historic Context

When Virginia was an English colony, the official church was the Church of England. English law required that the church be represented within the county government in Virginia. Unlike the religious dissenters of New England, most inhabitants of what was later called Princess Anne County were Anglicans.[134]

The seventeenth century was a period of change in the Church of England. In 1649, when Oliver Cromwell executed Charles I, the state church became Presbyterian until 1660 when the Commonwealth was overthrown and Charles II ascended the throne. The repercussions of this were felt in the colonies where every man had to take an oath to both the church and the crown. The established church monitored daily life and chastised sinners, though this was not nearly as strict in Princess Anne County as in England itself. In Princess Anne County, vestrymen served for life and were responsible for the morals of the community.[135]

The church building itself served as the center of the community along with the courthouse. The first Anglican Church in what was to become Princess Anne County had been constructed on the Lynnhaven River by 1640, when orders appear for its repair. The church is now gone and the cemetery covered by the Lynnhaven River. [136]

When the courthouse moved to what is now Witchduck Point in 1695, so did the church. The second church was Old Donation Church, built in 1694 on parish land. This simple rectangular brick structure is the oldest standing church in the city. Chapels were built at other parts of the county, reflecting the location of other early settlements. Eastern Shore Chapel was first mentioned in official documents in 1689. In 1726; a frame church was built which was replaced by a brick chapel in 1754. It was torn down in 1952 due to expansion of the Oceana Naval Air Station, in the area of present day Oceana. The fourth Episcopal church is the county was Emmanuel Church, built in 1843 by Bishop Meade in Kempsville. Later churches include those at Nimmo and Pungo. The Upper Chapel at Pungo began as a frame building, and was replaced in 1739 by a brick structure and in 1773 by a larger brick church. [137]

Several dissenting churches met in what became Princess Anne County during the colonial period. As early as 1663, Quakers were worshipping in the county. Tom Lovell presented a list of persons who were Quakers to the court. With religious harassment, the Quakers moved to

Nansemond County and did not return again to Princess Anne until 1954. Presbyterians worshipped at a meeting house at Edward Cooper's plantation, at Great Neck, by 1693, and this was registered as a place of worship with the church by this date. [138]

The "Great Awakening" of the mid-eighteenth century witnessed great revivals in the protestant churches. Between 1740 and 1790, four to five thousand members left the established church to become Methodists, Presbyterians, or Baptists. Roman Catholic priests were ordered to leave the colony, while Methodist and Baptist preachers fought for the separation of church and state and against slavery. Under the existing laws, everyone was required to attend church each Sunday with assigned seats. This was not always rigidly enforced when other religions began to spring up. Virginia's Statue of Religious Freedom of 1785 issued the final blow to the established church.[139]

The first reference to Baptist services occurs in 1674, indicating that a Baptist congregation, later called Oak Grove Baptist Church, began worship near Pungo Ferry. In 1764, John Whitehead deeded a half-acre of land with a building to the Elders of the Baptist Church; this became the Oak Grove Baptist Church in 1856. This congregation was the second oldest Baptist Church in Virginia. The Blackwater Baptist Church was established in 1774. With the religious revivals of the Great Awakening, the Eastern Shore Chapel, later the London Bridge Baptist Church, was established in 1784, and two missions were begun at Princess Anne Court House and Kempsville. [140]

The first Methodist Society in Tidewater formed in nearby Portsmouth in 1772. Methodists began worshipping in Princess Anne County, at Charity Church in Back Bay in 1789. Two years later, Anne Nimmo deeded property to the Society of Methodists of Princess Anne County, who erected the Old Nimmo Methodist Church. This church became well known for its camp meetings. Between 1870 and 1895, other Methodist churches were established at Little Island. [141]

Prior to the Civil War, blacks worshipped with whites. After emancipation, many black congregations were formed, often first as gatherings that met in private homes. Black churches were later established, such as the Zion African Methodist Episcopal Church in 1872.[142]

Today, Virginia Beach has a more diversified religious community. As early as 1735, Catholics had been worshipping in the county, according to a reference in a court case to a Roman Catholic resident. In 1949, the first Jewish Temple, Emmanuel Synagogue, was established, dedicating its first building in 1951.[143]

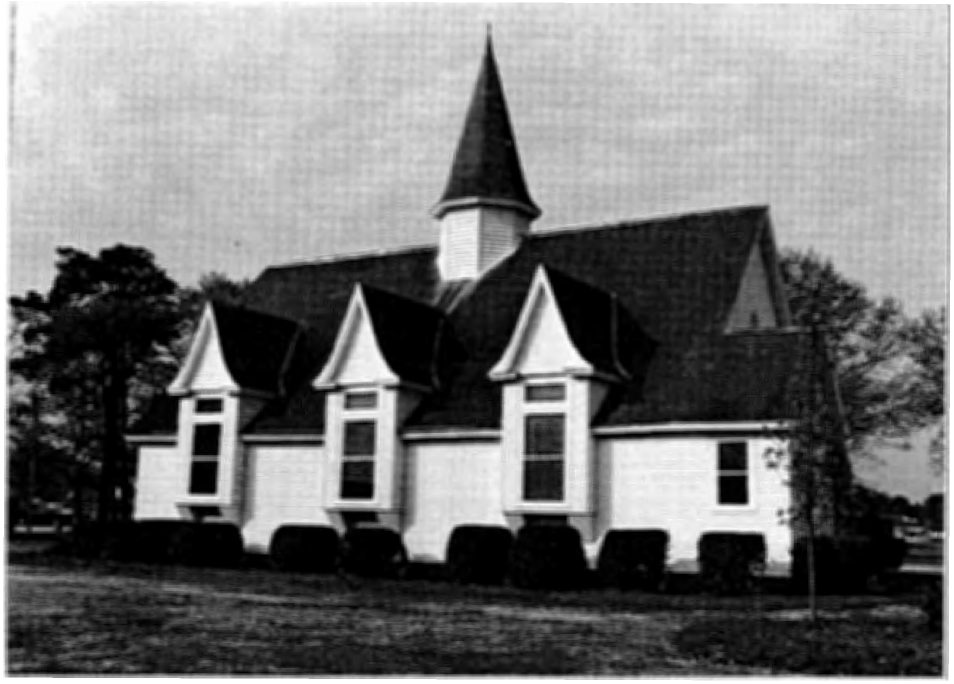
A group of Amish Mennonites moved to Virginia Beach in the early 1900s from Faquier County, looking for inexpensive farmland. They established the Kempsville Amish-Mennonite Church and the Providence Road Mennonite Church in 1952. The Virginia Beach Mennonites proved more progressive than other similar groups in the state, abandoning their horse and buggies in the 1930s. The Mennonites left the county with the increased urban development of the 1950s, as their farms were in the rapidly developing areas of Aragona Village, Pocahontas Village, Kempsville Meadows Golf and County Club, and Point-O-View. One of the old order Mennonite Churches on Parliament Drive became the Tidewater Korean Baptist Church when the Mennonite community left.[144]

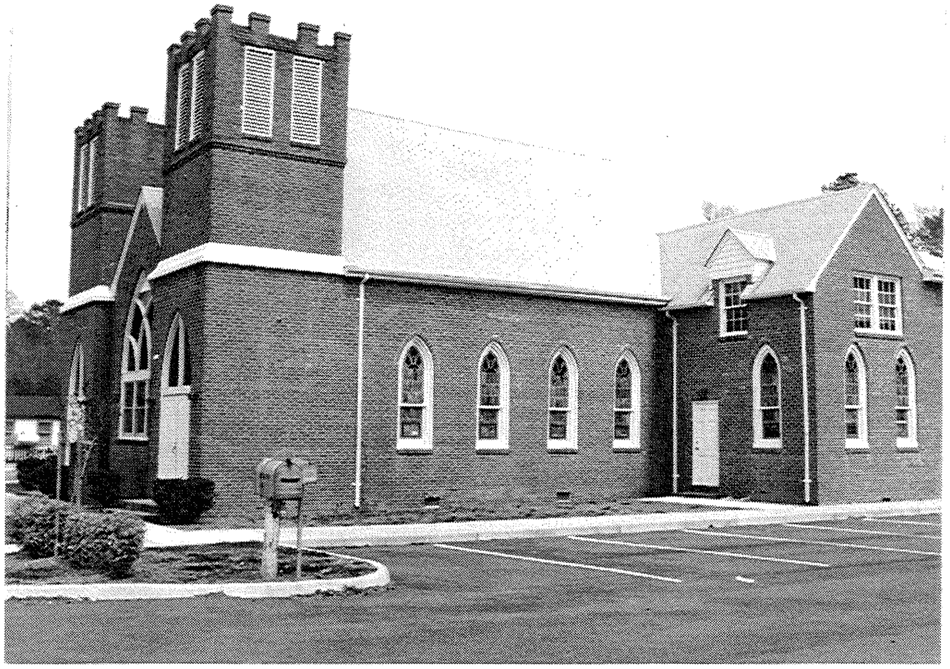
The Baptist Church opened a summer encampment, or Chatauqua, at the corner of 17th Street and Arctic Avenue, and operated this facility from 1900 to 1932. Modeled after the 1874 encampment at Chatauqua, New York, these camps provided religion, education, music, and recreation. The Baptist Church later

CHURCHES

Top Photograph:
HAYGOOD UNITED METHODIST CHURCH
(134-590)

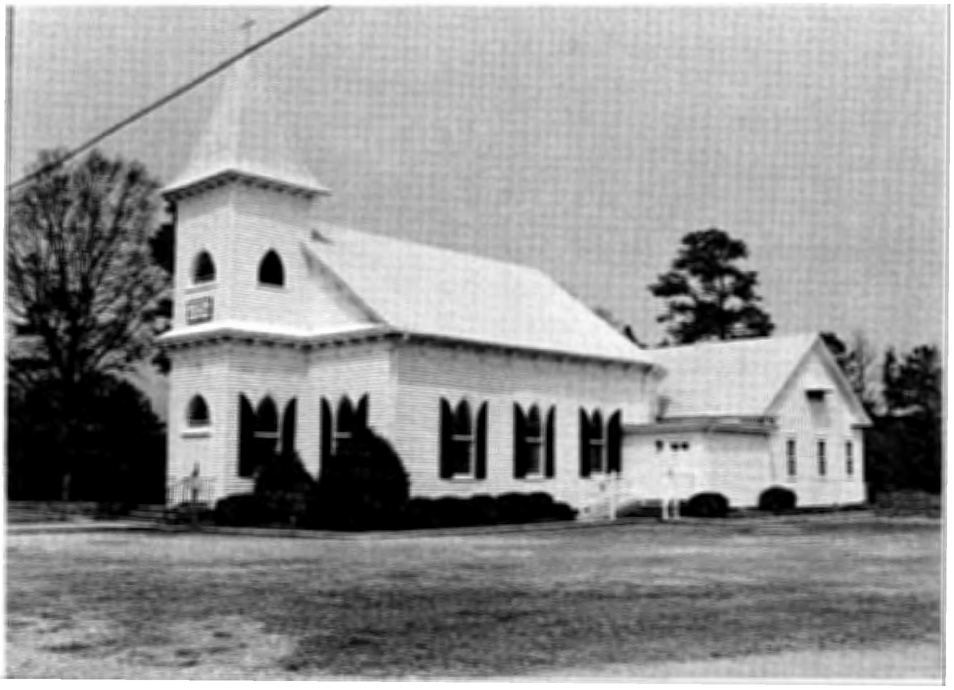
Bottom Photograph:
MOUNT OLIVE CHURCH
(134-567)





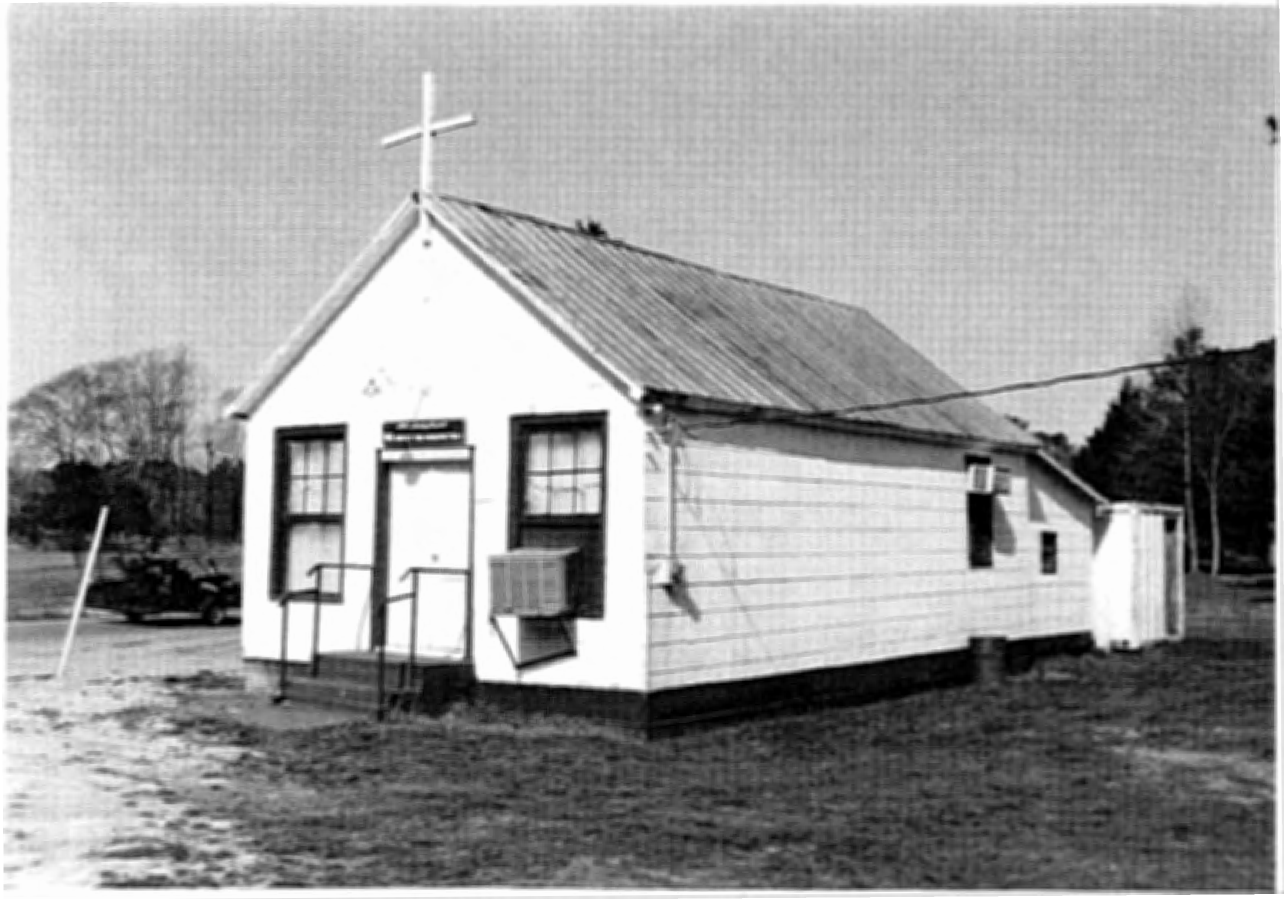
CHURCHES

Photograph:
TABERNACLE UNITED METHODIST
CHURCH
(134-80)



CHURCHES

Photograph:
NORTH LANDING CHAPEL
(134-548)



bought property from the Arlington Hotel, to be used as a large camp for girls and women and a separate camp for boys. Thousands of participants attended these camps each year.[145]

Surveyed Resources

This survey recorded six churches. Two of the county's oldest surviving churches, Old Donation Church and Nimmo Church, have been previously surveyed. Of these, all of the churches, except for the Tabernacle United Methodist Church, date to the twentieth century. Two belong to black congregations and are located in the black community of Seatack; three are large churches for white congregations, and one is a small chapel. Four of the surveyed examples are frame, and two are brick.

