

HISTORIC ARCHITECTURAL RESOURCE SURVEY UPDATE CITY OF VIRGINIA BEACH, VIRGINIA NORTHERN HALF



PREPARED FOR
Mr. Mark A. Reed
Historic Preservation Commission
Department of Planning and Community Development
City of Virginia Beach, Virginia

PREPARED BY



In partnership with
DEBRA A. McCLANE
Architectural Historian

HISTORIC ARCHITECTURAL RESOURCE SURVEY UPDATE, CITY OF VIRGINIA BEACH, VIRGINIA – NORTHERN HALF

By

Laura R. Purvis
and
Debra A. McClane

Prepared for

Mr. Mark A. Reed
Historic Preservation Commission
Department of Planning and Community Development
Municipal Center, Building 2 – Room 115
2405 Courthouse Drive
Virginia Beach, VA 23456
Ph: (757) 385-8573

Prepared by

Cultural Resource Analysts, Inc.
Virginia Office
1503 Santa Rosa Road, Suite 127
Henrico, VA 23229
Phone: (804) 332-4379
Fax: (859) 254-3747
Email: tjroberts@crai-ky.com
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ABSTRACT

Between March 2018 and July 2018, Cultural Resource Analysts, Inc., (CRA) in association with Debra A. McClane, Architectural Historian, completed a reconnaissance-level historic architectural resource survey update covering the City of Virginia Beach's northern half. The previous reconnaissance-level studies for the City's northern half were completed in the early 1990s, with additional studies and local research occurring throughout the 2000s.

The survey included 49 neighborhoods and 100 individual resources recorded outside of neighborhood boundaries. CRA and Debra A. McClane primarily recorded mid-twentieth century resources illustrating the City of Virginia Beach's rapid growth during the post-World War II era. Documented resources included:

- 47 neighborhoods identified by the City's Department of Planning and Community Development
- 183 historic architectural resources identified within those 47 neighborhoods
- 2 additional neighborhoods identified by surveyors during the course of fieldwork: Thalia and Chesapeake Beach
- 83 individual resources, 20 of which were identified within the Chesapeake Beach neighborhood
- 17 individual properties listed on the Virginia Beach Historical Register

The general objective of the study, in addition to updating the survey work completed in the 1990s, was to identify and evaluate the potential eligibility of neighborhoods and individual resources for listing in the National Register of Historic Places. Of the neighborhoods surveyed, nine were recommended as potentially eligible for nomination to the National Register as historic districts:

- Aragona Village
- Chesapeake Beach
- Doyletown
- Eureka Park
- Laurel Manor
- L & J Gardens
- Queen City
- Seatack
- Thoroughgood

Additionally, 13 neighborhoods were recommended for additional study beyond the scope of the present project. Of the individual resources, 12 of the 100 surveyed were recommended eligible or potentially eligible. Fifteen individual resources were recommended as potentially eligible for inclusion in Multiple Property Submissions. In selecting resources for inclusion in the survey, architectural historians focused on identifying:

- properties best representing mid-twentieth century neighborhood typologies;
- properties dating to the nineteenth-century history of Princess Anne County, which merged with the City in 1963, that had yet to be captured in inventory records;
- properties that more comprehensively covered the commercial and residential history of the City; and
- properties that were representative of the City's historical and architectural trends.

In addition, surveyors worked with the Virginia Department of Historic Resources to refine the survey methodology. This study also provides planning guidance for future survey and historic district nominations. In total, CRA and Debra A. McClane documented a significant number of mid-twentieth century resources representing development trends and patterns across Virginia Beach's northern half, including African American neighborhoods and individual resources that had yet to be recorded in the Virginia Department of Historic Resource's Virginia Cultural Resources Information System.

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TABLE OF CONTENTS

ABSTRACT	i
LIST OF FIGURES	v
I. INTRODUCTION	1
II. RESEARCH AND SURVEY METHODOLOGY	3
III. GEOGRAPHY AND ENVIRONMENT.....	9
IV. HISTORIC CONTEXT	11
COLONY TO NATION (1751-1789).....	12
EARLY NATIONAL PERIOD (1790-1829).....	13
ANTEBELLUM PERIOD (1830-1860)	14
CIVIL WAR (1861–1865)	15
RECONSTRUCTION AND GROWTH (1865–1917).....	15
WORLD WAR I—WORLD WAR II (1917–1945).....	16
THE NEW DOMINION (1946–1991)	17
POST-COLD WAR (1992–PRESENT).....	18
V. SURVEY RESULTS	21
INTRODUCTION.....	21
INDIVIDUAL RESOURCES	25
<i>Commerce/Trade</i>	26
<i>Domestic</i>	30
<i>Government/Law/Political</i>	34
<i>Healthcare/Medicine</i>	36
<i>Recreation/Arts</i>	38
<i>Religion</i>	40
<i>Subsistence/Agriculture</i>	44
<i>Virginia Beach Historical Register</i>	46
NEIGHBORHOODS	50
ACREDALE	56
ARAGONA VILLAGE	62
ARROWHEAD.....	69
ATLANTIC PARK.....	75
BAY COLONY	79
BAYVILLE PARK.....	86
BEECHWOOD	94
BIRDNECK POINT	98
BURTON STATION.....	104
CAROLANNE FARMS	109
CHESAPEAKE BEACH	114
DIAMOND SPRINGS	120
DOYLETOWN.....	126
EUREKA PARK.....	131
GARDENWOOD PARK	136
GRACETOWN	143
GREAT NECK.....	147
THE HOLLIES.....	150
KEMPSVILLE COLONY.....	155
KEMPSVILLE HEIGHTS	158

KEMPSVILLE MANOR	163
L & J GARDENS.....	168
LAKE SHORES	174
LAKE SMITH	178
LAKEWOOD.....	181
LARK DOWNS.....	187
LAUREL MANOR.....	190
LINKHORN PARK	196
LINLIER.....	202
LITTLE NECK	205
LYNN SHORES.....	209
MALIBU.....	213
NEW LIGHT	219
NEWSOME FARM.....	226
OCEAN PARK.....	232
PINEWOOD	238
PRINCESS ANNE PLAZA	243
QUEEN CITY	249
REEDTOWN.....	254
SEATAACK.....	259
SHADOWLAWN.....	264
THALIA	268
THALIA ACRES	275
THALIA FARMS.....	281
THALIA GARDENS.....	285
THALIA MANOR	290
THALIA SHORES.....	295
THOROUGHGOOD	299
UBERMEER.....	306
VI. SUMMARY AND RECOMMENDATIONS	312
<i>Distribution of Resources</i>	312
<i>Age of Resources</i>	312
<i>Building Types</i>	313
<i>Condition of Resources</i>	313
<i>Threats to Resources</i>	313
<i>Recommendations</i>	317
<i>Intensive-level Investigations</i>	318
<i>National Register of Historic Places Nominations</i>	319
<i>Tax Incentives</i>	319
<i>Preservation and Conservation Easements</i>	319
<i>Virginia Beach Historical Register</i>	320
<i>Multiple Property Submissions</i>	320
<i>Oral History Program</i>	322
<i>Interpretive Signage Program</i>	322
<i>Heritage Tourism and Historical Highway Markers</i>	322
<i>Public History and Art Outreach Programming</i>	322
VII. BIBLIOGRAPHY	324
APPENDIX A: VLR, NRHP, AND NHL PROPERTIES WITHIN VIRGINIA BEACH PRIOR TO SURVEY	332
APPENDIX B: INVENTORY FORMS.....	335
APPENDIX C: RESOURCE INVENTORY LIST.....	336

LIST OF FIGURES

FIGURE 1. CITY OF VIRGINIA BEACH, DIVIDED INTO NORTHERN AND SOUTHERN REGIONS, WITH PREVIOUSLY SURVEYED HISTORIC AND CULTURAL DISTRICT RESOURCES	1
FIGURE 2. DETAIL SHOWING NEWTOWN AND KEMPSVILLE ON A 1780 MAP OF PRINCESS ANNE AND NORFOLK COUNTIES (SOURCE: LIBRARY OF CONGRESS)	12
FIGURE 3. MAP SHOWING INDIVIDUAL RESOURCES AND NEIGHBORHOODS EVALUATED OVER THE CITY OF VIRGINIA BEACH'S NORTHERN HALF.	23
FIGURE 4. MAP SHOWING INDIVIDUAL RESOURCES SURVEYED OVER THE CITY OF VIRGINIA BEACH'S NORTHERN HALF.	24
FIGURE 5. JEFFERSON MANOR MOTEL APARTMENTS (c. 1963), 3300 PACIFIC AVENUE (134-5583)	27
FIGURE 6. THALIA AUTOMOTIVE SERVICE (c. 1965), 4300 VIRGINIA BEACH BOULEVARD (134-5413)	27
FIGURE 7. SHOPPING CENTER (c. 1960), 3010-3022 VIRGINIA BEACH BOULEVARD (134-5408)	28
FIGURE 8. STEINHILBER'S (THALIA ACRES INN) RESTAURANT (c. 1935), 653 THALIA ROAD (134-5465)	28
FIGURE 9. HAWKINS RESTAURANT (c. 1948), 1061 NEWTOWN ROAD (134-5669)	29
FIGURE 10. LONDON BRIDGE SHOPPING CENTER (c. 1951-1971), 315 N GREAT NECK ROAD (134-5422)	29
FIGURE 11. THE LINKHORN APARTMENT BUILDING (c. 1965), 405 33RD STREET (134-5392)	32
FIGURE 12. SINGLE DWELLING (c. 1918), 4153 EWELL ROAD (134-5415)	32
FIGURE 13. SINGLE DWELLING (c. 1950), 4150 HOLLY ROAD (134-5455)	33
FIGURE 14. SINGLE DWELLING (c. 1950), 4601 LOOKOUT ROAD (134-5476)	33
FIGURE 15. FORMER SEAPINES POST OFFICE (c. 1957), 313 32ND STREET (134-5387)	35
FIGURE 16. CITY PUMP STATION (c. 1965), 4802 ATLANTIC AVENUE (134-5400)	35
FIGURE 17. OCEAN PARK VOLUNTEER RESCUE SQUAD (c. 1965), 3769 E STRATFORD ROAD (134-5466)	37
FIGURE 18. FORMER CHESAPEAKE VOLUNTEER FIRE DEPARTMENT (c. 1962), 2444 PLEASURE HOUSE ROAD (134-5478)	37
FIGURE 19. FORMER OCEANA LODGE (c. 1960), 1760 POTTERS ROAD (134-5382)	39
FIGURE 20. LYNNHAVEN MASONIC LODGE (c. 1965), 2959 N LYNNHAVEN ROAD (134-5420)	39
FIGURE 21. MORNING STAR BAPTIST CHURCH (c. 1892), 4800 FIRST COURT ROAD (134-0970)	41
FIGURE 22. BAYSIDE PRESBYTERIAN CHURCH (c. 1964), 1400 EWELL ROAD (134-5416)	41
FIGURE 23. PRINCE OF PEACE LUTHERAN CHURCH (c. 1967), 424 KINGS GRANT ROAD (134-5418)	42
FIGURE 24. FOUNDRY UNITED METHODIST CHURCH (c. 1940), 2801 VIRGINIA BEACH BOULEVARD (134-5421)	42
FIGURE 25. OYSTER SHED (c. 1950), 1805 ESTATES COURT (134-5464)	45
FIGURE 26. FARMHOUSE (c. 1882), 1680 W LITTLE NECK ROAD (134-5411)	45
FIGURE 27. SINGLE DWELLING (c. 1930), 1909 INDIAN RIVER ROAD (134-5524)	47
FIGURE 28. THALIA VOLUNTEER FIRE STATION (c. 1965), 333 THALIA ROAD (134-5412)	47
FIGURE 29. SINGLE DWELLING (c. 1930), 1140 CRYSTAL LAKE DRIVE (134-5492)	48
FIGURE 30. LYNNHAVEN UNITED METHODIST CHURCH (c. 1919), 1033 LITTLE NECK ROAD (134-5407)	48
FIGURE 31. MAP SHOWING PROPERTIES ON THE VIRGINIA BEACH HISTORICAL REGISTER LIST	49
FIGURE 32. MAP SHOWING THE NEIGHBORHOODS EVALUATED OVER THE CITY OF VIRGINIA BEACH'S NORTHERN HALF.	52
FIGURE 33. MAP SHOWING BUILDINGS CONSTRUCTED DURING THE 18TH CENTURY	53
FIGURE 34. MAP SHOWING BUILDINGS CONSTRUCTED DURING THE 19TH CENTURY	54
FIGURE 35. MAP SHOWING BUILDINGS CONSTRUCTED DURING THE 20TH CENTURY	55
FIGURE 36. AERIAL PHOTOGRAPH SHOWING GENERAL BOUNDARIES OF ACREDALE NEIGHBORHOOD	56
FIGURE 37. 1937 AERIAL PHOTOGRAPH SHOWING THE AGRICULTURAL AREA THAT WOULD BECOME ACREDALE. NOTE LOCATION OF MEARS HOUSE ALONG KEMPSVILLE ROAD	59
FIGURE 38. REPRESENTATIVE BRICK RANCH HOUSE (1951), 5213 CASTLE ROAD	60
FIGURE 39. MINIMAL TRADITIONAL HOUSE (1950), 1154 OLD KEMPSVILLE ROAD (134-5510)	60
FIGURE 40. 1958 AERIAL PHOTOGRAPH SHOWING ACREDALE AS DEVELOPED	61
FIGURE 41. MEARS HOUSE, 1205 OLD KEMPSVILLE ROAD (134-5513)	61
FIGURE 42. AERIAL MAP SHOWING BOUNDARIES OF ARAGONA VILLAGE NEIGHBORHOOD	62
FIGURE 43. ARAGONA VILLAGE SHOPPING CENTER	65
FIGURE 44. 1958 AERIAL SHOWING A PORTION OF ARAGONA VILLAGE (LEFT) AND THE SURROUNDING RURAL LANDSCAPE	66
FIGURE 45. ARAGONA VILLAGE SHOPPING CENTER, 1961	67
FIGURE 46. HOUSE AT 509 ARAGONA BOULEVARD (134-5431), c. 1956 (SOURCE: THE VIRGINIAN-PILOT)	67

FIGURE 47. PRESENT-DAY VIEW OF 509 ARAGONA BOULEVARD (134-5431)	68
FIGURE 48. JOHN ARAGONA	68
FIGURE 49. AERIAL PHOTOGRAPH SHOWING BOUNDARIES OF ARROWHEAD NEIGHBORHOOD	69
FIGURE 50. VIEW LOOKING WEST ALONG SUSQUEHANNA DRIVE	71
FIGURE 51. SECTION 1 PLAT OF ARROWHEAD NEIGHBORHOOD	72
FIGURE 52. COLONIAL REVIVAL STYLE HOUSE (1962), 5632 SUSQUEHANNA DRIVE (134-5461)	73
FIGURE 53. BRICK-CLAD MINIMAL TRADITIONAL HOUSE WITH DETACHED GARAGE (1960), 247 E. CHICKASAW DRIVE (134-5507)	73
FIGURE 54. MINIMAL TRADITIONAL STYLE HOUSE (1963), 5829 S. OTTAWA ROAD (134-5509)	74
FIGURE 55. ARROWHEAD PLAZA SHOPPING CENTER LOCATED NORTH OF ARROWHEAD NEIGHBORHOOD	74
FIGURE 56. AERIAL MAP SHOWING GENERAL BOUNDARIES OF THE ATLANTIC PARK NEIGHBORHOOD	75
FIGURE 57. OCEANA GARDENS PLAT SHOWING BLOCKS PRESENTLY OCCUPIED BY ATLANTIC PARK	77
FIGURE 58. COMMERCIAL STRUCTURE (1945), 1345 VIRGINIA BEACH BOULEVARD (134-5565)	78
FIGURE 59. AERIAL PHOTOGRAPH SHOWING GENERAL BOUNDARIES OF BAY COLONY NEIGHBORHOOD	79
FIGURE 60. PLAT FOR SECTION ONE OF BAY COLONY	82
FIGURE 61. 1949 AERIAL PHOTOGRAPH SHOWING BAY COLONY AREA PRIOR TO DEVELOPMENT	83
FIGURE 62. RANCH-STYLE HOUSE (1960), 1505 BAYSHORE DRIVE EAST (134-5518)	84
FIGURE 63. RANCH-STYLE HOUSE (1958), 1401 BRUTON LANE (134-5517)	84
FIGURE 64. SHINGLE-CLAD MINIMAL TRADITIONAL DWELLING (1954), 1300 WYTHE LANE (134-5516)	85
FIGURE 65. AERIAL PHOTOGRAPH SHOWING GENERAL BOUNDARIES OF BAYVILLE PARK	86
FIGURE 66. SECTION 1, BAYVILLE PARK PLAT	89
FIGURE 67. SECTION 2, BAYVILLE PARK PLAT	91
FIGURE 68. 1958 AERIAL PHOTOGRAPH SHOWING DEVELOPMENT OF BAYVILLE PARK	92
FIGURE 69. MINIMAL TRADITIONAL HOUSE (1955), 4520 CLYDE STREET (134-5521)	93
FIGURE 70. MINIMAL TRADITIONAL HOUSE (1955), 4601 DELCO ROAD (134-5522)	93
FIGURE 71. AERIAL MAP SHOWING GENERAL BOUNDARIES OF BEECHWOOD	94
FIGURE 72. WILLIAM SKINNER HOUSE (c.1880), 4716 FIRST COURT ROAD (134-5545)	96
FIGURE 73. VERNACULAR DWELLING (1930), 4760 HOOK LANE (134-5543)	97
FIGURE 74. BUNGALOW (1940), 4772 FIRST COURT ROAD (134-5542)	97
FIGURE 75. AERIAL MAP SHOWING BIRDNECK POINT NEIGHBORHOOD	98
FIGURE 76. A PORTION OF THE BIRDNECK POINT PLAT SHOWING TENTATIVE PLACEMENT FOR THE HOTEL GOLF COURSE	101
FIGURE 77. DETAIL OF A 1937 AERIAL PHOTOGRAPH SHOWING EARLY DEVELOPMENT ON BIRDNECK POINT	102
FIGURE 78. RANCH-STYLE DWELLING (1950), 804 CARDINAL ROAD (134-5496)	103
FIGURE 79. MODERN-STYLE DWELLING (1952), 940 CARDINAL ROAD (134-5497)	103
FIGURE 80. AERIAL MAP SHOWING BURTON STATION NEIGHBORHOOD	104
FIGURE 81. 1949 AERIAL OF BURTON STATION	107
FIGURE 82. MINIMAL TRADITIONAL DWELLING WITH SKINTLED BRICK (1952), 5852 BURTON STATION ROAD (134-5463)	108
FIGURE 83. OLDEST DWELLING IN BURTON STATION (1946), 5875 BURTON STATION ROAD (134-5569)	108
FIGURE 84. AERIAL PHOTOGRAPH SHOWING GENERAL BOUNDARIES OF CAROLANNE FARMS	109
FIGURE 85. ONE-STORY RANCH HOUSE SHOWING TWO MATERIALS (1961), 283 CITATION COURT (134-5504)	112
FIGURE 86. TWO-STORY COLONIAL REVIVAL-STYLE HOUSE, 5512 WAR ADMIRAL ROAD (134-5506)	112
FIGURE 87. ONE-STORY RANCH HOUSE, 5509 WAR ADMIRAL ROAD (134-5505)	113
FIGURE 88. AERIAL MAP SHOWING GENERAL BOUNDARIES OF CHESAPEAKE BEACH	114
FIGURE 89. 1937 AERIAL OF CHESAPEAKE BEACH WITH LAKE JOYCE AND PLEASURE HOUSE ROAD	117
FIGURE 90. COMMERCIAL BUILDING, NOW HELL'S KITCHEN RESTAURANT, 4600 LOOKOUT ROAD (134-5475)	118
FIGURE 91. ONE-STORY, GABLE FRONT VERNACULAR COTTAGE, 4601 LOOKOUT ROAD (134-5476)	118
FIGURE 92. ONE STORY COTTAGE CLAD IN WOOD SHINGLES, 2509 FENTRESS AVENUE (134-5474)	119
FIGURE 93. BRICK COTTAGES, 4489 LOOKOUT ROAD (134-5479)	119
FIGURE 94. AERIAL PHOTOGRAPHS SHOWING GENERAL BOUNDARIES OF DIAMOND SPRINGS	120
FIGURE 95. 1958 AERIAL PHOTOGRAPH SHOWING INITIAL DEVELOPMENT IN DIAMOND SPRINGS NEIGHBORHOOD	123
FIGURE 96. SPLIT-LEVEL HOUSE (1954), 5533 FOREST VIEW DRIVE (134-5525)	124
FIGURE 97. CONTEMPORARY STYLE HOUSE WITH CARPORT (1954), 5520 FOREST VIEW DRIVE (134-5462)	124
FIGURE 98. DIAMOND SPRINGS AND GARDENWOOD CIVIC LEAGUE BUILDING (1963), 5652 HADEN ROAD (134-5526)	125
FIGURE 99. AERIAL MAP SHOWING GENERAL BOUNDARIES OF DOYLETOWN	126
FIGURE 100. 1946 PLAT OF DOYLETOWN ANNEX	129
FIGURE 101. BUNGALOW (1940), 250 DOYLE WAY (134-5570)	129
FIGURE 102. SINGLE-FAMILY RESIDENCE (1940), 247 GIMBERT DRIVE (134-5572)	130

FIGURE 103. AERIAL MAP SHOWING GENERAL BOUNDARIES OF EUREKA PARK.....	131
FIGURE 104. 1951 PLAT OF EUREKA PARK.....	134
FIGURE 105. SINGLE-FAMILY RESIDENCE WITH BRICK CHIMNEY AND POTENTIAL PREFABRICATED CONSTRUCTION (1958), 2520 LYNNRIVER DRIVE (134-5578).....	135
FIGURE 106. SINGLE-FAMILY RESIDENCE WITH WOOD SHINGLES AND WINDOWS FEATURING HORIZONTAL MUNTINS (1958), 208 N. LYNNRIVER DRIVE (134-5581).....	135
FIGURE 107. AERIAL PHOTOGRAPHS SHOWING GENERAL BOUNDARIES OF GARDENWOOD PARK.....	136
FIGURE 108. 1959 PLAT OF GARDENWOOD PARK.....	140
FIGURE 109. ENTRANCE SIGN AT GARDENWOOD PARKWAY AND BAYSIDE ROAD.....	141
FIGURE 110. MINIMAL TRADITIONAL HOUSE (1960), 5556 SHADOWWOOD DRIVE (134-5528).....	141
FIGURE 111. MINIMAL TRADITIONAL HOUSE (1962), 5529 SHADOWWOOD DRIVE (134-5559).....	142
FIGURE 112. MINIMAL TRADITIONAL HOUSE (1960), 1532 FAWNWOOD ROAD (134-5530).....	142
FIGURE 113. AERIAL MAP SHOWING GENERAL BOUNDARIES OF GRACETOWN.....	143
FIGURE 114. VERNACULAR DWELLING (REMODELED) (1940), 1591 EAGLETON LANE (134-5546).....	146
FIGURE 115. VERNACULAR DWELLING (1940), 1565 FROST ROAD (134-5548).....	146
FIGURE 116. AERIAL MAP SHOWING GENERAL BOUNDARIES OF GREAT NECK.....	147
FIGURE 117. BRICK-CLAD RANCH-STYLE HOUSE (c.1950), 1433 SHOVELLER AVENUE (134-5551).....	149
FIGURE 118. VERNACULAR HOUSE (c. 1950), 1521 MILL DAM ROAD (134-5552).....	149
FIGURE 119. AERIAL MAP SHOWING GENERAL BOUNDARIES OF THE HOLLIES.....	150
FIGURE 120. STREETSCAPE VIEW LOOKING EAST ALONG 45TH STREET.....	152
FIGURE 121. PLAT OF THE HOLLIES.....	153
FIGURE 122. BRICK-CLAD COLONIAL REVIVAL-STYLE HOUSE (1948), 303 45TH STREET (134-5458).....	154
FIGURE 123. VERNACULAR COTTAGE (c.1930), 225 BAY COLONY DRIVE (134-5459).....	154
FIGURE 124. AERIAL PHOTOGRAPH SHOWING GENERAL BOUNDARIES OF KEMPSVILLE COLONY.....	155
FIGURE 125. BRICK-CLAD RANCH-STYLE HOUSE (1955), 700 LORD NELSON DRIVE (134-5500).....	157
FIGURE 126. BRICK-CLAD RANCH-STYLE HOUSE (1955), 716 LORD NELSON DRIVE (134-5501).....	157
FIGURE 127. AERIAL MAP SHOWING GENERAL BOUNDARIES OF KEMPSVILLE HEIGHTS.....	158
FIGURE 128. KEMPSVILLE HEIGHTS, SECTION 1 PLAT (1952).....	160
FIGURE 129. RESTRICTIONS ACCOMPANYING KEMPSVILLE HEIGHTS, SECTION 1 SUBDIVISION.....	161
FIGURE 130. RANCH-STYLE HOUSE (1954), 237 AMBERLY ROAD (134-5438).....	162
FIGURE 131. RANCH-STYLE HOUSE (1963), 5148 OVERLAND ROAD (134-5440).....	162
FIGURE 132. AERIAL PHOTOGRAPH SHOWING GENERAL BOUNDARIES OF KEMPSVILLE MANOR.....	163
FIGURE 133. KEMPSVILLE MANOR, SECTION 1 (1954).....	165
FIGURE 134. KEMPSVILLE MANOR, SECTION 2 (1956).....	166
FIGURE 135. RANCH-STYLE HOUSE (1955), 533 WHITE OAK DRIVE (134-5519).....	167
FIGURE 136. AERIAL MAP SHOWING GENERAL BOUNDARIES OF L & J GARDENS.....	168
FIGURE 137. 1954 PLAT OF L & J GARDENS.....	171
FIGURE 138. 1961 PLAT OF L & J GARDENS WITH ADDITIONAL LOTS.....	172
FIGURE 139. RANCH HOUSE (1963), 1035 FAIRLAWN AVENUE (134-5606).....	173
FIGURE 140. RANCH HOUSE (1963), 1004 DULCIE AVENUE (134-5604).....	173
FIGURE 141. AERIAL PHOTOGRAPH SHOWING GENERAL BOUNDARIES OF LAKE SHORES.....	174
FIGURE 142. FIRST SECTION OF LAKE SHORE SUBDIVISION (1947).....	176
FIGURE 143. CONTEMPORARY-STYLE HOUSE (1962), 1913 HORSESHOE BEND (134-5536).....	177
FIGURE 144. RANCH-STYLE HOUSE (1957), 1909 SALK STREET (134-5537).....	177
FIGURE 145. AERIAL MAP SHOWING GENERAL BOUNDARIES OF LAKE SMITH.....	178
FIGURE 146. VERNACULAR DWELLING (1920), 5397 SHELL ROAD (134-5553).....	180
FIGURE 147. AERIAL MAP SHOWING GENERAL BOUNDARIES OF LAKEWOOD.....	181
FIGURE 148. 1910S-1920S PLAT OF LAKEWOOD.....	184
FIGURE 149. FRAME CHURCH, NOW FELLOWSHIP OF THE INNER LIGHT (1925), 620 14TH STREET (134-5583).....	185
FIGURE 150. COLONIAL REVIVAL RESIDENCE FACING LAKE HOLLY (1947), 449 LAKEWOOD CIRCLE (134-5584).....	185
FIGURE 151. COTTAGE (1947), 601 14TH STREET (134-5585).....	186
FIGURE 152. AERIAL MAP SHOWING GENERAL BOUNDARIES OF LARK DOWNS.....	187
FIGURE 153. RANCH-STYLE HOUSE (1969), 709 CHURCHILL DRIVE (134-5502).....	189
FIGURE 154. AERIAL MAP SHOWING GENERAL BOUNDARIES OF LAUREL MANOR.....	190
FIGURE 155. 1953 PLAT OF LAUREL MANOR.....	193
FIGURE 156. STREET VIEW LOOKING EAST ALONG LAUREL LANE WITH 1952 GUNNISON "CORONADO" MODEL.....	194

FIGURE 157. CONTEMPORARY RESIDENCE (1955), 1620 BAILEY LANE (134-5589)	194
FIGURE 158. POTENTIAL PREFABRICATED RESIDENCE (1955), 1672 LAUREL LANE (134-5591).....	195
FIGURE 159. AERIAL MAP SHOWING GENERAL BOUNDARIES OF LINKHORN PARK.....	196
FIGURE 160. 1916 PLAT OF LINKHORN PARK.....	199
FIGURE 161. DETAIL OF 1916 PLAT OF LINKHORN PARK SHOWING DEED RESTRICTIONS	200
FIGURE 162 CRAFTSMAN RESIDENCE (1924), 149 PINWOOD ROAD (134-5594)	201
FIGURE 163. RANCH-STYLE RESIDENCE (1950), 102 WILLOW DRIVE (134-5595)	201
FIGURE 164. AERIAL MAP SHOWING GENERAL BOUNDARIES OF LINLIER	202
FIGURE 165. RANCH-STYLE HOUSE (1958), 1357 CAROLYN DRIVE (134-5532).....	204
FIGURE 166. COLONIAL REVIVAL-STYLE HOUSE (1960), 1417 LAUREL VIEW DRIVE (134-5535).....	204
FIGURE 167. AERIAL MAP SHOWING GENERAL BOUNDARIES OF LITTLE NECK.....	205
FIGURE 168. MINIMAL TRADITIONAL-STYLE HOUSE (1957), 632 JOHNSON STREET (134-5560)	207
FIGURE 169. REPRESENTATIVE EXAMPLE OF MODERN INFILL (2016), 616 JOHNSON STREET	207
FIGURE 170. REPRESENTATIVE COMMERCIAL BUILDING, 629 NORTH LYNNHAVEN ROAD.....	208
FIGURE 171. AERIAL MAP SHOWING GENERAL BOUNDARIES OF LYNN SHORES.....	209
FIGURE 172. 1955 PLAT OF LYNN SHORES.....	211
FIGURE 173. RANCH-STYLE RESIDENCE (1961), 600 LYNN SHORES DRIVE (134-5599)	212
FIGURE 174. AERIAL MAP SHOWING GENERAL BOUNDARIES OF MALIBU	213
FIGURE 175. MALIBU, SECTION 1, SUBDIVISION PLAT.....	216
FIGURE 176. 1958 AERIAL PHOTOGRAPH SHOWING THE AS-YET UNDEVELOPED AREA THAT BECAME THE MALIBU NEIGHBORHOOD....	217
FIGURE 177. STREETSCAPE LOOKING SOUTHWEST ALONG MALIBU DRIVE	218
FIGURE 178. MINIMAL TRADITIONAL-STYLE HOUSE WITH CARPORT (1960), 440 MANGO DRIVE (134-5555)	218
FIGURE 179. AERIAL MAP SHOWING NEW LIGHT NEIGHBORHOOD	219
FIGURE 180. 1908 PLAT OF NEW LIGHT NORTH OF INDIAN RIVER ROAD WITH OLD SCHOOL SITE	222
FIGURE 181. PLAT OF NEW LIGHT SOUTH OF INDIAN RIVER ROAD	223
FIGURE 182. 1937 AERIAL PHOTOGRAPH SHOWING DEVELOPMENT AND SURROUNDING FARMLAND	224
FIGURE 183. SINGLE-FAMILY RESIDENCE (1963), 1308 FERRY POINT ROAD (134-5600).....	225
FIGURE 184. SINGLE-FAMILY RESIDENCE WITH CRAFTSMAN DETAILING, 5465 INDIAN RIVER ROAD (134-5671)	225
FIGURE 185. AERIAL PHOTOGRAPH SHOWING GENERAL BOUNDARIES OF NEWSOME FARM.....	226
FIGURE 186. 1887 PLAT OF NEWSOME FARM	229
FIGURE 187. 1937 AERIAL PHOTOGRAPH SHOWING DEVELOPMENT NEWSOME FARM	230
FIGURE 188. SINGLE-FAMILY RESIDENCE (1940), 5610 CONNIE LANE (134-5610).....	231
FIGURE 189. SINGLE-FAMILY RESIDENCE (1933), 5521 CONNIE LANE (134-5611).....	231
FIGURE 190. AERIAL MAP SHOWING GENERAL BOUNDARIES OF OCEAN PARK	232
FIGURE 191. 1913 PLAT OF OCEAN PARK – SECTION A	235
FIGURE 192. 1916 PLAT OF OCEAN PARK – SECTION B	236
FIGURE 193. COLONIAL REVIVAL RESIDENCE (1950), 3853 JEFFERSON BOULEVARD (134-5613)	237
FIGURE 194. OCEAN PARK BAPTIST CHURCH WITH ADDITION (1950), 3624 DUPONT CIRCLE (134-5614).....	237
FIGURE 195. AERIAL MAP SHOWING GENERAL BOUNDARIES OF PINWOOD	238
FIGURE 196. 1926 PLAT OF PINWOOD	241
FIGURE 197. MEDITERRANEAN REVIVAL RESIDENCE (1927),430 LAKE DRIVE (134-5573)	242
FIGURE 198. AERIAL MAP SHOWING GENERAL BOUNDARIES OF PRINCESS ANNE PLAZA.....	243
FIGURE 199. DETAIL OF 1959 PRINCESS ANNE PLAZA PLAT SHOWING THE ORIGINAL SEVEN SECTIONS.....	246
FIGURE 200. CONTEMPORARY RESIDENCE (1960), 289 APPIAN AVENUE (134-5576)	247
FIGURE 201. RANCH-STYLE RESIDENCE WITH INTEGRATED CARPORT (1963), 301 CORVETTE LANE (134-5618)	247
FIGURE 202. RANCH RESIDENCE (1960), 300 CASSADY AVENUE (134-5621)	248
FIGURE 203. AERIAL PHOTOGRAPHS SHOWING GENERAL BOUNDARIES OF QUEEN CITY	249
FIGURE 204. 1904 PLAT OF QUEEN CITY.....	252
FIGURE 205. HARMAN'S MARKET, LOCATED IN THE CITY OF CHESAPEAKE (1950), MACDONALD ROAD (134-5622)	253
FIGURE 206. VERNACULAR RESIDENCE (1915), 1036 CARRINGTON AVENUE (134-5624).....	253
FIGURE 207. AERIAL MAP SHOWING GENERAL BOUNDARIES OF REEDTOWN	254
FIGURE 208. STREETSCAPE LOOKING NORTH ALONG REEDTOWN ROAD.....	256
FIGURE 209. 1958 AERIAL PHOTOGRAPH SHOWING REEDTOWN. SECTIONS OF THE BURGEONING ARAGONA VILLAGE DEVELOPMENT LOCATED AT LOWER LEFT	257
FIGURE 210. VERNACULAR HOUSE (1935), 4060 MASON STREET (134-5539)	258
FIGURE 211. AERIAL MAP SHOWING GENERAL BOUNDARIES OF SEATACK.....	259

FIGURE 212. FORMER SEATAACK ELEMENTARY SCHOOL (1952), 411 INTEGRITY WAY (134-5566)	263
FIGURE 213. MINIMAL TRADITIONAL-STYLE HOUSE (1950), 1060 LONGSTREET AVENUE (134-5540)	263
FIGURE 214. AERIAL MAP SHOWING GENERAL BOUNDARIES OF SHADOWLAWN.....	264
FIGURE 215. 1924 PLAT OF SHADOWLAWN).....	266
FIGURE 216. MINIMAL TRADITIONAL RESIDENCE (1950), 511 DELAWARE AVENUE (134-5630)	267
FIGURE 217. CRAFTSMAN RESIDENCE (1923), 533 CAROLINA AVENUE (134-5631).....	267
FIGURE 218. AERIAL MAP SHOWING GENERAL BOUNDARIES OF THALIA.	268
FIGURE 219. 1893 PLAT OF THALIA	271
FIGURE 220. TIDEWATER VICTORY MEMORIAL HOSPITAL, ABOVE, AND THE AFRICAN AMERICAN PATIENT BUILDING, BELOW, UNDER CONSTRUCTION	272
FIGURE 221. 1949 AERIAL PHOTOGRAPH SHOWING INITIAL DEVELOPMENT IN THALIA NEIGHBORHOOD	273
FIGURE 222. MINIMAL TRADITIONAL RESIDENCE (1950), 133 THALIA ROAD (134-5668)	274
FIGURE 223. AERIAL MAP SHOWING GENERAL BOUNDARIES OF THALIA ACRES.	275
FIGURE 224. 1958 PLAT OF THALIA ACRES – SECTIONS 4 AND 5	278
FIGURE 225. 1949 AERIAL PHOTOGRAPH SHOWING INITIAL DEVELOPMENT IN THALIA ACRES	279
FIGURE 226. RANCH-STYLE RESIDENCE (1962), 517 SUBER DRIVE (134-5636).....	280
FIGURE 227. RANCH-STYLE RESIDENCE (1963), 4357 LYNNVILLE CRESCENT (134-5635).....	280
FIGURE 228. AERIAL MAP SHOWING GENERAL BOUNDARIES OF THALIA FARMS.	281
FIGURE 229. 1951 PLAT OF THALIA FARMS	283
FIGURE 230. RANCH-STYLE RESIDENCE (1953), 636 CEDAR LANE (134-5639)	284
FIGURE 231. AERIAL MAP SHOWING GENERAL BOUNDARIES OF THALIA GARDENS.	285
FIGURE 232. 1948 (REVISED 1951) PLAT OF THALIA GARDENS – SECTION 1	287
FIGURE 233. 1954 (REVISED 1951) PLAT OF THALIA GARDENS – SECTION 2.....	288
FIGURE 234. ALPHABET RANCH RESIDENCE (1956), 640 THALIA POINT ROAD (134-5642)	289
FIGURE 235. AERIAL MAP SHOWING GENERAL BOUNDARIES OF THALIA MANOR.....	290
FIGURE 236. 1955 PLAT OF THALIA MANOR	293
FIGURE 237. SINGLE-FAMILY RESIDENCE (1962), 473 LYNN SHORES DRIVE (134-5646).....	294
FIGURE 238. MINIMAL TRADITIONAL RESIDENCE (1957), 520 BRYAN LANE (134-5649)	294
FIGURE 239. AERIAL MAP SHOWING GENERAL BOUNDARIES OF THALIA SHORES.	295
FIGURE 240. 1952 PLAT OF THALIA SHORES	297
FIGURE 241. MODERN RESIDENCE (1958), 745 PINETREE DRIVE (134-5653)	298
FIGURE 242. RANCH RESIDENCE (1957), 3860 THALIA DRIVE (134-5654)	298
FIGURE 243. AERIAL MAP SHOWING GENERAL BOUNDARIES OF THOROUGHGOOD.....	299
FIGURE 244. DETAIL FROM 1955 PLAT OF THOROUGHGOOD SHOWING FIRST SECTIONS PLATTED AND THE LOCATION OF THE ADAM THOROUGHGOOD HOUSE VDHR (134-0033)	302
FIGURE 245. 1949 AERIAL PHOTOGRAPH SHOWING GRACETOWN AND THE FUTURE LOCATION OF THOROUGHGOOD	303
FIGURE 246. 1958 AERIAL PHOTOGRAPH SHOWING INITIAL DEVELOPMENT IN THOROUGHGOOD.....	304
FIGURE 247. COLONIAL REVIVAL RESIDENCE WITH ATTACHED GARAGE (1959), 4301 THOROUGHGOOD DRIVE (134-5656)	305
FIGURE 248. RANCH-STYLE RESIDENCE WITH PROJECTING CHIMNEY (1961), 4212 COUNTRY CLUB CIRCLE (134-5657)	305
FIGURE 249. AERIAL MAP SHOWING GENERAL BOUNDARIES OF UBERMEER.....	306
FIGURE 250. 1926 PLAT OF UBERMEER (SOURCE: VIRGINIA BEACH GIS).....	309
FIGURE 251. COLONIAL REVIVAL RESIDENCE (1926),100 54TH STREET (134-5660).....	310
FIGURE 252. MINIMAL TRADITIONAL RESIDENCE (1942), 5106 ATLANTIC AVENUE (134-5666).....	310
FIGURE 253. COLONIAL REVIVAL RESIDENCE (1934), 301 54TH STREET (134-5667)	311
FIGURE 254. STORM SURGE INUNDATION MAP WITH NEIGHBORHOOD OVERLAY.....	315

I. INTRODUCTION

Between March 2018 and July 2018, Cultural Resource Analysts, Inc., (CRA), in association with Debra A. McClane, Architectural Historian, completed a reconnaissance-level historic architectural resource survey update of the City of Virginia Beach's (the City) northern half (Figure 1). The survey is part of a multi-year cultural resources inventory of both architectural and archaeological resources within the City. The survey covered both individual resources and neighborhoods, including some resources already locally recognized on the Virginia Beach Historical Register. The consultants worked in concert with the City's Department of Planning and Community Development, as well as the Virginia Department of Historic Resources (VDHR), to identify neighborhoods and develop a fieldwork methodology to ensure appropriate recordation of these resources at the reconnaissance level.