The three white churches, Lynnhaven Presbyterian Church, Haygood United Methodist Church, and Tabernacle United Methodist Church, are similar in many ways. All have longitudinal plans. Lynnhaven and Tabernacle both suggest more common rural church forms, with a central entrance tower and lancet-arch windows. These two churches are different in their choice of materials -- the Lynnhaven Church is brick and the Tabernacle Church is frame. Haygood United Methodist Church is more stylish. The church features unusual, projecting, dormer-like windows with kicks, a central steeple, and projections at each of the ends of the long plan. The Haygood Church is significant for its well-preserved interior, with exposed Gothic Revival trusses and framing and original pews.

The two black churches, both built in the 1920s, reveal a slightly different form. Both St. Stephen's and Mt. Olive have longitudinal plans. Both are of masonry construction, with Mt. Olive built of brick and St. Stephen's of textured concrete blocks, highlighted with brick window sills and decoration. Each has a crenelated side tower on the gable facade, and a large, multi-part lancet-arch window centered on this gable. The Mt. Olive Church resembles the brick Mt. Zion A.M.E. Church in the southern part of the county.

The North Landing Chapel illustrates a common, very simple church design found throughout rural Virginia. Built in the 1920s, this small frame building features a basic longitudinal plan with a central entrance on the gable facade. The decoration is minimal, with only a wooden cross over the door. Other such chapels still exist in the more rural southern part of the city, but were not included as part of this survey.

COMMERCE AND TRADE

Historic Context

Until the middle part of the nineteenth century, Princess Anne County had an economy rooted in agricultural trade. Tobacco, the primary cash crop of the seventeenth century, began to decline by 1680 and was replaced in the eighteenth century by different types of grain such as oats, barley, and wheat. Farmers maintained economic stability through a trade in tar, pitch, and pork. Tobacco was a medium of exchange, although limited amounts of gold and silver were also available for trade. At the Newtown site, excavated in the late 1970s, a Spanish silver coin dated 1735 was uncovered. A recent masters thesis entitled "Princess Anne County: A Study in Material Wealth," reports that amounts of cash were found in approximately eighty of the inventories randomly selected from the eighteenth century; only ten of these inventories indicated any holdings of tobacco.[146]

By the late seventeenth century, the trading centers for the county were the Lynnhaven area and Kempe's Landing, both in the northern part of the county. Kempe's Landing developed as a river port with access to the growing colonial market at Norfolk. Throughout the eighteenth century, Kempsville had tobacco warehouses lining the river banks and by 1740 the village had a tobacco inspector. By the nineteenth century, as settlement spread slowly southward, more market centers emerged. Martin's Gazetteer describes the main commercial centers in Princess Anne county in 1835 as Kempsville and Princess Anne Court House. Kempsville was recognized as a shipping port, sending "large quantities of lumber... in rafts and lighters from this place to Norfolk." This included navy timber, staves, and wood. This village also contained one "miscellaneous store" and several "groceries." Princess Anne Court House had developed as a commercial center in the middle part of the county, growing largely as the center of county government and as a trading center for predominantly agricultural products. In 1835, this village had one miscellaneous store as well as several trades, churches, and mechanics. [147]

Most of the county villages remained as agricultural trading centers until the late nineteenth century with the arrival of the railroad and the advent of resort development in Virginia Beach. Several settlements grew along the new railroad lines, such as Oceana and Lynnhaven in the north and Pungo and Creeds in the south. A cluster of buildings were constructed around the railroad station at Lynnhaven, although the village never grew a great deal until the twentieth century. Oceana, in contrast, began with two general stores and a post office clustered around the Tunis railroad station. Several Norfolk investors purchased and developed a tract of land, and a sizeable residential community grew up around this commercial base. Pungo evolved along the railroad to Munden point, and by the early twentieth century had two large mercantile establishments. Creeds, located along the railroad near Back Bay, had three stores by the 1920s. These communities continued to serve their surrounding agricultural constituency, now with improved railroad transportation to market.[148]

Virginia Beach and to a lesser extent Cape Henry evolved as different type of commercial community, one based around tourism not agriculture. Both evolved in the late nineteenth century, with development sparked by the railroad lines. Numerous commercial establishments were established in Virginia Beach to serve the growing tourist trade. By the twentieth century, a definitive commercial center had evolved at 17th street, which was often called "the Strip." Commercial development has expanded along the two major north-south routes, Atlantic and Pacific Avenues.

Virginia Beach experienced a major growth spurt in the mid-twentieth century, with the military build-up and with increasing urbanization of the Tidewater area. Commercial development followed the tremendous road expansion programs beginning in the 1920s. The planned community developments from the 1950s on, such as Aragona Village and Princess Anne Plaza, incorporated shopping centers for convenient neighborhood use. By 1980, the City had 125 shopping centers. With the establishment of regional malls, the Pembroke Mall in the late 1960s and Lynnhaven Mall in 1980, the City has continued to develop without a central "downtown" area.

Banks were slow to come to Princess Anne County. Although the first bank in Princess Anne County was chartered in 1860, the county still did not have any banks until the twentieth century. [149]

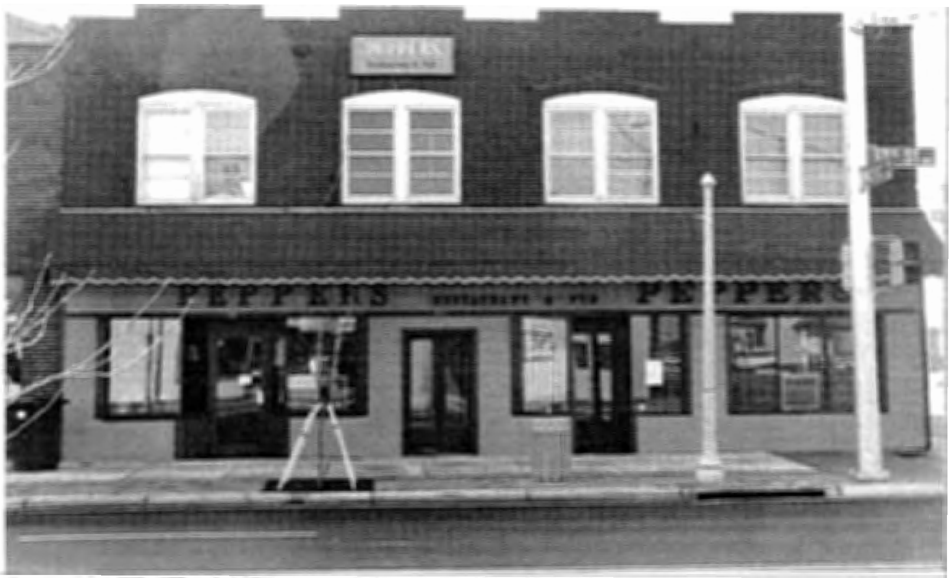
Surveyed Resources

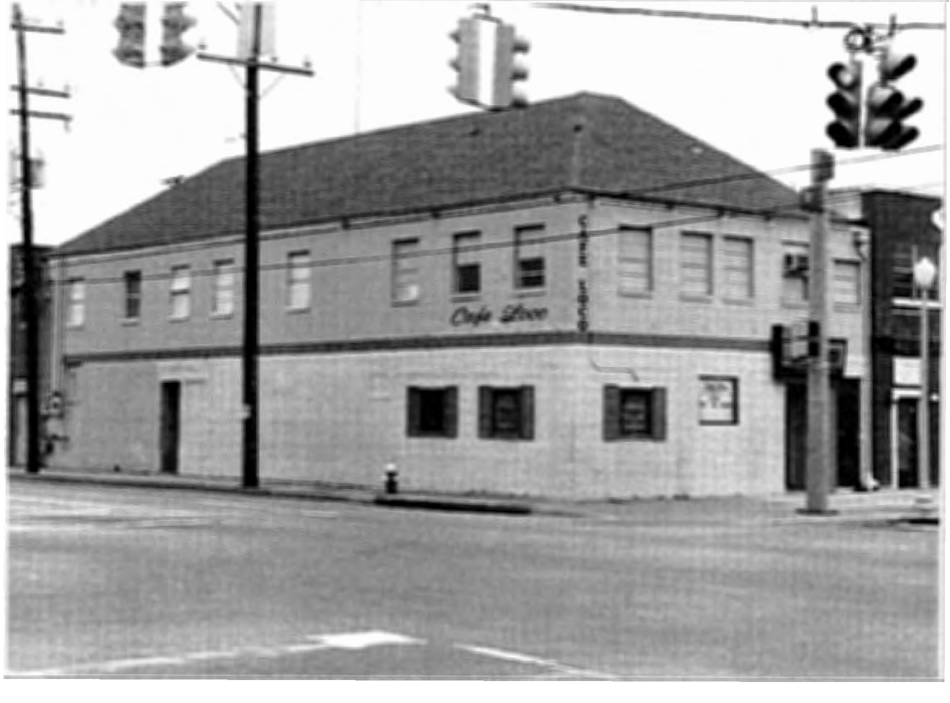
The survey documented two types of commercial buildings, rural stores and early-twentieth-century commercial buildings in the older part of Virginia Beach Town, along the major corridors of Atlantic Avenue and Virginia Beach Boulevard and 17th Street.

COMMERCIAL ARCHITECTURE

Top Photograph:
JARVIS BUILDING
(134-435)

Bottom Photograph:
MEREDITH BUILDING
(134-499)

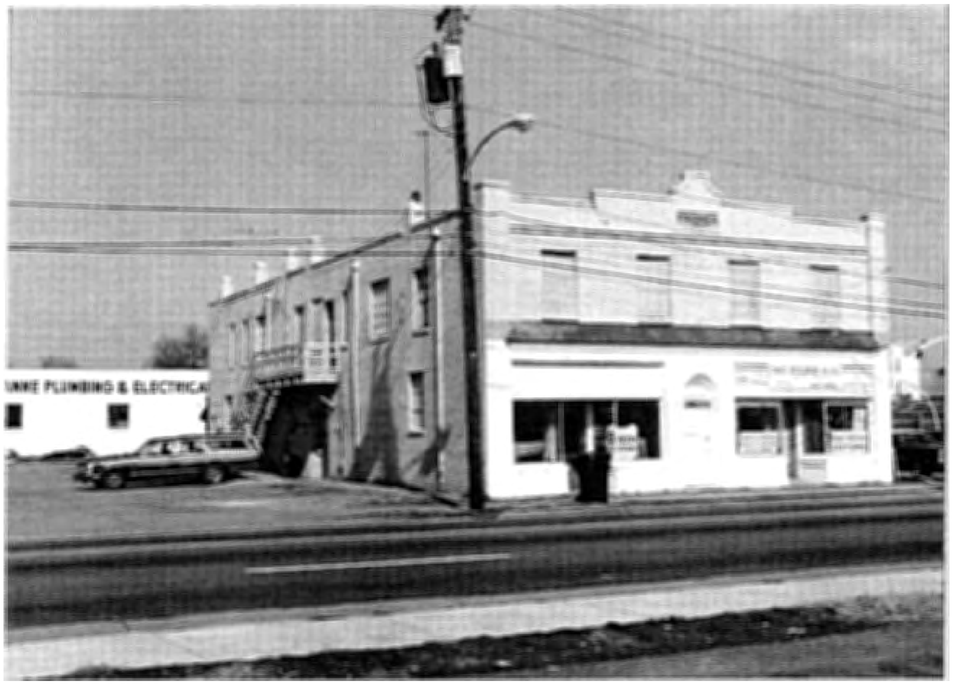

PEPPERS
PEPPERS
PEPPERS

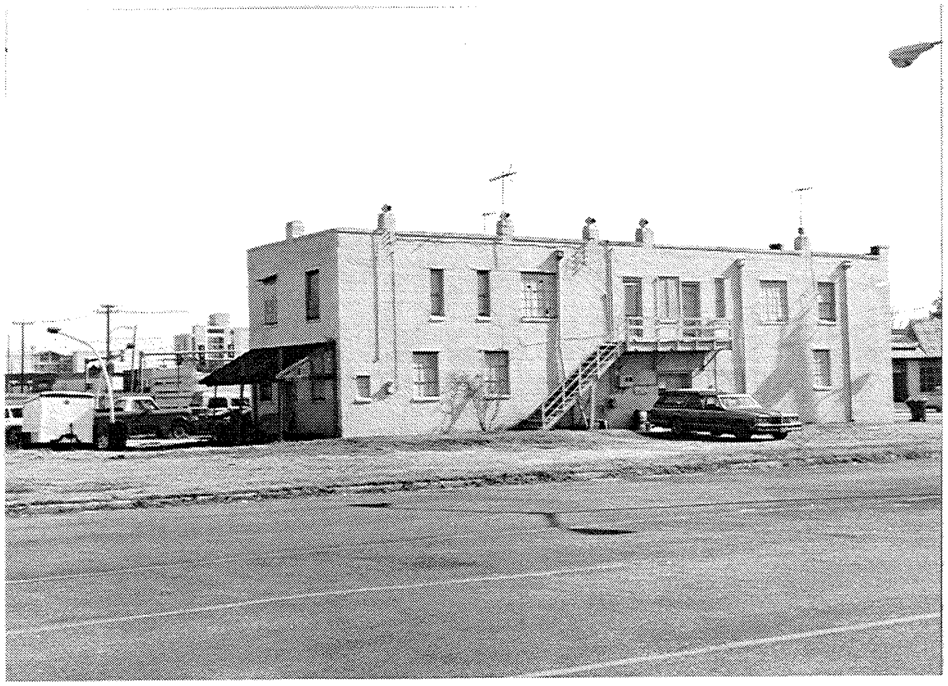


COMMERCIAL ARCHITECTURE

Top Photograph:
Front View
FARMER BUILDING
(134-419)

Bottom Photograph:
Side View
FARMER BUILDING
(134-419)

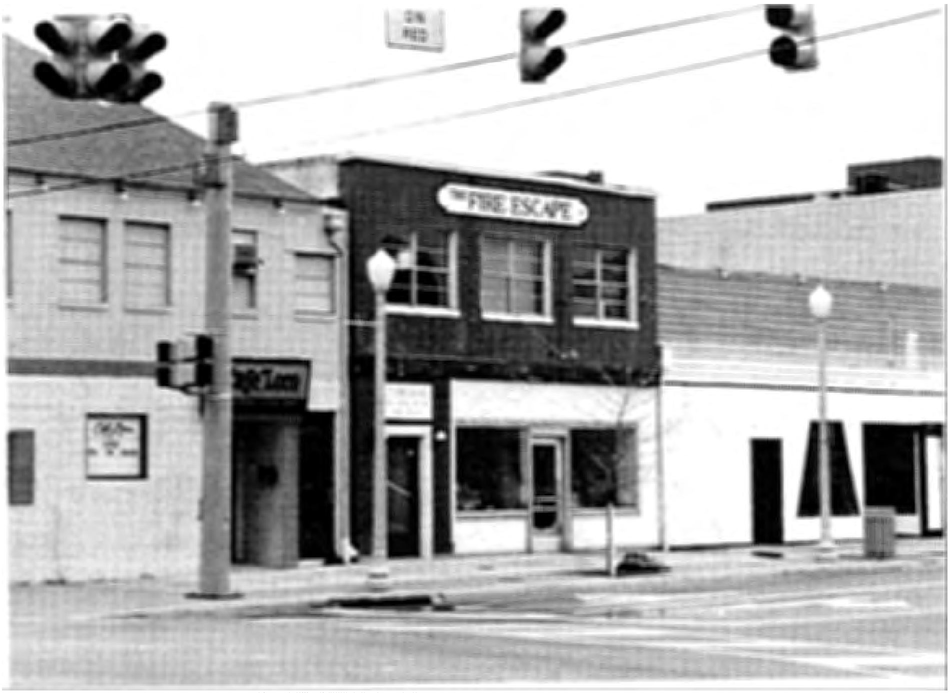

PLUMBING & ELECTRICAL

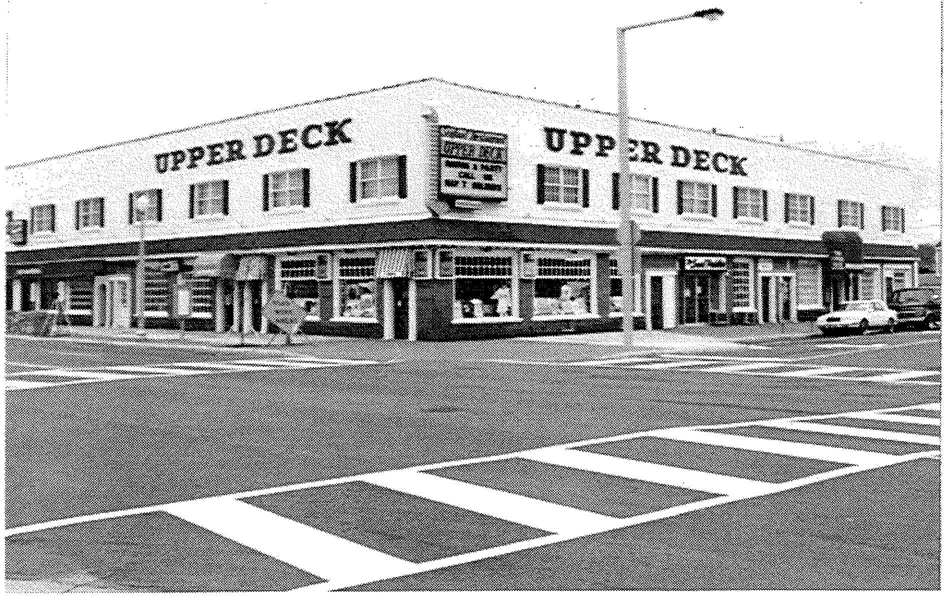


COMMERCIAL ARCHITECTURE

Top Photograph:
17th Street, near Atlantic Avenue
(134-500)

Bottom Photograph:
WHITEHEAD BUILDING
(134-501)


THE FIRE ESCAPE


UPPER DECK
UPPER DECK

The two surveyed country stores were both found in early-twentieth-century railroad settlements, the villages of Lynnhaven and Pungo. Both display similar forms but in different styles. Munden's Store at Pungo is most similar to the traditional turn-of-the-century rural store in Virginia -- a long, two-story, frame rectangular block, but here covered with a hipped, rather than gable, roof. This store is located at the intersection of two busy roads, but its primary facade still appears to be in the shorter end. Unlike other rural stores, Munden's Store features a one-story porch around three sides of the building. The store at Lynnhaven follows the same general form, a long two-story rectangular block with entrance in the shorter end. This example is distinct for its bungalow style porch and its unusual Flemish bond brick construction, similar to that found in contemporary houses at Oceana. The Lynnhaven Store has two storefronts, but only two bays on the second floor facade, as at Munden's Store in Pungo.

Few early-twentieth-century commercial buildings survive in the former town of Virginia Beach, but those that do illustrate familiar forms found throughout Virginia's small towns at the turn of the century. The most common form is the long, narrow two-story brick building, with one or two store fronts on the first floor and domestic-scaled windows on the second floor. The majority of the surviving buildings have had a facelift later in the century, with few original store fronts surviving. The most intact cluster of these buildings is on 17th Street, between Atlantic and Pacific Avenues and includes several of the best surviving buildings, including the Jarvis Building, the Meredith Building, and the Fire Escape. These exhibit minimal decoration, apart from the parapeted cornice found at the Jarvis Building. While most have flat roofs, a few, such as the Meredith Building, display hipped roofs. Another significant early commercial building of this type, the Farmer Building, is located further down 17th Street where it becomes Virginia Beach Boulevard. This structure is now sited by itself, but retains a more elaborate parapet cornice.

The surviving early-twentieth-century commercial buildings along Atlantic Avenue display a different form. Those located on the corner are often larger, more square-shaped buildings with facades and entrances both on Atlantic Avenue and the adjacent side street. The Whitehead Building, one of the best remaining examples, is still a two-story brick building, with store fronts at the first level domestic-scale windows at the second level. This is one of the few stores that has not been covered with stucco, but the store fronts have been remodeled with Colonial Revival features.

RECREATION/ARTS

Historic Context

In the colonial period, recreational activities in Princess Anne County centered around an agricultural lifestyle. The seasonal rituals of farm work, from planting to harvesting, as well as religious holidays such as Christmas, provided a variety of social opportunities. The churches and family gatherings, such as weddings, provided other opportunities for recreation. Recreational activities often included music, dancing, and games, as well as horse racing, card games, gambling, and drinking.

Besides churches, taverns proved to be a setting for many recreational activities. The number of taverns were regulated by both the General Assembly and the county courts. In 1668, the General Assembly enacted a law that required that the commissioners in each county not permit more than one or two ordinaries, to be placed near the courthouse as well as in public places, such as ports, ferries, and great roads, where they "may be necessary for the accommodation of travelers." Still, most Virginia counties had more than the legislated number. The village containing the county courthouse usually had several such establishments, to provide entertainment and accommodations for those doing business at the courthouse. [150]

In the early nineteenth century, several agricultural societies were formed, and these often offered recreational opportunities. A plowing match in Kempsville in 1851 led to the establishment of an agricultural fair a few years later, which featured entertainments such as jousting and hot air balloons. This fair become a regional event. [151]

In the 1880s, the emerging resort community of Virginia Beach began to offer a variety of recreational opportunities. In 1880, the Seaside Hotel and Land Company acquired several thousand acres from nine different farms, with approximately five miles of beachfront property. Marshall Parks, a major stockholder, also began to reactivate the dormant Norfolk-Sewells Point Railroad project initiated in 1872. In 1881, the railroad built a clubhouse for sportsmen in the vicinity of the 1878 life-saving station, in the vicinity of 17th Street.. In 1882, the Norfolk and Virginia Beach Railroad Improvement Company (NVBRRICO) was formed. The same year they purchased the Seaside Land Company. One year later they broke ground on the railroad which was completed in seven months. [152]

The centerpiece of this new development was a new resort hotel which would cater to the upper-class tourist population. By the 1884 season, the Virginia Beach Hotel was completed. The Hotel's aim was to attract elite guests. It offered a range of outdoor activities which included golf, tennis, hay rides, jousting, fox hunts,and operettas, and fox hunts. Despite its success in attracting many famous guests, the NVBRRICO had serious financial troubles and the hotel was purchased by the Vanderbilt family in 1887. Enlarged and remodeled, it reopened in 1888 as the Princess Anne Hotel.[153]

Beginning in 1888, oceanfront lots were offered for sale by the NVBRRICO for beach cottages. Many of the first purchasers of these lots were wealthy residents from Norfolk, Lynchburg, and Richmond, who built summer cottages. Many cottages accepted boarders, becoming small hotels. Other smaller hotels and boarding houses were constructed in the late nineteenth century, including a second hotel, the Ocean Shore Park, which opened in 1890. In 1900 the Virginia Beach Development Company purchased the two hotels and the other railroad properties, sold the property to the Princess Anne Development Company by 1906. After the Princess Anne Hotel burned in 1907, visitors stayed at the smaller cottage type hotels.[154]

By 1907, a year after its establishment as an incorporated town, Virginia Beach had become a well-known resort community. Promotional material published during the Jamestown Exposition of 1907 lauded "famous Virginia Beach, with great seaside hotels, the mecca of summer excursionists and seaside sojourners, the best and safest surf bathing on the Atlantic coast, where tens of thousands annually enjoy the delightful ocean breezes." This popular community was only thirty minutes from Norfolk by trolley. Also advertised was Cape Henry, where the "first English disembarked," with its two lighthouses and mountainous sand dunes, also "easily reached by trolley or rail." [155]

One of the new attractions at that time was Seaside Park, built in 1906 and opened in 1912 by the Norfolk and Southern Railroad along the northern part of the beachfront. Seaside Park soon became one of the leading entertainment facilities in Virginia Beach. This facility was leased and refurnished by the Laskins in 1926. At its heyday, the Park, often called the "Old Casino," featured picnic areas, a bathhouse, merry-go-round, three large ferris wheels from the 1939 New York World's Fair, a bandstand, a salt water pool, restaurant, and large dancing pavilion called Peacock Ballroom, particularly popular during the 1920s and 1930s. The Park originally covered three full blocks, between 31st and 33rd Streets, but a fire destroyed most of the casino in 1955. By 1983, only one block remained.[156]

Several beach clubs and country clubs opened in Virginia Beach in the early twentieth century. The first country club, the Princess Anne Country Club, opened in 1920 in a Spanish Mission styled clubhouse building at Pacific and 38th streets. This soon became a center of social activities, providing rooms for out-of-town guests of cottage-owners. as well as a golf course. In 1924, the New Ocean Casino, later the Peppermint Beach Club, was built between 14th and 16th Streets. Like Seaside Park, commonly called "Old Casino," the New Ocean Casino provided a picnic pavilion, dance hall, amusements, bathhouse, and an outdoor swimming pool. Later beach clubs included the Terrace Beach Club of 1938 and the Surf Beach Club in 1936, which offered a dance floor, teas, volleyball, paddle tennis, bridge games and concerts of many popular big bands, and the Terrace Beach Club in 1938. The town's first movie theater was in the Roland Court Building, on 17th Street, which was built in 1925, one of the biggest years for real estate transactions in Virginia Beach. [157]

The burning of the Princess Anne Hotel left Virginia Beach without a major resort hotel, so civic leaders worked hard to encourage investors to build a similar facility. In 1922, the second Princess Anne Hotel opened, funded by Norfolk businessmen. This hotel featured quarters for servants and a livery stable on the opposite side of Atlantic Avenue. It was not until the Cavalier opened in 1927 that Virginia Beach had a full-scale luxury hotel. The Cavalier offered every convenience from barber shops and health studios to commercial photographers. A golf course was provided for its guests at the Cavalier Country Club. In 1929, The Cavalier Beach Club opened, offering dancing and other recreational activities for hotel guests and local residents. By 1935, the Cavalier had become the leading employer in Virginia Beach.

In 1888, a wooden boardwalk was constructed along the beach to service these resort attractions. This first boardwalk was built in the vicinity of the original Virginia Beach/Princess Anne hotel. As its condition deteriorated, several business and civic groups raised the funds to replace the wooden board walk with a concrete boardwalk, twenty feet wide and three miles long, from 5th Street to 35th Street, by 1926-7. The boardwalk became the site of many recreational activities, including such attractions as the Boardwalk Art Show, which began in 1954.

Efforts to develop Cape Henry led to a few, smaller scale recreational facilities. Two cottage-like hotels and O'Keefe's Casino represented the larger commercial development there. After the completion of the railroad which offered daily trips to Cape Henry in 1902, more lots were sold and cottages were built.[158]

A 1925 economic and social survey of Princess Anne County described Virginia Beach as "second to none" for summer resorts in the country. According to the authors, Virginia Beach was an "attractive and famous summer resort on the Atlantic Coast," and one of the best bathing beaches. "Numerous boarding houses and small hotels" lined the oceanfront.[159]

Princess Anne County was also recognized for its "beautiful lakes and facilities for sportsmen." According to this 1925 study, numerous hunting clubs had been established along the wetlands area of Back Bay, located seven miles to the south of Virginia Beach. These clubs employed numerous tour guides and cooks, assisting the local economy.[160]

The 1925 survey noted that Lynnhaven, the home of world-renown Lynnhaven oysters and saltwater fish, had become a popular recreational area. The Lynnhaven community had a small hotel and a clubhouse which furnished lodging and fishing facilities. The western shore of the Chesapeake Bay was considered "one of the best natural fish nurseries and hatcheries in the country." [161]

A 1931 promotional publication noted that "there has grown up quite a great resort at Virginia Beach." In The Foreshore of Old Virginia, E. M. Eller considered Virginia Beach the "most fortunately placed ocean resort," accessible to southern visitors, from Atlanta, Jacksonville, or New Orleans, as well as northern visitors from New York, Boston, or Chicago. "Cottages spreading as far again up the beach" had been built along the two-mile stretch of modern boardwalk. Besides the famous beachside resort, with its "boardwalk attractions and salt water pools," Eller's publication lauded the natural recreation facilities in Princess Anne County. These included "fresh water lakes and salt water fishing in the Lynnhaven and Chesapeake bays." Fishing opportunities were also available from the pier at Virginia Beach, as well as off-shore from boats on Linkhorn Bay, Lynnhaven Inlet, and Ocean View on the Chesapeake Bay. The dunes and beach at Cape Henry "invite hikers and horseback riders." Other entertainments included golfing, tennis, archery, trapshooting, and hunting. Hunting was a popular recreation on Back Bay south of the resort town. [162]