Previous Survey

Historic architectural survey in Virginia Beach began in the 1930s with the Works Progress Administration's Virginia Historic Inventory Survey, which included the iconic Cape Henry Lighthouse (VDHR #134-0660). Documentation during the 1940s and 1950s focused on manor homes and other seventeenth-, eighteenth-, and nineteenth-century historic resources within the oceanfront resort area and throughout former Princess Anne County. By the time of the City and county's historic merger in 1963, rapid residential and commercial growth characterized the northern section and fueled historic architectural survey at the local level through the 1980s. Previous reconnaissance-level studies for the City's northern half were completed in the early 1990s, with additional studies and local research occurring throughout the 2000s. Both local and state efforts led to National Register of Historic Places (NRHP) nominations and two National Historic Landmark listings: Cape Henry Lighthouse (VDHR #134-0660) and the Adam Thoroughgood House (VDHR #134-0033).

Frazier Associates completed the 1992 *Reconnaissance Architectural Survey Report: City of Virginia Beach* for the City's northern half, which covers the same area presently under study. Similar to the present study, Frazier Associates conducted a selective reconnaissance survey in order to document a broad sample of resources across the northern half of the City and suggested additional reconnaissance-level studies and full resource counts in historic neighborhoods. Frazier Associates recommended that 15 individual properties were potentially eligible for the NRHP. Additionally, Oceana and Seatack were recommended as potentially eligible historic districts. The study also suggested that the resort area in the vicinity of the Cavalier Hotel and south to Old Beach be fully evaluated through a Multiple Property Submission focusing on the theme of resort history and architecture. In 1993, Tracerics completed *Survey of the City of Virginia Beach: Phase II* covering the City's southern portion below

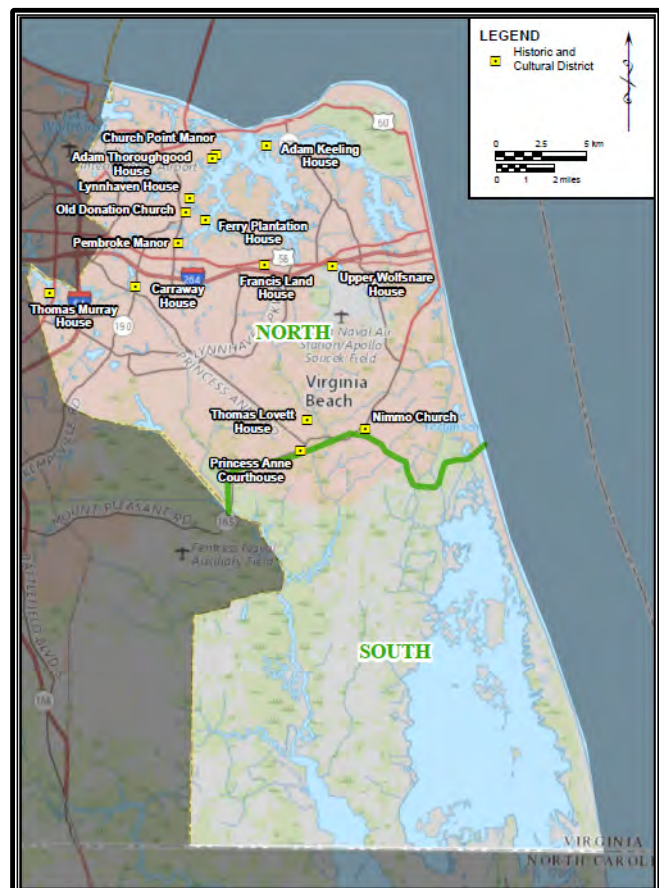


Figure 1. City of Virginia Beach, divided into northern and southern regions, with Previously Surveyed Historic and Cultural District Resources.

what is traditionally referenced as the “Green Line,” or the planning line between suburban growth to the north and rural, agricultural land use to the south.

As interest grew, the City joined with VDHR to produce the 1994 *Virginia Beach Historic Resources Management Plan* prepared by PMA Consulting Services in association with Traceries and Edward Otter, Archaeologist. Documentation of the City's historic architectural resources continued through environmental and cultural resource compliance projects and fueled specialized surveys, such as the 2006 publication of *The Kit House in Southeastern Virginia: Architectural Documentation for Kit Houses Manufactured by Sears, Roebuck and Company: Located within the Cities of Chesapeake, Norfolk, Portsmouth, Suffolk and Virginia Beach, Virginia* by the William and Mary Center for Archaeological Research. That same year, the VDHR completed the *Virginia State Parks Built by New Deal Programs, Civilian Conservation Corps and Works Progress Administration Multiple Property Documentation* research, which supported the NRHP listing of the Seashore State Park/First Landing Historic District (VDHR #134-0099) in 2005. In 2008, the Historic Preservation Commission, supported by the Department of Planning and Community Development, was formed as an advisory body on issues related to the preservation of historic buildings, structures and sites located in the City. The Commission maintains the Virginia Beach Historical Register, and funds a research grant program to encourage scholarship about persons, places, and events significant to the history of the City of Virginia Beach, Princess Anne County, and the related earlier historic and prehistoric eras in this area of southeastern Virginia. Appendix A features individually listed resources and historic districts within Virginia Beach listed in the Virginia Landmarks Register, the National Register of Historic Places, or the National Historic Landmarks Program.

Since 2017, the City has supported three additional NRHP historic district nominations: Oceana Neighborhood Historic District (VDHR #134-0968), Virginia Beach Courthouse Village and Municipal Center Historic District (VDHR #134-5299) and Cavalier Shores Historic District (VHDR #134-5379, forthcoming). Additionally, historians continued to gather community histories throughout the City and neighborhoods actively advocated for their historic character, including those communities within the 1970s Target Neighborhood Program that targeted infrastructure upgrades in African American neighborhoods that lacked sewer connections, paved streets, and other infrastructure improvements. Edna Hawkins-Hendrix, Historian, and Dr. Joanne H. Lucas, Educational Consultant, completed a comprehensive study of historically African American neighborhoods, *History of African American Communities in Princess Anne County/Virginia Beach* (2017), a historical research paper partially funded by the Virginia Beach Historic Preservation Commission, that included a majority of those neighborhoods. This document provides a brief historic context and discussion regarding African American resource types located in the City. The report also includes descriptions of 12 historically black neighborhoods. Representative survey for each of those communities was part of the present survey effort.

Project Objectives

The primary objective of the study was to identify and document historic architectural resources that have reached 50 years of age since the 1992 survey of the City's northern half. In addition, historic resources that were not captured during the reconnaissance level surveys of the 1990s, or subsequent efforts, were to be documented. Those resources include properties locally listed on the Virginia Beach Historical Register that were not currently documented in Virginia Cultural Resources Information System (V-CRIS).

During the March 2018 kick-off meeting, the City provided a list of 47 neighborhoods and 21 locally recognized properties from the Virginia Beach Historical Register to guide the documentation of neighborhoods and individual resources. While that list included a few properties previously recorded in V-CRIS, the study focused on documenting historic architectural resources previously unrecorded in V-CRIS in order to establish a more comprehensive record of mid-twentieth century development following World War II. Within this, particular attention was given to documenting representative resources within each of the identified neighborhoods, resources representing the region's African American heritage, and noteworthy properties located in or near flood-prone areas along the coast and the City's major waterways, the Chesapeake Bay and Atlantic Ocean, as well as the numerous smaller lakes and tidal creeks.

II. RESEARCH AND SURVEY METHODOLOGY

CRA, in association with Debra A. McClane, Architectural Historian, carried out a survey of architectural resources in the northern half of Virginia Beach in coordination with the City and VDHR. The project began on March 19, 2018, with a kick-off meeting at the offices of the Department of Planning and Community Development in Virginia Beach. The survey team was represented by Laura R. Purvis and Debra A. McClane, and the Department of Planning and Community Development was represented by Mark A. Reed, Historic Preservation Planner. Mark W. Cave, Spatial Systems Analyst, from the City of Virginia Beach's IT Center for Geographic Information Systems, also attended. The purpose of the meeting was to discuss the project goals and objectives, the proposed survey methodology, and potential properties of interest. Ms. Purvis, Ms. McClane and Mr. Reed also conducted a windshield review of portions of the project area to discuss relevant property types, neighborhoods, and methodologies.

Background Research

Prior to conducting the field survey, the team completed background research in order to identify previously recorded resources in the City and to identify research resources and mapping that would facilitate completion of the survey. As part of this initial research effort, Ms. Purvis and Ms. McClane reviewed previously completed cultural resource reports in the VDHR's library in Richmond, and inventory records and associated files for previously recorded properties identified in the VDHR's V-CRIS were retrieved and assessed. The team also discussed the project with VDHR's Architectural Survey and Cost Share Program Manager, Blake McDonald, particularly in reference to appropriate documentation of neighborhood resources. Based on this discussion, it was determined that each neighborhood evaluated for potential NRHP-eligibility should be documented by representative resources in V-CRIS. Preliminary background research also included a review of the City of Virginia Beach's Geographic Information System (GIS) data, which includes tax parcels, address points, and photographs and provided a convenient means of preliminarily gauging the character of particular resources. The team consulted the Virginia Department of Emergency Management's storm surge mapping for Virginia Beach, particularly in creating the list of individual resources for survey. In addition, James H. Kompanek, CAD/GIS Specialist with CRA, produced maps of the survey area showing assessor's construction dates for each property. Through this mapping, field survey staff identified additional areas of potential survey.

Archival research occurred throughout the course of the project and began with a review of VDHR archives in Richmond and Virginia Beach Historical Register files. Those materials included previously completed cultural resource reports, historic contexts, Preliminary Information Forms (PIF), local survey forms, NRHP forms, and GIS maps along with historic aerial imagery and cartographic resources. Additional repositories were consulted including the Library of Virginia, Virginia Beach Central Library, and the Virginia Beach City planning offices. The team located previously existing neighborhood context studies both at the Virginia Beach Central Library, Archive.org, and individual neighborhood civic association websites. Published histories such as *The Beach: A History of Virginia Beach*, *Virginia* by The Virginia Beach Public Library (2006) also were reviewed. Local research was complemented by a review of online databases including the Virginia Beach Geographic Information System, ProQuest, Ancestry.com, the *Virginian-Pilot* newspaper online, and NewspaperArchive.com. Historic maps, photographs, published histories, tax records, directories, deed books, and other similar resources were used to illuminate the development and significance of potentially identified historic districts and individual resources. The team also met with Edna Hawkins-Hendrix, Historian, and Dr. Joanne H. Lucas, Educational Consultant, to discuss the previous documentation of African American neighborhoods and review the ongoing efforts to develop contextual histories.

Field Survey

Laura R. Purvis and Debra A. McClane conducted the field survey. In order to facilitate efficient progression of the survey effort, field staff used U.S. Geological Survey (USGS) topographic quadrangle (1:24,000 scale) maps to divide the City geographically. While a focus was placed on assessing mid-twentieth century resources, a

secondary focus was placed on enhancing existing data for earlier resources or additional neighborhoods that were not recorded in V-CRIS. Field staff used their professional judgment to select resources for recordation in consideration of their location, age, associated context, and architectural character. While integrity (primarily, integrity of materials, design, and workmanship) was considered during the evaluation process, buildings dating to the nineteenth century or earlier were not required to display a particularly high degree of integrity in order to be surveyed, particularly if they represented a property type, architectural style, or building period for which there were few other examples identified. Additional consideration was given to resources that appeared to be imminently threatened by future development, deterioration, vandalism, and/or vacancy in order to produce a property record before the resource is lost.

Each selected resource was subject to reconnaissance-level recordation, completed in multiple rounds of field survey between April 2018 and July 2018. Documentation included digital photography and analysis of exterior features of each building, structure, object, and/or landscape associated with a property, as well as the property's larger setting and significant site features. All documentation occurred from the public right-of-way unless a property owner explicitly allowed access onto the property. In addition to completing photographic documentation, field staff collected notes on construction methods and material treatments, character-defining architectural features, and alterations to the property over time. Site plans also were prepared for each property, spatially illustrating the general characteristics of the parcel and associated built and natural features. Each documented resource was also plotted on a USGS topographic quadrangle and pinpointed in Google Earth for exporting as shape files.

Survey Form and Report Preparation

Following the field survey, collected data was analyzed and coalesced in preparation for entry into the VDHR's V-CRIS. At this time, the team prepared reconnaissance-level inventory forms for the identified properties, each of which was assigned a VDHR inventory number. In association with entry into V-CRIS, the team prepared physical survey packets for submission to the City and the VDHR's archives in Richmond. Each packet included a printed copy of the inventory form, site plan, and associated materials, as well as archival photographic prints corresponding to the digital photography captured during the fieldwork. Using the collected data, this survey report was prepared.

Evaluation Guidelines

The historic context presented in this report provides a backdrop against which the significance of the surveyed resources may be assessed. This historical association or significance is then measured against the NRHP Criteria for Evaluation. The National Park Service (NPS) has provided guidance on applying the criteria in several publications including *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Andrus and Shrimpton 1995). The resources surveyed in this study were evaluated using the standard NRHP Criteria and the Criteria Considerations.

NRHP Criteria for Evaluation

The NRHP is the official list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. The NRHP is maintained by the NPS, Department of the Interior. In general, a property may be considered historic if it is 50 years of age, and meets one of the NRHP Criteria (for exceptions see below, *NRHP Criteria Considerations*).

The NRHP Criteria for Evaluation (36 CFR 60.4) divide the significance of properties into four areas (A-D). Resources may be eligible if they have important historical associations that are:

- A: Associated with events that have made a significant contribution to the broad patterns of our history; or
- B: Associated with the lives of persons significant in our past; or

- C: Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D: Have yielded or may be likely to yield information important in prehistory or history (Andrus and Shrimpton 1995: 2).

NRHP Criteria Considerations

The *National Register Bulletin 15* also addresses certain types of properties that do not ordinarily qualify for listing in the NRHP. The following excerpt from Bulletin 15 provides guidance on how these properties may qualify for listing, as well as the considerations that must be applied during evaluation:

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or
- D. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance (Andrus and Shrimpton 1995: 25).

Some of the resources surveyed during this project fall into the identified categories that require further evaluation under one of the Criteria Considerations. These included religious properties (A), cemeteries (D), and properties that were less than 50 years of age (G).

Aspects of Integrity

In addition to possessing significance under one of the NRHP Criteria, in order to qualify for NRHP listing, resources must also possess integrity. Integrity allows the property to convey its historical significance and is always considered in relation to the property's character-defining features (those qualities through which a property conveys its significance). The seven aspects of integrity are:

Location:	the place where the historic property was constructed or the place where the historic event occurred;
Design:	the combination of elements that create the form, plan, space, structure, and style of a property;
Setting:	the physical environment of a historic property;
Materials:	the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
Workmanship:	the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
Feeling:	a property's expression of the aesthetic or historic sense of a particular period of time;
Association:	the direct link between an important historic event or person and a historic property (Andrus and Shrimpton 1995:44-45).

Some of the integrity assessments are subjective, and very few resources retain complete integrity. Changes and alterations to a building do not always diminish integrity, especially if the changes date to the period of significance and hold significance in their own right.

Guidance Documents

In addition to *NRHP Bulletin 15*, other guidance documents have been consulted to assist in the evaluation of some of the resources surveyed for this study. Guidance documents pertaining to the NRHP eligibility of mid- and late-twentieth-century resources, many of which are examples of prevalent types seen throughout Virginia and even throughout the nation, provide important methodologies and guidance on how to apply the NRHP Criteria to these resources. The NPS has formulated guidance for the survey of mid-twentieth century housing for localities similar to Virginia Beach that experienced a marked increase in post-World War II residential development. Efforts to manage the influx of mid-twentieth century architectural resources that have recently become potentially eligible for listing in the NRHP, including residential developments and associated commercial development, have led to efforts to establish efficient survey methods and regional and national contexts for these resource types.

Guidance on historic suburban developments has been consulted to help in identifying and evaluating the neighborhoods surveyed in the City of Virginia Beach. Significant sources included the NPS' National Register Bulletin, *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places* (Ames and McClelland 2002). This bulletin, along with the Multiple Property Documentation Form, "Historic Residential Suburbs in the United States, 1830-1960" (McClelland, Ames, and Pope 2004), focuses on the identification, evaluation, and NRHP registration of residential historic districts and associated suburban resources such as schools and shopping centers. The information provided in the bulletin, and applied in the multiple property listing, is useful in understanding the potential significance of suburban developments as distinct resource types and how to place such developments, which are nearly ubiquitous in urban settings, within an appropriate context. In particular, the bulletin provides guidance on how mid-twentieth-century residential suburbs, many of which exhibit similar forms, styles, and types of dwellings (e.g., Ranch houses), may possess sufficient historical significance to qualify for listing in the NRHP. Residential Suburbs can meet the National Register Criteria for Evaluation through:

Criterion A

- Neighborhood reflects an important historic trend in the development and growth of a locality or metropolitan area.

- Suburb represents an important event or association, such as the expansion of housing associated with wartime industries during World War II, or the racial integration of suburban neighborhoods in the 1950s.
 - Suburb introduced conventions of community planning important in the history of suburbanization, such as zoning, deed restrictions, or subdivision regulations.
 - Neighborhood is associated with the heritage of social, economic, racial, or ethnic groups important in the history of a locality or metropolitan area.
 - Suburb is associated with a group of individuals, including merchants, industrialists, educators, and community leaders, important in the history and development of a locality or metropolitan area.
- Criterion B
- Neighborhood is directly associated with the life and career of an individual who made important contributions to the history of a locality or metropolitan area.
- Criterion C
- Collection of residential architecture is an important example of distinctive period of construction, method of construction, or the work of one or more notable architects.
 - Suburb reflects principles of design important in the history of community planning and landscape architecture, or is the work of a master landscape architect, site planner, or design firm.
 - Subdivision embodies high artistic values through its overall plan or the design of entrance ways, streets, homes, and community spaces.
- Criterion D
- Neighborhoods likely to yield important information about vernacular house types, yard design, gardening practices, and patterns of domestic life. (Ames and McClelland 2002:93)

The bulletin notes that a historic residential suburb may consist of one or a group of subdivisions, or may occupy a small portion of a larger subdivision. Many of Virginia Beach's neighborhoods were developed in "sections," which is illustrated by the number of different plats often associated with these areas (such as Aragona Village and Princess Anne Plaza). Another consideration to take into account in surveying and evaluating resources in these neighborhoods is the fact that a single home or a small group of houses in a residential subdivision may be eligible for outstanding design (Criterion C) or for association with a highly important event or individual (Criterion A or B) (Ames and McClelland 2002:93). For a postwar subdivision, neighborhood, or development to qualify for NRHP listing, there must be a *direct* and *important* association with the criteria, rather than simply a temporal association as a postwar development.

The NRHP's White Paper "Evaluating Common Resources for National Register of Historic Places Eligibility" (Wyatt 2009) provided additional strategies for identifying and evaluating common resource types (that is, any property type that is ubiquitous and, thus, difficult to evaluate), such as post-World War II residences. In combination with *Bulletin 15*, these documents guide the evaluation of mid-twentieth century neighborhoods, especially in response to the quantity of housing stock now meeting the 50-year age threshold for potential eligibility to the NRHP.

In addition to guidance at the national level, the VDHR announced the New Dominion Initiative in 2014, a multi-year effort to document and contextualize historic architectural resources in Virginia constructed between 1946 and 1991. In addition to resources on architects, African American architectural legacies, and the built environment of the Civil Rights movement, VDHR completed the *New Dominion Virginia Style Guide*. This style guide explains national style trends as they occurred in Virginia with examples located throughout the state.

Another useful report is the Transportation Research Board's *A Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing* undertaken by the National Cooperative Highway Research Program, in association with Mead & Hunt, Inc., and the Louis Berger Group, Inc. (Pettis et al. 2012). This model provides

guidance on research approach, survey, and evaluation for post-World War II residential developments, as well as a national historic context on postwar suburbanization that includes influences on urban planning during the period (1946-1975) and discussion of architectural styles and materials most commonly found in such neighborhoods.

Because of the vast number of postwar residential neighborhoods and developments, these types of properties must possess a high level of significance with regard to the NRHP Criteria, as illustrated in Table 1, and must also possess a high level of integrity. As noted in the above discussion on integrity, alterations to resources that date from the period of significance may not significantly diminish the property's integrity and its ability to convey its historical significance. As with any historic architectural resource under evaluation for NRHP eligibility, mid- and late-twentieth-century residential developments must retain significant character-defining features to be considered potentially eligible under Criteria A or C. While there are alterations that do not compromise integrity of individual dwellings (small-scale additions such as porches, detached garages, or in-kind replacement of windows or doors), many alterations do compromise and diminish the resource's integrity (large-scale additions, installation of modern or inappropriate siding, alteration of rooflines, etc.). Evaluating a neighborhood as a whole (i.e., as a historic district), the construction of multiple infill properties, redevelopment of entire sections of neighborhoods, or cumulative alterations and additions to a large number of houses within a neighborhood can diminish the integrity of the resource and thus diminish its ability to qualify for NRHP listing (Pettis et al. 2012:46).

III. GEOGRAPHY AND ENVIRONMENT

The development of Virginia's Tidewater region since the seventeenth century has been influenced by geography and water access. The region's topography, natural resources, and location at the confluence of the Atlantic Ocean and Chesapeake Bay have shaped settlement patterns, agriculture, industry, transportation networks, and the built environment to create a unique cultural landscape. In addition, the regional river network provided water vessel access to Virginia's rural interior uplands as far as the fall lines in places like Richmond along the James River, creating maritime hubs throughout the region. The City of Virginia Beach is located in the Coastal Plain physiographic region, as is the entirety of Virginia's Tidewater region. The City is bounded by the North Carolina state line to the south, the cities of Norfolk and Chesapeake to the west, the Chesapeake Bay to the north, and the Atlantic Ocean to the east.

The City is connected to Virginia's Lower Peninsula and points north and west by the Hampton Roads Bridge Tunnel along Interstate 64. A second tunnel, the Monitor Merrimack Bridge Tunnel, provides an additional crossing on the James River along Interstate 664 in Suffolk. From both Interstate 64 and Interstate 664, Interstate 264 provides direct east-bound access to Virginia Beach and the oceanfront resort area. Other significant corridors providing access to necks along the Lynnhaven River include Shore Drive (US Route 60), Northampton Boulevard (US Route 13), N Great Neck Road (State Route 279), and Independence Boulevard (State Route 225). Shore Drive crosses from Norfolk to Virginia Beach at the Joint Expeditionary Base Little Creek-Fort Story and provides access across the mouth of the Lynnhaven River at the John A. Lesner Bridge, leading to First Landing State Park before turning due south to the resort area. The Chesapeake Bay Bridge-Tunnel's (VDHR #065-0167) southwestern entry, a project completed in the late 1960s, is located within Virginia Beach along Northampton Boulevard and connects to Virginia's Eastern Shore at the southernmost end in Northampton County. N Great Neck Road and Independence Boulevard provide access from the City's northern boundary south to Virginia Beach Boulevard (US Route 58), another of the City's significant east-to-west corridors, and Interstate 264. Both Princess Anne Road and Blackwater Road continue due south to the Virginia and North Carolina state border. The city is divided into northern and southern halves by a "Green Line," roughly following Dam Neck Road, which is a planning mechanism for zoning and land use.

Prior to the significant network of automobile highways, waterways were the primary means of transportation. The Chesapeake Bay was created as a result of the impact crater from a bolide (an object similar to a comet) striking near the southern end of the Delmarva Peninsula approximately 35 million years ago. Cycles of glacial melt carved the Susquehanna River and the Atlantic coastline was nearly 90 miles away from the modern Virginia Beach resort area (VBPL 2006; Chesapeake Bay Program). Paleo-Indians experienced the region's gradual warming and the transition from conifer forests to hardwoods, as well as the growth of wetlands. As the climate continued to warm throughout the Archaic Period (8000 BCE to 500 BCE), Native Americans established seasonal camps along waterways to take advantage of marine life including oysters, which first appeared in the bay around 3000 BCE (Chesapeake Bay Program). By the Woodland Period (1000 BCE to European contact), fishing supplied the staple diet from March through May and the waterways roughly followed their current courses (VBPL 2006; Chesapeake Bay Program).

In addition to the confluence of the Chesapeake Bay and Atlantic Ocean, the Lynnhaven River basin, a tidal estuary, encompasses the majority of the city's northern section. The Lynnhaven Inlet may have been created just prior to the Europeans' arrival, or grew as a storm-widened, man-made cut created in the 1700s to accommodate canoes (USACE 2013). By the time the Spanish first explored the area in 1586 and the English arrived in 1607, the region's fisheries and forests had thrived for several thousand years. The Lynnhaven River, along with numerous bays and tidal creeks, provided connections between the houses and farms that dotted the landscape in the seventeenth and eighteenth centuries as farming intensified in support of the tobacco trade. Regionally, between 20 and 30 percent of forested land was converted to open fields by the 1750s, and half had been

deforested by the 1840s (Chesapeake Bay Program). Throughout the nineteenth century, the oyster and timber industries thrived and farming intensified.

Recreation and rail travel came to define the post-Civil War beach landscape. The Norfolk and Virginia Beach Railway opened in 1883, providing the first reliable over-land transportation directly to the fledgling resort area. Advertisements announced the abundance of wildlife for both viewing and sport as the resort was situated between "sand and pines" (Souther 1994). By the early 1900s, additional rail lines connected Norfolk with Cape Henry and created a loop from Norfolk through Princess Anne County to the oceanfront resort and from the oceanfront resort through Cape Henry back to Norfolk. This increased access supported both work and recreational travelers and facilitated the shipment of fresh, local produce from southern farms to the northern commercial and residential nodes (VBPL 2006: 91-93). Cash crops included sweet potatoes, Irish potatoes, corn, peanuts, and cotton. Farms with livestock tended to raise pigs, dairy cattle, and sheep, while fishermen and oystermen took advantage of the waterways throughout the City (Ferebee and Pendelton Wilson Jr. 1924: 59-61). In addition, the area's abundance of fauna at the turn of the twentieth century continued to support an active sporting culture for the resorts.

While the post-Civil War population changes and resort area growth brought an initial influx of people from Norfolk and North Carolina, the City's dramatic population boom began with the military expansion throughout World War II and residential development in the following decades. Developers and military installations began to introduce infill, dredging, and drainage systems that began to alter the waterways throughout the area and open additional land for development. Farmland was transformed into suburban residential lots, which created immediate changes in the environment. A 2013 study conducted by the U. S. Army Corps of Engineers noted that "Reef habitat, which was once very common, and wetlands, which were once extensive throughout the Chesapeake Bay watershed including the Lynnhaven, have been lost to development and are now almost entirely gone from the Bay and the Lynnhaven River" (USACE 2013: 10).

Conservation efforts undertaken since the 1980s have improved the water quality in the City's waterways, despite ongoing flooding hazards in developed former marshlands. In 1983 and 1987, states adjoining the Chesapeake Bay, including Virginia, signed an agreement with the Chesapeake Bay Commission and the U.S. Environmental Protection Agency to create the Chesapeake Bay Program to protect the Bay from continued environmental impacts (USACE 2013). The Chesapeake Bay Program and Lynnhaven River Now, a local environmental advocacy and restoration non-profit, have worked to restore reefs and re-introduce oysters and other marine indicator species. Oysters have gradually begun re-populating the Lynnhaven River, although sediment runoff and loss of wetlands continues to increase flooding potential. As recently as January 2018, the Commonwealth of Virginia's Department of Emergency Management granted \$2.9 million dollars to elevate homes above flood levels and otherwise enhance flood mitigation measures throughout the City to tackle the "complex flooding issues facing Virginia Beach" (VDEM 2018). Brian Moran, the state's Secretary of Public Safety and Homeland Security, summarized:

Residents of Virginia Beach have endured significant flooding events such as Hurricane Matthew in 2016, and rising sea levels will continue threatening to create more severe and more frequent flooding of parts of this community (VDEM 2018).

Although flooding events and the relatively low-lying topography of the City remain a threat to modern development, Virginia Beach's waterways, beaches, and nature preserves remain an important local resource for both recreation and ecological health.

IV. HISTORIC CONTEXT

The City of Virginia Beach is located in the Coastal Plain (Tidewater Region) of Virginia within the southeastern corner of the state. The modern City boundaries include 310 sq mi, of which a quarter is water, and land averages 12 ft above sea level (City of Virginia Beach 2018). Known as Hampton Roads for the region's famous waterways that include the James River and the Chesapeake Bay, the City's history and development are intertwined with its geography, even throughout the rapid urbanization of the mid-twentieth century. Place names represent the City's Native American and colonial-era settlement: Pungo is likely derived from the Machipungo and Pungoteague tribes, while Witchduck derives from the witch trials once held in the Lynnhaven River during the late seventeenth and early eighteenth centuries.

Along with the Machipungo and Pungoteague, the Chesapeake lived in what is now Virginia Beach. The Chesapeake fought to prevent the English from setting up camp when they arrived in 1607 at the sandy beaches and cypress pools of First Landing State Park (VDHR #134-0099), roughly two decades after Spanish explorers. However, the Chesapeake no longer lived along the Lynnhaven River as English exploration continued in subsequent decades, possibly a result of conflict or removal by Chief Powhatan, whose Algonquian-speaking chiefdom included the Lynnhaven River. Archaeologists continue to reconstruct the daily life and settlement patterns of the Chesapeake through excavations and analysis, such as the discovery of a former village site on Great Neck including post molds from housing and intact burials (Hodges 1998: 1-2, 11-12). Great Neck in Virginia Beach and Werowocomoco in Gloucester County are two of the most significant Woodland and European Contact-period sites in Virginia's Coastal Plain (Hodges 1998, Lutz 2015). Additional detailed histories on Virginia's Native Americans include *The Powhatan Indians of Virginia: Their Traditional Culture* by Helen Roundtree and *First People: The Early Indians of Virginia* by Keith Egloff and Deborah Woodward.

European Contact Period (1607-1750)

The coastline was a network of dunes, inlets, and beaches throughout the Woodland period until the first European colonists arrived. The *Susan Constant, Godspeed, and Discovery* arrived in Virginia Beach in 1607 with 104 English, who eventually continued upriver to create the Jamestown Settlement after their first encounter with the Chesapeake (VBPL 2006: 7). In 1619, the first Africans arrived in Virginia at Point Comfort on the ship the *White Lion*. These men and women, likely Ndongo from Central West Africa, shared a similar cultural background and spoke the same language, unlike later voyages that carried Africans from throughout the continent through the Middle Passage (McCartney 2018). The Portuguese seized the captive Ndongo prior to 1619 for transport from Africa to the Americas as slaves. The *White Lion* and its companion ship, the *Treasurer*, intercepted the Portuguese ship bound for Vera Cruz, New Spain (Mexico), and forced the enslaved Africans onto their ships crossing the Atlantic to Virginia. Upon arrival, these men and women were sold for food and other provisions. Ships carrying African slaves continued to arrive regularly in the winter months throughout the early settlement period. Both Europeans and Africans were living and working in Hampton Roads and Jamestown in the 1620s, despite the impact of hunger and disease (McCartney 2018).

By 1634, the English established administrative land divisions based on familiar European systems and created shires (counties). Modern Virginia Beach originally fell within Elizabeth City County in 1634, and divided again in 1636 to become New Norfolk. Courts first met on Adam Thoroughgood's land in 1637 (Frazier Associates 1992: 4). Just a year later, Lower Norfolk County formed from a portion of New Norfolk and two courthouses served the large county. The county divided again in 1691 into Norfolk and Princess Anne Counties, each having a single courthouse. Princess Anne County's courthouse was located along the Lynnhaven River (Green 2017: 2.7-2.10, VBPL 2006: 10). Seventeenth-century colonists further divided the land into large agricultural tracts and carved a living within the region's famous pine forests – land that had once supported Native American villages, cultivation plots, fisheries, and hunting grounds. Colonists took advantage of navigable rivers and creeks as the colony's main exports, pine pitch and tobacco, dominated the early agricultural and economic history of Virginia. Watercraft traffic along the Chesapeake Bay became so heavy that fires lit the way at night, preventing collisions (VBPL 2006: 40-41).

The courthouse and markets moved throughout the seventeenth and eighteenth centuries due to population shifts and economic fluctuations often driven by the changes in tobacco prices (Salmon and Salmon 2013). Like courthouse villages throughout Tidewater, these communities were centers of activity once or twice per week while court was in session (Loundsbury 2005). The planter class, often separated by land grants of thousands of acres, not only conducted business during court days, but also used the opportunity to socialize. These were loud, noisy occasions in comparison to the agricultural routine of tobacco farming. Sundays offered another opportunity to socialize for a larger section of the population, as servants and slaves often attended along with the planter class. Famously, slaves in Norfolk and Princess Anne Counties gathered to plan a rebellion in 1730 on Sunday while planters were attending church. While the plan was thwarted, the event reveals the underlying social networks between plantations in the colonial period (Theobald 2006).

Colony to Nation (1751-1789)

The demand for tobacco continued to support Virginia's economy and, by the mid-eighteenth century, the price had stabilized as a result of shipping disruptions and the passage of inspection laws in 1730 (Salmon and Salmon 2013). Newtown in Virginia Beach was established in 1740, and the courthouse moved there in 1753 to take advantage of the growing port (Green 2017: 2.7). However, this new settlement only remained the seat of local government for a little over two decades. The courthouse moved to Kemp's Landing, a tobacco inspection site, in 1778. The port town was incorporated in 1783 as Kempsville while Newtown continued to decline (Green 2017: 2.8). Both Newtown and Kempsville were platted along the Lynnhaven River, as seen on a 1780s map (Figure 2).



Figure 2. Detail showing Newtown and Kempsville on a 1780 map of Princess Anne and Norfolk Counties (Source: Library of Congress)

By the 1770s, growing conflict with Great Britain and tensions leading to the American Revolution disrupted the colonial government. Significant portions of Princess Anne County aligned with the Loyalist cause. As a result of the growing conflict and market forces, tobacco production fell as food crops became increasingly popular. (VBPL 2006: 61, Salmon and Salmon 2013). John Murray, 4th Earl of Dunmore and the Governor of Virginia, dispatched British forces from Virginia's colonial capital, Williamsburg, to Kemp's Landing after dissolving the House of Burgesses and removing gunpowder from the magazine centrally located in Williamsburg in April 1775. Lord Dunmore's actions to re-assert authority and quell growing outrage throughout the colony contributed to the

formation of the Virginia Convention that rejected the colonial power structure. Several skirmishes resulted. British forces met local Virginia militia on October 15, 1775 in Kemp's Landing (Kempsville) as the British searched the town for firearms, and forces met again on November 15, 1775 at Kemp's Landing (VBPL 2006: 59). The British defeated a disorganized, and reputedly drunken, militia who incurred the first Virginia casualties of the Revolution: John Ackiss and at least four others died on the field that day (Sprowel 1907: 387, VBPL 2006: 60-61).

Enslaved blacks saw the changing political climate created by the Revolution and many followed British forces, creating groups of irregular soldiers prior to the formal establishment of African American military units. In November, the same month as the second skirmish at Kemp's Landing, Lord Dunmore also issued a proclamation offering freedom to African-descendent slaves throughout Virginia in exchange for service in his regiment under white officers (Lowe 2016). While he did not free his own slaves, Dunmore created the Royal Ethiopian Regiment, and hundreds of enslaved men and women arrived to support the British in efforts to control Hampton Roads (Lowe 2016, Gilbert 2012: 21-24). Meanwhile, General George Washington did not formally accept black soldiers until 1776, motivated by the need to expand his forces (Wienczek 2017).

Lord Dunmore's Royal Ethiopian Regiment moved through Princess Anne County in 1775. Correspondence during battles at Great Bridge and Kemp's Landing that year documented African American Loyalist soldiers in the battle, with several noted as having been killed or captured. At Great Bridge, emancipated blacks made up half of the British force (Gilbert 2012: 27). These actions disrupted the plantation structure in Princess Anne County and offered the hope of freedom for the enslaved, but large scale engagements involving the Royal Ethiopian Regiment ultimately took place near larger population centers to the north such as Norfolk and Yorktown (VBPL 2006: 60-61). With smallpox ravaging formerly enslaved soldiers and their families, the regiment retreated with Lord Dunmore to New York in 1776 (Gilbert 2012: 37).

Despite the loss of property and life, perhaps Princess Anne County's most strategically significant military battle of the Revolution took place in the waters off of Cape Charles and Cape Henry. French naval forces under the command of Admiral Comte de Grasse responded to General George Washington's request in 1781 for naval support against the British. By that time, nearly a quarter of Washington's forces were black (NPS 2018). As Washington stranded the British General, Lord Cornwallis, at Yorktown, the French Navy prevented British ships from passing through the Chesapeake Bay to the York River in order to rescue Cornwallis in September 1781. This action gave Washington the time necessary to secure Cornwallis' surrender on October 19, 1781 (VBPL 2006: 62-66). The Paris Treaty, officially concluding hostilities, was signed on September 3, 1783 (Wienczek 2017). While Virginia played a significant role in the Constitutional Convention, and Washington was inaugurated as the first president in 1789, Princess Anne County returned to the agricultural practices, supported by slave labor, that had characterized the region prior to the Revolution.

Early National Period (1790-1829)

After the American Revolution, the courthouse remained in Kempsville until 1823 and agriculture continued to dominate the region (Green 2017: 2.2). The War of 1812 had its origins in the Lynnhaven Inlet as the HBMS *Leopard* attacked the United States' *Chesapeake* in 1807, and the British made regular attempts to land at Chesapeake Beach and Cape Henry throughout the war. Although the specific location of British attacks throughout the War of 1812 is under research as of the writing of this report, those were the only incursions during the Early National period to originate from the Atlantic Ocean. Tradition holds that the attacks near Cape Henry may have named the Seatack oceanfront community as the phrase 'sea attack' was regularly shortened over the years, and research does support its origin during the War of 1812 (Pieczynski 2018). Despite the unrest, the county militia blocked the British at the coast throughout the war (VBPL 2006: 66-67). Lifesaving stations, lighthouses, and other coastal infrastructure improvements developed during this period.

The rural population of Princess Anne County continued the largely agricultural economy founded during the colonial period supported by slavery. While the enslaved typically lived on the property of their slaveholders unless rented to another farm, free blacks lived and owned property in Princess Anne County next to their white neighbors.

Rebellion plots continued throughout this period, the most famous being Gabriel's Rebellion in Richmond, a large-scale uprising that was discovered just hours before it was to take place in August 1800. The discovery of the rebellion plans in Richmond and other localities initiated a series of increasingly restrictive laws for Virginia's black population – both enslaved and free (Nicholls 2016).

While the planter class continued to maintain large estates throughout the Tidewater region, housing for the enslaved and common planter varied widely in both quality and size. Large plantations functioned organizationally similar to towns and villages as the seat of administrative power and punishment lay with the slaveholders in the great house. Whites of a lower social class that include common planters and overseers were subject to the plantation's formal and processional landscape, following cultural norms in approaching great houses at architecturally significant entrances and gaining limited access to interior rooms while visiting or conducting business. Meanwhile, slaves negotiated a distinctly separate interaction and navigation within the plantation landscape, including the renegotiation of formal spatial relationships orchestrated by the organization of slave housing, processional roads, and other landscape features in relation to the great house. The enslaved subverted the built environment's implicit hierarchy through networks of paths between plantations and the construction of subfloor pits in slave housing (Samford 2007, Upton 1984).

Research revealing information on the daily life of Princess Anne County's free blacks has yet to be collected into a comprehensive study focusing on the Early National period south of the James River; however, the autobiography of Willis Augustus Hodges provides insight into the free African American experience of the period in lieu of such studies. Born in 1815 in Blackwater, Hodges' father and mother held free status, but both of his grandfathers were enslaved. After a hostile plantation owner forced the family from their Norfolk County farm, Hodges' parents purchased three farms in Princess Anne County where they raised hogs, cattle, and food crops, similar to whites of similar economic standing during the period (Hodges and Gatewood 1982).

Hodges and his brothers sought an education, even as Virginia's laws restricted blacks from gathering, regardless of their legal status – a result of the ongoing political reaction to rebellions. His brother, William, learned to write from a local woman, despite restrictive laws of the period, and was later convicted of writing free papers for enslaved people. William escaped jail and fled to New York in 1829. Incensed by his escape, a band of local assailants whipped free blacks in Long Ridge, a community of about 40 families that included the Hodges, and stole property in retaliation. Hodges' narrative of the physical violence his family suffered also reveals information about his childhood home. There were at least three bedrooms raided after his brother's escape. One bedroom was reserved for his parents while the others were divided by gender. Hodges shared his room with two other males and his adult sisters slept in the remaining room (Hodges and Gatewood 1982). This room use pattern was similar to that of poor and middle class whites of the period.

Villages continued to develop along important crossroads or waterways during this period. Hodges, like many people throughout Princess Anne County, travelled to small towns growing at both ports and road crossings to deliver goods or conduct business. By 1823, just six years before William escaped, the courthouse moved once again to the current crossroads of Princess Anne Road and North Landing Road, a village centrally located within the county. An inn, tavern and several residences clustered around the new courthouse. A jail and other government buildings soon followed, lending new status and permanence to the village (Green 2017: 2.2).

Antebellum Period (1830-1860)

Farming communities in Princess Anne County grew throughout the early decades of the nineteenth century. The county's population hovered around 9,000, and African American slaves constituted approximately 40 percent of that total (Frazier Associates 1992: 5, 7). Both Princess Anne and Kempsville were market towns for the surrounding agricultural communities that were supported by slave labor in many instances (PMA Consulting 1994: 10). Despite the relatively stable growth of these towns, this period was one of continued tension in Virginia. The ongoing threat of slave rebellions reached its apex in the three decades prior to the Civil War as a result of the uprising led by Nat Turner in 1831. Turner's rebellion in Southampton County intensified the debate surrounding slavery just as economic depression simultaneously impacted farmers throughout the 1830s. Free blacks also

endured additional legal restrictions as the Virginia legislature encouraged their removal from the state, and many, including Willis Augustus Hodges' family who followed his brother to New York in the subsequent years, moved out of the upper South (Root 2018, Hodges and Gatewood 1982). The population of Princess Anne County declined to 7,285 by 1840 as both free blacks and whites followed both social and economic opportunities elsewhere (Frazier Associates 1992: 7).

Civil War (1861–1865)

While conflict crossed Virginia throughout the Civil War, Princess Anne County only experienced brief active fighting at the beginning of the war. Virginia, including Princess Anne County, seceded from the Union on April 17, 1861, and Richmond became the capital of the Confederacy. Meanwhile, 48 counties to the west remained within the Union and became West Virginia. As the state split, both Confederate cavalry and infantry units mustered in Princess Anne. Local militia disabled Cape Henry Lighthouse in April 1861, and Confederate forces fired on the USS *Daylight* in October 1861 (PMA Consulting 1994: 11). Fort Monroe, located immediately to the northwest across the confluence of the James River and the Chesapeake Bay, remained under Union control throughout the conflict. Actively working to increase their control of Hampton Roads from the beginning of the conflict, the Union held the county and Norfolk by May 1862 until the end of the war, despite local guerrillas that burned county bridges to disrupt transportation (VBPL 2006: 68).

Networks of Confederate sympathizers remained intact throughout the war. Confederate prisoners on the USS *Maple Leaf* overcame Union sailors during transit from Norfolk to Fort Delaware in June 1863, and managed to escape after landing south of Cape Henry. Guerrillas, acting as guides to Richmond, supported the escapees along the way. The Union regiments stationed locally reacted with increased regional patrols and strengthened the enforcement of martial law throughout the war (VBPL 2006: 69).

As soldiers fought for control of Tidewater, the Union's continued presence disrupted slavery prior to the Emancipation Proclamation that President Lincoln issued in 1863. Enslaved men, women, and children fled to Fort Monroe throughout the war's first two years. Union General Benjamin Butler used war-time property confiscation practices to provide the legal justification for refusing to return Frank Baker, Shepard Mallory, and James Townsend to their Confederate slaveholder. Some African Americans became Union soldiers and some labored in the Confederacy, while others began to re-build their lives in settlements known as contraband camps (Purvis 2009). Forced labor systems that supported large-scale agriculture dissolved, and the United States government seized land in Princess Anne County to create Government Farms for the enslaved, then known as contraband (Hawkins-Hendrix and Lucas 2017: 5-6).

Throughout the war, land prices fell, which only increased the economic hardships that had begun in the 1830s. The passage of the 13th amendment to the Constitution by the United States House of Representatives formally abolished slavery in the United States on January 31, 1865. The Civil War ended with the Confederates' surrender at Appomattox three months later, in April 1865, and states fully ratified the 13th amendment in December 1865. Virginia remained under control of United States forces as the state grappled with new post-war social and economic structures.

Reconstruction and Growth (1865–1917)

New communities of former slaves, known collectively as contraband even during Reconstruction, grew as a result of the Civil War throughout Hampton Roads and land conflicts naturally arose between Confederate supporters whose land had been seized by the United States and those who had resettled as refugees during the conflict. By the time that Virginia was re-admitted to the Union in 1870, resettlement programs were actively in place for the tens of thousands of African Americans that sought protection at Fort Monroe (Purvis 2009). The Bureau of Refugees, Freedmen, and Abandoned Lands replaced the Bureau of Negro Affairs in 1865 as the federal division dedicated to the newly free population in the South. Many historically African American communities, including Newsome Farm and Lake Smith, have their origins in former contraband farms that were later purchased by residents (Hawkins-Hendrix and Lucas 2017: 5-6).

The agricultural economy of Princess Anne County was slow to recover from the war, but truck farming grew gradually, fueled by the increased demand for produce in northern cities. The region's comparatively earlier growing season than that of the northern markets supported the export of greens and potatoes as commercial crops. Additionally, fishermen exported oysters throughout the Northeast. The resulting increase in commercial traffic along waterways led to a series of shipwrecks that garnered Congressional attention (PMA Consulting 1994: 12). The United States Lifesaving Service, established in the 1870s, founded five stations in Lifesaving District Six from Cape Henry to the North Carolina border as a result, including Seatack Lifesaving Station No. 2 near the oceanfront resort (VBPL 2006: 71).

It was not until the second half of the nineteenth century that recreation became a significant impetus for development in Princess Anne County. Sportsmen visited the area near the newly established lifesaving station at the oceanfront, gradually creating a reputation for the area's beauty and abundant wildlife. Through this growing interest, investors soon realized the potential for a resort serving residents of Norfolk and others traveling by rail. Colonel Marshall Parks, a local developer who led the construction of the Albemarle and Chesapeake Canal beginning in the 1850s, reorganized the Norfolk and Sewell's Point Railroad in 1882 to form the Norfolk and Virginia Beach Railroad and Improvement Company (The Society 1907, Norfolk History 2018). The rail line connecting Norfolk to Virginia Beach opened in 1883, bringing visitors to the newly-constructed pavilion and other amenities also funded by Parks and his investors. The development company completed the Virginia Beach Hotel in 1884, welcoming guests to 90 rooms within the three-story, frame building clad in wood shingles. (Souther 1996: 11-13). After a series of financial difficulties, the hotel reorganized as the Princess Anne in 1888 (Souther 1996: 19).

The beaches along the Atlantic Ocean supported a thriving resort community by the late nineteenth and early twentieth centuries, and travelers came to know the area simply as 'Virginia Beach' despite the original beachfront community, Seatack, that surrounded the Seatack Lifesaving Station. Additional rail service connected Norfolk with Cape Henry in 1902, but automobile travel along Virginia Beach's shell-paved streets soon overtook the popular rail service. Virginia Beach grew into a town as additional hotels, a wooden boardwalk, and summer cottages lined the platted grids development companies had planned starting in the 1880s. The combined population of Virginia Beach and Princess Anne County rose again to approximately 9,000, meeting pre-Civil War numbers. The community incorporated in 1906 and hotels advertised throughout Mid Atlantic and Northeastern newspapers (PMA Consulting 1994: 17). The summer community reached newspaper social columns in Richmond and other localities throughout the state, solidifying the agricultural county as an exciting resort location. (VBPL 2006: 93-95). However, the Princess Anne Hotel burned in 1907, leaving the small, but upper class, resort community without a major focal point. Additionally, a significant portion of the service community, many of which were African American, were left without work. The Virginia Beach oceanfront subsequently transitioned from a locale competing with northeastern beach communities like Atlantic City, New Jersey to a regional vacation destination and seaside residential community (Souther 1996: 68).

World War I–World War II (1917–1945)

The population growth and resort development that began in the late nineteenth century continued throughout the first half of the twentieth century, which included filling the void left by the loss of the Princess Anne Hotel. Military growth, accelerated by World Wars I and II, introduced a new employer into the area. The State Rifle Range opened just south of Rudee Inlet in 1913 and the War Department established Fort Story in 1914 to guard the entry into the Chesapeake Bay and Virginia's rivers at Cape Henry (Yarsinske 2011: 90-92, CNIC 2018). Fort Story was heavily armed throughout World War I, and the U.S. Navy housed a training facility at the State Rifle Range. By 1921, the first concrete road connected automobile traffic from Norfolk to Virginia Beach and the United States military completed training off the coast, sinking two former German warships. Rail travel, coupled with the rise of the automobile, made growth both practical and accessible to accommodate the new economic activity (VBPL 2006: 98-99).

A housing boom took place in the 1920s in pace with infrastructural and economic growth. Buildings along the oceanfront captured the stylistic eclecticism of the period with examples of Mediterranean Revival, Bermudian Revival, Tudor Revival, as well as the Colonial Revival – a style common in Virginia from the late nineteenth

century to the present. While many of these revival styles had been popular throughout the nineteenth century in Virginia Beach, they remained in vogue until the Great Depression. Construction projects also included a water main from a pumping station near Kempsville to Virginia Beach's town limits. Completed in 1925, this was the first of many water line connections between Norfolk and Virginia Beach that not only reduced the threat of fire, but also supported a growing population (Souther 1996: 96).

In addition to the reliable water supply, public transit entered a period of intense competition as visitors were drawn to new beach amenities. Motorbus lines between Norfolk and Virginia Beach directly competed with the rail service that had been the resort's origins. Cab service also arrived in 1926, facilitating even more beachgoers. The town also introduced a concrete boardwalk to replace the wooden original during the period. The Cavalier Hotel, opening for the season in 1927, finally filled the vacancy left by the Princess Anne Hotel twenty years prior and was lauded as one of the best resort hotels in the country. The nationally renowned firm of George B. Post and Sons, along with the Norfolk-based Neff and Thompson, designed a Colonial Revival building with Charles F. Gillette of Richmond serving as landscape architect for the grounds. The workforce, similar to that of the Princess Anne Hotel, was largely African American and the beaches were racially segregated (Souther 1996: 95-105)

Despite the Great Depression of the 1930s, court records indicate that the economic impact may have been more severe for local residents during the 1830s depression (VBPL 2006: 86-90). The dramatic changes of the 1920s helped Virginia Beach survive the Great Depression without falling into economic failure. The cottages and hotels remained poised for the unprecedented growth that followed World War II (Souther 1996: 122-124).

World War II initiated the rapid establishment and expansion of military bases in Princess Anne County. Aviation arrived with the creation of Oceana Air Station in 1941, which became Naval Air Station Oceana in 1957, with additional facilities at Dam Neck for training. The Navy constructed its amphibious base at Little Creek in 1942, the last in the series of construction projects ushered by the war-time growth of the 1940s. Similar to Oceana, the base expanded throughout the mid-twentieth century, employing thousands of area residents (VBLP 2006: 100-102).

Construction could not keep up with the demand for office and residential space. By 1940, the population had nearly doubled from the 1880s with 17,384 county residents and 2,600 in town (Frazier Associates 1992: 7-8). The Cavalier Hotel was converted to a radar training school in 1942 and other hotels throughout the area became long-term residential units as the war progressed (Souther 1996: 124, Yarsinske 2011: 94-95). Hotels returned to recreational use after Japan surrendered in 1945, concluding the war, and the population only continued to expand as soldiers returned to Virginia. Large-scale construction projects, coupled with continued auto expansion forcing the closure of Norfolk-Virginia Beach railroad line in 1947, ushered in a new era of development (VBLP 2006: 94).

The New Dominion (1946–1991)

While resort functions came to a halt during World War II, the rapid growth of military installations had far-reaching implications for the mid-twentieth century transformation of Princess Anne County and Virginia Beach into a suburban community. By 1950, the population doubled again from 1940: there were 36,887 residents in Princess Anne County and 5,390 people living within the Town of Virginia Beach (Frazier Associates 1992: 8). While the Korean War slowed growth in many communities, military installations continued to improve throughout the conflict, drawing in even more personnel. In response, land developers envisioned large-scale planned residential communities along the area's major road corridors along with multi-story apartment complexes. The Mayflower Apartments opened in 1951 at the intersection of Atlantic Avenue and 34th Street as the tallest apartment building in Virginia at fifteen stories. Before its construction, the Cavalier Hotel had dominated the skyline of two-, three-, and four-story structures (Souther 1996: 125).

John Aragona, an Italian immigrant, created the first large-scale tract development in Princess Anne County along Virginia Beach Boulevard. Aragona Village, completed with a shopping center in 1956, was the first of his developments. Carolanne Farms and Princess Anne Plaza soon followed. The opening of the Hampton Roads Bridge-Tunnel in 1957 created a convenient corridor leading to the resort area and allowed even more visitors into

the area. While single-family homes dominated projects following World War II, an increasing number of multi-family units soon followed the example set by the Mayflower (Yarsinske 2011, VBPL 2006).

Land use throughout the 1950s and 1960s underwent dramatic changes as development pressures created incentives for cities to expand their borders. Similarly, the courthouse and municipal center in Princess Anne was renovated and expanded during the late 1950s and early 1960s (Green 2017: 44-46). Norfolk annexed a portion of Princess Anne County in 1959 and continued plans to connect city waterlines to suburbs developing just outside the municipal boundaries, a tradition that dated to the 1925 water main first connecting water supplies from Norfolk to the oceanfront. Concerned by the political implications and potential encroachment from neighboring cities, residents of Princess Anne County and Virginia Beach campaigned to merge into one municipality as Norfolk threatened to cut water supplies to significant portions of the county. In the tangle, housing developments stalled along those connections (Green 2017: 46). The merger took place three years later in 1963 and created the City of Virginia Beach. The new City Council first met in the 1822 courthouse in Princess Anne (Green 2017: 47). While residential growth in the 1950s had rapidly suburbanized the City's northern half, the formation of a single city from both the town and county influenced a new wave of infrastructure and residential development that was eventually supported by a growing interstate system (VBPL 2006: 90). The growth created both racially integrated and racially segregated communities, some of which incorporated deed restrictions, similar to those used in the late-nineteenth and early-twentieth centuries, to limit sales. Physical boundaries were implemented in some cases, such as the chain gate between L & J Gardens and Diamond Lake Estates neighborhoods (Hawkins-Hendrix and Lucas 2017: 44).

Many of these new suburban communities included schools and other amenities. In November 1963, the *Architectural Record*, published an account of the all-electric schools designed by architects Waller & Britt, a local firm established in 1956 (Collins 2018, *Architectural Record* 1963: 40). Plaza Elementary School in Princess Anne Plaza was featured in the article announcing the savings in construction and operations costs as a result of the all-electric design including electric heating, cooling, and appliances. Some communities included parks and golf courses. However, some neighborhoods in Virginia Beach, many of them historically African American, continued to lack paved roads and connections to city services. The City of Virginia Beach, working with funds from the Department of Housing and Urban Development, created the Target Neighborhood Program in 1972 to provide necessary upgrades throughout the city.

While architects worked in Virginia Beach since the 1920s, there were several notable buildings constructed in the post-war era. Prominent architect-designed buildings included the Virginia Beach Civic Center, constructed in 1958 and now demolished, and the Cooke House (VDHR #134-0533), one of the last residences Frank Lloyd Wright designed. The Virginia Beach Civic Center featured an aluminum geodesic dome, the first of its kind in the United States, based on the designs of famous architect and industrial designer Buckminster Fuller. The dome was re-named in 1963 for Alan B. Shepard, astronaut and city resident (Yarsinske 2011: 118). Meanwhile, the Cooke House was designed in 1953 and completed in 1959, including interior furnishings. The building features mitered glass windows and Japanese influences, both hallmarks of Wrightian design (VDHR File #134-0533).

By the 1990s, the oceanfront and former farmland had changed dramatically and the population reached 393,069 (Frazier Associates 1992: 8). High rises lined the beach along the boardwalk and landowners replaced many of the 1920s and 1930s cottages from the first building boom with new structures. Additionally, flooding and beach erosion became increasingly noticeable throughout the city. Hurricanes and flood events, particularly the damage that occurred during the Ash Wednesday Storm in March 1962, demonstrated the environmental impact of lost marshlands, removal of pine forests, and alterations to waterways. Residents and city officials evaluated new measures to mitigate years of economic activity along the Lynnhaven River and tidal creeks throughout the city (VBPL 2006: 100).

Post-Cold War (1992–Present)

While suburban development continued to dominate the northwestern portions of the City of Virginia Beach throughout the 1900s and early 2000s, the oceanfront became increasingly urban. Neighborhoods that had

previously avoided intensive construction from the 1950s through the 1980s suddenly became available as land developers, along with the City, introduced new waterlines and drainage systems (Wientraub 1996). The narrow two- and three-story townhouse with a front drive and garage projecting from the façade became a typical housing form in many neighborhoods like Reedtown and Ocean Park, replacing open space or older residences with larger yards. The Norfolk and Virginia Beach Railroad and Improvement company's original plats along the oceanfront set a trend with small, narrow lots that Colonel Marshall Parks and others adapted for neighborhoods like Shadowlawn Heights, Ubermeier and The Hollies. While underutilized during the original construction period from the 1880s through the 1930s, these plats allowed for the housing density increase that began in the last decade of the twentieth century and continued into the 2000s. Additionally, the City completed connections for a water line to Lake Gaston in North Carolina in 1997, alleviating water supply concerns (VBPL 2006: 114). The clubs, dance halls, and music venues that thrived during the post-World War II period gave way to taller buildings along the oceanfront that led to additional demolition of residences and local landmarks.

By the 2000s, demolition along the oceanfront had maintained a rapid pace for several decades. The Alan B. Shepherd Convention Center, then known as 'the Dome' for its geodesic design, was demolished in 1994, and the remaining building from the New Casino of the 1920s, renamed the Peppermint Beach Club, soon followed (Hollingsworth 2016). With the loss of both event and music venues, nightlife along the beach changed dramatically. Hotels dating from the 1920s through the 1960s, including the Pinewood Hotel, The Halifax Hotel, and the Avamere Hotel, gave way to new structures or parking lots (VBPL 2006, Yarsinske 2011). High-rises came to dominate the oceanfront along Atlantic Avenue and the Town Center development at the crossing of Independence and Virginia Beach Boulevards by the mid-2000s (VBLP 2006: 116-117).

Despite the significant loss of historic structures, environmental impact studies and historical surveys also informed planning as Virginia Beach entered the twenty-first century. The City and oceanfront investors renewed marketing the area as a family-friendly resort with both new development, enhanced entertainment programming, and adaptive re-use programs, such as the reutilization of the former US Postal Service Seapines Station (1958) as a brewery (VBLP 2006: 113-124). Significantly, in 2017, the Cavalier Hotel reopened after a multi-year renovation that included partnerships with private developers, the City and the VDHR. With these projects, the City continues to create initiatives for future development sensitive to the City of Virginia Beach's history.

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V. SURVEY RESULTS

Introduction

This study has provided an overview of the significant mid-twentieth century development that occurred throughout the City and serves as a basis for future planning decisions regarding historic resources. The study additionally features recommendations for honoring the histories of those neighborhoods that lack sufficient historic integrity to meet NRHP guidelines for historic district recognition. Likewise, similar recommendations are applicable to individual properties that do not meet NRHP guidelines, but are of historic or commemorative value at the local level. These planning recommendations can be used in concert with the 1994 *Virginia Beach Historic Resources Management Plan* and any future guiding document updates. While survey in response to proposed projects (e.g. transportation improvements) requiring environmental review under Section 106 of the National Historic Preservation Act (NHPA) has taken place regionally, these projects have not yet lead to a City-wide contextual history for mid-twentieth century residential and commercial development. The resources documented within this report provide an introduction to that context and the area’s growth during the mid-twentieth century.

The current survey effort provides an update to the work completed by Frazier Associates in 1992 as well as additional information regarding the rapid post-World War II suburbanization of the City. The survey resulted in the inventory of 283 resources at the reconnaissance level. Of those resources, 100 were individual resources and 183 were recorded during neighborhood documentation. CRA and Debra A. McClane, Architectural Historian, completed reconnaissance-level V-CRIS data entry for each resource using information gathered during the field survey. The collected data from field survey included architectural descriptions, preliminary assessments of NRHP significance, sketch site plans, and exterior photography. Of the 283 resources documented, 280 were newly-identified resources not yet captured in the DHR’s inventory and 3 were previously documented resources for which a substantial amount of time had passed since the previous survey or the survey form lacked descriptions meeting current VDHR guidelines. In total, the majority of the surveyed properties fall within the New Dominion (1946-1991) period that covers the mid-twentieth century suburbanization of the City. The survey area, comprising the northern half of the City of Virginia Beach, was generally bounded by the oceanfront resort area on the east, the boundary with the City of Chesapeake on the west, and the area lying north of the “Green Line,” which roughly divides the City in half following Princess Anne Road and the Mathews Green right-of-way to Sandbridge Road (see Figure 1).

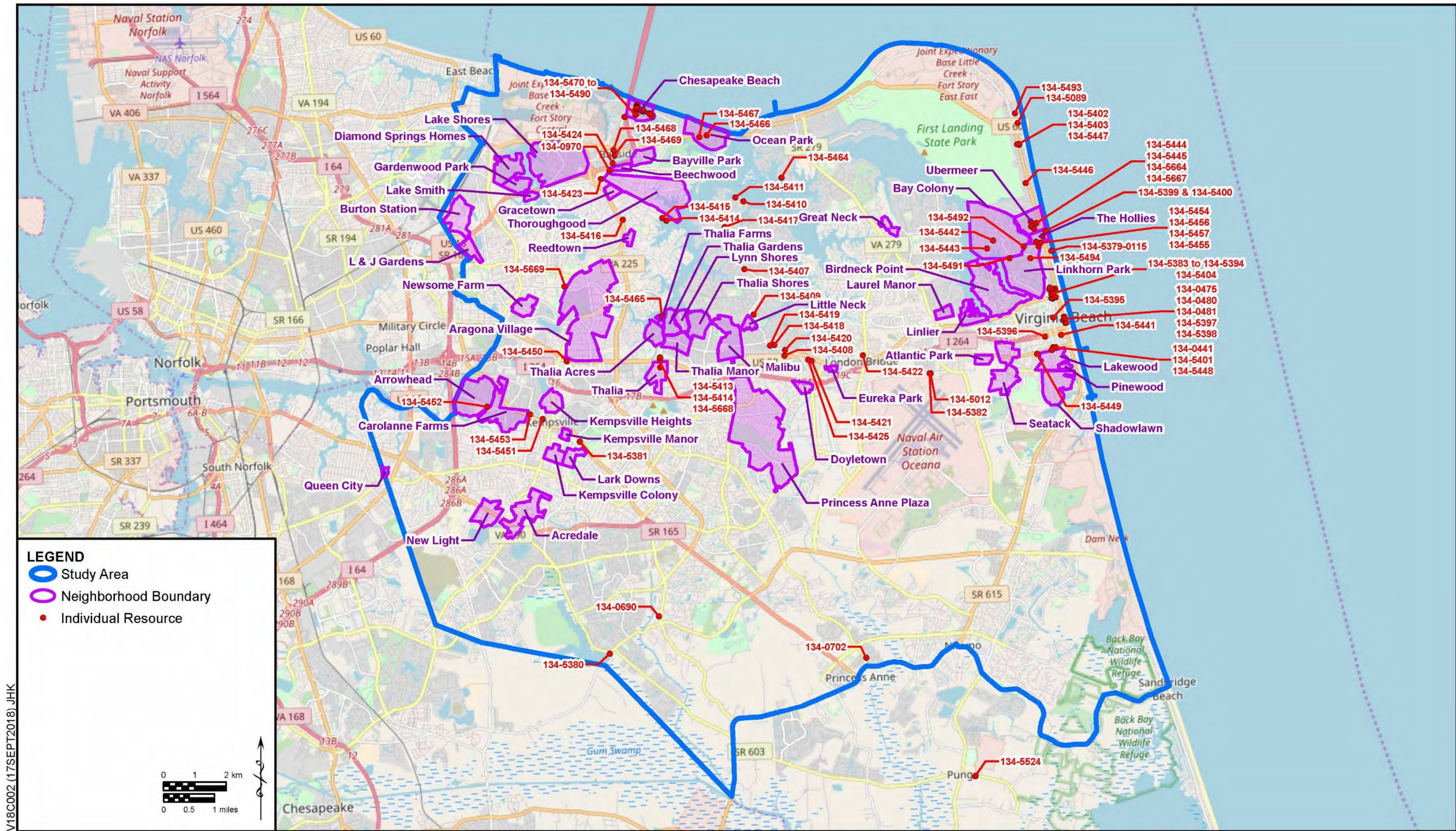
Within the Individual Resources category, the distribution of resources by construction date was:

1800s – 3 resources	1900s – 1 resource	1910s – 3 resources
1920s – 5 resources	1930s – 24 resources	1940s – 13 resources
1950s – 19 resources	1960s – 30 resources	1970s – 2 resources

Within the Neighborhoods, the distribution of resources by construction date was:

1800s – 2 resource	1900s – 1 resource	1910s – 2 resources
1920s – 13 resources	1930s – 10 resources	1940s – 26 resources
1950s – 81 resources	1960s – 48 resources	1970s – none recorded

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Figure 3. Map showing individual resources and neighborhoods evaluated over the City of Virginia Beach's northern half.

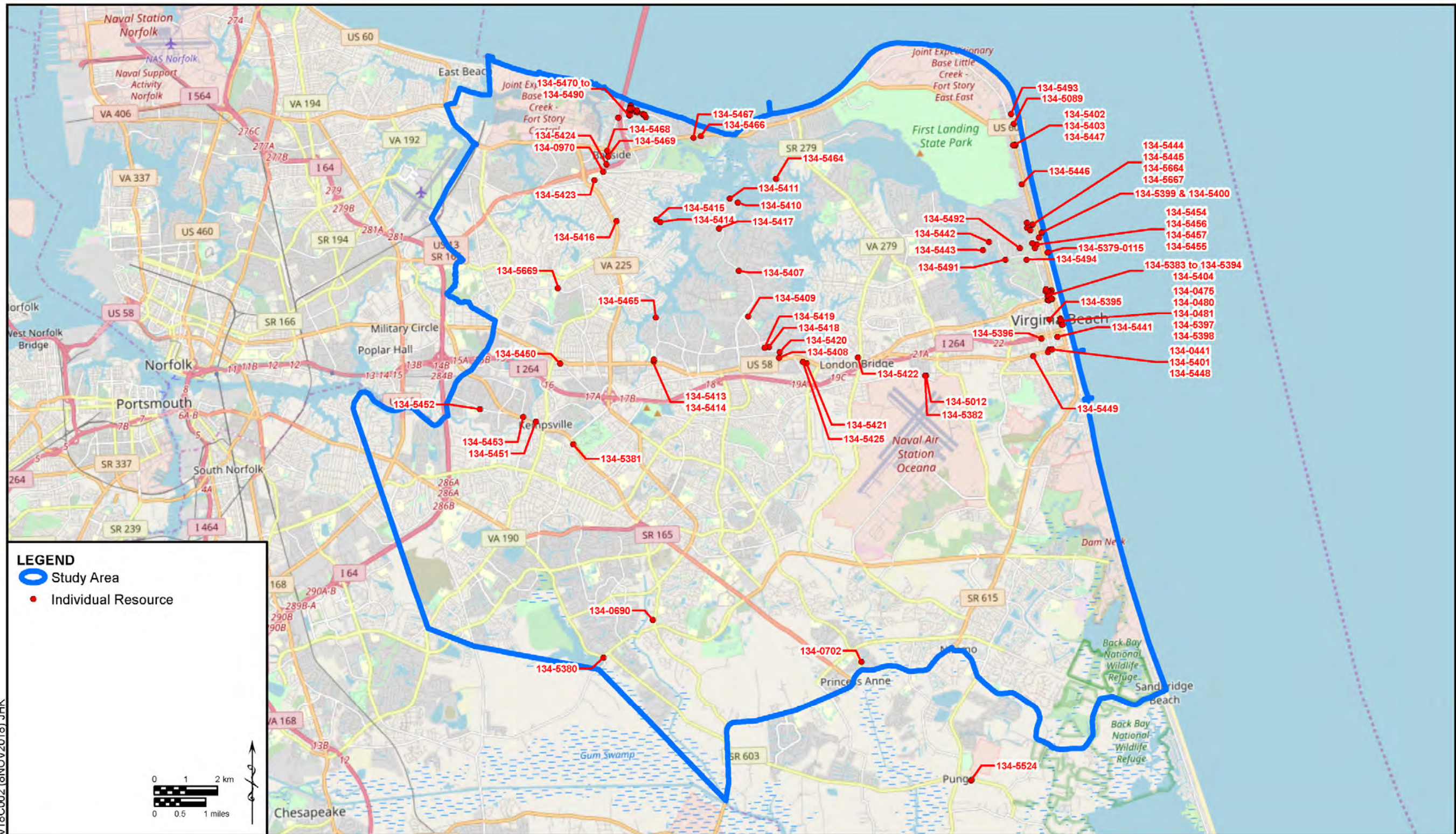


Figure 4. Map showing individual resources surveyed over the City of Virginia Beach's northern half

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Individual Resources

Over the course of this study, the Individual Resources category was utilized to document historic architectural resources located outside the boundaries of the 47 study neighborhoods, to record any late nineteenth or early twentieth century resources that appeared significant for context, and to include mid-century resources that were not domestic in nature. Since the majority of properties recorded within neighborhood boundaries were domestic properties, the 100 resources within the Individual Resources category assist in capturing buildings that represent commercial, social, and religious development in the area. Additionally, this category included the documentation and NRHP evaluation of properties on the Virginia Beach Historical Register that were previously not listed within V-CRIS (Figure 4).

Themes became apparent upon analyzing these resources. Those thematic categories include: Commerce/Trade, Government/Law/Political, Healthcare/Medicine, Recreation/Arts, Religion, Subsistence/Agriculture, and Domestic. The Domestic theme includes the majority of properties on the Virginia Beach Historical Register recorded as part of this study. Each theme demonstrates important developments related to the services and community connections that came to characterize the landscape during the development boom of the 1920s along the Virginia Beach resort area and the rapid suburbanization of the mid-twentieth century.

Commerce/Trade

Resources related to commerce and trade include office buildings, restaurants, automobile service shops, a telecommunications building, a tackle shop, and a hardware store. Placed typically along major roadways, these buildings mark the significance of the automobile in accessing commercial and retail development located along the major transportation routes of Princess Anne County and the City of Virginia Beach. These resources demonstrate the increase in commerce not only based on population growth, but also on significant improvements to roads throughout the area during the mid- to late-twentieth century.

Individual Resources documented within the Commerce/Trade theme:

- VDHR # 134-5383 - 3300 Pacific Avenue, Jefferson Manor Motel Apartments c. 1963
- VDHR # 134-5385 - 316 32nd Street, Verizon Building c. 1956
- VDHR # 134-5388 - 401 Laskin Road, Albano Cleaners c. 1966
- VDHR # 134-5398 - 3006 Arctic Avenue, Commercial Retail c. 1966
- VDHR # 134-5390 - 323-329 Laskin Road, Commercial Retail c. 1955
- VDHR # 134-5391 - 315-321 Laskin Road, Commercial Retail c. 1955
- VDHR # 134-5396 - 700 21st Street, Princess Anne Tackle Shop c. 1956
- VDHR # 134-5397 - 210 25th Street, Office Building c. 1953
- VDHR # 134-5389 - 2411 Pacific Avenue, Blue Marlin Motel c. 1965
- VDHR # 134-5401 - 600 Virginia Beach Boulevard, Hardware Store c. 1954
- VDHR # 134-5408 - 3010-3022 Virginia Beach Boulevard, Shopping Center c. 1960
- VDHR # 134-5413 - 4300 Virginia Beach Boulevard, Thalia Automotive Services c. 1965
- VDHR # 134-5419 - 428 N Lynnhaven Road, Kings Grant Gas Station c. 1964
- VDHR # 134-5422 - 315 N Great Neck Road, London Bridge Shopping Center c. 1951-1971
- VDHR # 134-5423 - 1605 Pleasure House Road, First Colony Auto Sales c. 1950
- VDHR # 134-5448 - 623 Virginia Beach Boulevard, Auto Sales c. 1968
- VDHR # 134-5449 - 857 Virginia Beach Boulevard, Auto Sales c. 1950
- VDHR # 134-5453 - 5288 Princess Anne Road, Commercial Retail c. 1965
- VDHR # 134-5465 - 653 Thalia Road, Steinhilber's Restaurant c. 1935
- VDHR # 134-5467 - 3829 Shore Drive, Commercial Retail c. 1963
- VDHR # 134-5468 - 2113 Pleasure House Road, Restaurant c. 1950
- VDHR # 134-5469 - 2032 Pleasure House Road, Commercial Retail c. 1964
- VDHR # 134-5475 - 4600 Lookout Road, Commercial Building c. 1930
- VDHR # 134-5482 - 4494 Lookout Road, Restaurant c. 1965
- VDHR # 134-5483 - 4497 Lookout Road, Restaurant c. 1950
- VDHR # 134-5669 - 1061 Newtown Road, Hawkins Restaurant c. 1948



Figure 5. Jefferson Manor Motel Apartments (c. 1963), 3300 Pacific Avenue (134-5583)



Figure 6. Thalia Automotive Service (c. 1965), 4300 Virginia Beach Boulevard (134-5413)



Figure 7. Shopping Center (c. 1960), 3010-3022 Virginia Beach Boulevard (134-5408)



Figure 8. Steinhilber's (Thalia Acres Inn) Restaurant (c. 1935), 653 Thalia Road (134-5465)



Figure 9. Hawkins Restaurant (c. 1948), 1061 Newtown Road (134-5669)



Figure 10. London Bridge Shopping Center (c. 1951-1971), 315 N Great Neck Road (134-5422)

Domestic

The majority of domestic resources recorded within the Individual Resources category date from the 1920s to the 1960s, representing two phases of significant construction in former Princess Anne County and the City of Virginia Beach. These resources include apartment complexes such as The Linkhorn Apartment Building (VDHR #134-5392), duplexes such as 7707 Atlantic Avenue (VDHR #134-5402), and single-family dwellings such as 2529 Fentress Avenue (VDHR #134-5473). Architectural styles represented within this collection of resources includes Modern, Bungalow, Colonial Revival, Craftsman, Minimal Traditional, and Mediterranean Revival as well as vernacular housing types.