In 1933, the Commonwealth of Virginia purchased one thousand acres of land along Cape Henry to establish Seashore State Park. The Civilian Conservation Corps constructed the early roads and trails throughout the first one thousand acres of park land. In 1933, the Commonwealth acquired an additional 2,373 acres for the park, which opened in 1936. Seashore State Park features camping facilities and numerous nature trails along streams, pools, sand dunes, and forests; it has now become one of the most popular state parks. In 1938, the Back Bay Wildlife Refuge was created in the southern part of the county, prohibiting hunting opportunities.[163]

Virginia Beach continues to grow as a tourist destination. After World War II, many of these larger, fancier resort hotels could not compete with less formal hotels and motels. In the late 1950s, many of the smaller hotels were replaced by modern high-rise hotels, many of which were national chains. In 1958, the Virginia Beach Convention Center opened, featuring many entertainment oriented bookings.[164]

In 1942, federal money funded the construction of a USO recreation center on the southeast corner of Arctic Avenue and 18th Street. After the war, the center continued to offer recreational programs, including theater, games, and sports as well as a reading room. In 1948, this became a community center containing the public library, a drama area, and meeting rooms; later it became the first Virginia Beach Arts Center. [165]

Today, from the Cavalier southward the oceanfront is developed extensively with hotels and shops; there are only a few remaining cottages. From the Cavalier northward are residences with only two hotels and the Edgar Cayce Foundation. Through the years, many organizations have sponsored a number of annual events, including a dog show, rose show, tennis matches, and Boardwalk Art Show sponsored by the Center for the Arts. Other recreational opportunities include dancing, golf, tennis, horseback riding, swimming, boating, and fishing. Schools, churches, and area clubs sponsor a variety of other recreational opportunities.[166]

Summer theater productions were offered in the oceanfront area by various groups or companies as early as 1939, when Gilbert and Sullivan operettas were presented in an open-air facility on 23rd Street, west of Mediterranean Avenue. Threatre-Go-Round, a professional equity stock company, produced shows through much of the 1950s. First, the productions took place in a tent on 31st Street. Indoor shows by Threatre-Go-Round were presented in the Cayce Hospital building at 67th Street and the Whitehead Building (now the Upper Deck) at 16th Street and Atlantic Avenue. Ye Bear and Ye Cub played in the Roland Theater and Sandpiper Playhouse utilized a tent on 19th Street in the early 1960s for summer productions. The Little Theater of Virginia Beach offered its first production in the spring of 1948. After utilizing two schools, the Community House (USO), the Roland Theater (Courtyard Playhouse) and club, the organization built a theater at 24th Street and Barberton in the early 1970s, where productions are still presented year-round.[167]

Surveyed Resources

The survey identified five resource types, all of which relate to the growing recreation and tourist industry in the town of Virginia Beach in the early twentieth century. While many of other examples of recreational resources have been razed for more modern buildings, two theaters, two gambling clubs, three hotels, two beach clubs, and one country club have survived with some integrity.

Two of the large residences along the northern part of the beach were used as gambling clubs in the early twentieth century -- the Gables and the Crystal Club, now Greystone Manor. Built in the 1920s, the Gables is one of several large revival style dwellings that reflect the town's resort character. The two-story stuccoed dwelling in the half-timbered Tudor Revival style was built near the Cavalier Hotel. The Crystal Club was built on the west side of Atlantic Avenue, with two sides facing a small body of water off Linkhorn Bay. The large stone dwelling features a variety of specialized interior spaces, including a grand ballroom.

The two theaters reveal different architectural building styles. The Bayne Building, was built in the 1920s at the northwest corner of 16th and Atlantic Avenue. The theater was part of a large, square-shaped commercial building, sited on a corner lot. Like other such buildings, this is a two-story, brick building with a parapet across the top. The theater entrance is located in the one of the southern most storefronts of the facades. In contrast, the older Roland Court Theater suggests the more exotic theater styles found in larger cities during the early years of theater construction. Its Mission Revival style, with stuccoed walls and a decorative curved roof parapet, resembles 1920s theater designs in Hollywood. The recessed courtyard plan resembles, in a much simpler version, the spacious courtyard found at the famous Grauman's Chinese Theater in Hollywood. Roland Theater was built in 1926, during one of the biggest years of building construction in Virginia Beach. Both buildings have been remodeled extensively on the interior.

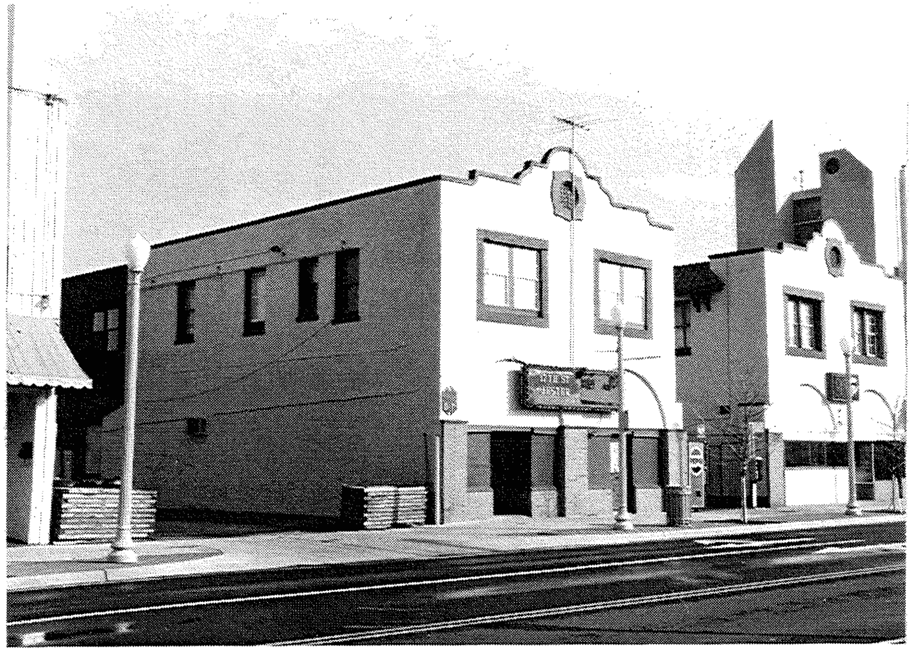
At the turn of the century, many of the hotels, excluding the larger Princess Anne Hotel, were shingled resort cottage designs built on a larger scale to provide enough space for visitor accommodations. Despite their scale, these hotels were often residential in character. Only one example of this types of hotel still survives with any integrity along the oceanfront. The oldest part of the Avamere Hotel, constructed in 1930, well illustrates the shingled, beach cottage design, having a gable end facade, gambrel roof, and dormers to the sides. This has since been enlarged by several additions, but the original section is still clearly distinguishable on the oceanfront.

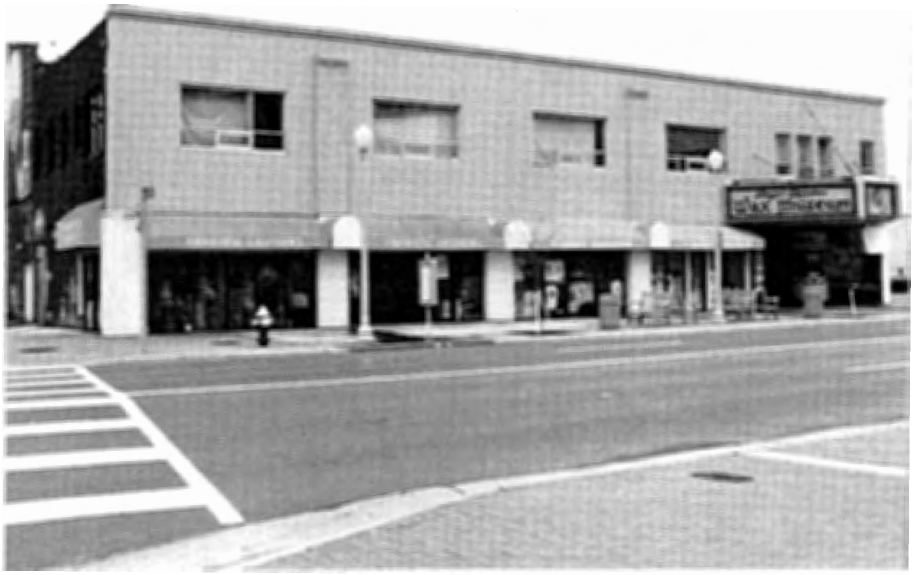
A second type of early hotel is the Pinewood, which exhibits a more commercial form. This hotel was constructed by the Laskin family, who initiated much of the commercial development along the areas of present-day Laskin Avenue in the 1920s and 1930s. Pinewood, which opened in 1927, has a plan filling the deep commercial lot and a three-story elevation. The three-bay facade

THEATERS

Top Photograph:
ROLAND COURT BUILDING/THEATER
(134-436)

Bottom Photograph:
BAYNE THEATER
(134-502)



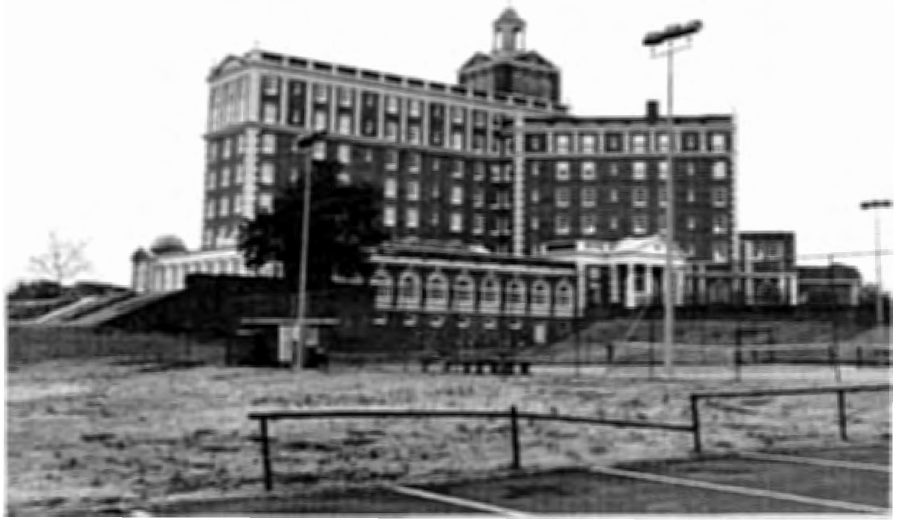


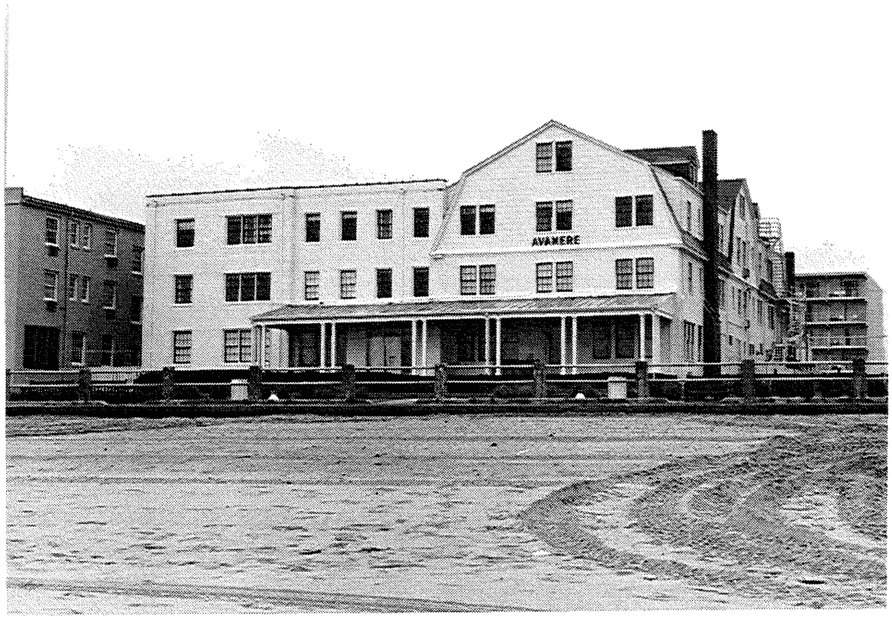
HOTELS

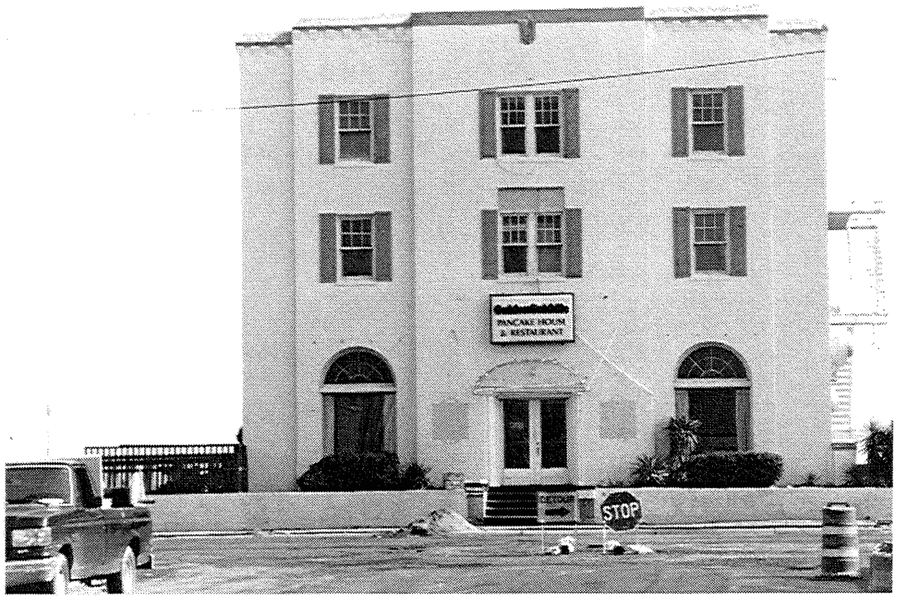
Top Photograph:
THE CAVALIER HOTEL
(134-503)

Middle Photograph:
THE AVAMERE
(134-458)

Bottom Photograph:
THE PINEWOOD HOTEL
(134-449)






PANCAKE HOUSE & RESTAURANT
STOP

features rounded arches on the first floor, with the entrance in the center bay and previously open arcades behind the side arches. The facade has three bays, with a projecting central bay and slightly projecting side bays. A brick modillioned cornice caps the building.

The Cavalier Hotel, which opened in 1927, survives as the only resort hotel built in Virginia Beach during the first half of the twentieth century. Contemporaries recognized this as one of the largest, most elaborate buildings in the city. It has a seven-story elevation, with public areas on the first level, and six floors of guest rooms above, which are divided into a block of four stories and a "cornice" level of two stories. Among the many classical details are the corner quoins, recessed columns in the top block of rooms, rounded arched windows along the first-floor public areas, and a classical pediment surrounding the main entrance. The Cavalier is unique for both its grand scale and its elaborate decoration, both inside and outside.