Individual Resources documented within the Domestic theme:

- VDHR # 134-5386 - 400 32nd Street, George's Oceanfront Barbershop and Salon (converted to commercial) c. 1920
- VDHR # 134-5392 - 405 33rd Street, The Linkhorn Apartment Building c. 1965
- VDHR # 134-5393 - 3301-3305 Arctic Avenue, The Thomas Jefferson Apartment Building c. 1953
- VDHR # 134-5394 - 3310 Arctic Avenue, Single Dwelling c. 1922
- VDHR # 134-5399 - 4910 Ocean Front Avenue, Single Dwelling c. 1932
- VDHR # 134-5402 - 7707 Atlantic Avenue, Duplex c. 1964
- VDHR # 134-5403 - 7709 Atlantic Avenue, Duplex c. 1964
- VDHR # 134-5410 - 1476 Five Hill Trail, Single Dwelling c. 1913
- VDHR # 134-5414 - 4124 Ewell Road, Single Dwelling c. 1906
- VDHR # 134-5415 - 4153 Ewell Road, Single Dwelling c. 1918
- VDHR # 134-5417 - 3651 Hill Breeze Drive, Single Dwelling c. 1977
- VDHR # 134-5425 - 2843 Virginia Beach Boulevard, Single Dwelling c. 1940
- VDHR # 134-5442 - 932 Bay Colony Drive, Single Dwelling c. 1950
- VDHR # 134-5443 - 1108 Gunston Road, Single Dwelling c. 1960
- VDHR # 134-5444 - 207 53rd Street, Single Dwelling c. 1920
- VDHR # 134-5445 - 304 53rd Street, Single Dwelling c. 1936
- VDHR # 134-5446 - 207 66th Street, Single Dwelling c. 1925
- VDHR # 134-5447 - 200 78th Street, Single Dwelling c. 1930
- VDHR # 134-5450 - 5047 Euclid Road, Single Dwelling c. 1934
- VDHR # 134-5456 - 229 Bay Colony Drive, Single Dwelling c. 1930
- VDHR # 134-5470 - 2529 Fentress Avenue, Single Dwelling c. 1949
- VDHR # 134-5471 - 2512 Fentress Avenue, Duplex c. 1950
- VDHR # 134-5472 - 4531 Lookout Road, Duplex c. 1950
- VDHR # 134-5473 - 2517 Fentress Avenue, Single Dwelling c. 1950
- VDHR # 134-5474 - 2509 Fentress Avenue, Single Dwelling c. 1950
- VDHR # 134-5476 - 4601 Lookout Road, Single Dwelling c. 1950
- VDHR # 134-5477 - 4528 Pleasure Avenue, Single Dwelling c. 1950
- VDHR # 134-5480 - 4532 Lookout Road, Single Dwelling c. 1950
- VDHR # 134-5481 - 4498 Lookout Road, Single Dwelling (converted to commercial) c. 1950
- VDHR # 134-5484 - 4533 Lee Avenue, Single Dwelling c. 1950
- VDHR # 134-5485 - 2460 Fentress Avenue, Single Dwelling c. 1950
- VDHR # 134-5486 - 4400 Lee Avenue, Single Dwelling c. 1940
- VDHR # 134-5487 - 4443 Lookout Road, Single Dwelling c. 1935
- VDHR # 134-5488 - 4447 Lookout Road c. 1947
- VDHR # 134-5489 - 4449 Lookout Road c. 1950
- VDHR # 134-5490 - 4417 Lee Avenue, Single Dwelling c. 1930
- VDHR # 134-5491 - 805 Cavalier Drive, Single Dwelling c. 1930

- VDHR # 134-5492 - 1140 Crystal Lake Drive, Single Dwelling c. 1930
- VDHR # 134-5493 - 8600 Oceanfront Ave, Single Dwelling c. 1934
- VDHR # 134-5494 - 167 Pinewood Rd, Single Dwelling c. 1930
- VDHR # 134-5524 - 1909 Indian River Road, Single Dwelling c. 1930
- VDHR # 134-5455 - 4510 Holly Road, Single Dwelling c. 1950
- VDHR # 134-5664 - 5105 Holly Road, Single Dwelling c. 1921
- VDHR # 134-5667 - 301 54th Street, Single Dwelling c. 1934
- VDHR # 134-5668 - 133 Thalia Road (N. Thalia Road), Single Dwelling c. 1950



Figure 11. The Linkhorn Apartment Building (c. 1965), 405 33rd Street (134-5392)



Figure 12. Single Dwelling (c. 1918), 4153 Ewell Road (134-5415)



Figure 13. Single Dwelling (c. 1950), 4150 Holly Road (134-5455)



Figure 14. Single Dwelling (c. 1950), 4601 Lookout Road (134-5476)

Government/Law/Political

Three buildings associated with the government, legal proceedings, or political activities were documented during the course of the survey. These include two city pump stations, noted for their substantial construction and Colonial Revival styling, and the former Seapines Post Office (VDHR #134-5387) that has been converted into a brewery.

- VDHR # 134-5380 - 4327 Indian River Road, City Pump Station c. 1975
- VDHR # 134-5387 - 313 32nd Street, Former Seapines Post Office c. 1957
- VDHR # 134-5400 - 4802 Atlantic Avenue, City Pump Station c. 1965



Figure 15. Former Seapines Post Office (c. 1957), 313 32nd Street (134-5387)



Figure 16. City Pump Station (c. 1965), 4802 Atlantic Avenue (134-5400)

Healthcare/Medicine

Four resources were recorded documenting medical and healthcare related buildings within former Princess Anne County and the City of Virginia Beach. With the exception of the Former Fire Station at 211 24th Street (VDHR #134-0475), all of the emergency services buildings date to the 1960s as the population in Princess Anne County grew rapidly and the merger of the city and county in 1963 sparked additional infrastructure growth.

- VDHR # 134-0475 - 211 24th Street, Former Fire Station c. 1930
- VDHR # 134-5412 - 333 Thalia Road, Thalia Volunteer Fire Station c. 1965
- VDHR # 134-5478 - 2444 Pleasure House Road, Chesapeake Volunteer Fire Department c. 1962
- VDHR # 134-5466 - 3769 E. Stratford Road, Ocean Park Volunteer Rescue Squad c. 1965



Figure 17. Ocean Park Volunteer Rescue Squad (c. 1965), 3769 E Stratford Road (134-5466)



Figure 18. Former Chesapeake Volunteer Fire Department (c. 1962), 2444 Pleasure House Road (134-5478)

Recreation/Arts

The four properties surveyed within this theme were all related to fraternal organizations that constructed lodges for meetings. The Prince Hall Freemasons Lodge, now the Oceana Lodge, served the African American community in Oceana (VDHR #134-5382). The other three lodges represent masonic organizations both along the Virginia Beach oceanfront and within the former Princess Anne County.

- VDHR # 134-5381 - 4869 Princess Anne Road, Kempsville Masonic Temple 1957
- VDHR # 134-5382 - 1760 Potters Road, Oceana Lodge (Prince Hall) c. 1960
- VDHR # 134-5441 - 2000 Arctic Avenue, Virginia Beach Masonic Lodge 1947
- VDHR # 134-5420 - 2959 N Lynnhaven Road, Lynnhaven Masonic Lodge c. 1965



Figure 19. Former Oceana Lodge (ca. 1960), 1760 Potters Road (134-5382)



Figure 20. Lynnhaven Masonic Lodge (c. 1965), 2959 N Lynnhaven Road (134-5420)

Religion

Eleven properties within the Individual Resources category related to religion. This collection of resources includes both Catholic and Protestant Churches, as well as the Temple Emmanuel (VDHR #134-5395) synagogue. The group includes two historically African American churches: St. Marks AME Church and Parsonage (VDHR #134-5012) and Morning Star Baptist Church (VDHR #134-0970). While the majority of these churches were constructed in the 1950s and 1960s to serve the residents of new neighborhoods, several have replaced earlier churches on their historic sites such as Kempsville Baptist Church and Cemetery (VDHR #134-5451). Some are particularly intact examples of either Contemporary style or Modern forms including Prince of Peace Lutheran Church (VDHR #134-5418) and Bayside Presbyterian Church (VDHR #134-5424).

- VDHR # 134-0970 - 4800 First Court Road, Morning Star Baptist Church c. 1892
- VDHR # 134-5012 - 1740 Potters Road, St. Marks AME Church 1947 and Parsonage c. 1960
- VDHR # 134-5395 - 415-427 25th Street, Temple Emmanuel c. 1960
- VDHR # 134-5407 - 1033 Little Neck Road, Lynnhaven United Methodist Church c. 1918
- VDHR # 134-5409 - 712 Little Neck Road, St. Nicholas Catholic Church c. 1965
- VDHR # 134-5416 - 1400 Ewell Road, Bayside Presbyterian Church c. 1964
- VDHR # 134-5418 - 424 Kings Grant Road, Prince of Peace Lutheran Church c. 1967
- VDHR # 134-5421 - 2801 Virginia Beach Boulevard, Foundry United Methodist Church c. 1940
- VDHR # 134-5424 - 1920 Pleasure House Road, Bayside Baptist Church c. 1950
- VDHR # 134-5451 - 5204 Princess Anne Road/Overland Road, Kempsville Baptist Church c. 1957 and Cemetery c. 1898
- VDHR # 134-5452 - 5545 Susquehanna Drive, Carrow Baptist Church 1966



Figure 21. Morning Star Baptist Church (c. 1892), 4800 First Court Road (134-0970)



Figure 22. Bayside Presbyterian Church (c. 1964), 1400 Ewell Road (134-5416)



Figure 23. Prince of Peace Lutheran Church (c. 1967), 424 Kings Grant Road (134-5418)



Figure 24. Foundry United Methodist Church (c. 1940), 2801 Virginia Beach Boulevard (134-5421)

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Subsistence/Agriculture

The majority of resources related to this theme had either been previously recorded during the survey completed by Frazier Associates in 1992 or have been demolished over time. The single dwelling and oyster shed at 1805 Estates Court (VDHR #134-5464) represented one of the last remaining farm complexes with an intact marine processing facility. The house and several associated outbuildings were demolished during the writing of this report; however, the oyster shed remains intact as of December 2018.

The single dwelling at 1680 W Little Neck Road (VDHR #134-5411) is related to the Sea Breeze Farm owned by the Hill family of Portsmouth.

- VDHR # 134-5464 - 1805 Estates Court, Single Dwelling c. 1820 and Oyster Shed c. 1950
- VDHR # 134-5411 - 1680 W Little Neck Road, Farmhouse c. 1882



Figure 25. Oyster Shed (c. 1950), 1805 Estates Court (134-5464)



Figure 26. Farmhouse (c. 1882), 1680 W Little Neck Road (134-5411)

Virginia Beach Historical Register

In addition to the themes previously discussed, the following resources had been previously listed on the Virginia Beach Historical Register and were added to V-CRIS as part of the survey effort. These resources represent mostly domestic buildings, but churches and service-oriented buildings are also included. Only those resources requiring additional updating in V-CRIS or newly-recorded resources comprise this list (Figure 31).

- VDHR # 134-0475 - 211 24th Street, First Police and Fire Station c. 1930
- VDHR # 134-5383 - 3300 Pacific Avenue, Jefferson Manor Motel Apartments 1963
- VDHR # 134-5399 - 4910 Ocean Front Avenue, Single Dwelling c. 1932
- VDHR # 134-5407 - 1033 Little Neck Road, Lynnhaven United Methodist Church c. 1918
- VDHR # 134-5412 - 333 Thalia Road, Thalia Volunteer Fire Station c. 1965
- VDHR # 134-5444 - 207 53rd Street, Single Dwelling c. 1920
- VDHR # 134-5445 - 304 53rd Street, Single Dwelling c.1936
- VDHR # 134-5446 - 207 66th Street, Single Dwelling c. 1925
- VDHR # 134-5447 - 200 78th Street, Single Dwelling c. 1930
- VDHR # 134-5450 - 5047 Euclid Road, Single Dwelling c. 1934
- VDHR # 134-5456 - 229 Bay Colony Drive, Single Dwelling c. 1930
- VDHR # 134-5491 - 805 Cavalier Drive, Single Dwelling c. 1930
- VDHR # 134-5492 - 1140 Crystal Lake Drive, Single Dwelling c. 1930
- VDHR # 134-5493 - 8600 Oceanfront Avenue, Single Dwelling c. 1934
- VDHR # 134-5494 - 167 Pinewood Road, Single Dwelling c. 1930
- VDHR # 134-5524 - 1909 Indian River Road, Single Dwelling c. 1930 (located in the city's southern half and included within this report at the request of the City of Virginia Beach)
- VDHR # 134-5667 - 301 54th Street, Single Dwelling c. 1934



Figure 27. Single Dwelling (c. 1930), 1909 Indian River Road (134-5524)



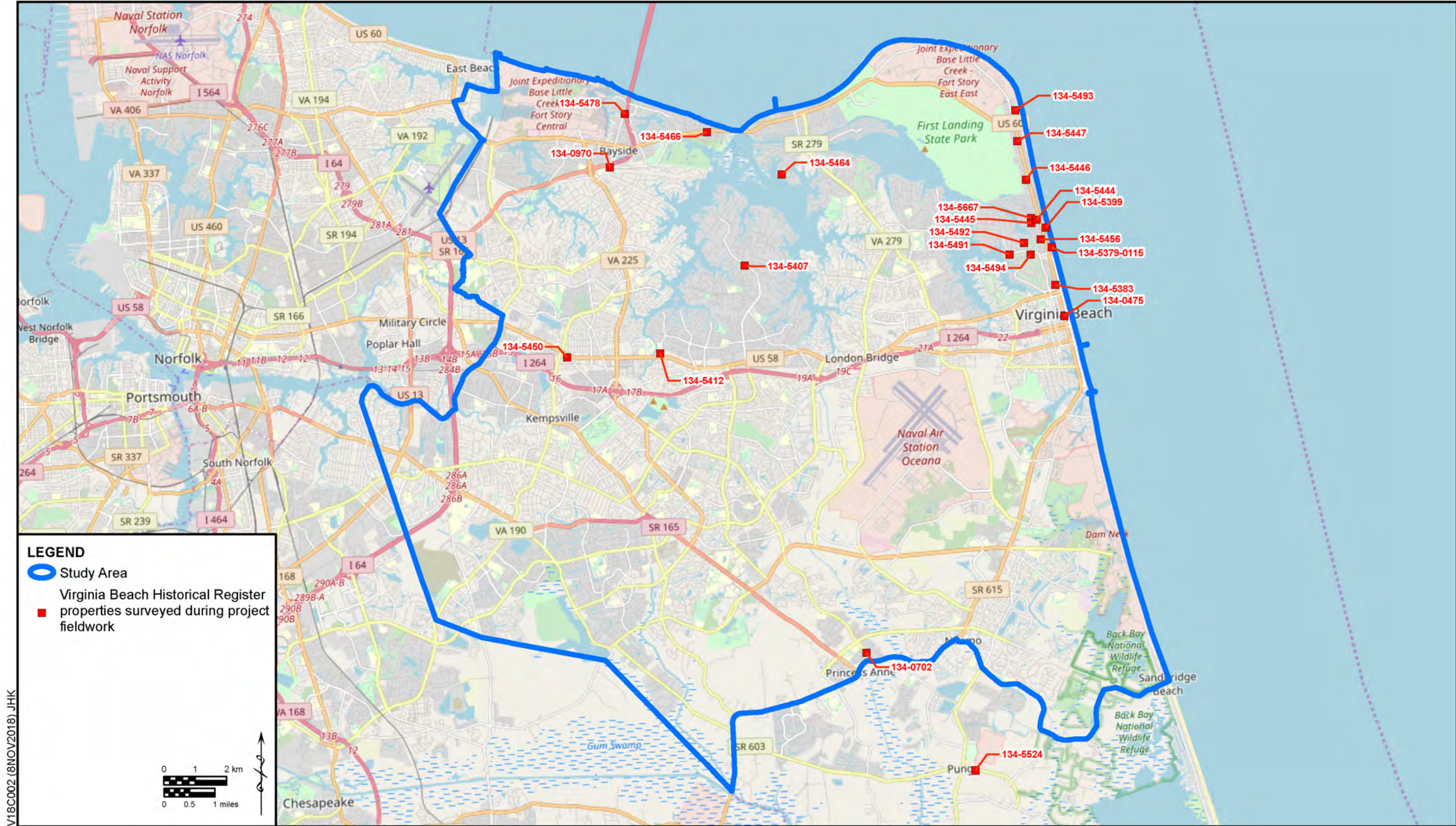
Figure 28. Thalia Volunteer Fire Station (c. 1965), 333 Thalia Road (134-5412)



Figure 29. Single Dwelling (c. 1930), 1140 Crystal Lake Drive (134-5492)



Figure 30. Lynnhaven United Methodist Church (c. 1919), 1033 Little Neck Road (134-5407)



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Figure 31. Map showing properties on the Virginia Beach Historical Register list. Shows both properties surveyed and those that did not require survey over the City of Virginia Beach's northern half.

Neighborhoods

The neighborhood survey forms the core of this study for the City's northern half. Reflecting the development of the Virginia Beach oceanfront in the early twentieth century to the rapid suburbanization of the City's northern half into the 1960s, the 49 neighborhoods evaluated in the following pages demonstrate the rapid change that took place throughout Princess Anne County and the City of Virginia Beach (Figures 32 through 35). Chesapeake Beach and Thalia were not originally included in the list of neighborhoods to be evaluated and were included in the evaluation of individual resources in the preceding section: Individual Resources. Chesapeake Beach was added to the neighborhood evaluations for its intact collection of modest beach cottages and preserved commercial buildings, while Thalia was included in order to more holistically document the neighborhood history by including an evaluation of the first community in the Thalia area that preceded the creation of Thalia Acres, Thalia Gardens, Thalia Manor, and Thalia Shores to the north.

Each evaluation includes recommendations for both NRHP and Virginia Beach Historical Register eligibility. In some instances, the neighborhoods that were not NRHP-eligible were recommended for additional investigation. Some neighborhoods are recommended for additional survey to document significant individual resources that may still be unevaluated, while others may be better suited for public interpretive projects or other recognitions. A complete discussion of the options for recognizing properties and neighborhoods not potentially eligible to the NRHP is found in the summary and recommendations section of this report.

Neighborhoods documented during the course of the survey include:

- Acredale
- Aragona Village
- Arrowhead
- Atlantic Park
- Bay Colony
- Bayville Park
- Beechwood
- Birdneck Point
- Burton Station
- Carolanne Farms
- Chesapeake Beach
- Diamond Springs Homes
- Doyletown
- Gardenwood Park
- Gracetown
- Great Neck
- Eureka Park
- The Hollies
- Kempsville Colony
- Kempsville Heights
- Kempsville Manor
- L&J Gardens
- Lake Shores
- Lake Smith
- Lakewood
- Lark Downs
- Laurel Manor
- Linkhorn Park
- Linlier
- Little Neck
- Lynn Shores
- Malibu
- New Light
- Newsome Farm
- Ocean Park
- Pinewood
- Princess Anne Plaza
- Queen City
- Reedtown
- Seatack
- Shadowlawn
- Thalia
- Thalia Acres
- Thalia Farms
- Thalia Garden
- Thalia Manor
- Thalia Shores
- Thoroughgood
- Ubermeer

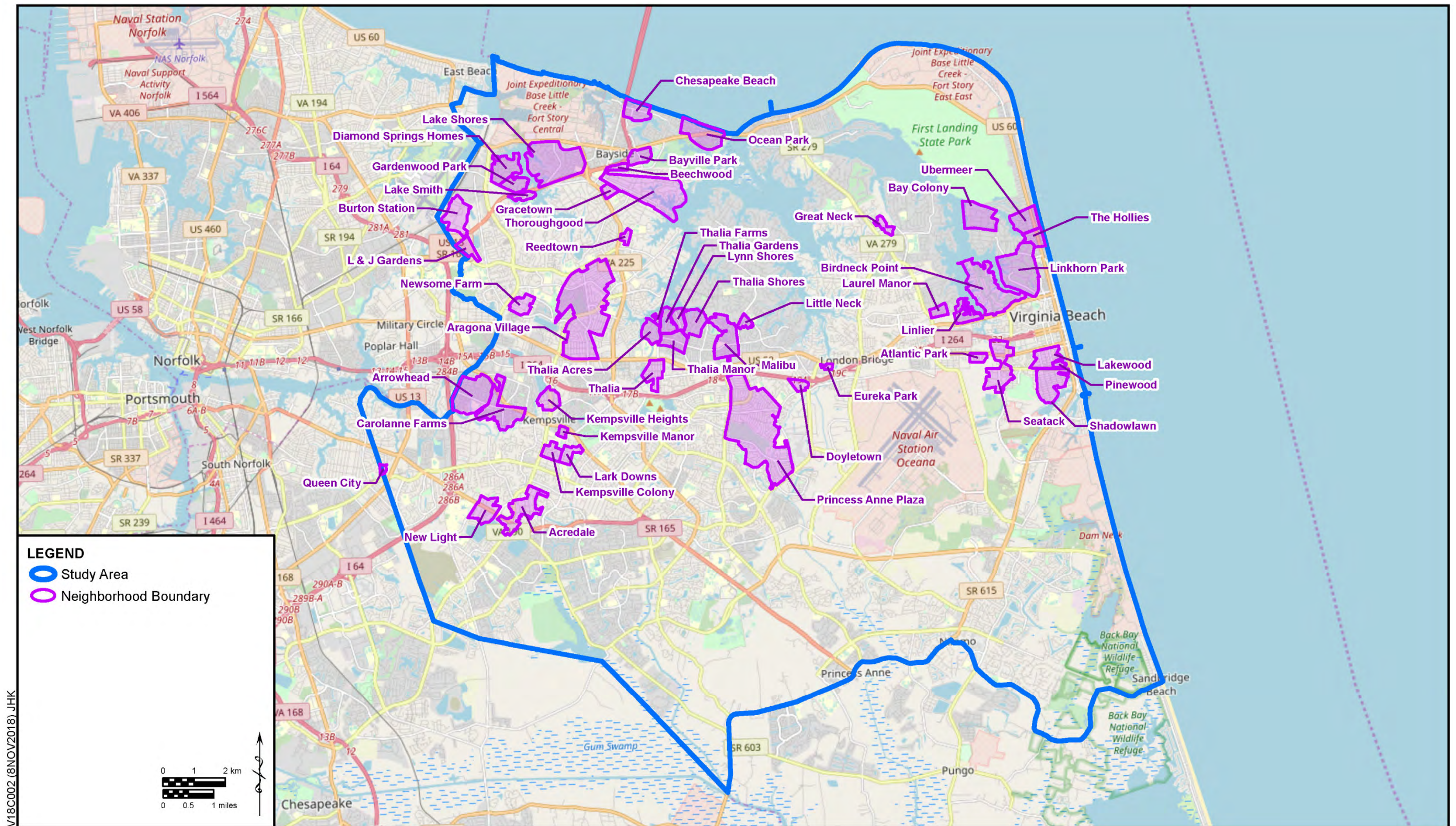
Of those neighborhoods, the survey found the following neighborhoods potentially eligible to the NRHP:

- Aragona Village
- Chesapeake Beach
- Doyletown
- Eureka Park
- L & J Gardens
- Laurel Manor
- Queen City
- Seatack
- Thoroughgood

Additionally, these neighborhoods were recommended for additional survey to nominate individual resources to the Virginia Beach Historical Register:

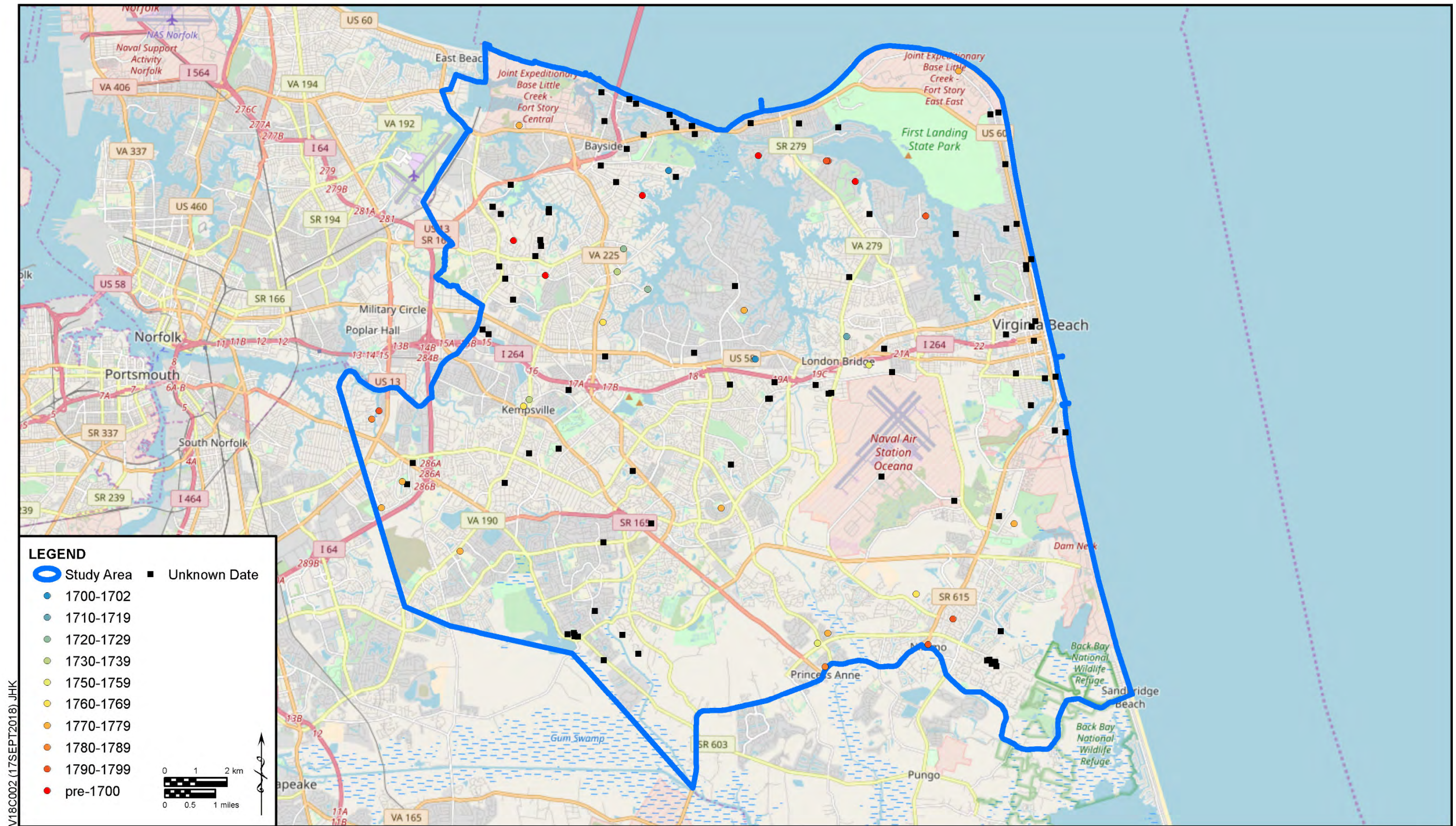
- Acredale
- Beechwood
- Birdneck Point
- Carolanne Farms
- The Hollies
- Lakewood
- Linkhorn Park
- Linlier
- Newsome Farm
- Pinewood
- Princess Anne Plaza
- Shadowlawn
- Thalia Manor
- Thalia Shores
- Ubermeer

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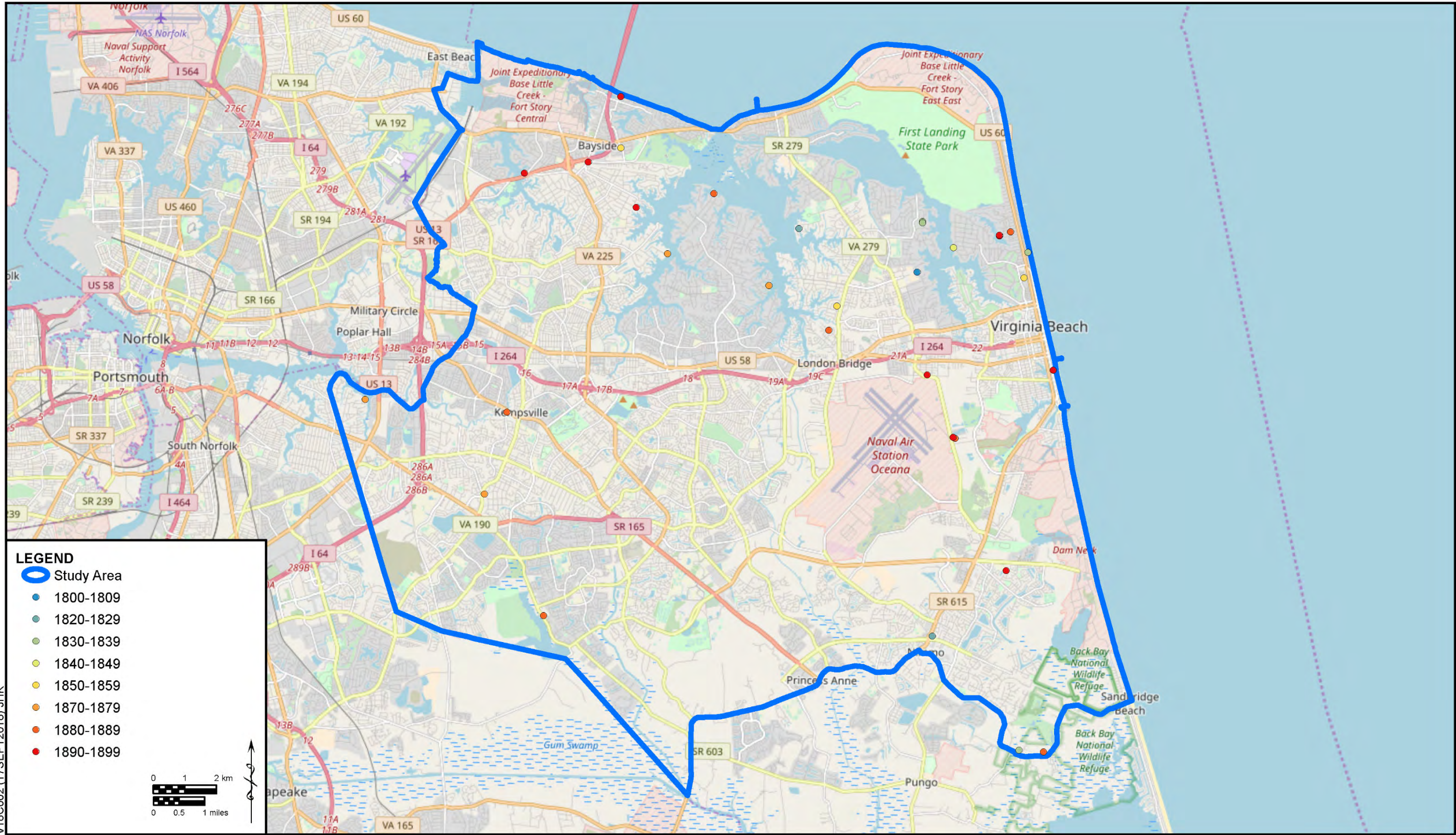
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Figure 32. Map showing the neighborhoods evaluated over the City of Virginia Beach's northern half.



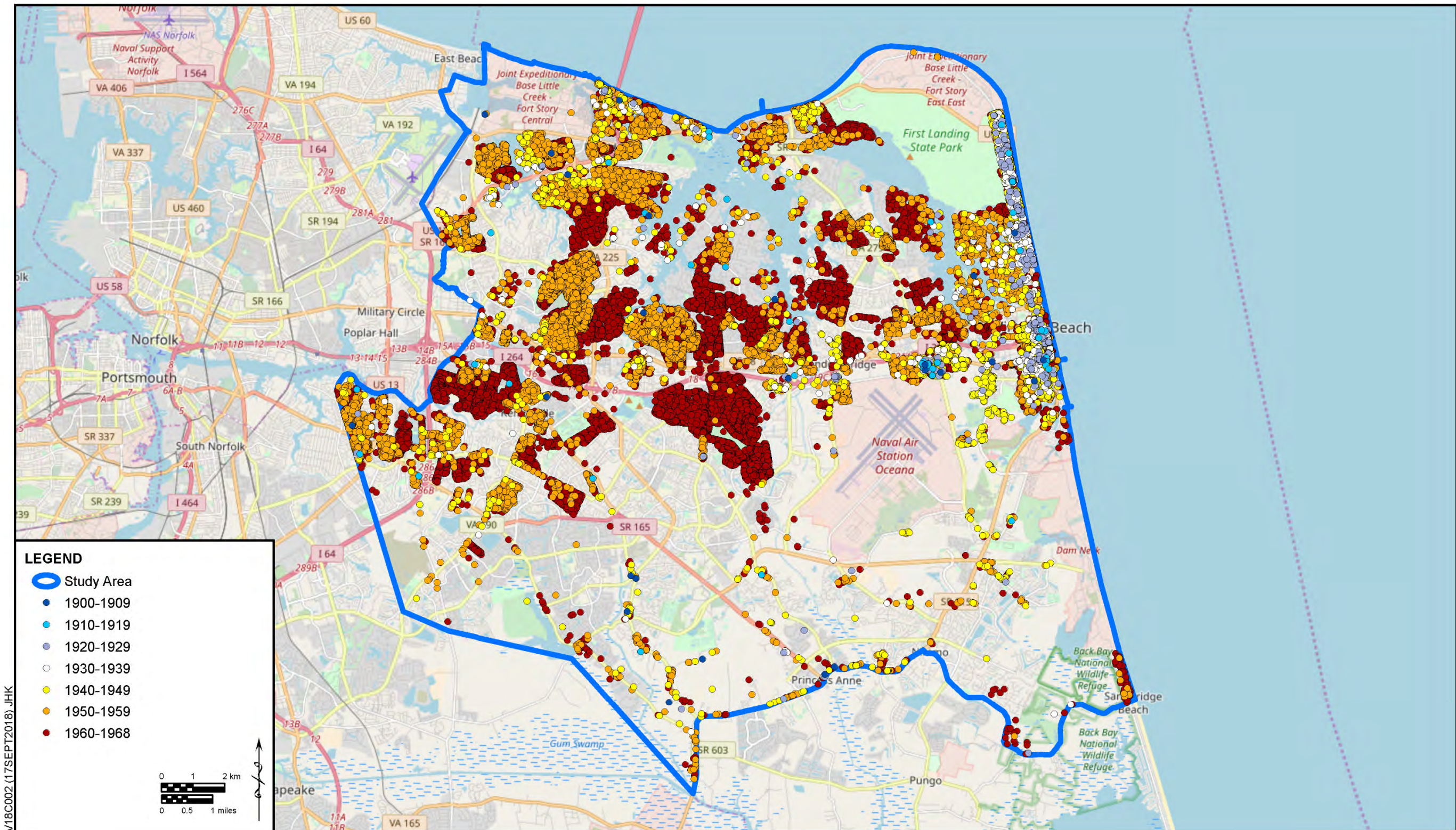
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Figure 33. Map showing buildings constructed during the 18th century in the City of Virginia Beach's northern half.



V18C002 (17SEPT2018) JHK

Figure 34. Map showing buildings constructed during the 19th century in the City of Virginia Beach's northern half.



V18C002 (17SEPT2018) JHK

Figure 35. Map showing buildings constructed during the 20th century in the City of Virginia Beach's northern half.

ACREDALE

Location: Western part of the City of Virginia; roughly bounded by Old Kempsville Road and Kempsville Road on the west, Bonneydale Road on the south; Acredale Road and Berwyn Road on the east, and Langston Road on the north. Other streets in the neighborhood include Acredale Road, Alton Road, Andover Road, Bonneydale Road, Burlington Road, Castle Road, Olive Road, and Rittman Road (Figure 36).

Construction Period: 1944-1960

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: Potential for local recognition. The Mears House at 1205 Old Kempsville Road (134-5513) may be eligible for listing in the Virginia Beach Historical Register. Built in 1877, this vernacular farmhouse is the oldest house in the neighborhood and reflects the rural character of the area prior to its late-twentieth-century development.



Figure 36. Aerial Photograph Showing General Boundaries of Acredale Neighborhood

Neighborhood Setting: Acredale stands on the northeast corner of the intersection of Kempsville Road and Indian River Road/Ferrell Parkway. The area adjacent to the neighborhood generally consists of late twentieth century residential and commercial development. The land within the neighborhood is relatively flat with many large trees. Houses are set back from the streets and are accessed by paved or unpaved driveways. Most yards are unfenced and there are no sidewalks.

Neighborhood History: Into the 1940s, Acredale was an agricultural area of Princess Anne County with few services. Cattle and horse farms occupied the land and roads were unpaved. Imogene Hitt (1908-2015), who was born in the farmhouse at 1205 Old Kempsville Road (134-5513) and lived in the neighborhood until her death at 106 years of age, recalled that “Acredale was nothing but a cornfield” during the early 1900s (Frankenberry 2010). Mrs. Hitt’s father, Charles D. Mears, farmed and operated a general store on the corner of their lot, where he carried everything “from sugar to horse collars.” Mrs. Hitt’s son, Richard Hitt, Jr., recalled seeing silos, dairy cattle, and a sulky track (for horse-drawn carts) from his grandmother’s house (Frankenberry 2010) (Figure 37).

In the early 1940s, the first section of Acredale was subdivided and a few dwellings along Old Kempsville Road date to that period. The majority of the development dates to the period between 1950 and 1960, and generally consists of one-story Minimal Traditional, Ranch, and Colonial Revival dwellings. Many of the Ranch houses are clad with brick, while the Minimal Traditional forms are clad with vinyl or asbestos shingle siding (Figures 38 and 39). Most dwellings have attached garage wings (some of which have been converted to interior space), and secondary structures, such as free-standing garages and sheds, are typically located behind the houses. Acredale consists of single-family dwellings located on half-to-one-acre-sized residential lots. Although much enlarged, the original section of the Community Methodist Church, located at 1072 Old Kempsville Road, was constructed in the neighborhood in 1958. No schools or commercial development exist within the neighborhood boundaries. The 1970s construction of the Kemps River Shopping Center, located on the west side of Kempsville Road, brought large-scale commercial development to the area, significantly altering the feeling of the area (Figure 40).

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Acredale possess good overall integrity with regard to location, setting, and association. The neighborhood is united by streets laid in a gridded plan with open yards and large trees and retains a cohesive physical continuity. The integrity of feeling within the neighborhood is good, although adjacent areas have been altered with commercial development. The individual resources within Acredale also tend to possess good overall integrity of design, materials, workmanship, although some minor alterations have occurred including conversion of attached garages, replacement of original sheathing, windows, and doors.

Although it retains good integrity, Acredale is recommended not eligible for listing as a NRHP historic district. As an early to mid-twentieth century neighborhood that developed over time, Acredale does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period; therefore, the neighborhood is recommended not eligible under Criterion A. Because the neighborhood is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Acredale lack distinctive architectural features with most dwellings executed in Minimal Traditional, Ranch, and Colonial Revival style. These common forms and styles are seen in most suburbs in the area, and the dwellings in Acredale are not differentiated from other similar examples that were built at the same time. The area, therefore, is not eligible under Criterion C. Archaeological investigations have not taken place in the area, but significant land disturbance was noted due to residential development and construction of roads; however, Acredale’s eligibility under Criterion D cannot be assessed at this time.

The Mears House, located at 1205 Old Kempsville (134-5513), is the oldest house in the neighborhood and may qualify for recognition on the Virginia Beach Historical Register (Figure 41). The two-story, vernacular farmhouse, built in 1877, is a reminder of the agricultural heritage of this part of Princess Anne County, now the City of Virginia Beach. The physical integrity of the house is good with much of the original Victorian-era detailing intact. The setting of the house has been altered by the surrounding neighborhood development, but the house retains a large surrounding yard. Although the farmland formerly associated with this resource has now been developed for

residences, the immediate yard around the house may possess intact archaeological deposits relating to late-nineteenth and early-twentieth-century agricultural and domestic activities.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Acredale:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5510	House, 1154 Old Kempsville Rd	1950	Minimal Traditional
134-5511	House, 1168 Old Kempsville Rd	1950	Minimal Traditional
134-5512	House, 1204 Old Kempsville Rd	1950	Minimal Traditional
134-5513	House, 1205 Old Kempsville Rd	1877	Vernacular

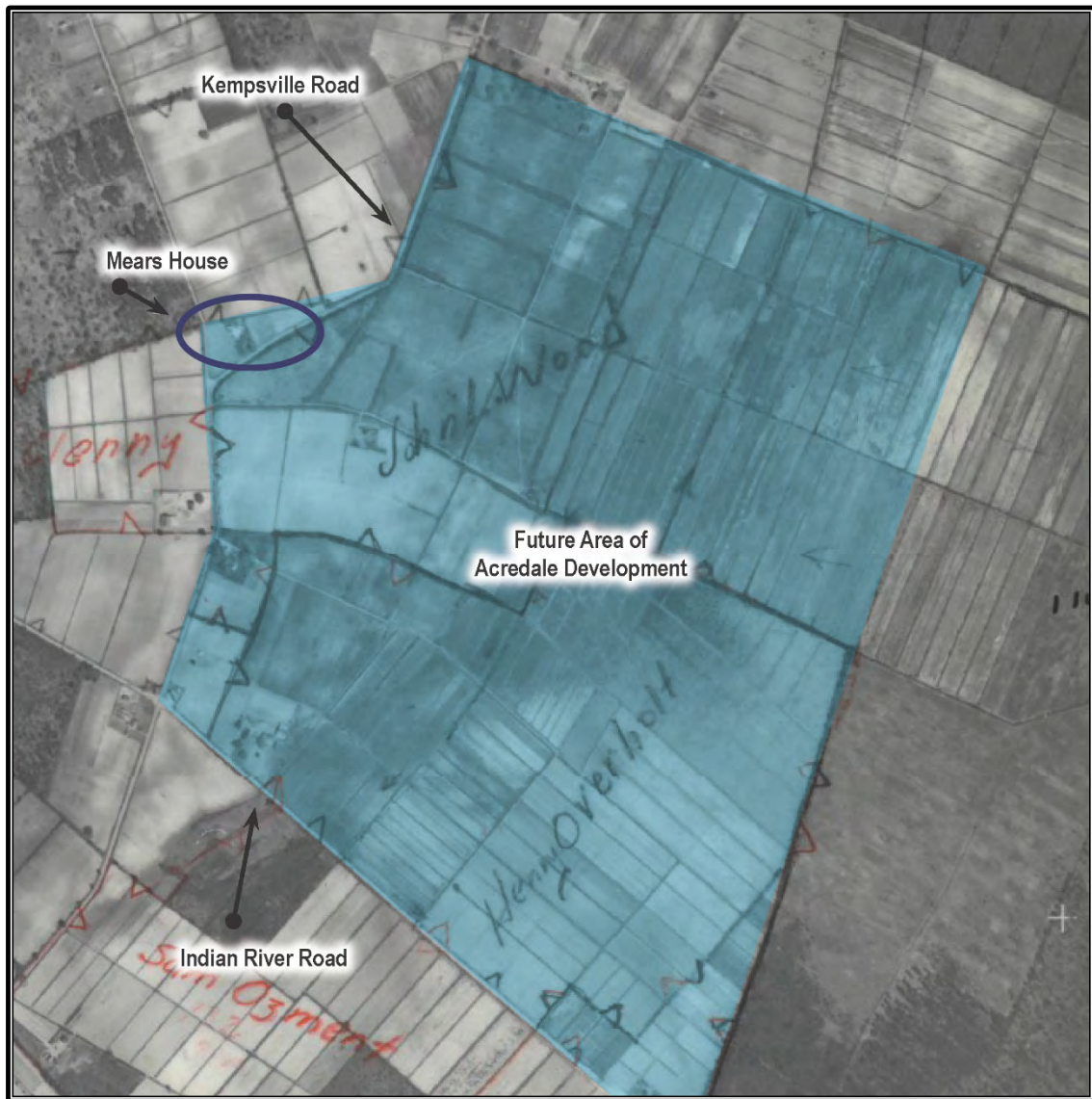


Figure 37. 1937 Aerial Photograph Showing the Agricultural Area that Would Become Acredale. Note Location of Mears House along Kempsville Road. (Source: U.S. Department of Agriculture, Virginia Beach (FG-115-09))



Figure 38. Representative brick Ranch house (1951), 5213 Castle Road



Figure 39. Minimal Traditional house (1950), 1154 Old Kempsville Road (134-5510)



Figure 40. 1958 Aerial Photograph Showing Acre Dale as Developed. Noted original section of Community Methodist Church, location of Mears House, and location of sulky track. (Source: U.S. Department of Agriculture, Virginia Beach (DGH-2-V8))



Figure 41. Mears House, 1205 Old Kempsville Road (134-5513)

ARAGONA VILLAGE

Location: The neighborhood extends from Virginia Beach Boulevard in the south to Haygood Road on the north. Independence Boulevard edges the neighborhood on the east, and N. Witchduck Road extends along part of the western side of the development. (Figure 42).

Construction Period: 1955-1960

Potential NRHP Historic District: Yes (VDHR #134-5428)

Potential Virginia Beach Historical Register: Potential for local recognition.

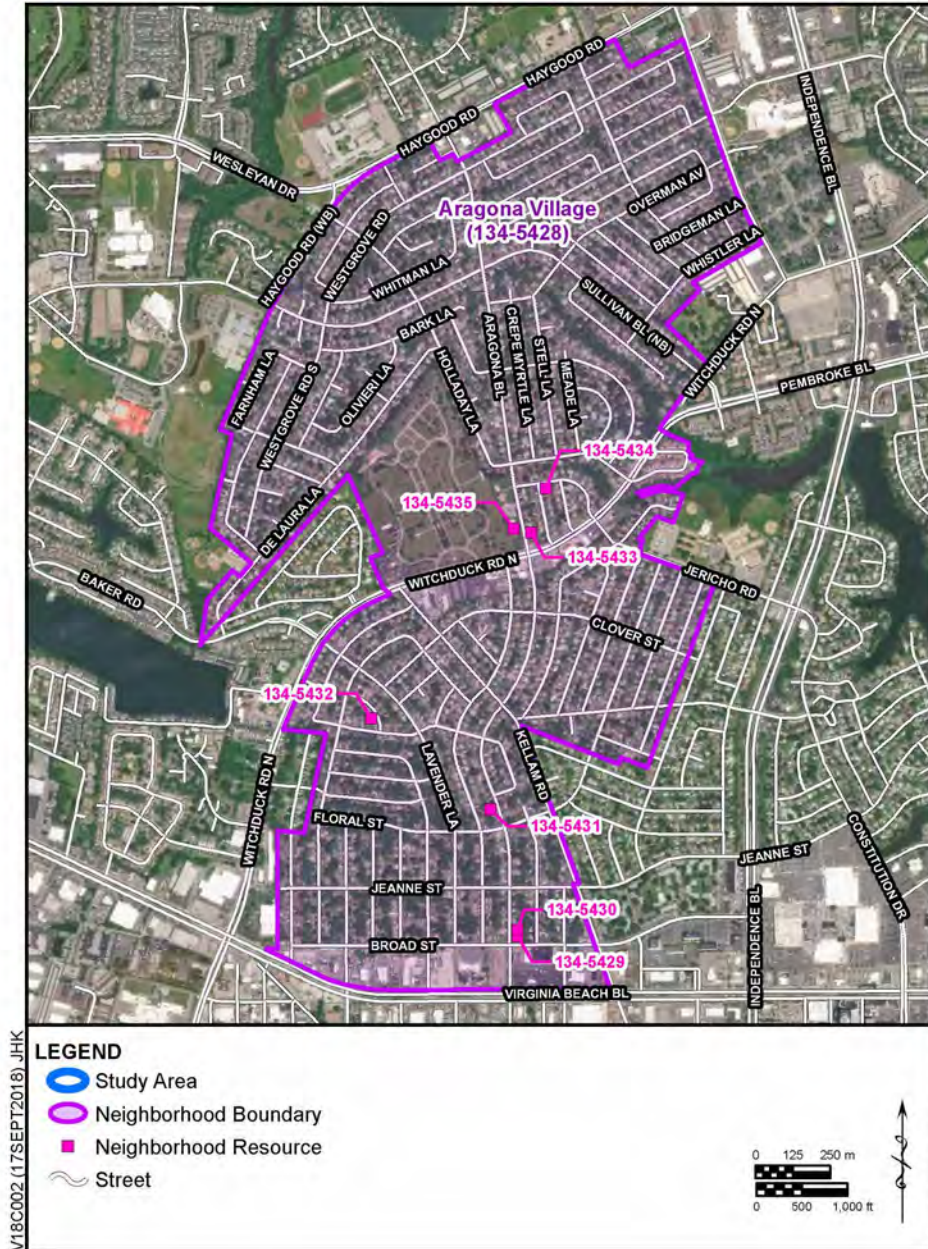


Figure 42. Aerial Map Showing Boundaries of Aragona Village Neighborhood

Neighborhood Setting: Aragona Village is located in the Pembroke area of the City of Virginia Beach. Aragona Boulevard, which extends the entire length of the neighborhood, serves as the main entrance into the platted development and is marked by brick signs fronting onto Virginia Beach Boulevard. Kellam Road is another important north-south road through the neighborhood. Aragona Village Shopping Center still stands at the northeast corner of the intersection (Figure 43). Access into the neighborhood is limited with only a few streets extending through to major transportation routes; some of the streets in the development have cul-de-sac endings. The land within the neighborhood is relatively flat with matured trees. Houses are set back from the streets and are accessed by paved driveways, some of which are ribbon driveways. Most front yards remain unfenced, but privacy fences are prevalent in the backyards. Secondary resources consist mostly of detached garages of sympathetic design and small backyard sheds.

Neighborhood History: The first part of Aragona Village was platted in 1955 with later sections fully developing the 900-acre swath of Princess Anne County farmland (Figure 44). The development, completed in six different sections, included 3,200 homes and an associated commercial center located on the north side of Virginia Beach Boulevard, which bordered the south side of the neighborhood.

John Aragona, who immigrated to New York from Italy in 1922, first built postwar houses in Norfolk before purchasing land in Princess Anne County. Aragona Village possessed many attractive attributes: it was located halfway between Norfolk and the Virginia Beach oceanfront, it was adjacent to Virginia Beach Boulevard (Route 58), and the prices were affordable, which appealed to middle-class residents looking to move away from the urban center. The early lots ranged from one-tenth to one-quarter of an acre and most houses cost about \$12,000 (Davis 2008). As the name implied, Aragona Village was intended to operate like a self-contained city, with its own school, church, park, and adjacent shopping center (Figure 45). An eight-acre allotment in the northern part of the development was set aside as a park and playground for neighborhood children. Aragona even provided his development with its own central sewage disposal system, which was operated by the developer's own utility company (*The Virginian-Pilot* 1957a). At the time of its initial construction, the area around the neighborhood was still largely rural with an oval racing track located near the intersection of Virginia Beach Boulevard and N. Witchduck Road (known as "Chinese Corner"), which closed in 1960. Many of the houses were sold to military personnel working at nearby installations due to the convenient location, as well as the affordable price of the houses. The Aragona Village Civic League was formed in 1969 and is still active in the community (Odell 1985).

The first seven models of homes offered in the development were named for ducks: mallard, teal, wood duck, ruddy duck, widgeon, redhead, and canvasback. The house at 509 Aragona Boulevard (an example of the "wood duck" model) was the first to be occupied (Figures 46 and 47). The one-story, Minimal Traditional house, like most of the others in the neighborhood, retains its intact historical appearance and character. John Aragona served as developer of the neighborhood and, doing business as Jericho Associates, Inc. with Lewis E. Kellam, was one of the home builders as well. But Aragona Village also was unique in that it had three principal builders in competition with each other: all three purchased land, then built their own model homes. In addition to Jericho Associates, Max Stein and Fred Nipolitano also built homes in the neighborhood. Later, Joseph and Anthony Riccio also constructed houses in Aragona Village and offered Ranch house models. Larson Realty served as the sales agent for the entire neighborhood and offered FHA-financing for new residents. Over 20 different models, with over 40 different elevations, were offered in Aragona Village in an intentional effort to avoid the "sameness" often associated with such subdivisions (*The Virginian-Pilot* 1957a and 1957b).

The houses in Aragona Village are generally one- and one-and-a-half-story, frame, single-family dwellings that are clad with vinyl siding, asbestos shingle siding, or brick, or a combination of sidings. On some houses, detached garages have been added to dwellings that did not have an integrated garage. Typical alterations include changes to exterior siding and replacement of original doors and windows; however, the houses generally retain their historical form and appearance. The houses are Minimal Traditional, Ranch and Contemporary dwellings.

Although many local businessmen predicted the development would end in failure, due to its "remote" location, Aragona Village soon proved a success. By 1957, over 600 families occupied Aragona's newly built, affordable dwellings. The neighborhood continues to be a popular area due to its convenient location, affordable housing,

and distinctive neighborhood “feel.” Although some material alterations have occurred to individual resources, the neighborhood retains a visual cohesion that reflects its historical development. There is little infill construction or modern intrusions into the historic boundaries of the neighborhood.

National Register of Historic Places Integrity and Eligibility Evaluation: Aragona Village is recommended eligible as an NRHP historic district under Criterion A as the first, large-scale, speculative postwar residential development planned in the Tidewater area and under Criterion C as a collection of intact mid-century dwellings that reflect popular architectural styles of the period. As the first large-scale subdivision, Aragona Village represents the developer-builder pattern of suburban development in the burgeoning metropolitan area and is notable for its association with the larger trend of FHA financing for homes. Its plan possessed amenities that would come to typify developments of this kind, including an associated commercial area. Because Princess Anne County lacked a centralized commercial center, many of the mid-century suburbs provided their own shopping centers. Most served their immediate neighborhoods and offered basic services such as grocery stores and restaurants (Mansfield 1989:196). Aragona Village is significant as a major residential development that occurred prior to the county’s merger with Virginia Beach; its construction anticipated the immense growth and associated housing demands that would occur in Virginia Beach in the following years. It is further eligible as a collection of residential architecture that is unified by historical development and that lacks significant modern intrusions.

The district also possesses significance under Criterion B for its association with developer John Aragona who was important in the history and mid- to late-twentieth-century development of Princess Anne County and Virginia Beach. Aragona planned and developed Aragona Village and is considered by many to be the “father of land development” in the City of Virginia Beach (Davis 1988) (Figure 48). Aragona is cited as a prominent developer who was a leader in postwar residential construction for middle-income residents in the Tidewater area (Tazewell 1991:143). In addition to Aragona Village, John Aragona was the developer of Princess Anne Plaza, which was planned as another self-contained development with 6,000 homes, 2,000 apartments, a shopping center, office buildings, and a golf course; Magic Hollow (off S. Lynnhaven Road); and Lago Mar (near Sandbridge). Many of the contractors who worked for Aragona went on to start their own development firms and established many of Virginia Beach’s later residential neighborhoods on the model of Aragona Village.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Aragona Village:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5429	House, 320 Aragona Blvd	1956	Minimal Traditional
134-5430	House, 324 Aragona Blvd	1956	Minimal Traditional
134-5431	House, 509 Aragona Blvd	1956	Minimal Traditional
134-5432	House, 505 Oxgate Ln	1960	Minimal Traditional
134-5433	House, 708 Aragona Blvd	1959	Contemporary
134-5434	House, 728 Houdon Ln	1961	Contemporary
134-5435	Aragona Christ Presbyterian Church, 709 Aragona Blvd	1964	Contemporary



Figure 43. Aragona Village Shopping Center



Figure 44. 1958 Aerial Showing a Portion of Aragona Village (Left) and the Surrounding Rural Landscape (Source: U.S. Department of Agriculture, DGH-1V-182)



Figure 45. Aragona Village Shopping Center, 1961 (Source: *The Ledger-Star, Virginia Beach Beacon*)



Figure 46. House at 509 Aragona Boulevard (134-5431), ca. 1956 (Source: *The Virginian-Pilot*)



Figure 47. Present-day View of 509 Aragona Boulevard (134-5431)



Figure 48. John Aragona (Source: The Virginian-Pilot)

ARROWHEAD

Location: Located on the boundary with the City of Norfolk; roughly bounded by Princess Anne Road on the north, the Eastern Branch of the Elizabeth River on the south, the boundary with the City of Norfolk on the west and a line with Carolanne Farms to the east. Susquehanna Boulevard serves as a major east-to-west thoroughfare and Cheyenne Road serves as a major north-to-south route, connecting to Kempsville Road. The subdivision is distinguished by roads named for North American Indian tribes (Figure 49).

Construction Period: 1959-1969

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: No



Figure 49. Aerial Photograph Showing Boundaries of Arrowhead Neighborhood

Neighborhood Setting: The Arrowhead neighborhood is located on the boundary between the City of Virginia Beach and the City of Norfolk. The development extends southeast from the intersection of Princess Anne Road and S. Newtown Road. The area north of the neighborhood is occupied by late-twentieth-century commercial development; residential development occupies much of the area to the east and west. The Arrowhead Elementary School and the Eastern Branch of the Elizabeth River are located on the south end of the neighborhood. The land within the neighborhood is relatively flat with many large trees. Houses are set back from the streets and are accessed by paved or unpaved driveways. Most yards are unfenced and there are few sidewalks in the neighborhood, although Susquehanna Drive is edged by sidewalks and is lined with crape myrtle trees (Figure 50).

Neighborhood History: Arrowhead is a late 1950s residential development established at the boundary between Norfolk and Princess Anne County (later, the City of Virginia Beach). Given its location, developers likely intended to serve residents wishing to work in Norfolk, but live in a suburban environment. Beginning in 1959, Arrowhead was developed in sections with the first section bounded by Princess Anne Road (then known as the “Kempsville Turnpike”) on the north, south to Pontiac Road, west to Cheyenne Road, and east to a line with Carolanne Farms (Figure 51). The second section of the neighborhood also was platted in 1959, extending from Pontiac to Susquehanna Road and west to Mojave Road. In general, the neighborhood was platted in a grid with late sections, to the north and south, including some curvilinear roads. In the south, the presence of the river likely influenced the use of curving roads, and provided waterfront lots in that area. The last section of the neighborhood (section 10) was platted in 1969, with subsequent construction lasting into the mid-1970s. The initial development and construction in Arrowhead was undertaken by the Tarpon Corporation, Camellia Homes, Inc., and the Ridgefield Corporation. Later development was completed by Lynbrook Corporation, which was led by some of the same officers as the earlier companies.

The houses in Arrowhead reflect late-twentieth-century forms and styles and include one- and two-story, frame and brick dwellings that possess little architectural distinction. In general, the houses stand on quarter-acre lots, sit back from the street, and are examples of Colonial Revival and Minimal Traditional forms with minimal amounts of applied architectural detailing (Figures 52 and 53). Most have attached garages, although detached garages also were noted. Brick-clad Ranch houses also are present. Later sections of the neighborhood are much different in character and there are multi-family homes located in the north part of the area (Figure 54).

The neighborhood's location near major transportation routes has historically been one of its assets. Residents have quick access to Princess Anne Road, as well as to Interstate-64. The well-established neighborhood includes an elementary school and a shopping center, Arrowhead Plaza, located on the north side of Princess Anne Road. Although the shopping center parcel was part of the original neighborhood plat (see Figure 51), the commercial center was not constructed until the early 1970s. (Figure 55).

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Arrowhead possess good overall integrity with regard to location, setting, and association. The neighborhood is united by streets laid mostly in a gridded plan with open yards and large trees. The southern development includes some curvilinear streets, which may be a response to the topography and presence of the river in that area. The integrity of feeling within the neighborhood is good, and adjacent areas do not detract from the neighborhood's historic character. The individual resources within Arrowhead also tend to possess good overall integrity of design, materials, workmanship, although some minor alterations have occurred including conversion of attached garages, replacement of original sheathing, windows, and doors.

Although it retains good integrity, Arrowhead is recommended not eligible for listing as an NRHP historic district. As a mid- to late-twentieth century neighborhood that developed over time, Arrowhead does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period; therefore, the neighborhood is recommended not eligible under Criterion A. Background research has not revealed an important or direct association with a historically significant person, therefore, the neighborhood is recommended not eligible under Criterion B. As a group of buildings, Arrowhead lacks distinctive architectural features with most dwellings

executed in Minimal Traditional, Ranch, and Colonial Revival styles. These common forms and styles are seen in most suburbs in the area, and the dwellings in Arrowhead are not differentiated from other similar examples that were built at the same time, including the adjacent neighborhood to the east Carolanne Farms. The area, therefore, is not eligible under Criterion C. Archaeological investigations have not taken place in the area, but significant land disturbance was noted due to residential development and construction of roads, making intact deposits unlikely.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Arrowhead:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5461	House, 5632 Susquehanna Dr	1962	Colonial Revival
134-5507	House, 247 E. Chickasaw Rd	1960	Minimal Traditional
134-5508	House, 5548 Pontiac Rd	1960	Colonial Revival
134-5509	House, 5829 S. Ottawa Rd	1963	Minimal Traditional
134-5452	Carrow Baptist Church, 5545 Susquehanna Dr	1966	Contemporary

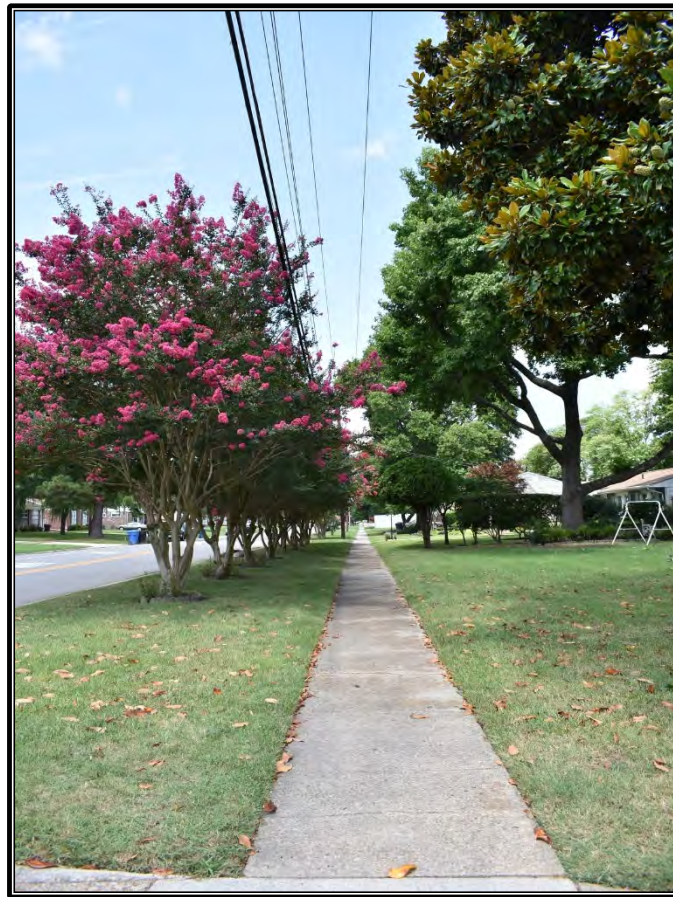


Figure 50. View Looking West Along Susquehanna Drive

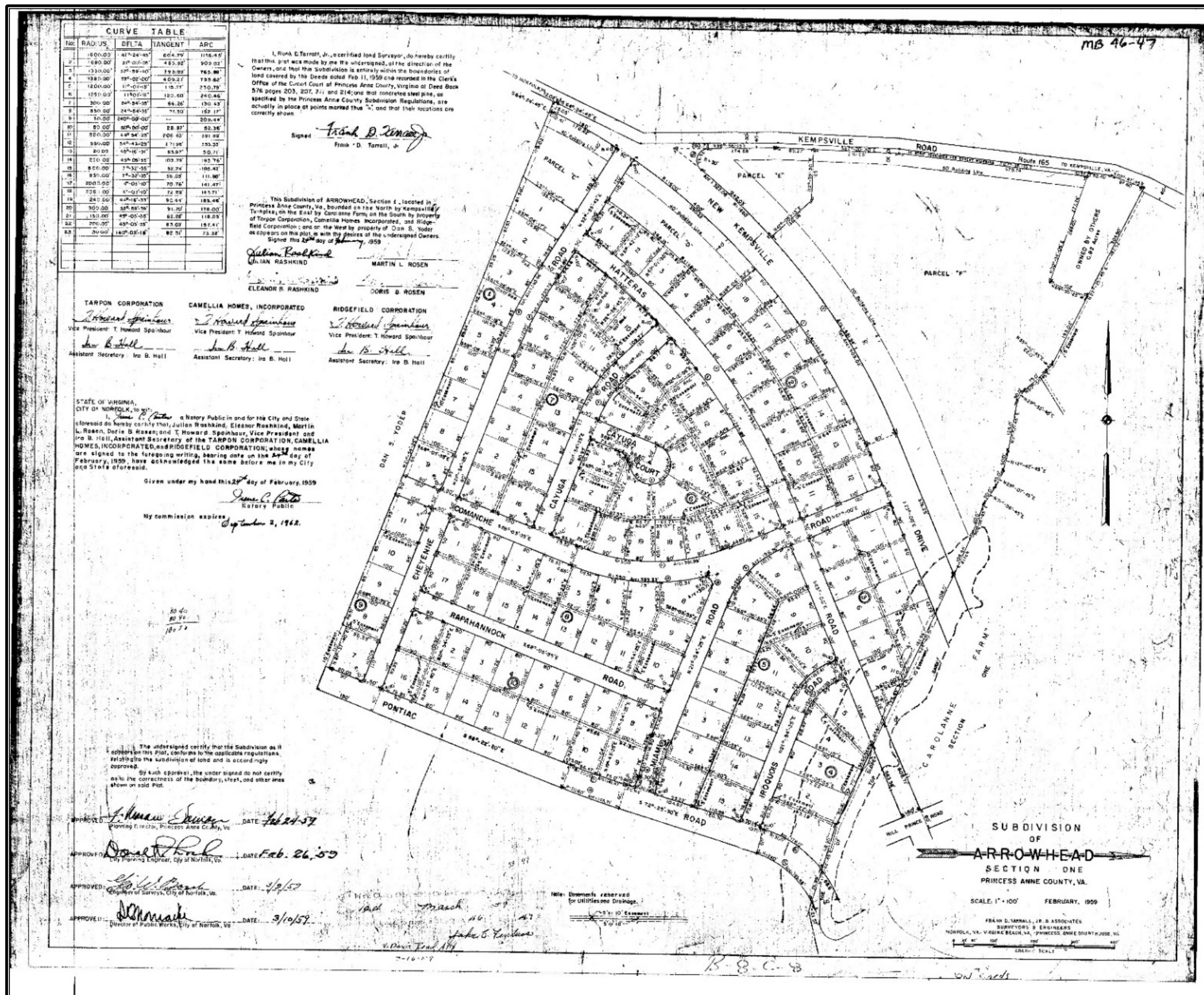


Figure 51. Section 1 Plat of Arrowhead Neighborhood (Source: Virginia Beach GIS)



Figure 52. Colonial Revival House (1962), 5632 Susquehanna Drive (134-5461)



Figure 53. Brick-clad Minimal Traditional House with Detached Garage (1960), 247 E. Chickasaw Drive (134-5507)



Figure 54. Minimal Traditional House (1963), 5829 S. Ottawa Road (134-5509)



Figure 55. Arrowhead Plaza Shopping Center Located North of Arrowhead Neighborhood

ATLANTIC PARK

Location: The neighborhood is generally bounded by Virginia Beach Boulevard (Route 58) on the north, marshland created by Great Neck Creek on the east and south, and Sykes Avenue to the west. Atlantic Park encompasses the area along St. Pauls Street and Shipp's Lane, while the larger Atlantic Park area can be said to include Dozier Lane and Realty Lane (Figure 56). Although the neighborhood historically extended to present-day Interstate-264, the historic resources in that area have been mostly demolished and replaced with modern townhouse and apartment construction.

Construction Period: 1930-1950

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: No

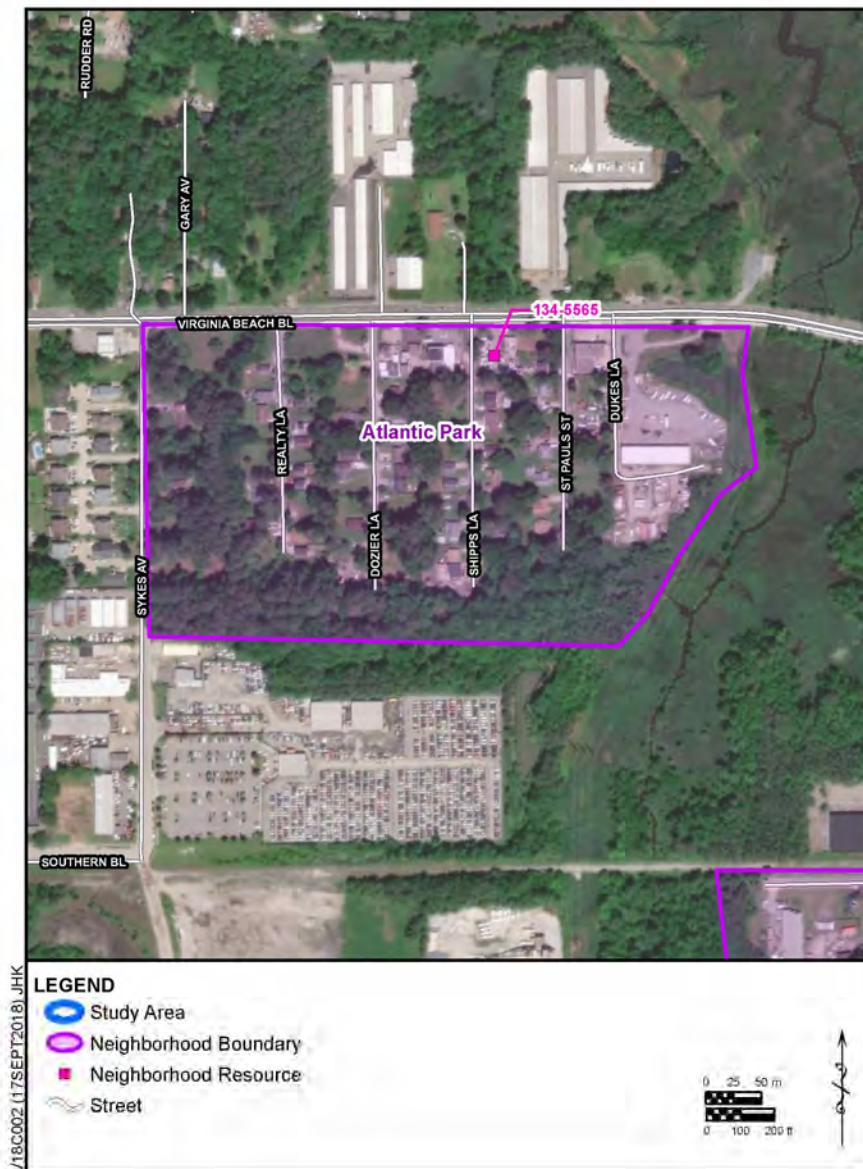


Figure 56. Aerial Map Showing General Boundaries of the Atlantic Park Neighborhood

Neighborhood Setting: Atlantic Park is located near several of the major transportation routes in the eastern part of the City of Virginia Beach. S. Birdneck Road is located to the east, First Colonial Road is located to the west, and Virginia Beach Boulevard borders the area on the north. The neighborhood holds mostly residential development, although small commercial buildings stand on the south side of Virginia Beach Boulevard. The land within the neighborhood is relatively flat with mature large trees. Houses are set back from the streets and are accessed by paved or unpaved driveways. Most yards are unfenced and there are no sidewalks.

Neighborhood History: Atlantic Park occupies several parcels that were platted in 1906 as part of the Oceana Gardens development (Figure 57). The present-day development occupies Blocks 48 to 52 on the Oceana plat; these parcels were large five-acre lots that were subsequently re-subdivided. Although background research has not produced any written documentation on Atlantic Park, it appears that this area developed between the 1930s and early 1950s. As a historically African American community, this area likely developed as more residents moved into the Seatack area, centered on the intersection of S. Birdneck Road and Virginia Beach Boulevard. The name likely refers to the proximity of the neighborhood to the Atlantic oceanfront, which lies about three miles to the east.

Historic dwellings in the neighborhood are early to mid-twentieth century examples of Minimal Traditional and vernacular frame dwellings that lack distinctive architectural details. The houses are set on small lots that are generally less than one-tenth of an acre in size. Materials include brick foundations, vinyl and asbestos shingle siding, and brick chimneys. Historic windows are typically six-over-six wooden sash, although many of these have been replaced with contemporary one-over-one vinyl sash windows. The commercial structures associated with the neighborhood, which date from the mid-1940s, are utilitarian structures of frame or concrete block construction with flat roofs and fixed windows (Figure 58).

Because of the marshy land created by Great Neck Creek, no development adjoins the neighborhood on the east or south sides. Significant late-twentieth-century residential development occurred to the west, and the area along Sykes Avenue also includes industrial development, extending south to the railroad tracks at Southern Boulevard. The streets identified as part of Atlantic Avenue extend south from Virginia Beach Boulevard; there are no interior streets to provide east-west access within the neighborhood. There are no schools, churches, or other civic institutions located in Atlantic Park.

Atlantic Park was not included in the City's late 1970s "Target Neighborhood Program," which was an effort to revitalize certain "unlivable" residences in identified neighborhoods, many of which were historically African American. Due to its location near Naval Air Station Oceana, the neighborhood was not seen as an area of investment (Weintraub 1996). This meant that infrastructure provided for other neighborhoods, such as street lighting, sidewalks, and parks, did not occur in Atlantic Park.

National Register of Historic Places Integrity and Eligibility Evaluation: The architectural resources in Atlantic Park possess good overall integrity with regard to location, setting, and association. The neighborhood consists of parallel streets with lots on both sides, open yards, and surrounding large trees. The integrity of feeling within the neighborhood is good, although this aspect of integrity has been significantly impacted by the demolition of several houses in the area, which is assumed to have occurred in an effort to lessen the density of the neighborhood, which is adjacent to Naval Air Station Oceana. The individual resources in Atlantic Park possess good-to-fair overall integrity of design, materials, workmanship, with most examples exhibiting significant alteration of exterior materials.

Atlantic Park is one of Virginia Beach's historically African American neighborhoods (Hawkins-Hendrix and Lucas 2017). In the 1992 architectural survey of the City, this area was identified as part of the Oceana Neighborhood, which was recommended as an NRHP-eligible district. Subsequent survey and the NRHP nomination (2017) refined the boundaries of the Oceana neighborhood (134-0968) to extend between First Colonial on the west and N. Oceana Boulevard on the east, which did not include the area of Atlantic Park. Although part of the original Oceana Gardens plat, the area of Atlantic Park was re-subdivided separately and not as part of the Oceana area. Atlantic Park is further separated from the intact core of Oceana by the early 1960s development of Barton Heights and later development, both residential and industrial, along Sykes Avenue. Atlantic Park is a small, but distinct neighborhood from either Oceana or Seatack.

Atlantic Park is recommended not eligible for listing as an NRHP historic district. As an early to mid-twentieth century neighborhood, Atlantic Park does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period; therefore, the neighborhood is recommended not eligible under Criterion A. Although known historically as an African American neighborhood, Atlantic Park also is not known to have contributed to that community's ethnic heritage in a significant way. Other African American neighborhoods possess better integrity, hold more significant associations or architectural resources, such as schools or churches, that are significant to the ethnic heritage of the community. Because the neighborhood is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Atlantic Park lack distinctive architectural features with most dwellings executed in Minimal Traditional or vernacular forms with little applied architectural detailing. These common forms and styles are seen in many of the residential areas in the City, and the dwellings in Atlantic Park are not differentiated from other similar examples that were built at the same time. The area, therefore, is not eligible under Criterion C. Archaeological investigations have not taken place in the area, but significant land disturbance was noted due to residential development and construction of roads lessens the likelihood of intact deposits (Criterion D).

Properties Documented within the Neighborhood: Most of the historic dwellings in Atlantic Park were previously surveyed and were not resurveyed as part of the present effort. Some of the previously surveyed resources have been demolished. One previously unsurveyed commercial building was documented.

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5565	Commercial Building, 1345 Virginia Beach Blvd	1945	Commercial/No Style

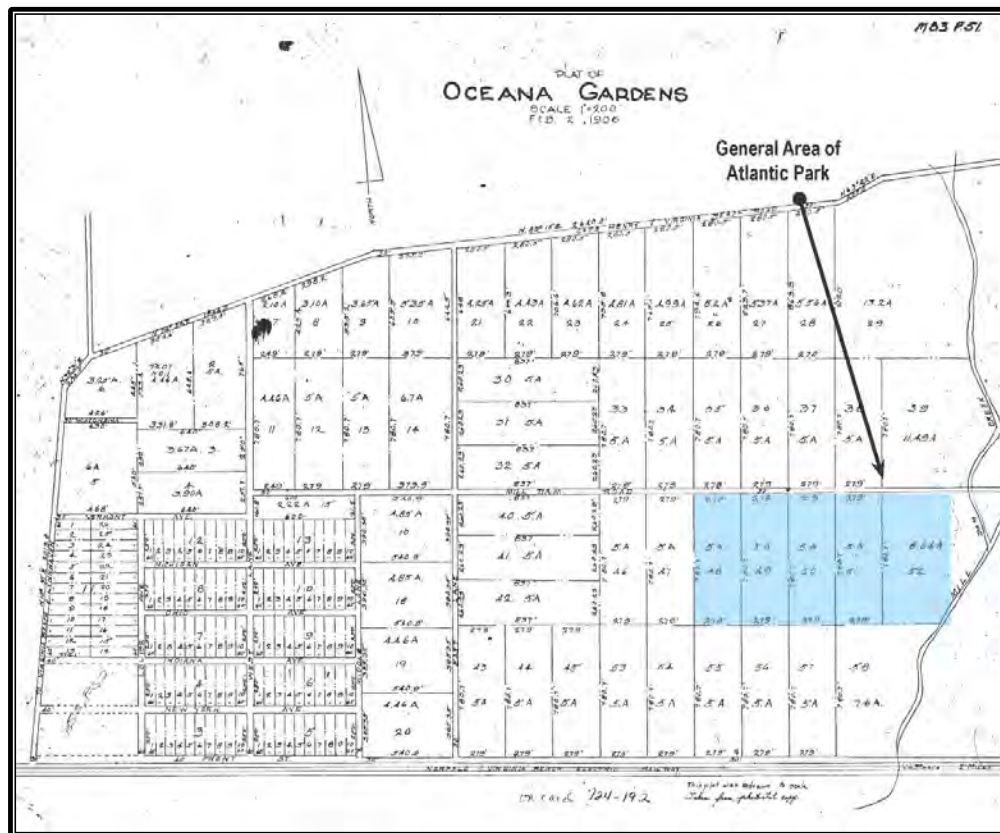


Figure 57. Oceana Gardens Plat Showing Blocks Now Comprising Atlantic Park (Source: City of Virginia Beach)



Figure 58. Commercial Structure (1945), 1345 Virginia Beach Boulevard (134-5565)

BAY COLONY

Location: The Bay Colony neighborhood extends from Abingdon Road in the south to Bay Shore Drive East on the north, Bay Shore Drive North on the east and Rolfe Lane on the west. Interior roadways include Brandon Road, Chumley Road, Bruton Lane, Wythe Lane, and Berkshire Lane (Figure 59).

Construction Period: 1955-1959

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: No



Figure 59. Aerial Photograph Showing General Boundaries of Bay Colony Neighborhood

Neighborhood Setting: Bay Colony lies west of Atlantic Avenue in the historic North End of the City. The neighborhood extends along a gridded pattern of streets that occupies the northern half of a head of land that is surrounded by Crystal Lake on the east and north, and Linkhorn Bay on the west. First Landing State Park, formerly a swampy, piney area known as the “Desert,” lies north of the neighborhood across the inlet to Crystal Lake. This development abuts the north Linkhorn Park Extension to the south. The development is located on relatively flat terrain that extends down towards the water. The area is occupied solely by residential development. Houses are set back from the streets on large lots and are encircled by unfenced, open yards. Lots on the water are much larger and tend to be wooded.

Neighborhood History: The Bay Colony neighborhood was developed in several sections beginning in 1947. Section 1 extended from Rolfe Lane in the east to Wythe Lane in the west, and from Abindgon Road in the south to Lake Shore on the north (present day Bay Shore Drive East) (Figure 60). In 1948, the second section of the neighborhood was platted and extended westward to Linkhorn Bay. The earliest parts of the neighborhood were developed, in part, by W. Taylor Johnson, Sr. and the final section of the neighborhood was a re-division of the northwestern corner of the area in 1958 that was completed by Hodgson Construction Corporation (Callis and Cullen 2012:92).