Virginia Beach retains parts of two beach club buildings constructed in the 1920s. Built in 1925, the New Casino, later called the Peppermint Beach Club, exhibits the Mission Revival Style, like the Roland Theater under construction at the same time. Only one section of this large complex still survives, a long building with gable-end entrances on both the ocean-front and Atlantic Avenue. A curved parapet, similar to the Roland Theater, suggests its recreational function, but is covered with the more common shingle siding found in this resort community. Dormers extend along both sides of the building. The Cavalier Beach Club, built in 1928, echoes the more formal, classical revival style of the Cavalier Hotel. Only one part of this building survives close to its original form -- a one-story brick structure with tall elliptical-shaped windows and an entrance bay topped by a classical dome. Any older parts of the club have now been encased in later additions.

The original Princess Anne Country Club, built in 1920, was a two-story, stuccoed structure with tile trim. After a fire, it was renovated and enlarged in the same style. Later renovations converted this club building to a huge wood-shingled cottage, with a hipped roof and dormers. The exterior survives with good integrity, illustrating a style more common in this resort community during the first half of the twentieth century. The Princess Anne Country Club still operates as a country club today. A new structure is currently being built on the site in the style of the original building.[168]

SOCIAL

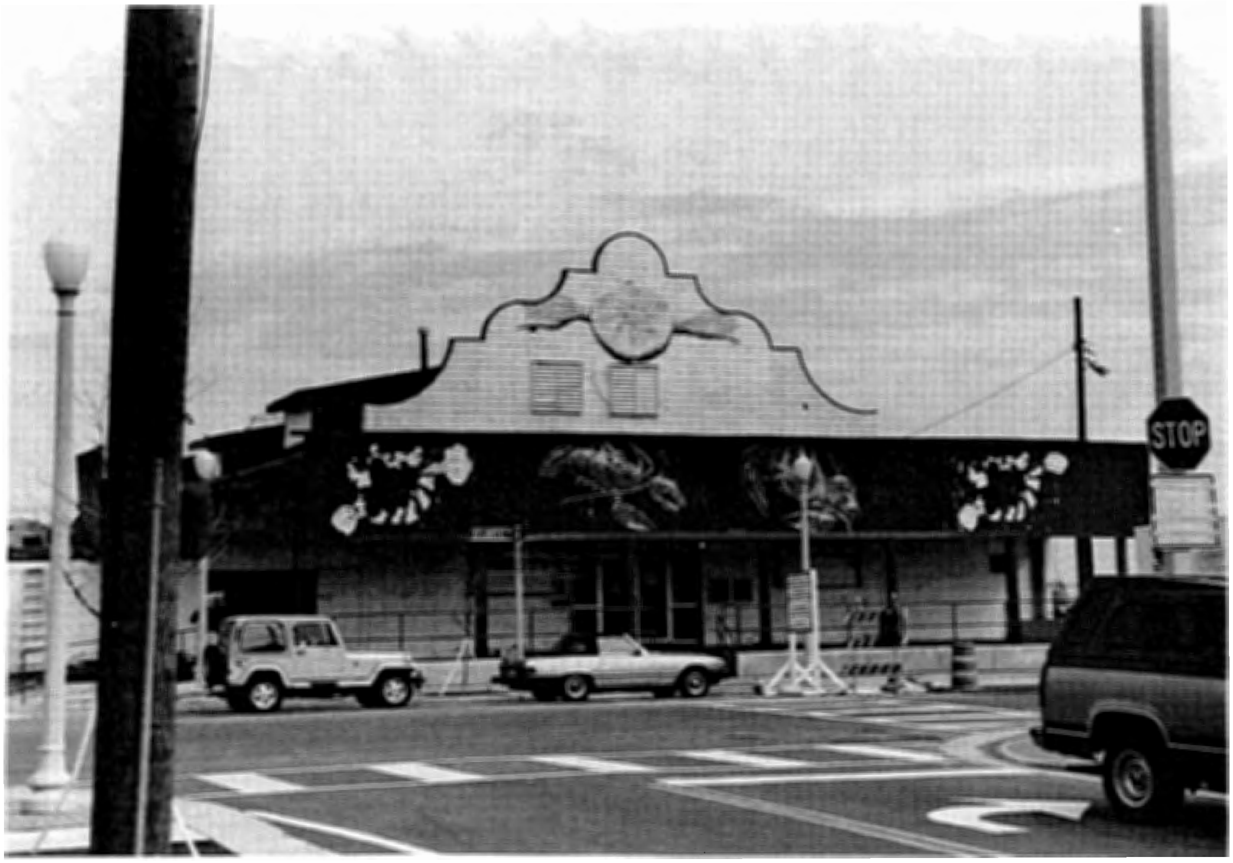
Historic Context

Social activities in the colonial period often centered around the seasonal cycles of agricultural work. Churches also provided opportunities for social gathering. The emergence of a planter class in the eighteenth century led to more social gatherings and visiting among the elite of the county. Activities such as gambling and horse racing became popular social gatherings for the elite. A Methodist missionary was appalled by the horse racing in the county in 1770. In 1833, visitor Bishop Meade observed that Princess Anne County was known for the "best society of Virginia. The social glass, the rich feast, the card table, the dance and the horse race were all freely indulged throughout the county." [169]

Public social gatherings increased in number during the antebellum years. Temperance meetings began to be held near Nimmo Church, but those who attended were generally the more prosperous farmers who had time to attend meetings. The county societies and fairs also offered social opportunities. Dances were held in the large open chamber of the second floor of the courthouse, including the George Washington Birthday Cotillion in 1859. Fourth of July celebrations began

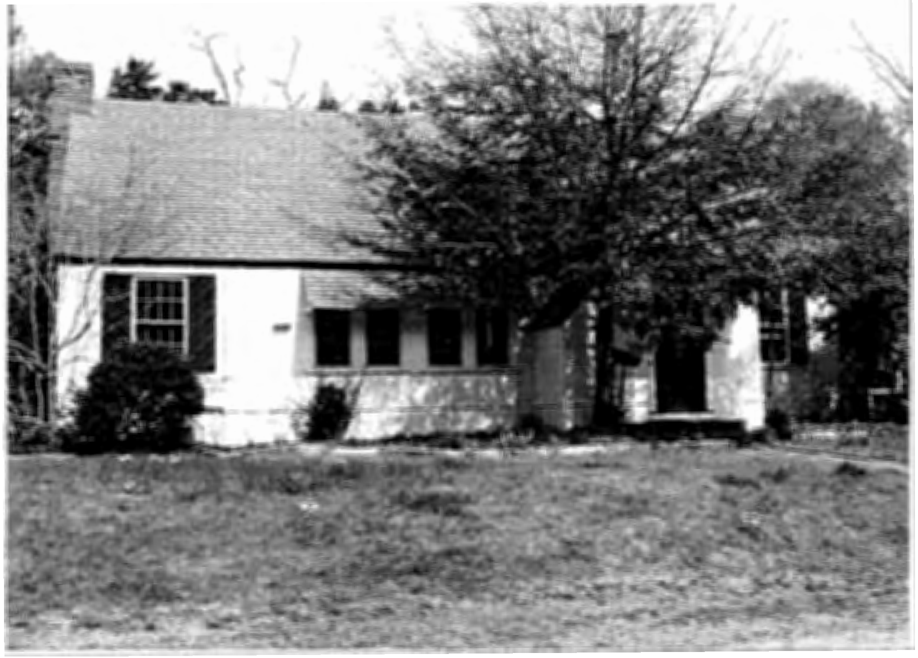
BEACH CLUBS

Top Photograph:
THE PEPPERMINT BEACH CLUB
(134-453)



CLUB MEETING BUILDING

Top Photograph:
WOMEN'S CLUB
301 53rd Street
(134-531)



to be held at the inn at the Princess Anne Court House.[170]

Several fraternal organizations were formed during the late nineteenth century. In 1877, the Masonic Lodge No. 25 constructed a two-story building near the courthouse. The Ocean Lodge Number Fifty-Seven of the Knights of Pythias was formed in 1882, offering social opportunities for the members while providing aid to widows and orphans. Chapters of the Grange had been established at Creeds, Brock's Bridge near the courthouse, and at Centerville. These later became part of the Farmer's Alliance.[171]

Numerous civic organizations evolved in the early twentieth century. Virginia Beach women helped to organize the Virginia Beach Public Library in 1906. In 1917, local residents organized the Virginia Beach War Service Committee to provide entertainment and welfare for enlisted men at Cape Henry and the State Rifle Range. In 1930, the first Rotary Club organized in Virginia Beach. [172]

Women organized several reform groups during the early twentieth century. The Women's Municipal League, which formed in 1921, worked on numerous public improvement programs in Virginia Beach, raising money to pave Atlantic Avenue and plant landscaping as well as to pay for the first fire engine. The Home Demonstration Club of Kempsville reorganized as the Women's Club of Princess Anne County in 1925, offering cultural activities related to books, drama, and music. The first clubhouse was constructed at 301 53rd Street. Founded in 1932, the Princess Anne Garden Club was an outgrowth of the women's club. Their programs offered enrichment and civic opportunities for women. The Garden Club began an annual rose show at the Cavalier Hotel.[173]

Surveyed Resources

The only property recorded within the survey area that was associated with a social organization is the Woman's Club Building at 301 53rd Street. The structure is a board-and-batten dwelling within a residential neighborhood, and is currently used as a single-family residence. During the time of the survey, the building was being offered for sale.

INDUSTRY, PROCESSING, AND EXTRACTION

Historic Context

This area has never been a notable industrial center. The county did not have any major industrial operations during the colonial period or the nineteenth century. The early communities within Princess Anne became centers of small crafts and trade operations. Martin's Gazetteer describes these craft operations in the two major villages in 1835. Kempsville, the largest village, contained a tanner, currier, several carpenters, wheelwrights, and blacksmiths. Princess Anne, which was primarily an agricultural and government community, featured several carpenters and "various other mechanics." [174]

As late as 1919, Princess Anne County still contained only nine industries, employing sixty-nine people, including two lumbering operations, a brick manufacturing plant, a fish packing plant, and an ice plant.[175]

Lumbering had occurred in the county from the eighteenth century onward. As tobacco cultivation declined, some farmers began lumbering operations. In the early nineteenth century, agricultural reformers discouraged farmers from lumbering. Still, Martin's Gazetteer noted in 1835 that "large quantities of lumber are sent in rafts and lights from (Kempsville) to Norfolk; also much navy timber, staves, and wood." By 1840, the agricultural census listed Princess Anne County as sixth in the state in lumbering operations. In 1919, Princess Anne County had two lumber companies.

The forest products were used for boxes, kegs, and barrels in the shipping trade. An economic and social survey of the county in 1925 noted that Princess Anne Courthouse had the J.M. Bratten Co. Lumber factory and logging operations nearby, and Creeds, in the south, contained a barrel factory. [176]

The 1919 census indicates that the largest industry in the county was a brick making plant in Lynnhaven, utilizing clay deposits near Oceana and Norfolk. The 1925 economic survey described the Eureka manufacturing company as having the capacity to produce 40,000 bricks a day. Bricks were also produced at Oceana.[177]

The land within the present-day City of Virginia Beach has few minerals. In his economic survey of the county in 1925, E. E. Ferebee notes that the mineral deposits were "hardly worth mentioning," consisting only of sand, marl, and clay. The county never became known for any excavating enterprises, except for limited clay excavations for brickmaking.[178]

Industrial development today includes largely warehouses, manufacturing, and other light industrial activities. The city has three industrial parks, including Oceana West Industrial Park, Airport Industrial Park, and Corporate Landing Business Park.. [179]

Surveyed Resources

No resources associated with this theme were located within the current survey.

ENGINEERING AND TECHNOLOGY

Surveyed Resources

One resource that relates to this theme was surveyed as a part of the current survey, the "Dome," or Virginia Beach Convention Center which opened in 1958 at 19th Street and Arctic Avenue. The Convention Center is a geodesic dome as invented by Buckminster Fuller and is the first of its kind built in the United States. This structure was built by the Globe Iron Construction Company out of Norfolk in three days at a cost of $360,000. It is 145 feet in diameter and 49 1/2 feet high. Currently, the Alan B. Shepard Civic Center, later called the Virginia Beach Civic Center serves as one of the convention and special events centers for the City of Virginia Beach.

RECOMMENDATIONS FOR NATIONAL REGISTER AND SURVEY

As the official list of properties significant in American history, architecture, archaeology, engineering, and culture, the national Register of Historic Places was designed to be used by the general public, local communities, state governments, and federal agencies in their preservation planning efforts. Properties listed in the National Register receive a limited form of protection and certain benefits.

The criteria for the National Register are designed to guide the states, federal agencies, and Secretary of the Interior and others in evaluating potential entries for the National Register. The quality of significance in American history, architecture, archaeology, engineering and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, worksmanship, 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 associationed 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 distrinction; or

(D) that have yielded, or may be likely to yield, information important in prehistory or history.

The criteria under which the following properties should be considered are listed at the end of each description.

POTENTIAL INDIVIDUAL NOMINATIONS

Cooke House, 320 51st Street (134-533)
Designed in 1953 and built in 1958, the Cooke House is one of the last houses designed by Frank Lloyd Wright. It is one of three Wright-designed houses in the state of Virginia. The house has an extremely high degree of integrity. The site is within a residential neighborhood and the house itself is obscured from view by landscaping. The interiors are in excellent condition and most of the original Wright-designed furniture and interiors are extant. Criteria (B) and (C).

Cavalier Hotel (134-503)
The Cavalier is a well-preserved example of a luxury resort hotel built in 1927. The Cavalier became an important local landmark and the most important hotel in Virginia Beach in the early twentieth century. The brick hotel features a Y-shaped plan, and is decorated with a variety of classical revival motifs. It is located on a prominent hill overlooking Virginia Beach, with a series of stepped terraces leading down to Atlantic Avenue. Interior inspection was not possible at this time. Criteria (A) and (C).

Edgar Cayce Hospital/ Association for Research and Enlightenment
67th Street and Atlantic Avenue
(134-427)
The Edgar Cayce Hospital is important for its historical association with the late clairvoyant Edgar Cayce as well as for its architectural significance as one of the few surviving early-twentieth-century buildings along the northern stretch of the oceanfront. The exterior, which retains a high degree of integrity, suggests the popular beach cottage form found in many dwellings at Virginia Beach, with shingle cladding, wide verandas, and dormers along the hipped roof. Although the interior has been remodeled, this is significant architecturally as one of the few surviving beach cottage designs at the

northern end of the beach. Criteria (B) and (C).

Broad Bay Manor, 1710 Dey Cove Drive (134-4)
Broad Bay Manor reflects the changes in architectural plan and style in Princess Anne County. The house began as a one-room, one-story dwelling, enlarged in the first quarter of the nineteenth century with a two-story, double-pile, central-passage plan. This early-nineteenth-century structure, built of brick, illustrates a once-common plan in the city, and retains most of its original Federal-period woodwork in excellent condition. Later additions to the gable end maintain the scale, style, and materials of the older section. Criteria (C).

Fentress Farm House, 1772 Salem Road (134-549)
The Fentress House is an excellent example of a well preserved Federal period farmhouse from the first quarter of the nineteenth century. The two-story dwelling features the double-pile, side-passage plan with paired end chimneys commonly found among larger farmhouses during this time. Both the exterior and interior maintain a high degree of integrity. The site has been surrounded in recent years by residential development. Criteria (C).

Church Point Manor House, Church Point Road (134-606)
The Church Point Manor house is significant as one of the rare surviving nineteenth-century farmhouses surviving in the northern half of the county. The house is a brick, ell-shaped Victorian vernacular dwelling. The brick shell has been adorned with Italianate detailing at the cornice, decorative window lintels, and a one-story wrap-around porch. It is well maintained and retains a high level of integrity both on the interior and the exterior. Criteria (C).

Greystone Manor/ Masury House, 515 Wilder Road (134-532)
This large, imposing stone mansion sited along the bay north of Virginia Beach is significant for both its historical associations as an early gambling club, the Crystal Club, as well as for its unique architectural character within the context of Virginia Beach. Built of Vermont granite stone in the early twentieth century, Greystone Manor is a Chateauesque design with details from the Colonial Revival as well as Craftsmen styles. The interior and exterior of the house retain a high degree of integrity. One of its best-known and preserved features is a grand ballroom. Criteria (A) and (C).

Ferry Farm, Cheswick Court (134-11)
Ferry Farm is significant as a rare surviving early-nineteenth-century dwelling and for its historic site. The two-story, three-bay brick dwelling is one of the few surviving central-passage plans remaining in this section of Virginia Beach, and may still contain much of its original woodwork. The Ferry Farm was the site of the third courthouse, from 1735 to 1751, and is the location of the famous local witchcraft trials. Archaeological excavations have uncovered a tavern with a substantial collection of mid-eighteenth century artifacts. This house is currently in the middle of a recent residential development. Criteria (C) and (D).

Tallwood, 1676 Kempsville Road (134-78)
Tallwood is a significant example of the type of house found in Virginia Beach from the late eighteenth century through the early nineteenth century. Its 1 1/2-story elevations, gambrel roof, and central-passage plan resemble that at the Francis Land House, although Tallwood features an asymmetrical four-bay arrangement. Such houses were generally associated with the eighteenth-century planter elite, who began to build permanent dwellings of this type by the end of the colonial period. Tallwood is a rare survival of this house type in the northern part of Virginia Beach. Criteria (C)

704 King's Grant Road (134-65)
This house is significant as one of the few remaining turn-of-the-nineteenth century houses remaining in the City of Virginia Beach. The house began as a frame structure with a double-pile, side-passage plan. Like several other Tidewater houses, the end featuring the paired chimneys was constructed entirely of brick. In the mid-nineteenth century, the house was enlarged with a double-pile addition off the passage side to create the familiar central passage plan. Since that time, the remainder of the house has been encased with brick. The Federal interiors survive in the first section, and Greek Revival trim remains in the addition. Criteria (C).

DeFord/ Hunter House (134-51)
The DeFord/ Hunter House is an extraordinary example of a Federal period farm house built by a wealthy farmer in Princess Anne County. Of the surviving contemporary houses in the city, this house retains the finest and most intact Federal woodwork. The house demonstrates the popular double-pile, side-passage plan in a full two-story elevation, with the end wall containing the chimneys built of brick. Currently, the house is vacant and threatened by neglect and deterioration. Criteria (C)

Hermitage, 4200 Hermitage Road (134-16)
The Hermitage, which lies across an inlet from the Thoroughgood House, is one of a small group of houses surviving from the early nineteenth century in the City of Virginia Beach. The house began as a frame, 1 1/2-story dwelling with a double-pile, central passage plan, dating ca. 1800. The interior retains much of its original Federal trim. A mid-nineteenth-century addition created a central passage plan, with Greek Revival finish in the new section. Both the interior and the exterior of the house are in excellent condition. This is one of the few houses in the city which has surviving outbuildings. Both the springhouse and the smokehouse have been recently restored. Criteria (C).

Kenstock, 2416 Kenstock Drive (134-552)
Kenstock is an extraordinary early-twentieth-century French Colonial Revival styled house, significant as an unusual but well-preserved example of this style in Virginia Beach. Kenstock illustrates the eclectic architectural styles that became popular at the height of the resort during the early twentieth century. The exterior verandas and shingles relate the cottage to other beach cottages built at that time. The inside features a more conventional double-pile, central-passage plan. The two-story, two-room-plan ell provided servants quarters. The interior retains all original woodwork, including and mantels and stairwells. Two shingled outbuildings remain on the site, an outhouse and a garage. Criteria (C)

Sajo Manor House, Sajo Farm Road (134-589)
Sajo Manor is an extremely large and elegant mid-twentieth century Colonial Revival house in Virginia Beach. The large brick house features a classical facade and central block, with numerous rear additions. The interior survives in excellent condition, and is significant for its exquisite hand carved interior woodwork by Italian furniture makers. A large, frame Colonial Revival dwelling, 1 1/2 stories in elevation, also survives on this property. Criteria (C)

Cooke House, 77th Street (134-535)
The Cooke House is an excellent example of the large two-story beach cottage built at the north end of the beach in the early twentieth century. The large, two-story shingle-clad dwelling features a wide, two story veranda which extends along two sides of the cottage. This property is significant as a rare survival of a once common house type. The house itself is in excellent condition on the exterior. Criteria (C)

POTENTIAL HISTORIC DISTRICTS

Oceana Historic District

Oceana is a remarkably intact early-twentieth-century neighborhood located south of Virginia Beach Boulevard, just west of London Bridge. Established in the 1880s at the Tunis station, along the route of the new railroad route between Virginia Beach and Norfolk, Oceana grew quickly during the late nineteenth and early twentieth centuries, becoming one of the most progressive communities in the county. While some of the commercial and other educational structures are now gone, the community retains one of the best collections of early-twentieth-century residential architecture, still arranged in the early town plan with tree-lined streets. The dwellings display the variety of styles found in Princess Anne County during this period, from the frame, two-story vernacular Victorian farmhouses to the more popular brick bungalows. The proposed district would contain approximately forty contributing buildings. Criteria (A) and (C).

Seatack Historic District

Seatack is the only remaining early black community within the developed northern part of the City of Virginia Beach. Located approximately one-half mile west of the former town of Virginia Beach, Seatack is a more sparsely-settled community than Oceana, but it still preserves a strong sense of cohesion among the surviving structures. Seatack contains the only two black churches recorded in this survey, both early-twentieth-century masonry structures with crenelated side towers. The majority of the houses are one- or 1 1/2-story frame bungalows, typical of more modest vernacular housing forms, and date from the first half of the twentieth century. This district would contain approximately twenty contributing buildings, largely domestic properties. Criteria (A) and (C).

POTENTIAL HISTORIC MULTIPLE RESOURCE NOMINATIONS

Virginia Beach Resort Area

A historic multiple resource nomination would offer the opportunity to recognize the remaining resort architecture from the first half of the twentieth century. Virginia Beach has continued to develop into the second half of the century, and many of its original hotels, dwellings, and other commercial and resort structures have been replaced with more modern buildings. The surviving significant resources are scattered throughout the community. The early commercial district along 17th Street, between Atlantic and Pacific Avenues, retains a significant collection of early-twentieth-century commercial buildings including the Roland Court Theater Building, the Meredith Building, the Morrison Building, and the Jarvis Building. Several of 1920s recreational buildings should be included, such as the Peppermint Beach Club, or the Cavalier Beach Club, as well as the Avamere and Pinewood Hotels, the only two early hotels remaining along the oceanfront. Other buildings which should be considered include: two other commercial structures, the Whitehead Building and the Farmer Building; the two servants quarters remaining on Atlantic Avenue; the houses at 11th Street; and the apartment blocks at 6th Street, all of which reflect the character of the early resort community. Some of the early residential neighborhoods which survive between 22nd and 24th Streets could also be included in this district. Criteria (A), (B), and (C).

FUTURE SURVEY RECOMMENDATIONS

Complete the Reconnaissance Survey of the Northern Part of Virginia Beach

This survey was not designed as an intensive, comprehensive survey of the entire northern section of the county, but rather as a reconnaissance survey of the resort area of Virginia Beach and the rest of the northern half of the city. The northern section needs a comprehensive survey, which would involve driving down each road to identify properties that have not been recorded. At present, the Virginia Beach and Princess Anne quadrangles have been surveyed at the reconnaissance level. Kempsville and Little Creek have been surveyed as part of the earlier survey efforts but may still have some areas that need to be examined. Most of Cape Henry quadrangle was included in the current survey, with the exception of the area around the bay, where only selected locations were surveyed.

Reconnaissance Survey of the Southern Part of the City

A reconnaissance survey of the southern part of the city needs to be undertaken. This area, currently protected as being south of the Green Line may soon feel development pressures. A complete reconnaissance survey of this area will provide an important planning tool for the city before any major development occurs here. This area is largely rural in character, and will reveal building types and forms, particularly of outbuildings and farm buildings, which have disappeared from the northern part of the City. Particular emphasis should be given to the area near the Green Line as this area was not comprehensively surveyed but is experiencing the most development pressure.

RECOMMENDATIONS FOR PUBLIC EDUCATION

Distribution of Survey Forms to Property Owners

Since this project was a reconnaissance level survey many properties were surveyed with only a visual analysis of the exterior. Therefore property owners and residents are not necessarily aware that their property has any historic or architectural interest. By mailing a copy of the survey form to the appropriate owner (whose address is listed on the form) the person who is responsible for the property will better understand its significance. The survey form should be accompanied by a leaflet explaining the survey.

Technical Rehabilitation Information for Property Owners

Several key maintenance problems were observed during the survey and need to be addressed. These problems include new development that encroaches upon the site, improper care of original materials, the use of artificial siding, and lack of maintenance. Three common improper remodeling practices found in the city are enlarging reducing or changing openings; adding or remodeling porches; and adding inappropriately designed additions.

City residents and property owners should be informed about the proper stewardship of historic buildings. There are several ways to provide them with technical information about rehabilitation issues. A series of brochures could be developed for distribution to owners, or more specific design guidelines could be developed based on local issues. The National Park Service brochures on technical issues could also be used.

Tour Brochures and Audio Tour Tape

Expanding the current four-color tour brochure would also inform the public about the historic resources in the city. This brochure could include a history of the resort development along Virginia Beach and guide motorists through the city indicating National Register buildings and sites, historic districts, and other historically significant properties visible from the road. Along with a map the brochure could have brief statements about the significance of the historic properties, much of which could be drawn from the survey records. Also the current Trolley Car Guided Tour and the tape which accompanies the tour of Virginia Beach could be expanded to include some of the findings of the current survey.

Audio-Visual Presentations on Historic Resources

An audiovisual presentation on historic resources is another useful technique for educating the public about the value of the community's historic resources. Slide or videotape programs could show the city's different historic areas and discuss the various architectural periods and building types. The City of Virginia Beach Visitor's Center or Central Library may be interested in organizing such a program in cooperation with the Princess Anne County/Virginia Beach Historical Society. As part of this survey project Frazier Associates has developed a slide program on the city's architecture and the current survey project which is suitable for public audiences.

Local Awards

Princess Anne County/Virginia Beach Historical Society might consider creating an awards program to recognize significant historical rehabilitation projects in the city. This activity would provide an opportunity for the broader community to become more aware of important restoration projects and their benefit to the quality of life in the city.

Newspaper Article Series

A series of newspaper articles about the historic resources in the city would highlight the importance of the older structures and help to keep preservation in the minds of the city residents. The series of articles could pertain to different themes such as building styles and types construction eras or technical maintenance of older buildings. The recently completed survey reports and photographs can be used as background information for these newspaper articles.

Cable Television Information Series

Local cable network television stations could carry a program or series of programs on the history of the Tidewater area and the development of the resort community at the Virginia Beach shoreline. Such a program could highlight specific properties or groups of properties and increase local interest in such sites. Future shows could concentrate on single properties and sites that are significant in the community's history.

Local Real Estate Community Awareness

A program could be given to educate the local real estate community about the various historic structures which are located throughout the city. This presentation could also include the implications of landmark designation and a review of various local state and federal preservation programs. A variety of written materials could be distributed as a part of this workshop.

Measured Drawings by Local Educational Institutions

Several threatened properties could be made a part of an architectural class or building technology class in conjunction with local community colleges or area universities. The classes would be responsible for drawing and photographically documenting these structures which will be inevitably lost for future generations.

Heritage Education in the Schools

Heritage education in the schools is important to develop children's interest about the history and architecture of the city. The Preservation Alliance of Virginia has produced a book called the Heritage Education Workbook, which describes different processes for incorporating educational preservation programs in the schools. Because different school districts have varying teaching techniques it is important that the individuals who develop the heritage program work closely with the educators in the city.

Library Archives

Currently there is interest in creating an archives in the city library where historical materials could be donated and protected for use in future local historical research. The Virginia Beach Department of Public Libraries maintains a local history and archives collection. Its policy provides for collecting documents pertaining to Princess Anne County and Virginia Beach, either in the original or in microform copy. Working with the city and other organizations involved in local history, the library can expand this collection to include additional materials of use in future local historical research. The City of Virginia Beach, including the Departments of Planning, Museums, Libraries, and Public Works, should develop a strategic plan that addresses the need for an archives of historical local materials. This project should be implemented in cooperation with the historical society and the city.

RECOMMENDATIONS FOR PLANNING

National Register Nominations

An important starting point in the protection of the historic resources in the city is making nominations to the National Register of Historic Places for individual properties and for historic districts. While this process still allows owners to do what they want with their properties, the National Register designation recognizes the important resources in the city. Once the importance of the structures is recognized the owner and local and state governments have the incentive to protect this heritage. Furthermore the federal government is required to investigate alternatives if any federally funded or licensed project will have an adverse impact on a property listed on the National Register.

Zoning Study of Historic Sites for Impact

Now that many historic sites have been identified through the survey, the city should undertake a study to gauge the impact of present zoning on these properties. Several owners have allowed inappropriate development on their property such as commercial buildings or subdivisions.

The zoning ideally should promote the retention of the property and not allow categories that would encourage destruction of the integrity of the historic property. The provisions of the zoning classification in a historic district should assure that any new construction site has similar lot size, building height, and building size relative to the existing historic properties in the district. The zoning classification of an individual historic property should not allow incompatible uses such as commercial construction or overly intense development. New zoning classifications may need to be established as a result of this study. This process would ensure that assessed value for property taxes would relative to the existing structures as opposed to a zoning classification which could encourage demolition by the allowance of more intensive uses.

Local Historic Zoning Ordinance

After the present zoning of historic sites has been analyzed it would be useful for the city to consider reviewing the existing local historic zoning ordinance in comparison with other Virginia localities as well as with the state enabling legislation.