Although development of the North End began during the 1920s, and was contemporaneous with the opening of the Cavalier Hotel, that growth was halted with the onset of the Great Depression. In the 1940s, and especially following the end of World War II, the area once again was a popular location for a speculative residential market, serving those seeking a year round home at the beach. Located between “ocean and pines,” the area enjoyed the benefits of the beach, the interior waterways, and amenities near and associated with the hotel. Railroad service spurred much of the earlier North End developments, but when rail service to the area ended in 1935, new developments began to take on a more suburban feel and focused on automobile access. Like other areas in the City, Bay Colony appealed to middle-class and upper-middle class families, offering large lots (ranging from one-half acre to nearly an acre on the waterfront) with deep front yards and one-story Ranch-style homes executed in brick. Notable residents include Alan B. Shepard, the Apollo 14 astronaut, who lived with his family in Bay Colony on Brandon Road. The family was living there when the astronaut participated in the famous moon launch (1971) (Callis and Cullen 2012: 143).

Bay Colony followed the development of Linkhorn Park, North Linkhorn Park, and Crystal Lake. Although first platted in 1947, the earliest homes date from the first part of the 1950s and most date to the mid- and late 1960s (Figure 61). All of the historic examples are one story, clad with brick or weatherboard, and exhibit the long, low horizontal character of the Ranch form. Most feature front-facing gable wings on one or both ends. The houses are set back from the street with well-manicured yards at the front. Some exhibit details influenced by the Colonial Revival style, including inset porches with columns, chamfered brick chimneys, and multi-paned wooden sash windows. Attached garages are typical and are generally accessed by paved driveways (Figures 62 and 63). Only one example of a shingle-clad dwelling, located in the earliest part of the development on Wythe Lane, was noted (Figure 64).

Because of its popular location, Bay Colony appears to be a neighborhood that is attracting new investment. Some of the older houses have been torn down and new houses with larger footprints have replaced them. This is especially true on the waterfront lots.

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Bay Colony possess good overall integrity with regard to location, setting, and association. The neighborhood is united by streets laid in a gridded plan with open yards and large trees and retains a cohesive physical continuity. The integrity of feeling within the neighborhood is very good, and is enhanced by the natural environment, especially the presence of Crystal Lake and Linkhorn Bay. The individual resources within Bay Colony also tend to possess good overall integrity of design, materials, and workmanship. Few alterations have occurred to the houses, although some appear to have converted attached garages into interior space. Most appear to retain original exterior materials and windows.

Although the resources in the neighborhood retain good integrity, Bay Colony is recommended not eligible for listing as an NRHP historic district. As a neighborhood of mostly late-twentieth-century Ranch-style houses, Bay Colony does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period; therefore, the neighborhood is recommended not eligible under Criterion A. Bay Colony continued a long history of residential development in the North End. Nearby neighborhoods, such as Cavalier Shores (134-5379), exhibit a direct affiliation with the establishment of the Cavalier Hotel, and many of the resources in that neighborhood reflect influence of the hotel's Colonial Revival style (Dunn and Lyle 1983; Souther 1994; Taylor 2017). Bay Colony's relatively late date coincides with other residential developments that occurred in other parts of the City at the same time, and that exhibit similar Ranch form houses. Because the neighborhood is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. Although Alan B. Shepard lived in the neighborhood, the association is with a single property, and not the neighborhood as a whole. As a group of buildings, Bay Colony is an example of late-twentieth-century Ranch houses that are not differentiated from other similar examples that were built at the same time. The area, therefore, is not eligible under Criterion C. Because archaeological investigations have not taken place in the area, Bay Colony's eligibility under Criterion D cannot be assessed at this time.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Bay Colony:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5514	House, 909 Brandon Rd	1959	Ranch
134-5515	House, 917 Brandon Rd	1962	Ranch
134-5516	House, 1300 Wythe Ln	1954	Minimal Traditional
134-5517	House, 1401 Bruton Ln	1958	Ranch
134-5518	House, 1505 E. Bayshore Dr	1960	Ranch

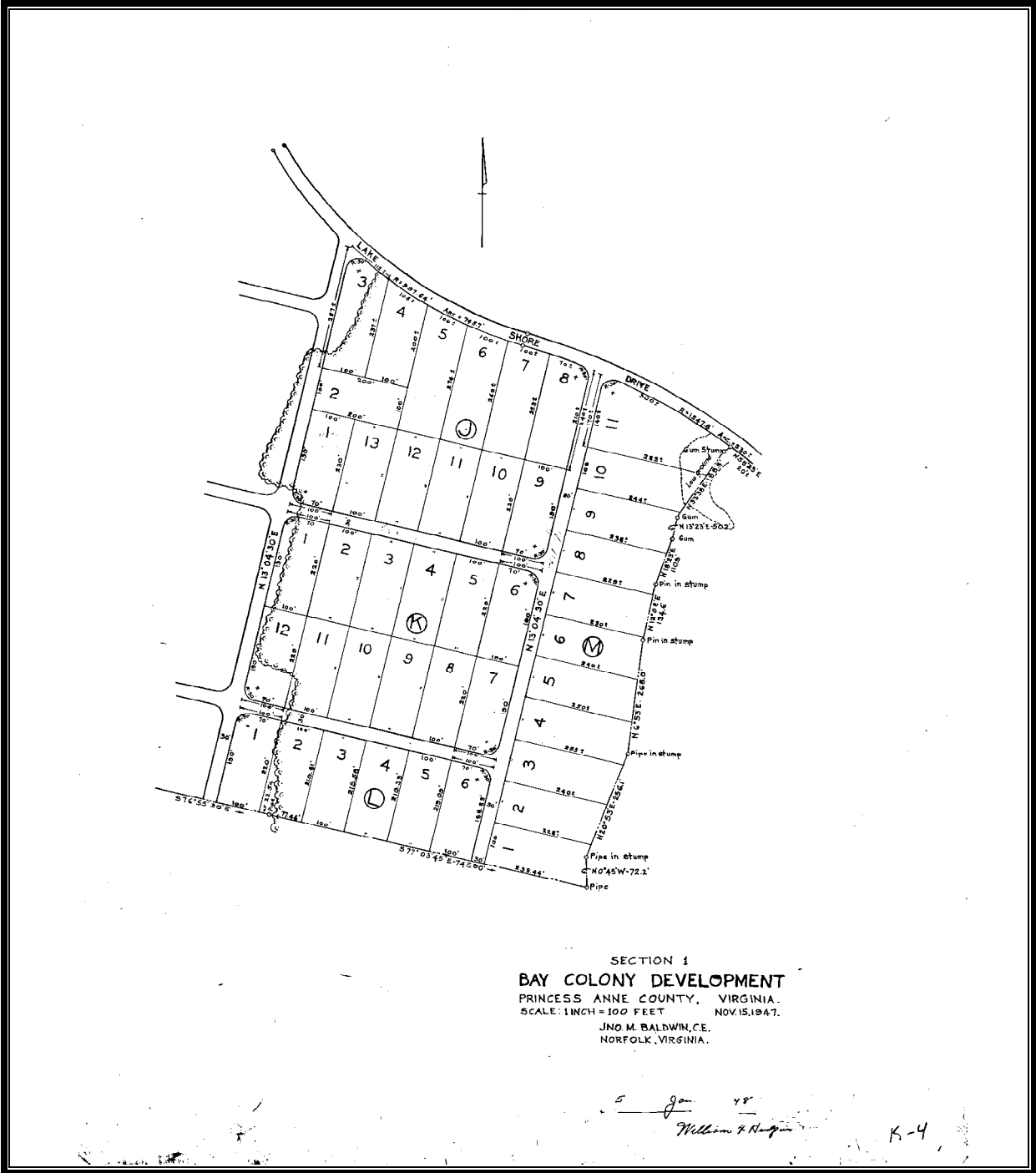


Figure 60. Plat for Section One of Bay Colony (Source: Virginia Beach)



Figure 61. 1949 Aerial Photograph Showing Bay Colony Area Prior to Development (Source: U.S. Department of Agriculture, DGH-1E-22)



Figure 62. Ranch House (1960), 1505 Bayshore Drive East (134-5518)



Figure 63. Ranch House (1958), 1401 Bruton Lane (134-5517)



Figure 64. Shingle-clad Minimal Traditional Dwelling (1954), 1300 Wythe Lane (134-5516)

BAYVILLE PARK

Location: Located in the northern part of the City in the Bayside area. Generally bounded on the east by Lake Joyce and Bayville Farms Park, on the north by commercial properties facing onto Shore Drive (Route 60), on the south by the Bayside Recreation Center, and on the west by Northampton Boulevard (Route 13) and the Beechwood neighborhood. The neighborhood consists of a handful of streets including Delco Road, Clyde Street, Bowden Avenue, and Greenwell Road, which serves as the main north-to-south thoroughfare linking Church Point Road in the south to Shore Drive in the north. Delmar Drive curves through the neighborhood on the east side and becomes Delco Road in the south (Figure 65).

Construction Period: 1954

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: No

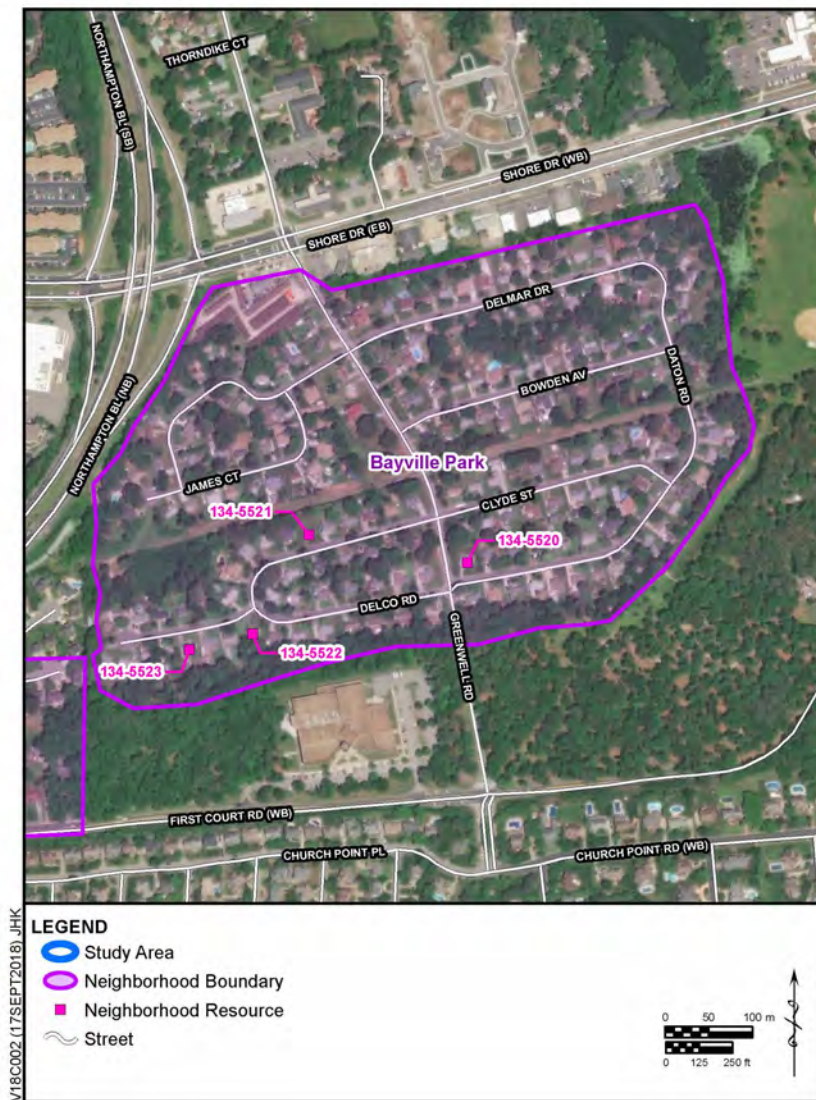


Figure 65. Aerial Photograph Showing General Boundaries of Bayville Park

Neighborhood Setting: Bayville Park (also referred to as Bayville Gardens) is located southeast of the intersection of Northampton Boulevard (Route 13) and Shore Drive (Route 60). The area adjacent to the neighborhood generally consists of commercial development to the north, and residential development to the south and west. On the east and south, the former Bayville Mansion property, now a City Park and golf course, edges the neighborhood and provides a wooded buffer on that side. Most lots are one-quarter of an acre in size and houses are set back from the streets. Attached garages are accessed by paved or ribbon driveways. Most yards are unfenced and neatly landscaped. The only sidewalk in the neighborhood is the one along Greenwell Road, which was installed in the 2010s to provide safe pedestrian access to the Bayville Recreation Center south of the neighborhood.

Neighborhood History: Bayville Park takes its name from the adjacent Bayville Farm, a former prize-winning 300-acre dairy operation (Mansfield 1989:184). When dairy operations ceased in the late twentieth century, the City of Virginia Beach, the National Park Service, and the Virginia Department of Conservation and Recreation established a 68-acre park on the former farmland. The early-nineteenth-century plantation house on the farm, formerly listed on the NRHP (134-0002), burned in 2007. One newspaper account of the nearby Beechwood neighborhood noted that the Bayville Park area formerly held several houses built for sharecropping families who worked at Church Point Farm to the south (Barrow 1996).

In 1954, the Eastern Realty Developing Corp., headed by James Collier, platted sections 1 and 2 of Bayville Park in what was then Princess Anne County (Figures 66 and 67). The former Norfolk & Southern Railway right-of-way extended through the middle of the two sections and its route is still visible. The development was centered on Greenwell Road, which bisected the neighborhood. Originally, Greenwell was a dead-end road, abutting the Bayville Farm property on the south end. In 1965, the road was extended through to First Court Road, providing a convenient north-south route for residents (Bowers 2011). The interior streets were interconnected and gently curved to make oval-shaped blocks. The encircling street presently named Delmar Drive, Daton Road, Delco Road, and Delco Court as it winds through the neighborhood, was originally named James Street.

Review of the City's Real Estate Assessor's records reveals that all of the houses in Bayville Park, approximately 200, were built in 1955, indicating that this was a speculative development where housing was constructed, then sold to private owners (Figure 68). This is also apparent in the similarity of the houses, most of which are one-story, four-bay-wide Minimal Traditional dwellings covered by side-facing gable roofs and clad with asphalt shingle siding, synthetic stone siding, and weatherboard/vinyl siding, or a combination of materials (Figure 69). Only two brick-clad examples were noted during survey. Other features include attached garages and brick chimneys. Many of the dwellings are detailed with a cross-gable at the front of the house that holds a small window in the tympanum (Figure 70). These modest houses are placed on good-sized, quarter-acre lots and would have been affordable to middle-class residents. Bayville Park's location near major transportation routes and military bases would have provided a convenient location for base personnel, as well as those working in Norfolk or other parts of the city. The railroad connecting Norfolk and Virginia Beach was a major factor in early residential development, but as automobiles became more prevalent towards the middle of the twentieth century, access to roads was a primary amenity of many newly platted neighborhoods (Bowers 2015). The opening of the Lesner Bridge along Shore Drive in the late 1920s opened the northern part of the city up to development and in 1964, the Chesapeake Bay Bridge-Tunnel, accessed by Northampton Boulevard, opened providing vehicular access to the Eastern Shore of Virginia.

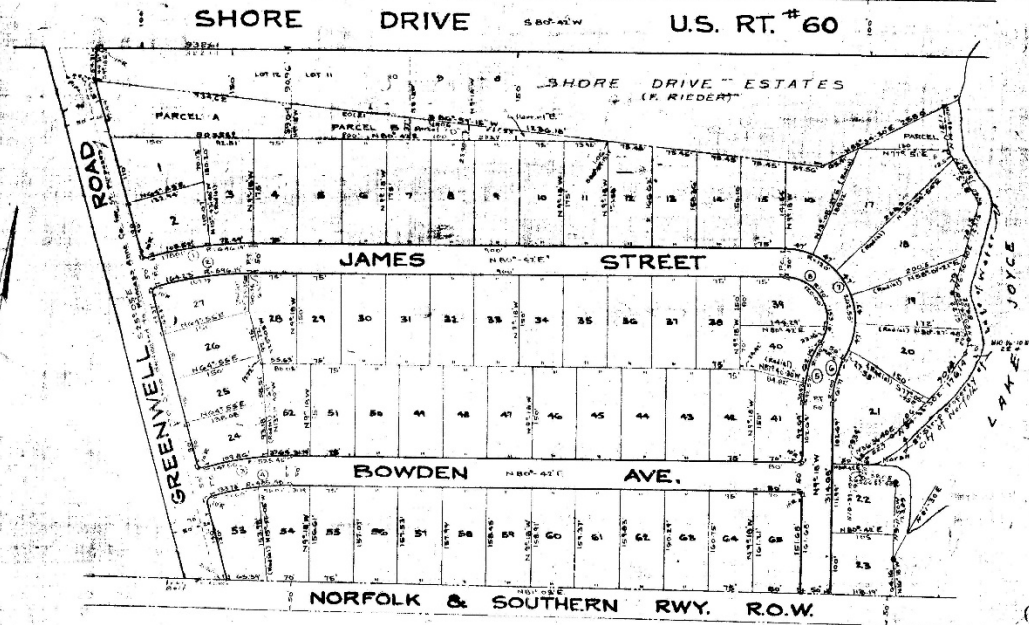
National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Bayville Park possess good overall integrity with regard to location, setting, and association. The neighborhood is united by streets laid in a curving, gridded plan with open yards and large trees and retains a cohesive physical continuity. The integrity of feeling within the neighborhood is good, and is maintained by the presence of the large park to one side and surrounding buffers of trees. Commercial development edges the neighborhood to the north, but has not intruded into this purely residential area and little infill construction was noted during survey. The individual resources within Bayville Park also tend to possess good overall integrity of design, materials, workmanship, although some minor alterations have occurred including conversion of a few attached garages, replacement of original sheathing, windows, and doors.

Although the neighborhood retains good integrity, Bayville Park is recommended not eligible for listing as an NRHP historic district. As a mid-twentieth century neighborhood that was developed with tract housing, Bayville Park does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period; therefore, the neighborhood is recommended not eligible under Criterion A. Because the neighborhood is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Bayville Park lack distinctive architectural features and appear similar to one another. Generally described as Minimal Traditional, these one-story, frame dwellings are examples of common forms and styles seen in most suburbs in the area, and the dwellings in Bayville Park are not differentiated from other similar examples that were built at the same time. The area, therefore, is not eligible under Criterion C. Archaeological investigations have not taken place in the area and, therefore, Bayville Park's eligibility under Criterion D cannot be assessed at this time.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Bayville Park:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5520	House, 4436 Delco Rd	1955	Minimal Traditional
134-5521	House, 4520 Clyde St	1955	Minimal Traditional
134-5522	House, 4601 Delco Rd	1955	Minimal Traditional
134-5523	House, 4613 Delco Rd	1955	Minimal Traditional

CURVE TABLE			
No.	RADIUS	DETS.	ARC
1	845.00	15° 47' 00"	87.47
2	845.00	15° 47' 00"	87.47
3	1335.00	15° 47' 00"	142.33
4	485.00	15° 47' 00"	50.25
5	100.00	35° 21' 30"	21.58
6	100.00	35° 21' 30"	21.58
7	130.00	15° 21' 30"	23.47
8	70.00	17° 01' 30"	13.60



I, Jno. M. Baldwin, a certified Civil Engineer, do hereby certify that this plat was made by me at the direction of the owners, and that this subdivision is entirely within the boundaries of land covered by parcel first by deed duly of record in the Clerk's Office of the Circuit Court of Princess Anne Co. in Deed Book 52 pg 814; Curves shown thus: (C), double steel pins.

This Subdivision of BAYVILLE PARK, SECTION 1, property of Eastern Realty Developing Corp., Princess Anne Co., Va. as the same appears on this plat is with the free content and in accordance with the desire of the undersigned owners. Witness the following signatures this 4th day of April, 1954.

Jno. M. Baldwin
Civil Engineer

STATE OF VIRGINIA
CITY OF NORFOLK, N.W.

EASTERN REALTY DEVELOPING CORP.
[Signature]
Trustee

Michael D. Forburgh a notary public in and for the City and State aforesaid do hereby certify that J. M. Collins, whose name is signed to the foregoing writing bearing date on the 4th day of April, 1954 was acknowledged the same before me in my City and State aforesaid.

Given under my hand this 7th day of April, 1954.
My commission expires on May 23, 1954.

Michael D. Forburgh
Notary Public

APPROVED
A. Mason Linnage 4/16/54
Planning Engineer
Princess Anne Co., Va.

BAYVILLE PARK

SECTION NO. 1
PROPERTY

OF
EASTERN REALTY DEVELOPING CORP.
PRINCESS ANNE CO., VA.
Scale 1" = 100' Jan. 1954

Jno. M. Baldwin, C.E.
R. S. Baldwin, R.I.S.
Norfolk, Va.

E-3

Figure 66. Section 1, Bayville Park Plat (Source: Virginia Beach GIS)

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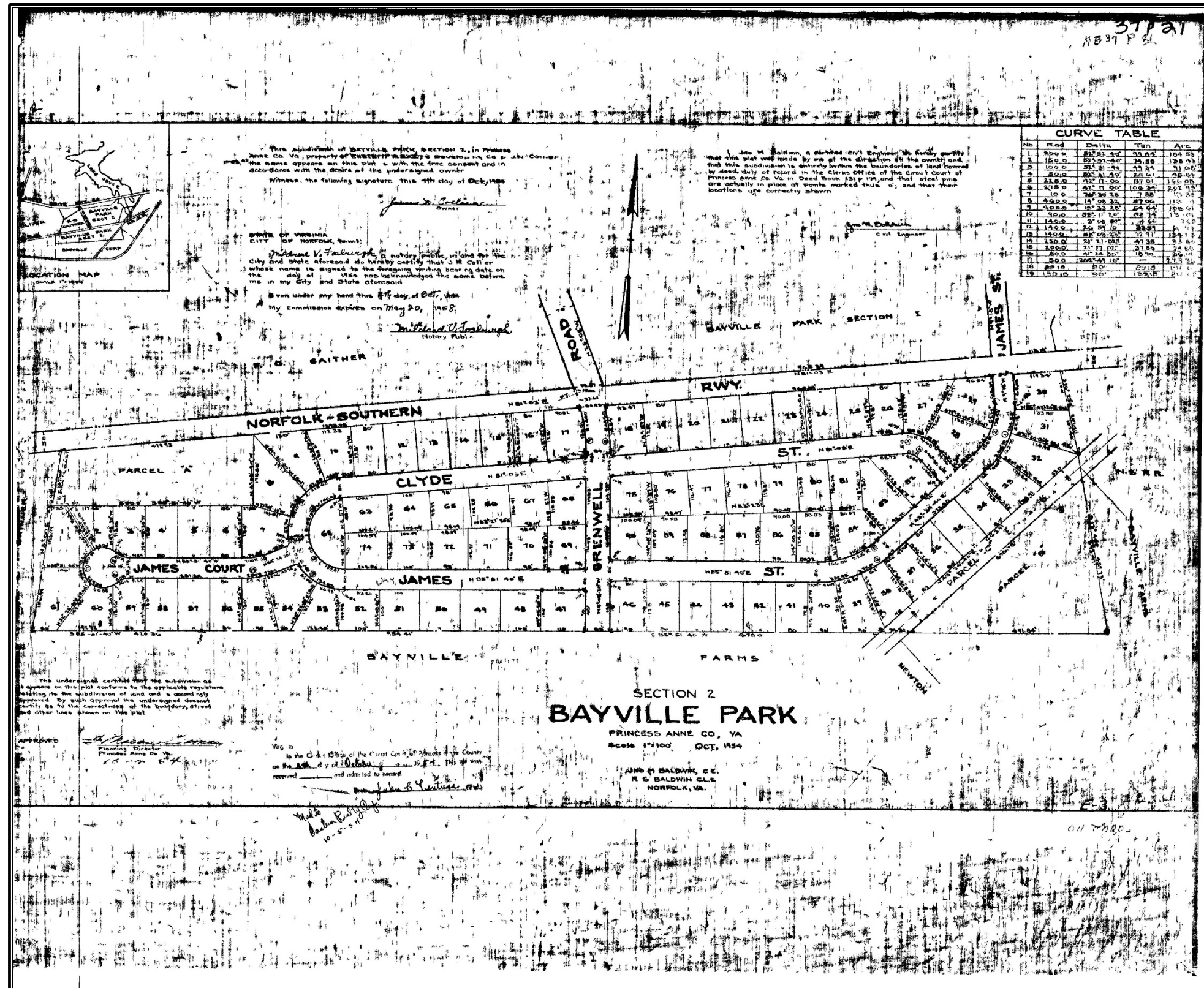


Figure 67. Section 2, Bayville Park Plat (Source: Virginia Beach GIS)



Figure 68. 1958 Aerial Photograph Showing Development of Bayville Park (Source: U.S. Department of Agriculture, DGH-IV-178)



Figure 69. Minimal Traditional house (1955), 4520 Clyde Street (134-5521)



Figure 70. Minimal Traditional house (1955), 4601 Delco Road (134-5522)

BEECHWOOD

Location: Located in the Bayside area, Beechwood is bordered on the north by Northampton Boulevard, on the west by Pleasure House Road, on the south by First Court Road, and on the east by Coral Reef Lane. Morning Star Baptist Church, an anchor in the neighborhood that has historically marked the entrance to First Court Road, is located on the west end of the neighborhood (Figure 71).

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: Potential for local recognition. The William Skinner House, 4716 First Court Road (134-5545) may be individually eligible to the Virginia Beach Historical Register. Built about 1880, this farmhouse is the oldest dwelling in the neighborhood and, in the early 1920s, William Skinner spearheaded the efforts to build a school for area African American students on Keeling Road (Hawkins-Hendrix and Lucas 2017).



V18C002 (17SEPT2018) JHK

Figure 71. Aerial Map Showing General Boundaries of Beechwood

Neighborhood Setting: Beechwood is a small residential area that is nestled between large transportation routes. First Court Road borders the neighborhood on the south, Northampton Boulevard extends along the north side, and Pleasure House Road edges the west side. The neighborhood consists of houses facing onto First Court Road and Hook Lane, although city records also include the area east of Coral Reef Lane within the current neighborhood boundaries. The Morning Star Baptist Church property is adjacent to the residential area on the west end. There is no commercial development in the neighborhood. Most houses sit on relatively large lots and are set back from the road; most have large trees on the lots and some have garden plots. Infrastructure improvements were made in the neighborhood in the 1980s, including sidewalks on the north sides of First Court Road and Hook Lane.

Neighborhood History: The settlement of Beechwood began in the late 1880s when Judge Lansing D. Wetmore, formerly of Pennsylvania, purchased the Bayville Farm property and divided part of the land into lots to sell to African American residents. Many of the residents were sharecroppers who worked on nearby farms and had lived on the land as freedmen and women (Hawkins-Hendrix and Lucas 2017; Barrow 1996). The area was named for the many beech trees that were present on the land.

The earliest landowners in the area were members of the Ames, Goffigan, Willis, Sawyer, White, and Skinner families. Houses were erected in two rows separated by a wood path (Hawkins-Hendrix and Lucas 2017). The William Skinner house, 4716 First Court Road, constructed around 1880, still stands at the center of the neighborhood on a large, nearly one-acre lot that extends back to Hook Lane (Figure 72). The two-story, frame farmhouse is L-shaped in plan and is typical of the vernacular dwellings of the time.

Besides the Skinner House, the historic houses in Beechwood date from the 1930s through the 1950s. These include several small, one-story, frame dwellings either vernacular, Cape Cod, or Minimal Traditional in form, as well as a good example of an early-twentieth-century bungalow (Figures 73 and 74). Materials are similar to those seen in other early twentieth century neighborhoods and include weatherboard, vinyl, and asbestos shingle siding, wooden sash windows, and concrete block foundations. Infill housing has occurred, but in general maintains the setbacks and overall character and scale of the older dwellings.

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Beechwood possess good overall integrity with regard to location, setting, and association. The neighborhood retains its original layout along two streets, and retains a cohesive physical continuity. The integrity of feeling within the neighborhood is good and has not been compromised by modern intrusions. The individual resources within Beechwood possess good-to-fair overall integrity of design, materials, and workmanship, although most exhibit some material alterations including replacement of exterior siding, windows, and doors.

Although the neighborhood retains good integrity, Beechwood is recommended not eligible for listing as an NRHP historic district. Beechwood does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period; therefore, the neighborhood is recommended not eligible under Criterion A. Although known historically as an African American neighborhood, Beechwood is not known to have contributed to that community's ethnic heritage in a significant way. Other African American neighborhoods possess better integrity, hold more significant associations or architectural resources that are significant to the ethnic heritage area of significance. Morning Star Baptist Church, which is historically associated with Beechwood, has been recognized individually and, although physically located near the neighborhood, the church served the larger Bayside population including Gracetown, Reedtown, Burton Station, and Lake Smith. Beechwood did not have a center of entertainment, social hall, or commercial enterprises, and its residents often travelled to other areas for such past-times and civic engagement (Hawkins-Hendrix and Lucas 2017). Because the neighborhood is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Beechwood lack distinctive architectural features. Most dwellings are examples of vernacular or Minimal Traditional style dwellings with little applied architectural detailing. These common forms and styles are seen in many of the residential areas in the City, and the dwellings in Beechwood are not differentiated from other similar examples that were built at the same time. The area, therefore, is not eligible under Criterion C.

Archaeological investigations have not taken place in the area, and, therefore, no assessment of the neighborhood with regard to Criterion D can be made at this time.

Although not recommended as an NRHP eligible property, Beechwood is recommended for additional survey for properties to be listed on the Virginia Beach Historical Register. As a neighborhood that began developing in the late nineteenth century, Beechwood represents the small African American settlements that were established near farms where residents worked or sharecropped. Its location near major transportation routes makes Beechwood a viable redevelopment area, however, the residents have remained in place and several generations have lived in the neighborhood, contributing to the continuation of the feeling and association of the place. In addition, the William Skinner House is recommended as an individual property that may qualify to the Virginia Beach Historical Register. The two-story, frame farmhouse is the oldest house in Beechwood and Mr. Skinner was active in the establishment of a school for African American students on nearby Keeling Road in the early 1920s. The school remained in use until the early 1950s.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Beechwood:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5542	House, 4772 First Court Rd	1940	Bungalow
134-5543	House, 4760 Hook Ln	1930	Minimal Traditional
134-5544	House, 4708 Hook Ln	1940	Minimal Traditional
134-5545	House, 4716 First Court Rd	1880	Vernacular



Figure 72. William Skinner House (ca.1880), 4716 First Court Road (134-5545)



Figure 73. Vernacular Dwelling (1930), 4760 Hook Lane (134-5543)



Figure 74. Bungalow (1940), 4772 First Court Road (134-5542)

BIRDNECK POINT

Location: Located on a peninsula that extends north from Laskin Road, Birdneck Point is bordered on the east by Little Neck Creek and on the west by Linkhorn Bay. Cardinal Road is the central organizing roadway on the peninsula and extends the full length of the neighborhood, ending at the private Cavalier Golf and Yacht Club. Although historically separate from the neighborhood development, the golf course extends throughout the area landscape. Neighborhood streets are named for birds including Bobolink Drive, Penguin Place, and Oriole Drive. The neighborhood lies less than two miles from the oceanfront (Figure 75).

Construction Period: 1925-1950

Potential NRHP Historic District: No, but the area is recommended for additional survey to determine the density of intact historic architectural resources. The neighborhood holds several examples of early-twentieth-century architecturally distinguished dwellings that could provide a baseline for future survey and evaluation of such resources.

Potential Virginia Beach Historical Register: Potential for local recognition.



Figure 75. Aerial Map Showing Birdneck Point Neighborhood

Neighborhood Setting: Birdneck Point is a peninsula that extends north from Laskin Road and stands in relative solitude given the dense commercial and residential development around it. The neighborhood is distinguished by a loose grid of streets that extend out from the central route of Cardinal Road and onto the small necks along the waterfront. The terrain is gently sloping with numerous mature trees along the streets and on the house lots. Houses are set back from the roadway and stand on large acreage lots (generally, one to three acres). Although developed separately from the neighborhood, the golf course extends throughout the area and provides greenspace between the house lots.

Neighborhood History: In the early twentieth century, the land encompassed by Birdneck Point was farmland owned by five families. In the 1920s, spurred by the development of Virginia Beach's resort oceanfront, Richard Crane purchased the neck and platted it for residential development selling lots through his Birdneck Realty Company. Part of the development also included construction of a world-class golf course (1926) that, through an arrangement with the hotel, provided recreation for the guests of the recently completed Cavalier Hotel. Upon Crane's death around 1935, the hotel purchased the course and renamed it Cavalier Country Club (renamed again in 1947 as the Cavalier Yacht and Country Club) (Figure 76).

Although some dwellings existed on the peninsula prior to his ownership, Richard Crane is credited with transforming the area and imposing his vision on Birdneck Point. Crane undertook construction and layout of the roadways, dredging of swamp land into neat coves and shorelines, and installed street lighting and planted many of the crape myrtles that still line the streets (Lovitt n.d.).

Crane's vision also extended to the type of architecture that would complement his new development. As noted in a history of the neighborhood:

Mr. Crane's dream included a development of controlled architecture—all of the Caribbean style. Evidence of this particular Crane taste is still to be seen in the number of houses of Bermuda line. Some of the great vision failed ever to materialize, of course, but it is said to have been Mr. Crane's dream to have the northern end of the point reserved and ultimately used for a hospital and a home for the aged (Lovitt n.d.).

The golf course club house was an example of the Bermudian-style buildings favored by Crane. Over the years the building was greatly modified and today has been largely transformed into a modern structure.

The residential development of the peninsula began with several houses built in the 1920s and 1930s, although construction was stymied by the onset of the Great Depression (Figure 77). The 1950s saw a resurgence in construction in the area and the neighborhood, then consisting of 40 houses, grew to include approximately 175 houses (Lovitt n.d.). Most of the resources observed during the present survey dated from the post-Crane period, and included examples of 1950s Colonial Revival, Tudor Revival, and even Modern style dwellings (Figures 78 and 79). Late twentieth-century examples of Ranch-style houses also are present in the neighborhood. Some of the houses appear to be architect designed. Larger homes occupy the waterfront lots, many of which also are equipped with boat docks. At present, Birdneck Point is an upper-middle class neighborhood in the City of Virginia Beach.

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Birdneck Point possess very good overall integrity with regard to location, setting, and association. The neighborhood is united by streets laid in a loosely gridded plan with open yards that hold mature trees and dense landscaping. The character of the individual lots combined with the presence of the golf course provide a visual continuity throughout the area. The integrity of feeling within the neighborhood is very good, also, since no commercial development has occurred in the area and modern construction has conformed to setbacks and other requirements aimed at maintaining the high architectural and planning standards of this neighborhood. The resources in Birdneck Point also possess very good overall integrity of design, materials, workmanship, with only minor alterations or additions noted.

Birdneck Point is recommended for further survey and background research. Additional research may support eligibility of the neighborhood under Criterion A as a notable example of early suburban development in Princess

Anne County and may determine whether Birdneck Point is an important example of historic trends in planning. The association with Mr. Crane does not appear to be of sufficient important to qualify the neighborhood under Criterion B. As a group of buildings, the resources in Birdneck Point tend to reflect a mid-century character, although earlier houses also dot several of the neighborhood lots. As noted, infill and enlargement of historic houses have somewhat impacted the integrity of the neighborhood. In order to assess the neighborhood's ability to qualify for NRHP listing under Criterion C, additional survey is recommended to fully document the architectural character of the neighborhood and determine whether the present integrity is sufficient to reflect its historical appearance. Archaeological investigations have not taken place in the area, but significant land disturbance of both shorelines and individual lots has occurred over time; however, Birdneck Point's eligibility under Criterion D cannot be assessed at this time.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Birdneck Point:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5495	House, 708 Cardinal Rd	1940	Vernacular
134-5496	House, 804 Cardinal Rd	1950	Ranch
134-5497	House, 940 Cardinal Rd	1952	Modern
134-5498	House, 901 Cardinal Rd	1955	Ranch
134-5499	House, 809 Cardinal Rd	1954	Cape Cod

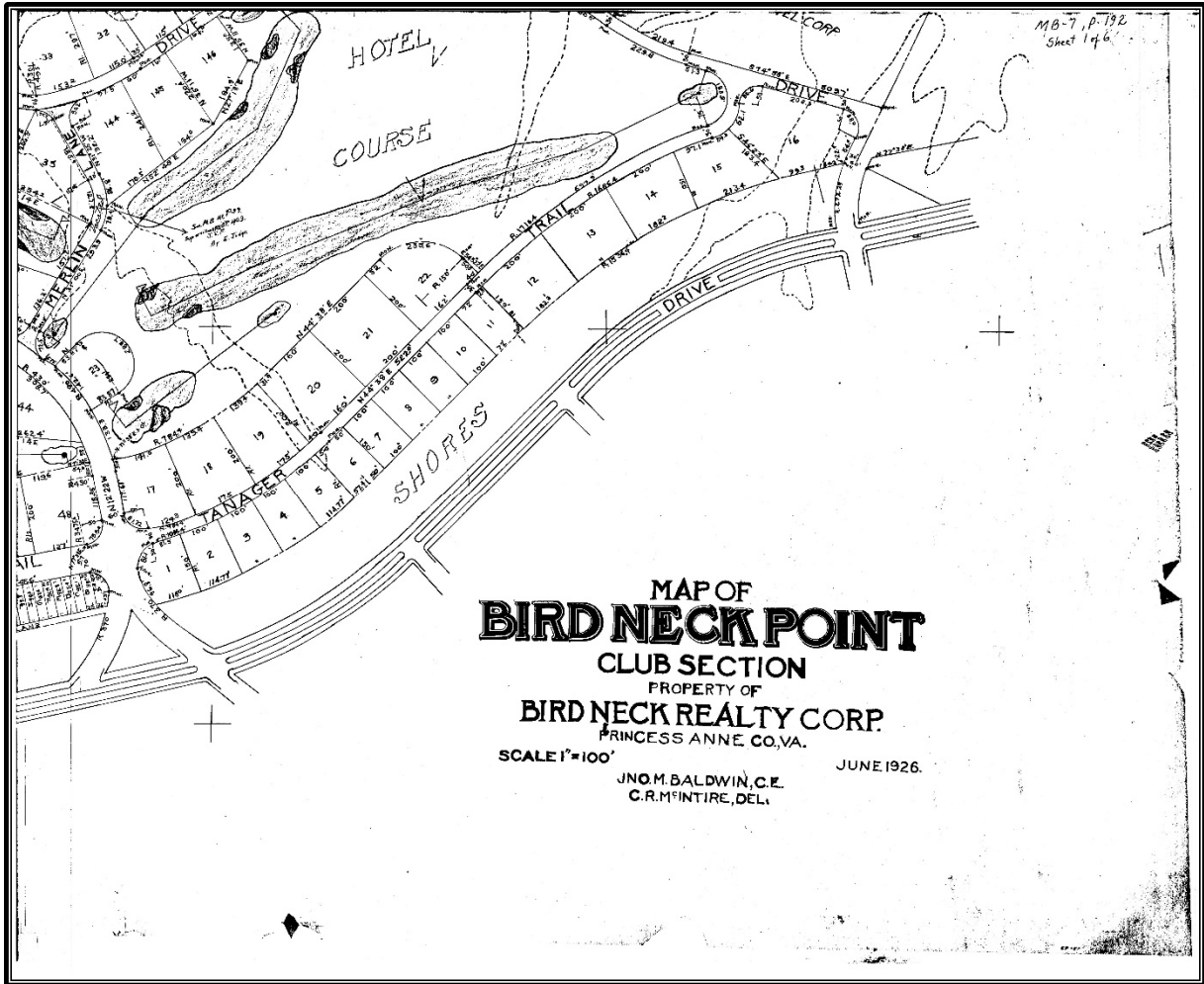


Figure 76. A Portion of the Birdneck Point Plat Showing Tentative Placement for the Hotel Golf Course (Source: Virginia Beach GIS)



Figure 77. Detail of a 1937 Aerial Photograph Showing Early Development on Birdneck Point (Source: U.S. Department of Agriculture, 140-70)



Figure 78. Ranch dwelling (1950), 804 Cardinal Road (134-5496)



Figure 79. Modern dwelling (1952), 940 Cardinal Road (134-5497)

BURTON STATION

Location: This neighborhood is located along the northwestern edge of the Virginia Beach and Norfolk city boundaries. Bounded by an industrial park to the north, Norfolk International Airport to the northwest, and Northampton Boulevard to the south, the neighborhood is isolated by industrial and commercial development. Railroad tracks bisect the neighborhood from southwest to northeast. Original primary streets include Burton Station Road, Tim Road, Pearl Street, Finny Circle, Barrs Road, and Miller Store Road (Figure 80).

Construction Period: 1940-1960

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: No

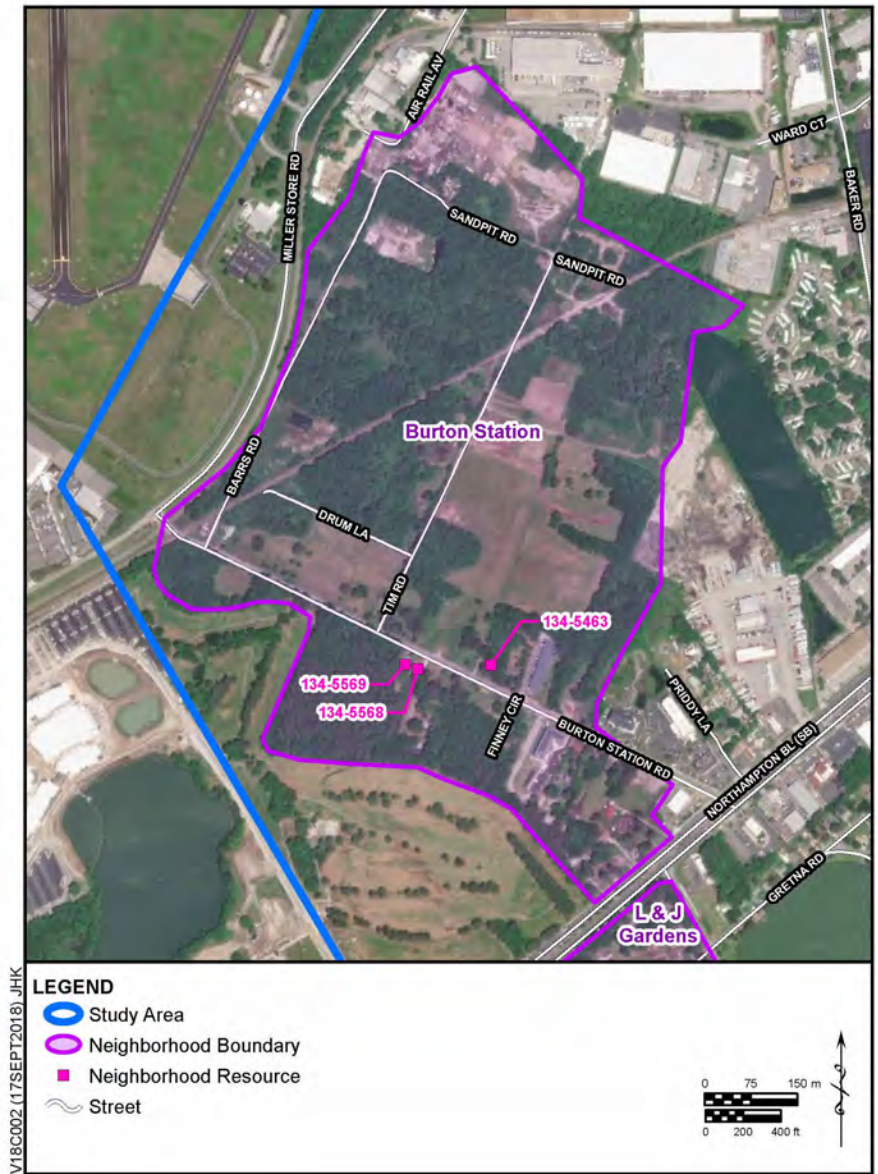


Figure 80. Aerial Map Showing Burton Station Neighborhood

Neighborhood Setting: Burton Station is surrounded by modern commercial and industrial development, but remains an isolated, wooded enclave. New development continually encroaches on this neighborhood originally characterized by large lots and small farms. Retail buildings and hotels create a line along Northampton Boulevard while a former golf course, large shopping complex, hotels, and Lake Wright separate the neighborhood from the intersection of I-64 and Northampton Boulevard. A large industrial complex and facilities for Norfolk International Airport lie from the northeast to the northwest.

Despite these incursions, Burton Station retains large fields and significant stands of pine and oak trees. Several of the original neighborhood streets have been abandoned as houses have been demolished. Driveways throughout the neighborhood are gravel, and some of the side streets remain unpaved.

Neighborhood History: Formerly enslaved African American farmers Simon Elliott, Peter Roberts, and others purchased a portion of the Cornick Plantation in the 1880s for the community. Nicknamed 'Colored Ghent' in reference to an upper-class white neighborhood in Norfolk, the community included at least twenty families. While the oceanfront developed through the 1920s, Burton Station remained an agricultural community. By the 1940s, Norfolk International Airport expanded and many of those families were re-located southeast, creating the current neighborhood boundary (Figure 81). The oldest home in Burton Station, the c. 1946 Minimal Traditional residence at 5875 Burton Station Road, dates to that period (Hawkins-Hendrix and Lucas 2017).

Throughout the 1950s and 1960s, development surrounded Burton Station as land was subdivided for large neighborhoods. As a result, the acreage adjacent to Norfolk International Airport was increasingly desirable for industrial development as Princess Anne County became suburban. The Princess Anne County Board of Supervisors rezoned a significant portion of Burton Station in 1962 for industrial use, without the knowledge of community residents. As tensions mounted over the zoning changes that halted residents' efforts to secure building loans and building permits, the City of Virginia Beach created a grant-funded partnership in 1975 with the Department of Housing and Urban Development for improvements to previously under-served communities, largely African American. The initiative, named the Target Neighborhood Program, focused on paving roads and providing other city services, including sewer connections (Hawkins-Hendrix and Lucas 2018).

By the 1980s, approximately 100 families lived in Burton Station and supported two churches. While many of the lots continued to be several acres in size to accommodate farming, much smaller parcels, a half-acre or less, lined Pearl Street. Several of the smaller lots were a result of community residents relocating during the mid-1940s as the airport expanded (Hawkins-Hendricks and Lucas 2017). While there was support for ongoing improvements promised by the Target Neighborhood Program, zoning delayed any construction in the residential community and locals began to campaign for zoning changes. In 1982, City Council voted to change the zoning back to residential (Cahill 1982). However, connections to city services and additional road paving continued to be delayed as a result of limited grant funding and other conflicting interests.

Throughout the 1990s and 2000s, homes were demolished in Burton Station as the City Council considered new plans for both residential and industrial development. The population had declined to 30 individuals by 2008. Landowners, whose families also lived in Burton Station historically, continued to favor residential development and rejected mixed-use or industrial development (Fernandez 2008). Despite decades of plans and proposals, Burton Station did not receive city water or sewer until 2014 when only 12 homes remained in the community (Figures 82 and 83) (Hankerson 2017).

National Register of Historic Places Integrity and Eligibility Evaluation: Burton Station exhibits an overall low level of integrity across the categories defined by the NPS. The few remaining individual historical resources retain a moderate level of integrity with regard to design, materials, feeling, location and workmanship, but a low integrity with regard to setting and association. The lack of infill towards the center of the neighborhood has maintained the feeling of open space and rural land use, despite ongoing developer encroachment.

Burton Station is recommended not eligible for listing as an NRHP historic district. Although sections of Burton Station's historic roads and several smaller residential lots are intact, the area does not reflect its historical development and does not convey important aspects of historic small farms or residential growth in Princess Anne

County/City of Virginia Beach of the period. Additionally, Burton Station has lost all community buildings, including two churches. Therefore, the neighborhood is recommended not eligible under Criterion A. Although known historically as an African American neighborhood, Burton Station also is not known to have contributed to that community's ethnic heritage in a significant way. Other African American neighborhoods possess better integrity, and hold more significant associations or architectural resources, such as schools or churches, that are significant to the ethnic heritage of the community. Because the neighborhood is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. The few remaining historic resources in Burton Station are examples of Minimal Traditional or Ranch dwellings that do not possess historical or architectural significance. The neighborhood, therefore, does not qualify for listing under Criterion C. Archaeological investigations have not taken place in the area, therefore, Burton Station's eligibility under Criterion D cannot be assessed at this time. However, intact deposits may remain on sites that have remained wooded or otherwise protected from demolition activities.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Burton Station:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5463	House, 5852 Burton Station Rd	1951	Minimal Traditional
134-5568	House, 5871 Burton Station Rd	1956	Ranch
134-5497	House, 5875 Burton Station Rd	1946	Minimal Traditional

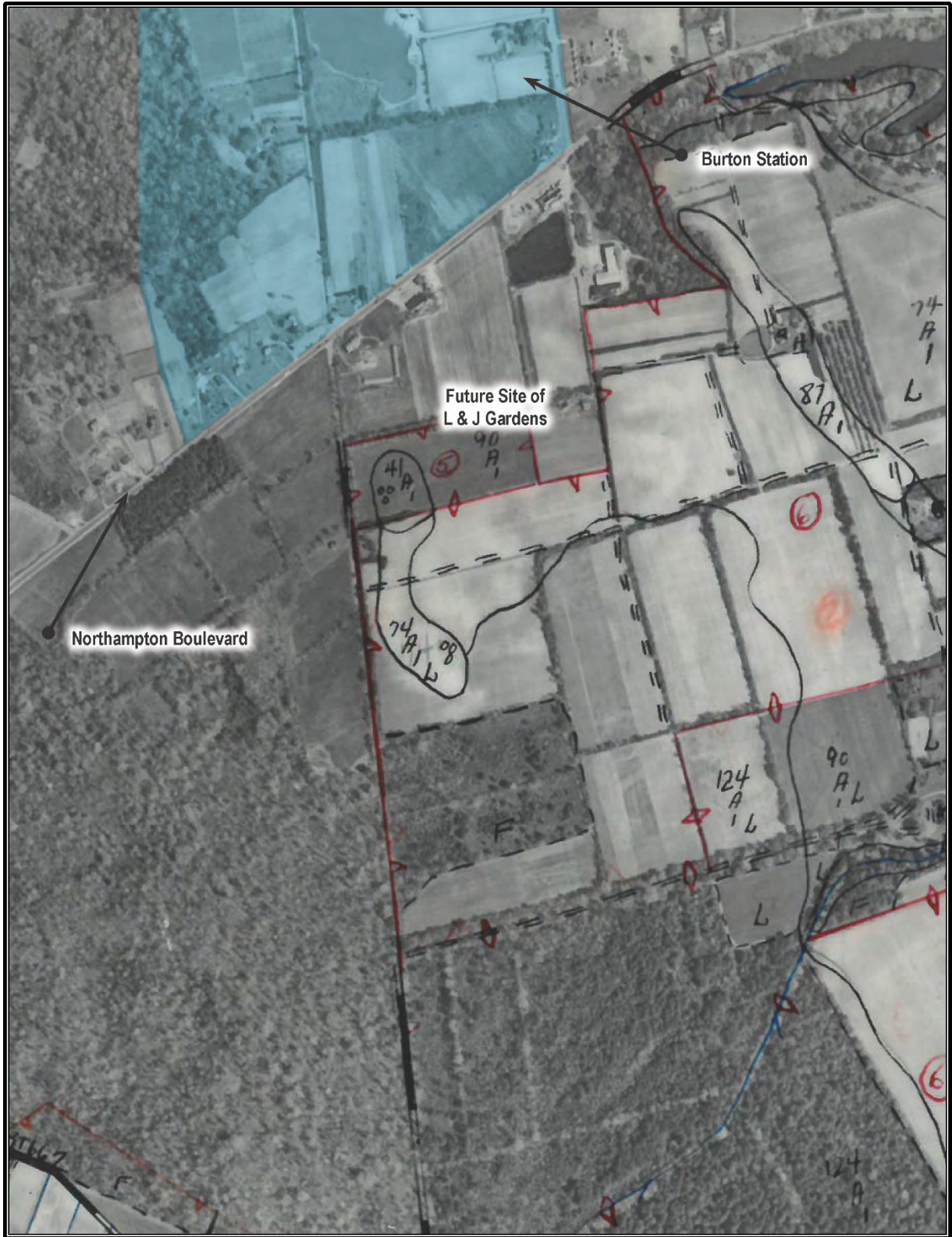


Figure 81. 1949 Aerial of Burton Station (Source: U.S. Department of Agriculture, DGH-2E-7)



Figure 82. Minimal Traditional dwelling with skintled brick (1952), 5852 Burton Station Road (134-5463)



Figure 83. Oldest dwelling in Burton Station (1946), 5875 Burton Station Road (134-5569)

CAROLANNE FARMS

Location: Located southeast of the intersection of Interstate-64 and Interstate-264 in the western part of the city, Carolanne Farms is generally bordered by Princess Anne Road and the Huntington neighborhood on the north, the Eastern Branch of the Elizabeth River on the south and east, and the Arrowhead neighborhood on the west (Figure 84).

Construction Period: 1956-1960

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: Potential for local recognition. The two-story, Colonial Revival-style house located at 5404 Challedon Drive (Carolanne Farms Subdivision Section 4, Lot 9, Block Q) was the home of Meyera Fran Ellenson Oberndorf (1941-2015), who was the first woman elected to the Virginia Beach City Council and served three terms on the council, 1976-1988.

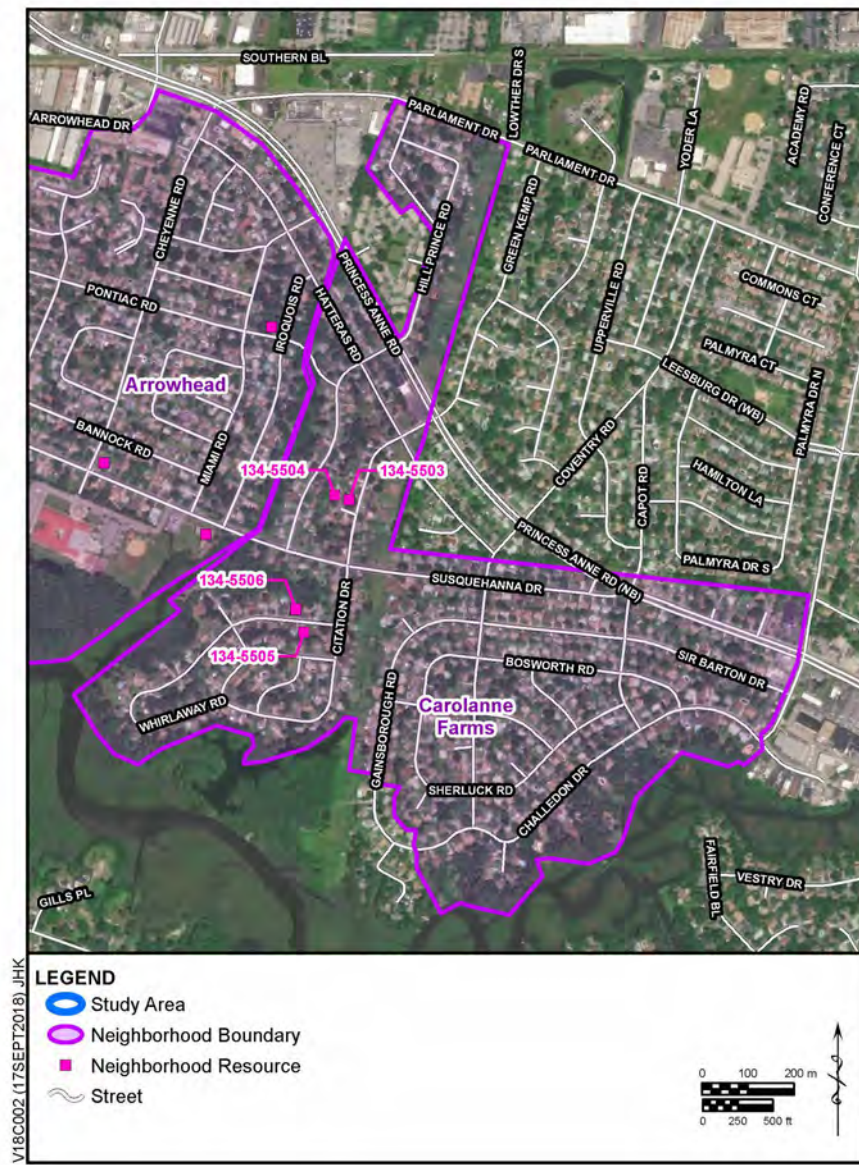


Figure 84. Aerial Photograph Showing General Boundaries of Carolanne Farms

Neighborhood Setting: Carolanne Farms lies near the boundary with the City of Norfolk. The neighborhood comprises residential development only, but commercial development is located nearby on Princess Anne Road and S. Newtown Road. Coventry Road serves as the main north-south street in the neighborhood; Susquehanna Drive is a major east-west route that also connects the Carolanne Farms neighborhood with the Arrowhead neighborhood to the west. Carolanne Farms streets are named for notable racehorses such as War Admiral, Citation, Sir Barton, Challedon, and Sherluck. The neighborhood encompasses relatively flat terrain, with access to the river from Carolanne Farm Park on the south. The neighborhood connects through a network of streets that center on Coventry Road. No sidewalks are present, but the neighborhood remains walkable and quiet without through-traffic access. Some of the streets end in cul-de-sacs. The houses sit back from the street on lots that range from one-quarter to nearly an acre on the waterfront. Mature trees are present and the neatly kept front yards tend to be open, while back yards are enclosed by privacy fences. Paved driveways lead to attached garages, many of which remain in use.

Neighborhood History: The 330-acre horse farm known as Carolanne Farms was owned by Oscar F. Smith, a Norfolk industrialist, from the mid-1930s until his death in 1950. Smith trained show horses and Shetland ponies at the farm. Following his death, the farm was purchased and, beginning in 1959, the Carolanne Farms neighborhood was developed in four sections by Carolanne Homes Inc. (Stanley Waranch, vice president) (Cobb 1984). The first section stood on the north side of Princess Anne Road (then, the Kempsville Turnpike) and included lots platted on Gallant, Nashua, and Hill Prince roads. The largest part of the neighborhood, however, stood on the south side of Princess Anne Road and extended south to the Eastern Branch of the Elizabeth River. This area, platted in four separate sections, lies generally south of Susquehanna Drive and is accessed by a north-south route of Coventry Road. In a nod to the history of the property as horse farm, the developers named the streets within the neighborhood after notable equine stars, such as War Admiral and Citation. The home models offered by the builders likewise were named for notable horse races, tracks, and farms, including the Belmont, the Saratoga, and the Carolanne. The development included 700 houses, most priced between \$14,000 and \$16,000, making them affordable to middle-class families (Cobb 1984). The first homes sold quickly and were very popular since the area was then located in a mostly rural area, although it had easy access to the city. The merger of Princess Anne County and the City of Virginia Beach in 1963 increased the popularity of this location and, within a dozen years, the area was built out (*The Beacon* 1968). None of the buildings associated with the early-twentieth-century horse farm operations are extant in the neighborhood.

The two-story, Colonial Revival-style house located at 5404 Challedon Drive (Carolanne Farms Subdivision Section 4, Lot 9, Block Q) was the home of Meyera Fran Ellenson Oberndorf (1941-2015), who was the first woman elected to the Virginia Beach City Council and served three terms on the council, 1976-1988. Mrs. Oberndorf also was the first popularly elected Mayor of Virginia Beach and was re-elected five times to that position, 1988-2008. Mayor Oberndorf and her husband, Roger, lived in Carolanne Farms beginning in 1964. Mr. Oberndorf worked as an engineer at the Ford Motor Plant in Norfolk, which made Carolanne Farms a convenient location. Mayor Oberndorf, a native of Newport News, also was a member of the Jewish faith and worshipped at Norfolk's B'nai Israel Congregation (Alvarez-Wertz 2015; Matray 2015; Goldring/Woldenberg Institute of Southern Jewish Life 2017).

The houses in Carolanne Farms are similar to those found in other mid- to late-twentieth century neighborhoods in the city and include examples of one-story Ranch- and Minimal Traditional-style houses, and two-story Colonial Revival-style houses. Two-story dwellings tend to exhibit two types of siding, brick (generally painted) below and asbestos shingle or horizontal siding above. The one-story Ranch houses are generally clad with brick. Most houses have attached garages, but some have been converted for interior space (Figures 85, 86, and 87). Not all of the houses were executed following the models offered by the developers, and some of the larger custom houses are located on the waterfront lots.

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Carolanne Farms possess good overall integrity with regard to location, setting, and association. The neighborhood is united by streets laid in a loosely gridded plan with open yards and large trees and retains a cohesive physical continuity. The integrity of feeling within the neighborhood is good, with no encroachment by commercial development. The

individual resources within Carolanne Farms also tend to possess good overall integrity of design, materials, and workmanship, although some minor alterations have occurred including conversion of attached garages, replacement of original sheathing, windows, and doors.

Although the area retains good integrity, Carolanne Farms is recommended not eligible for listing as an NRHP historic district. As a mid- to late-twentieth century neighborhood, Carolanne Farms does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period; therefore, the neighborhood is recommended not eligible under Criterion A. While the residence of Meyera Oberndorf is located within the neighborhood, her residence does not raise the neighborhood's significance to the level of a historic district. Carolanne Farms is recommended not eligible under Criterion B. As a group of buildings, the resources in Carolanne Farms lack distinctive architectural features with most dwellings executed in Minimal Traditional, Ranch, and Colonial Revival styles. These common forms and styles are seen in most suburbs in the area, including the adjacent Arrowhead subdivision, and the dwellings in Carolanne Farms are not differentiated from other similar examples that were built at the same time. The area, therefore, is not eligible under Criterion C. Archaeological investigations have not taken place in the area, therefore, Carolanne Farms' eligibility under Criterion D cannot be assessed at this time.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Carolanne Farms:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5503	House, 281 Citation Drive	1961	Ranch
134-5504	House, 283 Citation Court	1961	Ranch
134-5505	House, 5509 War Admiral Rd	1960	Ranch
134-5506	House, 5512 War Admiral Rd	1960	Colonial Revival



Figure 85. One-story Ranch House Showing Two Materials (1961), 283 Citation Court (134-5504)



Figure 86. Two-story Colonial Revival House, 5512 War Admiral Road (134-5506)



Figure 87. One-story Ranch House, 5509 War Admiral Road (134-5505)

CHESAPEAKE BEACH

Note: For the purposes of consistent evaluation, the resources from Chesapeake Beach are analyzed as a neighborhood within this form. This neighborhood was not designated for evaluation at the outset of the project, and is part of the individual resources recorded in the preceding section: Individual Resources.

Location: Located along the Chesapeake Bay at the City's northern edge, Chesapeake Beach extends east to Lee Avenue, south along Lake Joyce and Lake Drive, and west along Northampton Boulevard and Pleasure House Road. The neighborhood surrounds Lake Pleasure House. The Chesapeake Bay Bridge-Tunnel begins within the community and is an additional physical boundary to the west. Significant neighborhood streets include Ocean View Avenue, Lookout Road, Lee Avenue, Guam Street, Lauderdale Avenue, Fentress Avenue, and Seaview Avenue (Figure 88).

Construction Period: 1919-1960

Potential NRHP Historic District: Yes. (VDHR #134-5672)

Potential Virginia Beach Historical Register: Potential for local recognition.

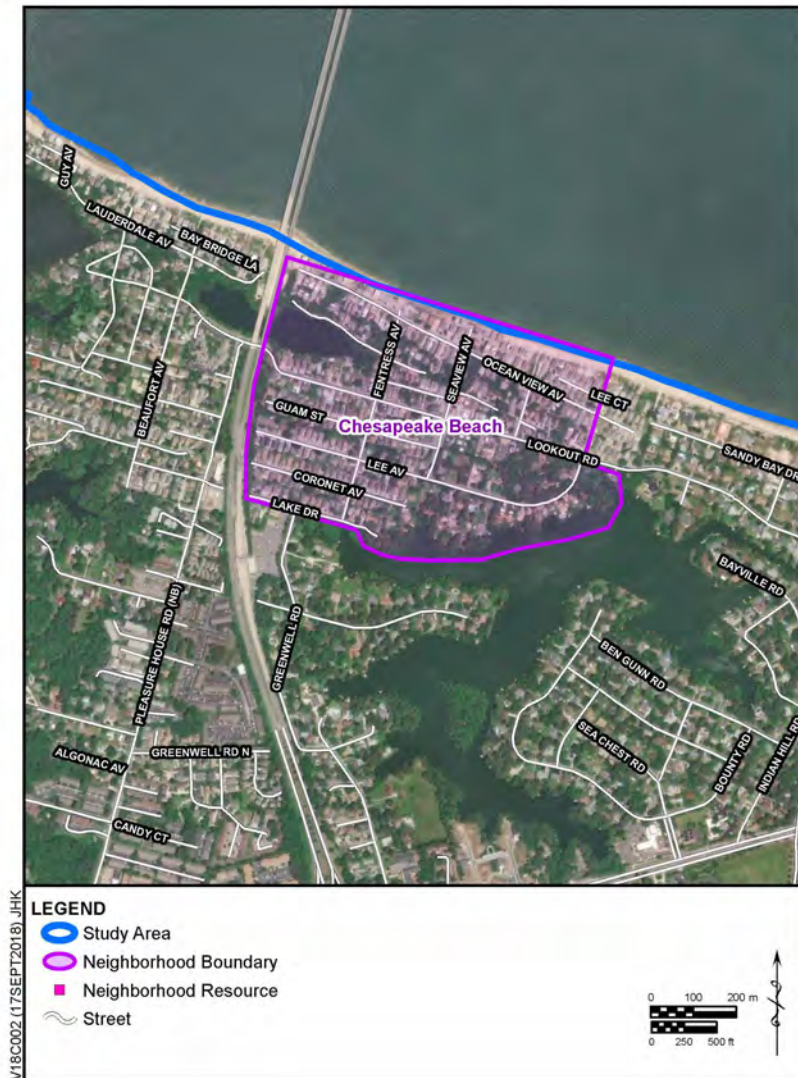


Figure 88. Aerial Map Showing General Boundaries of Chesapeake Beach

Neighborhood Setting: Chesapeake Beach is a beachfront community surrounded by lakes. There are waterfront properties along the beach, Lake Joyce and Pleasure House Lake. While houses along the beach face the Chesapeake Bay, the lakeside residences tend to face inward to the interior streets, with the exception of houses along Lauderdale Avenue at Pleasure House Lake. The first section of the community was platted along the beach and the streets noticeably end to the west before the neighborhood transitions into a 1950s- to 1960s-era development between Chesapeake Beach and Ocean Park. Homes sit on elevated topography among dunes and established live oaks, or on relatively flat land along Lookout Road and Lee Avenue. Some of the beachfront properties are elevated on stilts over the beach. There is a commercial hub at the intersection of Lookout Road and Fentress Avenue, with a collection of businesses also located on the beach at Fentress Avenue. Additional stores are clustered at the intersection of Seaview Avenue and Lookout Road.

Lots west of Seaview Avenue are narrow and lack large yards. Many homes are only minimally setback from the road and have sandy soils. A few homes have grassy back yards, but otherwise lots are relatively sandy with significant tree canopy, especially in the southeastern section of the community along Lee Street. The properties along Lake Joyce are larger than those platted to the west. The streets throughout the community are paved, but there are no consistently linked sidewalks. Only a few concrete sidewalks exist near businesses along Fentress Avenue and Lookout Road.

Neighborhood History: Chesapeake Beach was first platted as Chesapeake Park in 1919. The community began along Chubb Lake to the west and ended at Lee Avenue along Lake Joyce. There were only eight houses in the community by 1923. An additional section along Lake Joyce was added in 1928, at which time the community was referred to as Chesapeake Shores. Land immediately west of Seaview Avenue and south of Lookout Road was platted in 1931 along a grid that was also labelled Chesapeake Shores, but this expansion was ultimately folded into the Chesapeake Beach community (O'Connor 1989).

By 1937, aerials indicate that cottages along Fentress Avenue and Lookout Road had been completed, and it is likely that the c.1950 date recorded within assessor records in this area is incorrect (Figure 89). The bungalows and cottage residences along these streets currently display wood frame construction, intact siding, wood windows, brick chimneys, and other details that suggest an earlier construction period. The Pleasure House Hotel was built around 1918, and there was a board walk at Pleasure House Lake that lasted into the 1930s. However, neither of those resources survives. The crossroads store, still located at 4600 Lookout Road, is in place by 1937. Houses were clustered south of Pleasure House Lake and along current Lookout Road and Pleasure Avenue. Ocean View Avenue, while platted, was not yet complete.

The community rapidly expanded south and east during the 1940s and 1950s. Ocean View Avenue developed closer to the beach along the dunes and construction activity increased along the 1931 southern addition. The streets took on their modern configuration by the 1950s and the historic residential core was fully built out (USGS 1954). Several restaurants and stores served the community at that time. Luther "Chic" Ledington established a hot dog stand on the beach in the 1950s, and many attribute the area's nickname, Chic's Beach, to that popular business (McGlone 2009). The Chesapeake Bay Bridge-Tunnel cut through the community during construction in the early 1960s and formally opened in 1964 (VDHR #065-0167).

There is a combination of residential and commercial properties in Chesapeake Beach. The majority of the beach cottages are bungalows or narrow, front-gable buildings. These structures, many of them likely dating from the 1930s, are clad in wood shingles or have been wrapped in brick veneer. Some have been modified through the addition of vinyl siding and replacement windows. A few small cottages are constructed of concrete block. The residences are a mixture of single-family homes and duplexes. There are Ranch and Minimal Traditional houses throughout the community as well. A few Colonial Revival structures remain. Significantly, the neighborhood retains its commercial nodes at the intersections of Seaview Avenue and Fentress Avenue with Lookout Road (Figures 90 through 93).

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Chesapeake Beach possess good overall integrity with regard to location, setting, and association. The neighborhood is united by streets laid in a loosely gridded plan that accommodates the lakes and other topographic changes within the

community. The integrity of feeling within the neighborhood is retained in the core along Lookout Road, Fentress Avenue, Pleasure Avenue, Seaview Avenue, and Lee Avenue despite ongoing residential infill. The individual resources within Chesapeake Beach also tend to possess good overall integrity of design, materials, and workmanship, although some minor alterations include the replacement of original sheathing, windows, and doors.

Chesapeake Beach is recommended potentially eligible for listing as a NRHP historic district. As an early- to mid-twentieth century neighborhood, Chesapeake Beach retains a mixture of residential and commercial development within a beachfront community for a period that has largely been lost along the Virginia Beach oceanfront. Additionally, the relatively modest cottages represent middle-class development trends during a period when the Virginia Beach resort was focused on upper-class patrons. As a result, the community does convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period; therefore, the neighborhood is recommended eligible under Criterion A. Because the neighborhood is not known to be directly associated with a historically significant person, it is not recommended eligible under Criterion B. As a group of buildings, the resources in Chesapeake Beach represent an intact collection of beach cottages and commercial buildings that have otherwise been demolished throughout much of the City of Virginia Beach. These forms were common at one time, and Chesapeake Beach remains as a good example of the high-density beach cottage row. The area, therefore, is eligible under Criterion C. Archaeological investigations have not taken place in the area, therefore, Chesapeake Beach's eligibility under Criterion D cannot be assessed at this time.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings and businesses in Chesapeake Beach:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5470	House, 2529 Fentress Ave	1949	Minimal Traditional
134-5471	Duplex, 2512 Fentress Ave	1935	Vernacular
134-5472	Duplex, 4531 Lookout Rd	1935	Vernacular
134-5473	House, 2517 Fentress Ave	1935	Craftsman
134-5474	House, 2509 Fentress Ave	1935	Craftsman
134-5475	Restaurant and House, 4600 Lookout Rd	1930/1935	Commercial/Craftsman
134-5476	House, 4601 Lookout Rd	1935	Vernacular
134-5477	House, 4528 Pleasure Ave	1930	Vernacular
134-5479	Cottages, 4489 Lookout Rd	1945	Modern
134-5480	House, 4532 Lookout Rd	1935	Vernacular
134-5481	Commercial Building, formerly a residence, 4498 Lookout Rd	1945	Colonial Revival
134-5482	Restaurant, 4494 Lookout Rd	1965	Commercial
134-5483	Restaurant, 4497 Lookout Rd	1950	Commercial
134-5484	House, 4533 Lee Ave	1945	No Style
134-5485	House, 2460 Fentress Ave	1945	Minimal Traditional
134-5486	House, 4400 Lee Ave	1930	Colonial Revival
134-5487	House, 4443 Lookout Rd	1935	Craftsman
134-5488	Duplex, 4447 Lookout Rd	1947	No Style
134-5489	Duplex, 4449 Lookout Rd	1950	Vernacular
134-5490	House, 4417 Lee Ave	1930	Colonial Revival



Figure 89. 1937 aerial of Chesapeake Beach with Lake Joyce and Pleasure House Road (Source: U.S. Department of Agriculture, 114-186)



Figure 90. Commercial Building, now Hell's Kitchen Restaurant, 4600 Lookout Road (134-5475)



Figure 91. One-story, gable front vernacular cottage, 4601 Lookout Road (134-5476)



Figure 92. One story cottage clad in wood shingles, 2509 Fentress Avenue (134-5474)



Figure 93. Brick cottages, 4489 Lookout Road (134-5479)

DIAMOND SPRINGS

Location: Located in the northwestern part of the city in the Bayside area, Diamond Springs is bordered on the north and east by the Little Creek Reservoir and Diamond Springs Park, on the south by Bayside Road and on the west by Diamond Springs Road (Route 166) (Figure 94).

Construction Period: 1951-1954

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: No



Figure 94. Aerial Photographs Showing General Boundaries of Diamond Springs

Neighborhood Setting: Diamond Springs is a large residential development located between Northampton Boulevard (Route 13) and Diamond Springs Road in the northwest part of the City of Virginia Beach. The area, which was farmland into the mid-twentieth century, is relatively flat and is edged by the waters of the Little Creek Reservoir. The area was considered isolated when the Chesapeake Bay Bridge-Tunnel was opened in 1964 and Northampton Boulevard became the preferred route over the bay instead of Diamond Springs Road, which led to the former ferry service landing (Provo 1967). Subsequent commercial development, however, soon made this area a popular location with its proximity to the bridge, nearby military bases, the Virginia Truck Experiment Station (present-day Hampton Roads Agricultural Research and Extension Center), and the Norfolk International Airport. Most houses in the neighborhood are set back from the street on average sized parcels (approximately one-quarter acre) with larger lots along the waterfront.

Neighborhood History: The Diamond Springs neighborhood, consisting of over 1,000 single-family houses, was platted in one subdivision (1951). Located in this far western section of what was then Princess Anne County, the houses in Diamond Springs were intended to attract middle-income families. The development stood on the west side of Diamond Springs Road, which led to the ferry terminal at the bayside and was a busy, commercial corridor. Initial construction began on the south and east sides of the neighborhood, slowly filling in the western sections. Through the late 1950s, the area surrounding Diamond Springs remained rural (Figure 95).

Diamond Springs was one of several 1950s subdivisions undertaken by local land developer and speculator, John Aragona. Although the area was platted in 1951, houses were not constructed until later in the 1950s. Diamond Springs was not as large as Aragona's first major development, Aragona Village.

The houses in Diamond Springs are examples of mid-century one- and two-story Ranch-, Minimal Traditional-, and Contemporary-, and Split Level-style dwellings. Materials include brick, asbestos shingle siding, and vinyl siding, sometimes used in combination (Figures 96, 97, and 98). Windows are traditional sash types, but slider windows and large picture windows are also present on many of the houses. Most of the Minimal Traditional and Ranch-style houses do not have attached garages; Contemporary houses tend to feature carports that are inset beneath the main roof of the house. Typical alterations include change in exterior material, and replacement of original windows.

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Diamond Springs possess good overall integrity with regard to location, setting, and association. The neighborhood is united by streets laid in a gridded plan that also responds to the terrain with curving streets along the waterfront. The lots are distinguished by open yards and large trees and the area retains a cohesive physical continuity. The integrity of feeling within the neighborhood is good with no encroaching commercial development. The individual resources within Diamond Springs also tend to possess good overall integrity of design, materials, and workmanship, reflecting only minor alterations of materials.

Although Diamond Springs retains good overall integrity, the neighborhood is recommended not eligible for listing as an NRHP historic district. As a mid-twentieth century suburban development, Diamond Springs does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period; therefore, the neighborhood is recommended not eligible under Criterion A. Because the neighborhood is not known to be directly associated with a historically significant person, it is not recommended eligible under Criterion B. As a group of buildings, the resources in Diamond Springs lack distinctive architectural features with most dwellings executed in Minimal Traditional, Ranch, and Contemporary styles. These common forms and styles are seen in many suburbs in the area, including the adjacent Gardenwood neighborhood, and the dwellings in Diamond Springs are not differentiated from other similar examples that were built at the same time. The area, therefore, is not recommended eligible under Criterion C. Archaeological investigations have not been undertaken in the area, therefore, Diamond Springs's eligibility under Criterion D cannot be assessed at this time.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Diamond Springs:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5462	House, 5520 Forest View Dr	1954	Contemporary
134-5525	House, 5533 Forest View Dr	1954	Split-Level
134-5526	Diamond Springs and Greenwood Park Civic League Building, 5652 Haden Rd	1963	Minimal Traditional
134-5527	5508 Aragon Dr	1955	Minimal Traditional



Figure 95. 1958 Aerial Photograph Showing Initial Development in Diamond Springs Neighborhood (Source: U.S. Department of Agriculture, DGH-2V-13)



Figure 96. Split-Level House (1954), 5533 Forest View Drive (134-5525)



Figure 97. Contemporary Style House with Carport (1954), 5520 Forest View Drive (134-5462)



Figure 98. Diamond Springs and Gardenwood Civic League Building (1963), 5652 Haden Road (134-5526)

DOYLETOWN

Location: Doyletown is north-centrally located within the Lynnhaven District of the City of Virginia Beach and between Lynnhaven, a historic village, and the Princess Anne Plaza subdivision. It is bounded by the Virginia Beach-Norfolk Expressway to the north, a large transmission line parcel to the northeast, Robert Jackson Drive to the southeast, and the ca. 1985 Lynnhaven Forest subdivision to the southwest. Streets include Doyle Way, Gimbert Drive, Bassett Avenue and Robert Jackson Drive (Figure 99).