Easement Program

An easement program would give owners another way to protect their historic resources. The owner could donate a perpetual easement (a restriction in the deed) to the local government, the Commonwealth of Virginia, or a nonprofit organization. The agency would accept the easement if it provided for the appropriate protection of the property and would monitor the property to insure compliance on a regular basis. By donating certain development rights to the agency in the easement document, the owner may qualify for certain tax benefits. An alternative scheme would be for City of Virginia Beach to purchase easements from owners of historic properties. The city may want to coordinate its easement program with the Virginia Department of Historic Resources.

Historic Site Data Entry into City Information Base (GIS)

The historic sites that have been identified in the survey process should be entered into the City's Geographic Information System. The city's zoning maps would include a symbol to identify each historic property. This action will assure that the historic status of a property is presented along with the other information that is known about the parcel when any rezoning is proposed. Also the building inspections department would be aware of the historic status of any property on which construction was about to begin.

Public Properties Acquisition

The city has purchased historic properties in the past and such a program should be continued on a case-by-case basis to acquire historic properties for public purposes or for tourist attractions. Such a program helps protect the city's heritage when the resource is threatened by demolition or neglect and/or if it is an extremely significant historical resource. Local organizations might be willing to help fund such projects and to create endowments for their continued operations. In some cases, it may be preferable for the city to purchase endangered properties and re-sell to a private owner with protective covenants. The Virginia Historic Resources Board offers a similar program of recycling historic properties.

Conditional Zoning for Historic Sites

When owners of historic properties apply for rezonings there is the opportunity to request a variety of conditions if the rezoning is granted. These conditions can be tailored to each request and can be designed to encourage retaining and preserving the integrity of the historic property.

Tax Incentives for Preservation

In addition to the federal tax deductions for easement donations there are other tax benefits available for preservation activities. These include federal investment tax credits for rehabilitation of income-producing properties listed on the National Register of Historic Places. At the local level a tax abatement program could be investigated for the rehabilitation of historic properties as per state enabling legislation.

Preservation Strategies in the City's Comprehensive Plan

Many of these historic preservation strategies are integrated in the current comprehensive plan written in 1990. Those that are not should be considered for inclusion in the next update of the plan.

In the interim, the various city agencies that are involved should jointly develop a strategic preservation plan for the city.

RESOURCES FOR PRESERVATION

NATIONAL ORGANIZATIONS

The Advisory Council on Historic
Preservation
1100 Pennsylvania Avenue, Suite 809
Washington, D. C. 20036
(202) 786-0503

American Association for State and Local
History
172 2nd Avenue, North, Suite 202
Nashville, Tennessee 37201
(615) 255-2971

American Association for Museums
1225 I Street, NW, Suite 200
Washington, D. C. 20005
(202) 289-1818

Association for Preservation Technology
International
P. O. Box 8178
Fredericksburg, Virginia 22404
(703) 373-1621

National Alliance of Preservation
Commissions
Hall of the States, Suite 332
444 North Capitol Street
Washington, D.C. 20001
(301) 663-6149

National Center for Preservation Law
1015 31st Street, NW, Suite 400
Washington, D. C. 20007
(202) 338-0392

National Park Service
Preservation Assistance Division, Technical
Preservation Services
P.O. Box 37127
Washington, D.C. 20013-7127
(202) 343-9573

National Park Service
Mid-Atlantic Regional Office
143 South Third Street
Philadelphia, Pennsylvania 19106
(215) 597-7018

National Trust for Historic Preservation
1785 Massachusetts Avenue, N.W.
Washington, D.C. 20036
(202) 673-4000

National Trust Mid-Atlantic Regional Office
6401 Germantown Avenue
Philadelphia, Pennsylvania 19144
(215) 438-2886

Preservation Action
1350 Connecticut Avenue, NW, Suite 401
Washington, D. C. 20007
(202) 659-0915

STATE ORGANIZATIONS

Association for the Preservation of Virginia
Antiquities
2300 East Grace Avenue
Richmond, Virginia 23223
(804) 648-1889

Preservation Alliance of Virginia
P.O. Box 1407
Staunton, Virginia 24401
(703) 886-4362

Virginia Department of Historic Resources
221 Governor Street
Richmond, Virginia 23219
(804) 786-3143

LOCAL ORGANIZATIONS

Princess Anne County-Virginia Beach
Historical Society
2040 Potters Road
P. O. Box 4307
Virginia Beach, Virginia 23454
(804) 491-0127

Virginia Beach Historical Review Board
Tom Ackiss, Chairman
Room 115, Operations Building
Municipal Center
Virginia Beach, Virginia 23456
(804) 427-4621

Department of Museums
City of Virginia Beach
Mac Rawls, Director
717 General Booth Boulevard
Virginia Beach, Virginia 23451
(804) 437-4949

Francis Land House
City of Virginia Beach
Mark Reed, Administator
3131 Virginia Beach Boulevard
Virginia Beach, Virginia 23452
(804) 340-1732

Department of Libraries
City of Virginia Beach
Toni Lohman, Head of Collections
Management
Central Library
4100 Virginia Beach Boulevard
Virginia Beach, Virginia 23452
(804) 431-3090

Southeast Division of the Association for
Preservation of Virginia Antiquities
441 Wishart Road
Virginia Beach, Virginia 23455
(804)-460-1688
(804)-497-8504

Department of Planning
City of Virginia Beach
Robert Davis, Planner
Municipal Center
Virginia Beach, Virginia 23456
(804) 427-4621

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DEPARTMENT OF HISTORIC RESOURCES
ALPHABETICAL LISTING OF SURVEYED PROPERTIES

Virginia Beach, Virginia

FILE NO.	ENTRY	SGS 7.5' QUAD
134-452	Apartments between 6th and 7th	Virginia Beach
134-446	Arctic Avenue and 15th Street	Virginia Beach
134-454	2500 Atlantic Avenue	Virginia Beach
134-456	Atlantic Avenue and 25th Street, SW	Virginia Beach
134-430	5202 Atlantic Avenue	Virginia Beach
134-497	1005 Atlantic Avenue	Virginia Beach
134-498	800 Block of Atlantic Avenue	Virginia Beach
134-583	7309 Atlantic Avenue	Cape Henry
134-458	Avamere 26th Street and Atlantic Avenue	Virginia Beach
134-443	Barclay Cottage 16th Street and Arctic Avenue	Virginia Beach
134-502 1	Bayne Theater 6th Street and Atlantic Avenue	Virginia Beach
134-534	1133 S. Bayshore Drive	Princess Anne
134-460	Beach Carousel 1300 Pacific Avenue	Virginia Beach
134-565	205 S. Birdneck Road	Virginia Beach
134-566	177 S. Birdneck Road	Virginia Beach
134-541	940 Bobolink Road	Princess Anne
134-514	Bradshaw and Brown Motor Co.	Princess Anne
134-4	Broad Bay Manor 1710 Dey Cove Drive	Cape Henry
134-536	Cavalier Beach Club	Virginia Beach
134-503	Cavalier Hotel 42nd Street and Atlantic Avenue	Virginia Beach
134-533	Cooke House. Frank Lloyd Wright 320 51st Street	Cape Henry
134-535	Cooke House 77th Street	Cape Henry
134-529	Cooke School Auditorium	Virginia Beach
134-576	1342 Credle Road	Princess Anne
134-448	1501 Cypress Avenue	Virginia Beach
134-530	Dairy Queen 27th Street	Virginia Beach
134-450	Dome Convention Center	Virginia Beach
134-427	Edgar Cayce Hospital/ ARE 67th Street and Atlantic Avenue	Cape Henry
134-41	Ewell Farm House 813 Simpkins Lane	Princess Anne
134-524	Farm. Princess Anne Road	Pleasant Ridge
134-525	Farm. Princess Anne Road	Princess Anne
134-549	Fentress House 1772 Salem Road	Princess Anne

	1772 Salem Road	
134-11	Ferry Farm	Princess Anne
	Cheswick Lane	
134-451	Fire Station #11	Virginia Beach
	20th Street and Arctic Avenue	
134-475	Fire Station	Virginia Beach
	24th Street and Pacific Avenue	
134-459	First Telephone Building/ Old Library	Virginia Beach
	302 22nd Street	
134-559	121-B S. Great Neck Road	Princess Anne
134-560	201 S. Great Neck Road	Princess Anne
134-561	109 S. Great Neck Road	Princess Anne
134-562	104 S. Great Neck Road	Princess Anne
134-563	110 S. Great Neck Road	Princess Anne
134-457	Halifax Hotel	Virginia Beach
	26th Street and Atlantic Avenue	
134-590	Haygood United Methodist Church	Kempsville
134-16	Hermitage	Cape Henry
	4200 Hermitage Road	
134-597	3227 Holland Road	Princess Anne
134-598	2409 Holland Road	Princess Anne
134-429	Holly Road and 54th Street	Cape Henry
134-482	Holly Road and Holly Crescent	Virginia Beach
134-483	Holly Road and Bay Colony Drive	Virginia Beach
134-51	Hunter/ DeFord House	Kempsville
134-557	House. Potters Road	Princess Anne
134-591	House. Great Neck Road	Princess Anne
134-606	House. Church Point Drive	
134-572	2049 Indian River Road	Pleasant Ridge
134-546	1556 Indiana Avenue	Princess Anne
134-547	1566 Indiana Avenue	Princess Anne
134-604	1533 Indiana Avenue	Princess Anne
134-435	Jarvis Building	Virginia Beach
	17th Street and Pacific Avenue	
134-552	Kenstock	Princess Anne
	2416 Kenstock Drive	
134-537	1320 Kingfisher Court	Princess Anne
134-538	1332 Kingfisher Court	Princess Anne
134-539	1333 Kingfisher Court	Princess Anne
134-540	1309 Kingfisher Court	Princess Anne
134-65	704 King's Grant Road	
134-521	225 Louisa Avenue	Princess Anne
134-522	232 Louisa Avenue	Princess Anne
134-523	236 Louisa Avenue	Princess Anne
134-545	213 Louisa Avenue	Princess Anne
134-573	320 Louisa Avenue	Princess Anne
134-574	316 Louisa Avenue	Princess Anne
134-575	314 Louisa Avenue	Princess Anne
134-555	Lynnhaven Presbyterian Church	Princess Anne
134-532	Masury House/ Graystone Manor	Cape Henry
	515 Wilder Road	
134-551	1416 Mediterranean Avenue	Virginia Beach

134-567	Mount Olive Church 310 Birdneck Road	Virginia Beach
134-571	Munden's Grocery, Pungo	Pleasant Ridge
134-447	Norfolk Avenue Train Station	Virginia Beach
134-548	North Landing Chapel	Pleasant Ridge
134-569	2437 North Landing Road	Princess Anne
134-570	2628 North Landing Road	Pleasant Ridge
134-100	Oak Hill Farm 1040 Caton Drive	Princess Anne
134-422	4501 Ocean Front Avenue	Virginia Beach
134-424	5501 Ocean Front Avenue	Cape Henry
134-425	Ocean Front Avenue and 58th Street	Cape Henry
134-587	Ocean Front Avenue and 79th Street	Cape Henry
134-485	Oceana High School Southern Boulevard	Princess Anne
134-24	Old Comfort 1437 North Woodhouse Road	Cape Henry
134-418	Old Town Hall	Virginia Beach
134-516	Otto Bettinger House General Booth Blvd. and San Marco	Virginia Beach
134-439	1107 Pacific Avenue	Virginia Beach
134-455	2408 Pacific Avenue	Virginia Beach
134-431	Pacific Avenue Cottages	Virginia Beach
134-444	Partner's Lodge 1608 Arctic Avenue	Virginia Beach
134-453	Peppermint Beach Club 2500 Atlantic Avenue	Virginia Beach
134-449	Pinewood Hotel 901 Atlantic Avenue	Virginia Beach
134-484	Princess Anne Country Club Atlantic Avenue at Seapines	Virginia Beach
134-568	2572 Princess Anne Road	Princess Anne
134-436	Roland Court Theater 17th Street near Atlantic Avenue	Virginia Beach
134-553	Rose Hall 1101 Five Points Road	Princess Anne
134-564	Saint Stephens S. Birdneck Road	Virginia Beach
134-550	1533 Salem Road	Kempsville
134-526	1846 Salem Road	Princess Anne
134-589	Sajo Manor Sajo Farm Road	Little Creek
134-596	Sandbridge Lifesaving Station	North Bay
134-420	Seapines Residence	Virginia Beach
134-554	Shorehaven 2732 Shorehaven Road	Cape Henry
134-486	1532 Southern Boulevard	Princess Anne
134-487	1514 Southern Boulevard	Princess Anne
134-488	1628 Southern Boulevard	Princess Anne
134-558	2628 Southern Boulevard	Princess Anne
134-515	429 Southside Road	Virginia Beach
134-600	1500 Southwick Lane	Princess Anne

134-445	Star of the Sea Catholic Church 1404 Pacific Avenue	Virginia Beach
134-556	Store. 101 N. Lynnhaven Road	Princess Anne
134-80	Tabernacle United Methodist Church	North Bay
134-78	Tallwood/ Nathaniel Nicolas House	Kempsville
134-542	1264 Tanger Trail	Princess Anne
134-517	436 Terrpain Hill Road	Virginia Beach
134-419	420 Virginia Beach Boulevard	Virginia Beach
134-518	1611 Virginia Beach Boulevard	Princess Anne
134-519	1613 Virginia Beach Boulevard	Princess Anne
134-520	1657 Virginia Beach Boulevard	Princess Anne
134-592	453 West Lane	Princess Anne
134-593	321 West Lane	Princess Anne
134-594	317 West Lane	Princess Anne
134-595	328 West Lane	Princess Anne
134-501	Whitehead Building 200 16th Street	Virginia Beach
134-605	Willis Wayside	
134-39	Wolf Snare 513 West Plantation Road	Princess Anne
134-543	1412 N. Woodhouse Road	Cape Henry
134-544	1422 N. Woodhouse Road	Cape Henry
134-437	211 11th Street	Virginia Beach
134-438	216 11th Street	Virginia Beach
134-495	209 11th Street	Virginia Beach
134-496	207 11th Street	Virginia Beach
134-505	311 15th Street	Virginia Beach
134-432	507 16th Street	Virginia Beach
134-433	419 16th Street	Virginia Beach
134-434	417 16th Street	Virginia Beach
134-442	319 16th Street	Virginia Beach
134-506	316 16th Street	Virginia Beach
134-507	320 16th Street	Virginia Beach
134-508	309 16th Street	Virginia Beach
134-509	409 16th Street	Virginia Beach
134-510	417 16th Street	VirginiaBeach
134-511	419 16th Street	Virginia Beach
134-512	501 16th Street	Virginia Beach
134-440	501 17th Street	Virginia Beach
134-441	532/ 534 17th Street	Virginia Beach
134-499	230 17th Street	Virginia Beach
134-500	17th Street near Atlantic Avenue	Virginia Beach
134-489	301 20th Street	Virginia Beach
134-463	304 22nd Street	Virginia Beach
134-464	306 22nd Street	Virginia Beach
134-465	310 22nd Street	Virginia Beach
134-466	314 22nd Street	Virginia Beach
134-467	316 22nd Street	Virginia Beach
134-468	309 22nd Street	Virginia Beach
134-469	307 22nd Street	Virginia Beach
134-479	308 22nd Street	Virginia Beach

134-461	309 23rd Street	Virginia Beach
134-462	308 23rd Street	Virginia Beach
134-480	205 23rd Street	Virginia Beach
134-481	207 23rd Street	Virginia Beach
134-476	210 24th Street	Virginia Beach
134-477	208 24th Street	Virginia Beach
134-478	206 24th Street	Virginia Beach
134-490	300 24th Street	Virginia Beach
134-491	304 24th Street	Virginia Beach
134-492	306 24th Street	Virginia Beach
134-493	307 24th Street	Virginia Beach
134-494	317 24th Street	Virginia Beach
134-577	432 24th Street	Virginia Beach
134-470	500 26th Street	Virginia Beach
134-471	408 26th Street	Virginia Beach
134-472	410 26th Street	Virginia Beach
134-473	208 26th Street	Virginia Beach
134-474	206 26th Street	Virginia Beach
134-513	318 27th Street	Virginia Beach
134-578	316 34th Street	Virginia Beach
134-579	319 34th Street	Virginia Beach
134-580	315 34th Street	Virginia Beach
134-581	313 34th Street	Virginia Beach
134-527	205 37th Street	Virginia Beach
134-528	203 37th Street	Virginia Beach
134-421	110 45th Street	Virginia Beach
134-504	107 45th Street	Virginia Beach
134-423	108 52nd Street	Virginia Beach
134-531	301 53rd Street	Virginia Beach
134-428	207 59th Street	Cape Henry
134-426	110 63rd Street	Cape Henry
134-588	115 64th Street	Cape Henry
134-582	107 72nd Street	Cape Henry
134-584	111 74th Street	Cape Henry
134-585	109 74th Street	Cape Henry
134-586	107 79th Street	Cape Henry
134-602	106 85th Street	Cape Hnery
134-603	107 85th Street	Cape Henry
134-601	115 86th Street	Cape Henry
	Lynnhaven Presbyterian Church	Princess Anne
134-532	Masury House/ Graystone Manor 515 Wilder Road	Cape Henry
134-551	1416 Mediterranean Avenue	Virginia Beach
134-567	Mount Olive Church 310 Birdneck Road	Virginia Beach
134-571	Munden's Grocery, Pungo	Pleasant Ridge
134-447	Norfolk Avenue Train Station	Virginia Beach
134-548	North Landing Chapel	Pleasant Ridge

DEPARTMENT OF HISTORIC RESOURCES
NUMERICAL LISTING OF SURVEYED PROPERTIES

Virginia Beach, Virginia

FILE NO.	ENTRY	USGS 7.5' QUAD
134-4	**Broad Bay Manor** **1710 Dey Cove Drive**	**Cape Henry**
134-11	**Ferry Farm** **Cheswick Lane**	**Princess Anne**
134-16	**Hermitage** **4200 Hermitage Road**	**Cape Henry**
134-21	**Richard Murray House**	**Kempsville**
134-24	**Old Comfort** **1437 North Woodhouse Road**	**Cape Henry**
134-39	**Wolf Snare** **513 West Plantation**	**Princess Anne**
134-41	**Ewell Farm House** **813 Simpkins Lane**	**Princess Anne**
134-65	**704 King's Grant Road**	
134-50	**Hunter/ DeFord House**	**Kempsville**
134-78	**Tallwood/ Nathaniel Nicolas House**	**Kempsville**
134-80	Tabernacle United Methodist	North Bay
134-100	**Oak Hill Farm** **1040 Caton Drive**	**Princess Anne**
134-418	**Old Town Hall**	**Virginia Beach**
134-419	420 Virginia Beach Boulevard	VirginiaBeach
134-420	Seapines Residence	Virginia Beach
134-421	110 45th Street	Virginia Beach
134-422	4501 Ocean Front Avenue	Virginia Beach
134-423	108 52nd Street	Virginia Beach
134-424	5501 Ocean Front Avenue	Cape Henry
134-425	58th Street and Ocean Front Avenue	Cape Henry
134-426	110 63rd Street	Cape Henry
134-427	**Edgar Cayce Hospital/ ARE** **67th Street and Atlantic Avenue**	**Cape Henry**
134-428	207 59th Street	Cape Henry
134-429	54th St. and Holly Road	Cape Henry
134-430	5202 Atlantic Avenue	Cape Henry
134-431	Pacific Avenue Cottages	Virginia Beach
134-432	507 16th Street	Virginia Beach
134-433	419 16th Street	Virginia Beach
134-434	417 16th Street	Virginia Beach
134-435	Jarvis Building 17th Street and Pacific Avenue	Virginia Beach
134-436	**Roland Court Theater** **17th Street near Atlantic Avenue**	**Virginia Beach**
134-437	House. 211 11th Street	Virginia Beach
134-438	House. 216 11th Street	Virginia Beach
134-439	1107 Pacific Avenue	Virginia Beach

134-440	501 17th Street	Virginia Beach
134-441	532/ 534 17th Street	Virginia Beach
134-442	319 16th Street	Virginia Beach
134-443	Barclay Cottage 16th Street and Arctic Avenue	Virginia Beach
134-444	Partner's Lodge 1608 Arctic Avenue	Virginia Beach
134-445	Star of the Sea Catholic Church 1404 Pacific Avenue	Virginia Beach
134-446	15th Street and Arctic Avenue	Virginia Beach
134-447	Norfolk Avenue Train Station	Virginia Beach
134-448	1501 Cypress Avenue	Virginia Beach
134-449	Pinewood Hotel 901 Atlantic Avenue	Virginia Beach
134-450	The Dome Convention Center	Virginia Beach
134-451	Fire Station 20th Street and Arctic Avenue	Virginia Beach
134-452	Apartments between 6th and 7th	Virginia Beach
134-453	Peppermint Beach Club	Virginia Beach
134-454	2500 Atlantic Avenue	Virginia Beach
134-455	2408 Pacific Avenue	Virginia Beach
134-456	SW corner Atlantic Avenue and 25th	Virginia Beach
134-457	The Halifax Hotel 26th and Atlantic Avenue	Virginia Beach
134-458	**The Avamere** **26th and Atlantic Avenue**	**Virginia Beach**
134-459	**1st Telephone Building/ Old Library** **302 22nd Street**	**Virginia Beach**
134-460	The Beach Carousel 1300 Pacific Avenue	Virginia Beach
134-461	309 23rd Street	Virginia Beach
134-462	308 23rd Street	Virginia Beach
134-463	304 22nd Street	Virginia Beach
134-464	306 22nd Street	Virginia Beach
134-465	310 22nd Street	Virginia Beach
134-466	314 22nd Street	Virginia Beach
134-467	316 22nd Street	Virginia Beach
134-468	309 22nd Street	Virginia Beach
134-469	307 22nd Street	Virginia Beach
134-470	500 26th Street	Virginia Beach
134-471	408 26th Street	Virginia Beach
134-472	410 26th Street	Virginia Beach
134-473	208 26th Street	Virginia Beach
134-474	206 26th Street	Virginia Beach
134-475	Fire Station 24th Street and Pacific Avenue	Virginia Beach
134-476	210 24th Street	Virginia Beach
134-477	208 24th Street	Virginia Beach
134-478	206 24th Street	Virginia Beach
134-479	308 22nd Street	Virginia Beach
134-480	205 23rd Street	Virginia Beach
134-481	207 23rd Street	Virginia Beach

134-482	Holly Road and Holly Crescent	Virginia Beach
134-483	Holly Road and Bay Colony Drive	Virginia Beach
134-484	Princess Anne Country Club Atlantic Avenue at Seapines	Virginia Beach
134-485	Oceana H.S. Southern Boulevard	Princess Anne
134-486	1532 Southern Boulevard	Princess Anne
134-487	1514 Southern Boulevard	Princess Anne
134-488	1628 Southern Boulevard	Princess Anne
134-489	301 20th Street	Virginia Beach
134-490	300 24th Street	Virginia Beach
134-491	304 24th Street	Virginia Beach
134-492	306 24th Street	Virginia Beach
134-493	307 24th Street	Virginia Beach
134-494	317 24th Street	Virginia Beach
134-495	209 11th Street	Virginia Beach
134-496	207 11th Street	Virginia Beach
134-497	1005 Atlantic Avenue	Virginia Beach
134-498	800 block Atlantic Avenue near 805	Virginia Beach
134-499	230 17th Street	Virginia Beach
134-500	17th Street near Atlantic Avenue	Virginia Beach
134-501	Whitehead Building 200 16th Street	Virginia Beach
134-502	Bayne Theater 16th St. and Atlantic Avenue	Virginia Beach
134-503	**Cavalier Hotel** **42nd Street and Atlantic Avenue**	**Virginia Beach**
134-504	107 45th Street	Virginia Beach
134-505	311 15th Street	Virginia Beach
134-506	316 16th Street	Virginia Beach
134-507	320 16th Street	Virginia Beach
134-508	309 16th Street	Virginia Beach
134-509	409 16th Street	Virginia Beach
134-510	417 16th Street	Virginia Beach
134-511	419 16th Street	Virginia Beach
134-512	501 16th Street	Virginia Beach
134-513	318 27th Street	Virginia Beach
134-514	Bradshaw and Brown Motor Co.	Princess Anne
134-515	429 Southside Road	Virginia Beach
134-516	Otto Bettinger House General Booth Blvd. and San Marco	Virginia Beach
134-517	436 Terrapin Hill Road	Virginia Beach
134-518	1611 Virginia Beach Blvd.	Princess Anne
134-519	1613 Virginia Beach Blvd.	Princess Anne
134-520	1657 Virginia Beach Blvd.	Princess Anne
134-521	225 Louisa Avenue	Princess Anne
134-522	232 Louisa Avenue	Princess Anne
134-523	236 Louisa Avenue	Princess Anne
134-524	Farm. Princess Anne Road	Pleasant Ridge
134-525	Farm. Princess Anne Road	Princess Anne
134-526	House. 1846 Salem Road	Princess Anne
134-527	205 37th Street	Virginia Beach

134-528	203 37th Street	Virginia Beach
134-529	Cooke School Auditiorium	Virginia Beach
134-530	**Dairy Queen** **27th Street**	**Virginia Beach**
134-531	301 53rd Street	Virginia Beach
134-532	**Masury House/ Graystone Manor** **515 Wilder Road**	**Cape Henry**
134-533	**Cooke House. Frank Lloyd Wright** **320 51st Street**	**Cape Henry**
134-534	1133 South Bayshore Drive	Princess Anne
134-535	Cooke House 77th Street	Cape Henry
134-536	Cavalier Beach Club	Virginia Beach
134-537	1320 Kingfisher Court	Princess Anne
134-538	1332 Kingfisher Court	Princess Anne
134-539	1333 Kingfisher Courth	Princess Anne
134-540	1309 Kingfisher Court	Princess Anne
134-541	940 Bobolink Road	Princess Anne
134-542	1264 Tanger Trail	Princess Anne
134-543	1412 North Woodhouse Road	Cape Henry
134-544	1422 North Woodhouse Road	Cape Henry
134-545	213 Louisa Avenue	Princess Anne
134-546	1556 Indiana Avenue	Princess Anne
134-547	1566 Indiana Avenue	Princess Anne
134-548	North Landing Chapel	Pleasant Ridge
134-549	**Fentress House** **1772 Salem Road**	**Princess Anne**
134-550	1533 Salem Road	Kempsville
134-551	1416 Mediterranean Avenue	Virginia Beach
134-552	**Kenstock** **2416 Kenstock Drive**	**Princess Anne**
134-553	Rose Hall 1101 Five Points Road	Princess Anne
134-554	Shorehaven 2732 Shorehaven Road	Cape Henry
134-555	Lynnhaven Presbyterian Church	Princess Anne
134-556	**Store** **101 N. Lynnhaven Road**	**Princess Anne**
134-557	House. Potters Road	Princess Anne
134-558	2628 Southern Boulevard	Princess Anne
134-559	121-B S. Great Neck Road	Princess Anne
134-560	201 S. Great Neck Road	Princess Anne
134-561	109 S. Great Neck Road	Princess Anne
134-562	104 S. Great Neck Road	Princess Anne
134-563	110 S. Great Neck Road	Princess Anne
134-564	**Saint Stephens** **S. Birdneck Road**	**Virginia Beach**
134-565	205 S. Birdneck Road	Virginia Beach
134-566	177 S. Birdneck Road	Virginia Beach
134-567	Mt. Olive Church 310 Birdneck Road	Virginia Beach
134-568	2572 Princess Anne Road	Princess Anne
134-569	2437 North Landing Road	Princess Anne

134-570	2628 North Landing Road	Pleasant Ridge
134-571	Munden's Grocery Pungo	Pleasant Ridge
134-572	2049 Indian River Road	Pleasant Ridge
134-573	320 Louisa Avenue	Princess Anne
134-574	316 Louisa Avenue	Princess Anne
134-575	314 Louisa Avenue	Princess Anne
134-576	1342 Credle Road	Princess Anne
134-577	432 24th Street	Virginia Beach
134-578	316 34th Street	Virginia Beach
134-579	319 34th Street	Virginia Beach
134-580	315 34th Street	Virginia Beach
134-581	313 34th Street	Virginia Beach
134-582	107 72nd Street	Cape Henry
134-583	7309 Atlantic Avenue	Cape Henry
134-584	111 74th Street	Cape Henry
134-585	109 74th Street	Cape Henry
134-586	107 79th Street	Cape Henry
134-587	Ocean Front and 79th Street	Cape Henry
134-588	115 64th Street	Cape Henry
134-589	**Sajo Farm** **Sajo Farm Drive**	**Little Creek**
134-590	**Haygood United Methodist**	**Kempsville**
134-591	House. Great Neck Road	Princess Anne
134-592	453 West Lane	Princess Anne
134-593	321 West Lane	Princess Anne
134-594	317 West Lane	Princess Anne
134-595	328 West Lane	Princess Anne
134-596	Sandbridge Lifesaving Station	North Bay
134-597	**3227 Holland Road**	**Princess Anne**
134-598	2409 Holland Road	Princess Anne
134-599	210 67th Street	Cape Henry
134-600	**1500 Southwick Lane**	**Princess Anne**
134-601	115 86th Street	Cape Henry
134-602	106 85th Street	Cape Henry
134-603	107 85th Street	Cape Henry
134-604	1533 Indiana Avenue	Princess Anne
134-605	Willis Wayside	Princess Anne
134-606	House. Church Point Drive	Little Creek

NOTE:
All entries in bold type represent buildings for intensive level survey

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