Construction Period: 1925-2015

Potential NRHP Historic District: Yes (VDHR #134-5577)

Potential Virginia Beach Historical Register: Potential for local recognition.

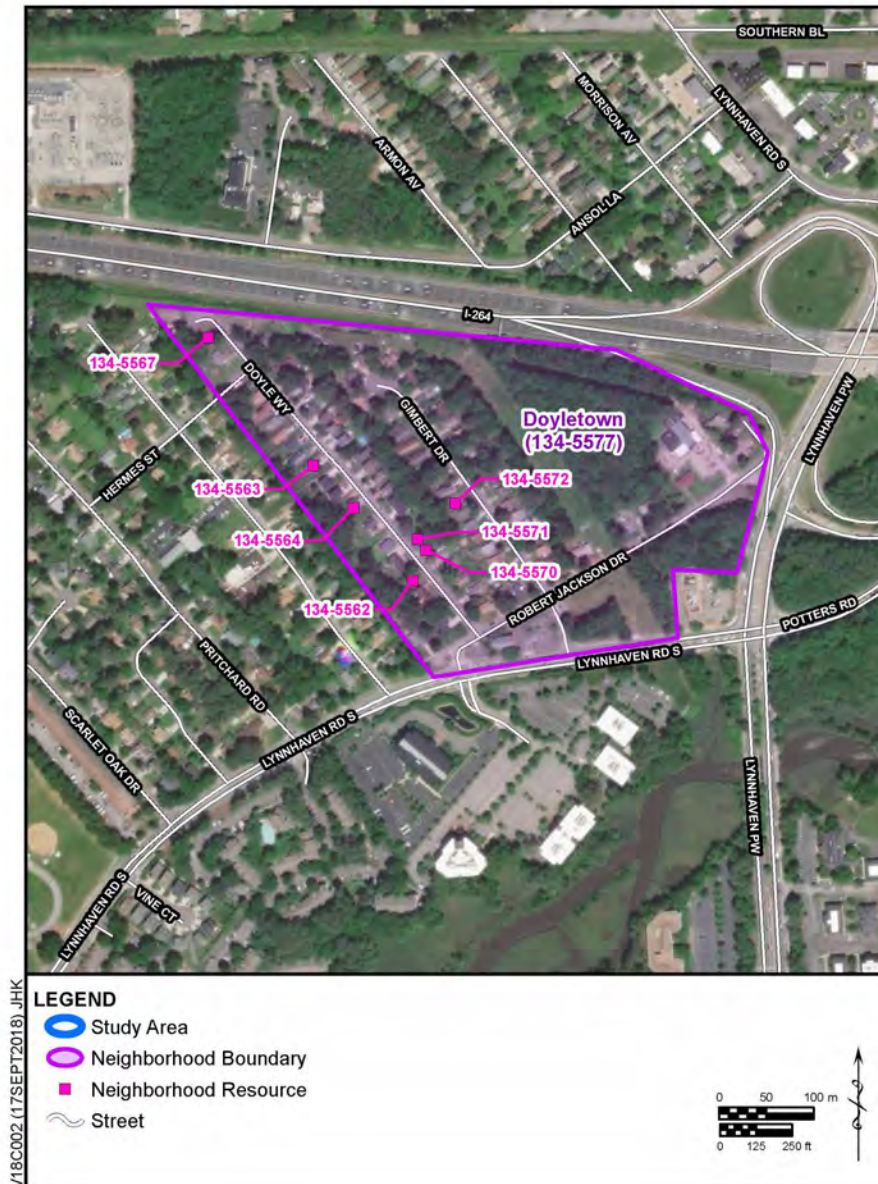


Figure 99. Aerial Map Showing General Boundaries of Doyletown

Neighborhood Setting: Doyletown sits near the interchange between the eight-lane Virginia Beach-Norfolk Expressway, Lynnhaven Parkway and S. Lynnhaven Road; the latter are both major local thoroughfares. The area adjacent to the neighborhood consists of late twentieth century residential and mid-rise office developments. Land within the neighborhood is flat and grassy, dotted with mature trees. Older houses sit close to the street while later twentieth-century construction features a deeper set back.

Houses typically include a concrete or gravel driveway. A narrow sidewalk runs along the west side of Doyle Way and the streets throughout the neighborhood are paved. A small brick sign reading "DOYLETOWN" sits at the northeast corner of the intersection of Gimbert Drive with S. Lynnhaven Road.

Neighborhood History: Until the mid-twentieth century, the area surrounding Doyletown was largely rural and punctuated by small villages such as Lynnhaven and Oceana. The railroad connected east-west from the rapidly-growing Virginia Beach oceanfront resort to Norfolk's older urban center. This corridor encouraged development of light industry, and Lucian W. Doyle platted Doyletown in 1922 as a neighborhood for the African American employees of his company, Eureka Brick Company. The community was just one-fifth of a mile from the Norfolk and Southern railroad and southwest of the Eureka Brick Company. Research indicates that the company was founded in 1907 in Norfolk, but had operations in the area by 1920 (Hawkins-Hendrix and Lucas 2017, Secretary of the Commonwealth 1907: 158).

Doyletown's original 1922 plat included the lots from the current Robert Jackson Drive north to 234 and 235 Doyle Way. There were eight houses along Doyle Way initially, each set back approximately 100 ft from the road, and all were wood-frame (Hawkins-Hendrix and Lucas 2017). The adjacent Booker Washington Park was platted in 1925 by Benjamin Gimbert, and included lots on Doyle Way to the north of Doyletown as well as Hermes Street and the north section of Marlene Street. However, by the 1950s, only a few houses had been built north of Hermes Street (Figure 100).

The First Lynnhaven Baptist Church relocated to Doyletown in the early 1900s, and Virginia Beach assessor records indicate that the Sunday School was established by 1931. The neighborhood school was housed in the Order of the Odd Fellows Lodge near the church until 1932, when the structure burned. After that time, students attended other African American schools during segregation, including the Princess Anne County Training School (Hawkins-Hendrix and Lucas 2017). A small store was also located along Robert Jackson Drive (some residents, such as Captoler Williams were known for selling candy and treats out of their residences) and there were no sidewalks or street trees at that time (Hawkins-Hendrix and Lucas 2017, Cornick 2018).

By the 1970s, the neighborhood had grown with a mixture of one-story Compact Ranch homes between the original two story bungalows and one story vernacular homes. Houses were demolished to make way for new construction, but city services, including water, had not been installed. Neighborhood residents mobilized to petition city government for sewer and water services. Lee Williams, President of the Doyletown Civic League, and others successfully campaigned for those improvements, which were implemented by the city in the 1980s under the Target Neighborhood Program (Cornick 2018, Lewis 1996). In newspaper accounts and City Council meeting minutes throughout the 1970s and 1980s, Doyletown is often referred to as "Doyleway" and the local civic league used that name as well (Virginia Beach 1986)

Doyletown is characterized by a mixture of early twentieth century housing dating to the initial phase of development, and mid-twentieth century housing types representing a second phase of development. The first phase of development includes bungalows with large porches, Minimal Traditional houses and vernacular one-story dwellings. These houses have grassy front yards and are of concrete block or wood frame construction. The mid-twentieth century dwellings vary in their setback, but many are closer to the road to maximize the rear yard. These structures are clad in brick veneer or vinyl siding, with a few featuring rusticated concrete block. There is a mixture of front-gable and side-gable residences throughout the neighborhood (Figures 101 and 102).

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Doyletown possess good overall integrity with regard to location, setting, feeling and association. design, materials and workmanship. The community retains the setting and feeling of a small, pre-World War II working-class African American subdivision, despite possessing some infill and teardown construction. However, integrity of association has been

compromised with the closure of the Eureka Brick Company brickyard. The neighborhood's historic streets have been minimally impacted by the development of Norfolk-Virginia Beach Expressway to the north, focused along Bassett Avenue. The lots are relatively uniform in size and mature trees stand in the rear yards. The neighborhood retains a moderate level of integrity for workmanship and materials as repairs and the addition of new windows or siding has taken place intermittently.

Doyletown retains good overall integrity, and the neighborhood is recommended as potentially eligible for listing as an NRHP historic district. The neighborhood is significant under the Architecture and Community Planning themes for its development as a neighborhood, particularly for African Americans who were unable to receive loans during segregation. Through the Eureka Brick Company, African American employees financed the purchase of lots and construction costs. As the community evolved and grew, residents also sought employment at local military installations, construction firms and within the service industry. As an early- to mid-twentieth century suburban neighborhood, Doyletown demonstrates a significant aspect of residential development and is an intact example of historic residential construction for the African American community in Princess Anne County/City of Virginia Beach; therefore, the neighborhood is recommended potentially eligible under Criterion A. The neighborhood also relates to historically significant persons at the local level, including Lucian Doyle and Lee Williams. As a result, it is potentially eligible under Criterion B. As a group of buildings, the resources in Doyletown represent two periods of construction that are significant throughout the development of Virginia Beach: the 1920s boom and the post-war construction era that began in the late 1940s. Many neighborhoods, including the oceanfront resort area have lost a significant portion of their 1920s-1940s era construction. However, Doyletown retains bungalows and other vernacular forms of the period. While some alterations include replacement windows and siding, sufficient character-defining features remain intact. The area, therefore, is eligible under Criterion C. Archaeological investigations have not been undertaken in the area, therefore, Doyletown's eligibility under Criterion D cannot be assessed at this time.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Doyletown:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5570	House, 250 Doyle Way	1940	Bungalow
134-5571	House, 248 Doyle Way	1940	No Style
134-5572	House, 247 Gimbert Drive	1940	No Style
134-5562	House, 253 Doyle Way	1940	No Style
134-5563	House, 231 Doyle Way	1940	No Style
134-5564	House, 239 Doyle Way	1940	Bungalow
134-5567	House, 209 Doyle Way	1940	Vernacular

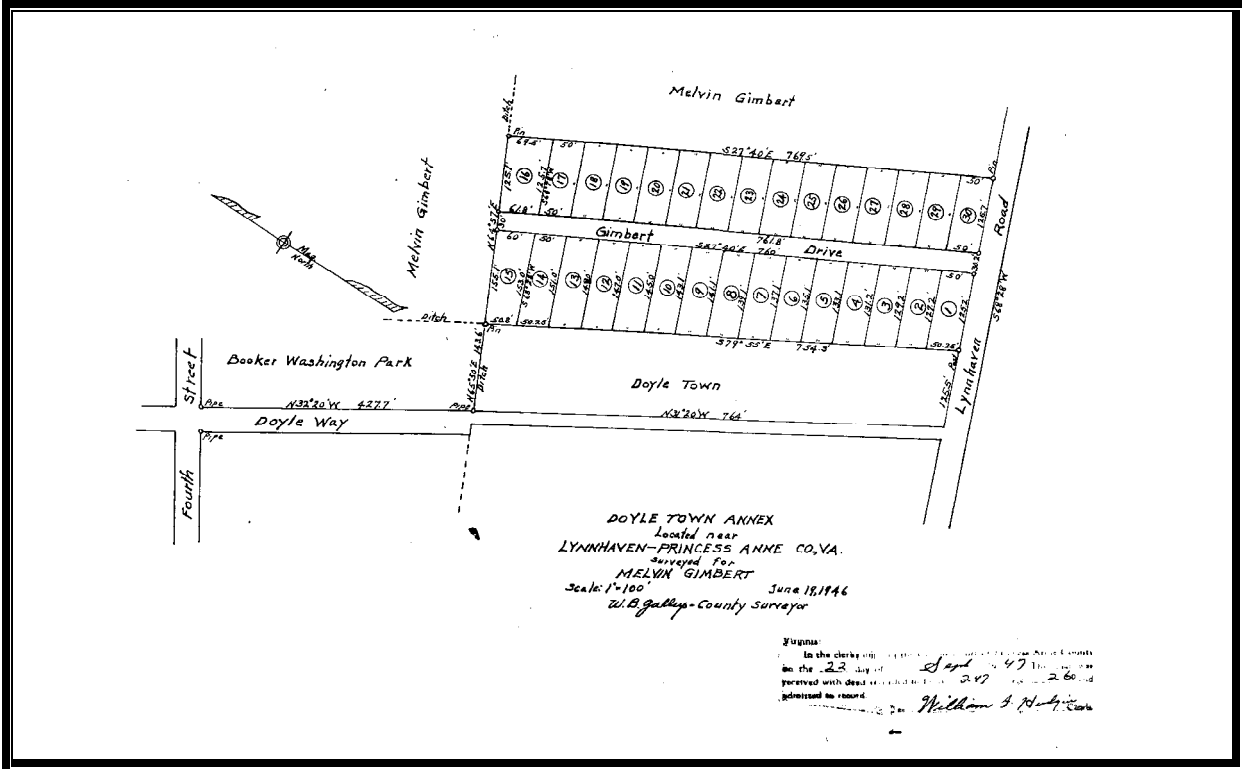


Figure 100. 1946 Plat of Doyletown Annex (Source: Virginia Beach GIS)



Figure 101. Bungalow (1940), 250 Doyle Way (134-5570)



Figure 102. Single-family residence (1940), 247 Gimbert Drive (134-5572)

EUREKA PARK

Location: Eureka Park is located in the north-central section of the City of Virginia Beach, within the Lynnhaven Borough and near the Naval Air Station in Oceana. It is bounded by commercial and residential parcels along Lynnhaven Parkway to the west, the Norfolk Southern Railroad right-of-way to the south, the 2622 Southern Boulevard office-use parcel to the west, commercial parcels along Virginia Beach Boulevard to the northwest, and Virginia Beach Boulevard to the north. Significant streets include Eureka Avenue, Haven Road, Lynnriver Drive, and N. Lynnriver Drive (Figure 103).

Construction Period: c. 1951 – 1958

Potential NRHP Historic District: Yes. (VDHR #134-5582)

Potential Virginia Beach Historical Register: Potential for local recognition.



Figure 103. Aerial Map Showing General Boundaries of Eureka Park

Neighborhood Setting: Eureka Park stands on the south side of Virginia Beach Boulevard, about midway between Lynnhaven Parkway to the west and London Bridge Creek to the east. Late-twentieth century low-rise commercial, residential, and office development surrounds the neighborhood. Lots in Eureka Park are flat, grassy, dotted with mature trees, and range in area from 7,200 to 19,500 sq ft.

Neighborhood History: Until the mid-twentieth century, Eureka Park and the surrounding area was largely rural, punctuated by small villages like Lynnhaven and Oceana. Land use was primarily agricultural and light industrial. The Norfolk & Southern medium gauge railroad between Norfolk and Virginia Beach traveled along the south property line of the Eureka Park neighborhood. The Eureka Brick Yard stood at or near the site of the residential community in the early twentieth century. Reconnaissance-level research did not reveal a direct relationship between residents and employment at the Eureka Brick Yard. Virginia Beach Boulevard ran along the north property line of Eureka Park, connecting Norfolk city residents to the Virginia Beach resort area since the 1920s. Southeast of Eureka Park in the Oceana area, the Naval Air Station, first established during World War II, underwent a large expansion in the early 1950s, prompting increased demand for officer rental housing in the surrounding areas.

Real estate developers Arthur E. and Walter P. Conrad, operating as Darnoc Corporation, platted Eureka Park in 1951 (Figure 104). Forty-five lots lined Virginia Beach Boulevard and the new roads of Lynnrive Drive and Haven Road. Shortly thereafter in 1952, Darnoc Corp. platted the Eureka Court subdivision on a parcel sited immediately west of Eureka Park. Eureka Court contained six lots on Haven Court, later renamed Haven Road to become contiguous with Eureka Park's Haven Road. For the purposes of this analysis, "Eureka Park," unless specified otherwise, shall refer to the Eureka Park neighborhood, including the Eureka Court subdivision. The first houses were constructed in Summer 1952 and were listed for \$10,500, featuring "Three bedrooms, living room, dining room, kitchen, utility room, bath and large attic" (*Norfolk Virginian-Pilot* 1952: 26). A substantial number of homes were constructed by 1954, and the neighborhood was completed by the late 1950s. When Eureka Park was platted in 1951, discussions on widening Virginia Beach Boulevard were already taking place. Ultimately, no homes were constructed on the nine lots fronting on the Boulevard; they serve today as a vegetative buffer strip. The Eureka Park community park, south of the Eureka Court parcel, was created in 1976 when the city of Virginia Beach purchased the undeveloped 1.48-acre lot from Thomas Wood (*Virginia Beach Sun* 1976: A-4).

Resources in Eureka Park are one-story, two- or three-bay-wide, rectangular-plan Minimal Traditional or Ranch houses with side-gable or hipped roofs and a large tripartite window of varying sash composition on the front elevation. Most have small front entry porches one bay or less in width, with pent or gable-front roofs. Approximately half of the dwellings are clad in high-profile cedar shingles while the rest are clad in aluminum or vinyl siding. Many of the homes on Lynnrive Drive have a one-car attached garage or a one-bay ell of similar size and roofline. The two different uses may have been options for the original homebuyers. Some lots have detached garage structures in side or rear yards that may date to the same period as the house. Most lots also have small storage sheds in the rear yard. Concrete walkways lead from the street to low concrete stoops or slab porches of each front entry (Figures 105 and 106).

The forms and features of these dwellings (e.g. metal flue with ventilator slot) bear strong similarities to those found in postwar prefabricated housing such as that seen in National Homes, Gunnison Homes, and Aladdin Read-Cut Homes. The construction of Eureka Park likely included one or more prefabricated housing companies. Prefabricated houses can be found in other pre- and postwar neighborhoods in the Norfolk-Virginia Beach area. However, further archival research and fieldwork is needed to make a final determination for the Eureka Park houses, as many prefabricated housing designs used the same popular styles and design elements as found in traditionally constructed housing of the period (Johnson 2006).

National Register of Historic Places Integrity and Eligibility Evaluation:

If confirmed as prefabricated housing types by further intensive-level research, the resources in Eureka Park would be potentially eligible for listing as an NRHP historic district under Criterion A. Eureka Park is significant under the Architecture and Community Planning themes in the New Dominion period (1946-present) for utilizing new

construction materials and manufacturing technologies to satisfy the post-World War II surge in housing demand. Eureka Park is also potentially eligible under Criterion A as a neighborhood planned and constructed in conjunction with the major expansion of the Oceana Naval Air Station during the Korean War and beginning stages of the Cold War. Additionally, Eureka Park may be potentially eligible under Criterion C as embodying the distinctive characteristics of the prefabricated method of construction.

Eureka Park retains sufficient integrity to convey its significance under Criterion A. Individual resources in Eureka Park feature a high degree of integrity in design, with only a few houses displaying major alterations or additions. Resources also maintain a good overall degree of integrity of materials, although some original cladding, windows, and doors have been replaced. The dimensions of window openings are largely unaltered, and most window replacements are sympathetic one-over-one double-hung sash. Further research is needed to establish the criteria and conveyance of significance for prefabricated housing of the New Dominion period under Criterion C.

The neighborhood of Eureka Park retains a sufficient degree of integrity of the setting, feeling, and association of a small-scale, post-World War II subdivision established with convenient automobile access to low-rise shopping centers, highway transportation routes, and employment centers. Front yards retain original concrete driveways, walkways and typical postwar suburban plantings. The community park, while not part of the Conrad brothers' initial subdivision plan, lends a cohesive feeling to the neighborhood.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Eureka Park:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5578	House, 2520 Lynnrivier Drive	1958	Ranch
134-5579	House, 2501 Haven Road	1958	Minimal Traditional
134-5580	House, 2512 Haven Road	1958	Minimal Traditional
134-5581	House, 208 N. Lynnrivier Drive	1958	Minimal Traditional

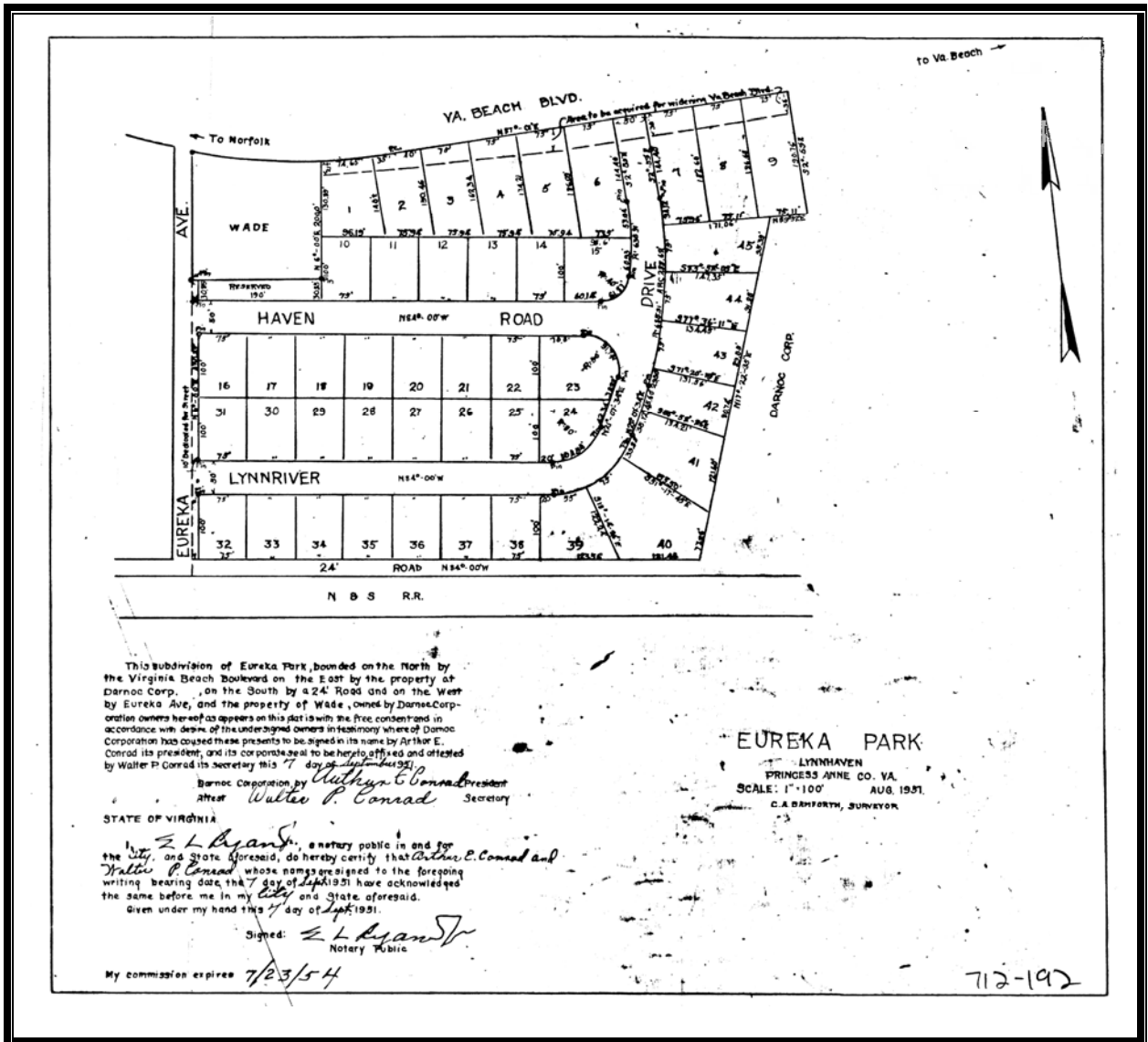


Figure 104. 1951 Plat of Eureka Park (Source: Virginia Beach GIS)



Figure 105. Single-family residence with brick chimney and potential prefabricated construction (1958), 2520 Lynnrivier Drive (134-5578)



Figure 106. Single-family residence with wood shingles and windows featuring horizontal muntins (1958), 208 N. Lynnrivier Drive (134-5581)

GARDENWOOD PARK

Location: Located in the northwestern part of the city in the Bayside area, Gardenwood Park is bordered on the north and east by the Little Creek Reservoir, on the southwest by Bayside Road and on the southeast by Northampton Boulevard (Route 13) (Figure 107).

Construction Period: 1959

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: No



Figure 107. Aerial Photographs Showing General Boundaries of Gardenwood Park

Neighborhood Setting: Gardenwood Park is a large residential development located west of Northampton Boulevard (Route 13) and is adjacent to the Diamond Springs neighborhood on the northwest side. The area, which was farmland into the late-twentieth century, is relatively flat and is edged by the waters of the Little Creek Reservoir. The area was considered isolated when the Chesapeake Bay Bridge-Tunnel was opened in 1964 and Northampton Boulevard became the preferred route over the bay instead of Diamond Springs Road (to the west), which led to the former ferry service landing (Provo 1967). Subsequent commercial development, however, soon made this area a popular location with its proximity to the bridge, nearby military bases, the Virginia Truck Experiment Station (present-day Hampton Roads Agricultural Research and Extension Center), and the Norfolk International Airport. Most houses in the neighborhood are set back from the street on average sized parcels (approximately one-quarter acre) with larger lots along the waterfront.

Neighborhood History: In 1959, area farmland was subdivided into the Gardenwood Park neighborhood (Figure 108). The property was owned by the Meadow Green Corporation, and developed by W.D. Hobbs & Son. Hobbs also was president of the Meadow Green Corporation.

The Diamond Springs neighborhood, consisting of about 500 single-family houses, was platted in one subdivision (1959). Located in this far western section of what was then Princess Anne County, the houses in Gardenwood Park were intended to attract middle-income families. The plan of the neighborhood consisted of a winding street that encircled the area with interior connecting streets; four cul-de-sac streets also were part of the plan. Only two streets, Gardenwood Parkway and Sagewood Drive, connected to the neighborhood to an exterior street (Bayside Road) (Figure 109). This limited access helped to ensure quiet streets with no drive-through traffic, as well as providing a safe environment in which young children could play.

The houses in Gardenwood Park are all one-story, four-bay-wide examples of Minimal Traditional-style houses. Variations include attached garages in an additional end bay, projecting gable-roofed porches, and cross gables on the front elevations. The houses stand on concrete block foundations. Materials include brick, asbestos shingle siding, and vinyl siding, sometimes used in combination (Figures 110, 111, and 112). Windows are traditional sash types and large picture windows with side-lights. All houses have paved driveways. Typical alterations include change in exterior material and replacement of original windows.

Messages posted on the Diamond Springs/Gardenwood Civic League social media page discuss recent flooding in the area. Residents along Sagewood and Shadowwood Drive noted that after recent rains, the street was completely submerged by water. Longtime residents stated that flooding has always been an issue on that side of the neighborhood and that even on elevated ground, such as Aragon and King William drives, back yards and basements also take on water during heavy rains.

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Gardenwood Park possess good overall integrity with regard to location, setting, and association. The neighborhood is united by streets laid in a gridded plan that also responds to the terrain with curving streets along the waterfront. The lots are distinguished by open yards and large trees and the area retains a cohesive physical continuity. The integrity of feeling within the neighborhood is good with no encroaching commercial development. The individual resources within Gardenwood Park also tend to possess good overall integrity of design, materials, and workmanship, reflecting only minor alterations of materials.

Although Gardenwood Park retains good overall integrity, the neighborhood is recommended not eligible for listing as an NRHP historic district. As a mid-twentieth century suburban development, Gardenwood Park does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period; therefore, the neighborhood is recommended not eligible under Criterion A. Because the neighborhood is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Gardenwood Park, which are similar examples of the same house form, lack distinctive architectural features. The tract housing in Gardenwood Park is not differentiated from other similar examples that were built at the same time in the area. Gardenwood Park, therefore, is not eligible under Criterion C. Archaeological

investigations have not been undertaken in the area, therefore, Gardenwood Park's eligibility under Criterion D cannot be assessed at this time.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Gardenwood Park:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5528	House, 5556 Shadowwood Dr	1960	Minimal Traditional
134-5529	House, 5529 Shadowwood Dr	1962	Minimal Traditional
134-5530	House, 1532 Fawnwood Rd	1960	Minimal Traditional

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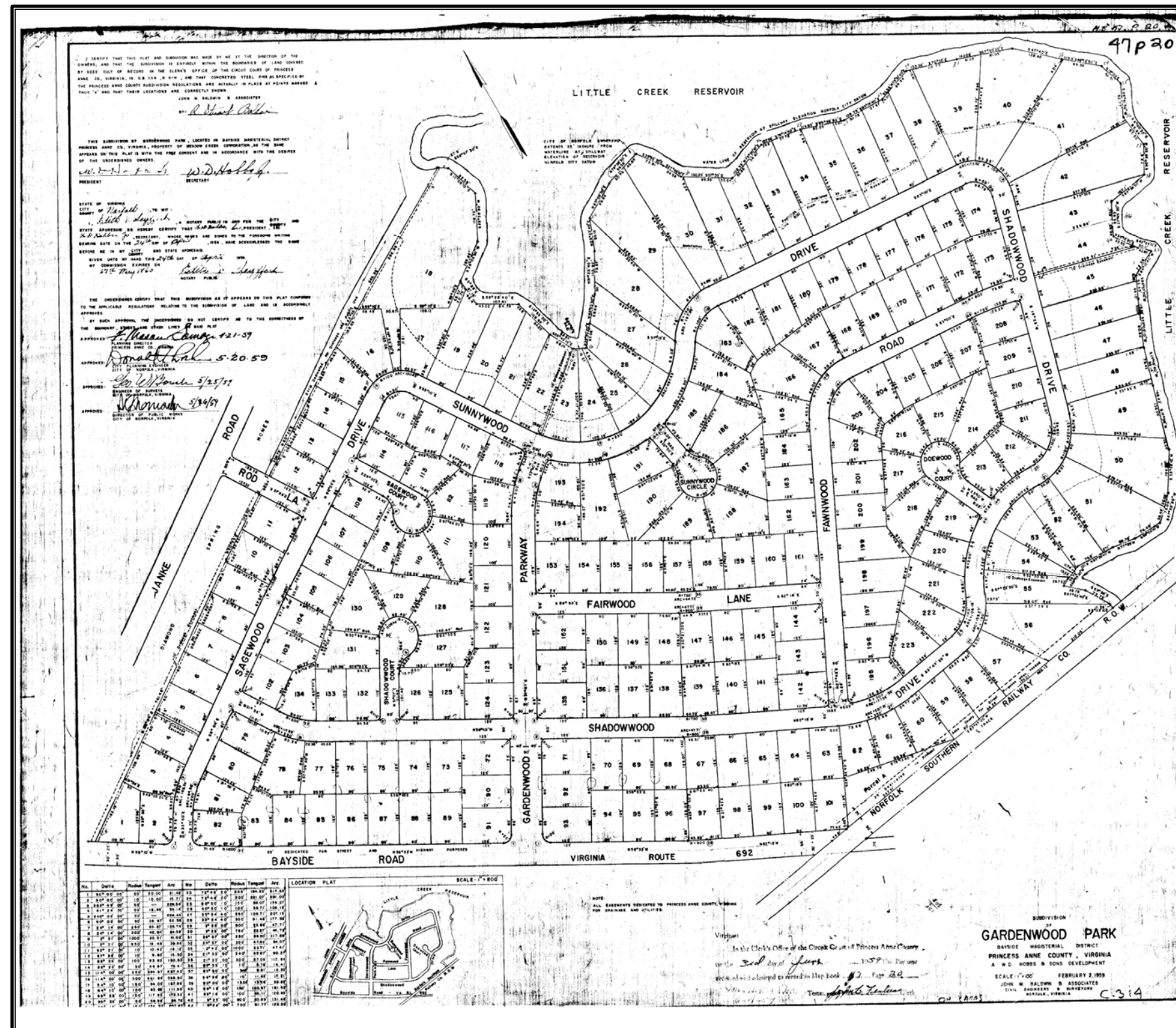




Figure 109. Entrance Sign at Gardenwood Parkway and Bayside Road



Figure 110. Minimal Traditional House (1960), 5556 Shadowwood Drive (134-5528). This example is clad with three materials, retains its historic wooden windows, and features a picture window at the front. The garage bay (right) has been modified.



Figure 111. Minimal Traditional House (1962), 5529 Shadowwood Drive (134-5559). This example is clad with two materials and retains its garage. Modifications include the addition of the entry porch and replacement windows.



Figure 112. Minimal Traditional House (1960), 1532 Fawnwood Road (134-5530)

GRACETOWN

Location: Located in the Bayside area, Gracetown is bordered on the north by Smokey Road, on the west by Independence Boulevard (Route 225), on the south by Cullen Road and the Thoroughgood Elementary School, and on the east by the Thoroughgood neighborhood (Figure 113).

Construction Period: 1920-1960

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: No



Figure 113. Aerial Map Showing General Boundaries of Gracetown

Neighborhood Setting: Gracetown, also known as Fentress, is located in a densely developed residential and commercial area adjacent to the major thoroughfare of Independence Boulevard. The land within the neighborhood is relatively flat with a few large trees located in the back yards. Houses are set back from the street and most are accessed by paved driveways or unpaved parking spaces in the yard. Most yards are unfenced and there are no sidewalks in the neighborhood.

Neighborhood History: Gracetown is one of Virginia Beach's historically African American neighborhoods that was first populated in the 1920s with Weldon Street (formerly Grace Street) serving as the main entrance into the area, as it is today. The children in Gracetown attended school at the William Skinner School, on Keeling Road, along with African American students from other areas. Many of Gracetown's residents attended services at the Morning Star Baptist Church, located near the Beechwood neighborhood. Unlike some neighborhoods, Gracetown included commercial buildings such as the Willis store, formerly located on Independence Boulevard, and a restaurant on Eagleton Lane ((Hawkins-Hendrix and Lucas 2017).

The community historically has been a small settlement, generally consisting of fewer than 75 buildings. Only a handful of historic houses remain in Gracetown. The historic houses that are extant reflect vernacular forms and a variety of materials (Figures 114 and 115). Most have been significantly altered. The historic resources in the community are one- to one-and-a-half-story, frame and brick-clad dwellings. At least one, two-story historic building remains extant. Many of the infill houses built in the neighborhood are vinyl-clad, two-story types.

As part of the City's 1975 Target Neighborhood Program, Gracetown was the beneficiary of infrastructure upgrades, which made the area attractive to redevelopers. Some houses deemed uninhabitable by the city also were replaced during the program. Historically a lower-middle class, African American neighborhood, Gracetown today is a middle-class, racially mixed community that includes both longtime residents and new residents (Messina 1996).

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Gracetown possess good-to-fair overall integrity with regard to location, setting, and association, although the presence of modern infill development has somewhat diminished the feeling of the neighborhood. An historical real estate plat of the area indicates that the neighborhood has generally retained its historic street grid, consisting of a central entrance road (now Weldon Street) and three cross streets (originally known as First, Second, and Third Streets). The individual resources within Gracetown possess good-to-fair integrity of design, materials, and workmanship. Alterations and renovations have impacted the character of some historic dwellings.

Gracetown is recommended not eligible for listing as an NRHP historic district. As an early-twentieth century neighborhood, Gracetown does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period; therefore, the neighborhood is recommended not eligible under Criterion A. Although known historically as an African American neighborhood, Gracetown also is not known to have contributed to that community's ethnic heritage in a significant way. Other African American neighborhoods possess better integrity, hold more significant associations or architectural resources, such as schools or churches, that are significant to the ethnic heritage of the community. Because the neighborhood is not known to be directly associated with a historically significant person, it is not recommended eligible under Criterion B. As a group of buildings, the resources in Gracetown lack distinctive architectural features with most dwellings reflecting vernacular forms with little applied architectural detailing. These common forms and styles are seen in many of the residential areas in the City, and are better representatives of the period. The area, therefore, is recommended not eligible under Criterion C. Archaeological investigations have not taken place in the area, but significant land disturbance was noted due to residential development and construction of roads lessens the likelihood of intact deposits (Criterion D).

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Gracetown:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5546	House, 1591 Eagleton Ln	1940	Vernacular
134-5547	House, 1537 Eagleton Ln	1955	Vernacular
134-5548	House, 1565 Frost Rd	1940	Vernacular
134-5549	House, 1557 Eagleton Rd	1950	Vernacular



Figure 114. Vernacular Dwelling (remodeled) (1940), 1591 Eagleton Lane (134-5546)



Figure 115. Vernacular Dwelling (1940), 1565 Frost Road (134-5548)

GREAT NECK

Location: This neighborhood is located on the east side of N. Great Neck Road and extending north and south of Mill Dam Road. The neighborhood centers on Shoveller Avenue (Figure 116).

Construction Period: 1930-1950

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: No



Figure 116: Aerial Map Showing General Boundaries of Great Neck

Neighborhood Setting: The Great Neck neighborhood is located in a densely developed area of residential and commercial construction. The dwellings are arranged on both sides of Mill Dam Road, fronting onto secondary streets, including Shoveller Avenue. The land is gently rolling and holds several mature trees. Houses are set back from the street and area accessed by paved driveways.

Neighborhood History: Great Neck is one of Virginia Beach’s historically African American communities. First settled in the 1880s, the area’s earliest black residents included members of the Goffigan, Wright, Malbon, and Haynes families (Hawkins-Hendrix and Lucas 2017). A two-room school was present in Great Neck, but no churches or lodges. Houses noted during the present survey date to the 1940s and 1950s and reflect a middle-class neighborhood. Houses are brick-clad Ranch types, as well as vernacular types (Figures 117 and 118). The large lots are well landscaped and are accessed by paved driveways. Concrete sidewalks extend along Shoveller Avenue. No overall plat for the neighborhood has been located. Most current real estate records for houses in Great Neck depict re-subdivision of small parcels.

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Great Neck possess good overall integrity with regard to location, setting, and association, although the presence of modern residential and commercial development adjacent to the neighborhood has diminished its historic feeling. The individual resources within Great Neck possess good integrity of design, materials, and workmanship.

Great Neck is recommended not eligible for listing as an NRHP historic district. At present, the neighborhood reflects the appearance and character of a mid-twentieth neighborhood and as such, Great Neck does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period; therefore, the neighborhood is recommended not eligible under Criterion A. Although known historically as an African American neighborhood, Great Neck also is not known to have contributed to that community’s ethnic heritage in a significant way. Other African American neighborhoods possess better integrity, hold more significant associations or architectural resources, such as schools or churches, that are significant to the ethnic heritage of the community. Because the neighborhood is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Great Neck lack distinctive architectural features with most dwellings executed in typical Ranch styles, examples of which are seen in many of the residential areas in the City. The area, therefore, is not eligible under Criterion C. Archaeological investigations have not taken place in the area, therefore, Great Neck’s eligibility under Criterion D cannot be assessed at this time.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Great Neck:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5550	House, 1418 Shoveller Ave	1940	Ranch
134-5551	House, 1433 Shoveller Ave	1945	Ranch
134-5552	House, 1521 Mill Dam Rd	1950	Vernacular



Figure 117. Brick-clad Ranch House (ca. 1950), 1433 Shoveller Avenue (134-5551)



Figure 118. Vernacular House (ca. 1950), 1521 Mill Dam Road (134-5552)

THE HOLLIES

Location: Located in the North End section of the City between Crystal Lake on the west and the Oceanfront on the east, The Hollies is generally bounded by 45th Street on the south, 50th Street on the north, Atlantic Avenue on the east, and Holly Road and Crystal Lake on the west (Figure 119).

Construction Period: 1910-1950

Potential NRHP Historic District: No, but recommended for further survey.

Potential Virginia Beach Historical Register: Potential for local recognition.

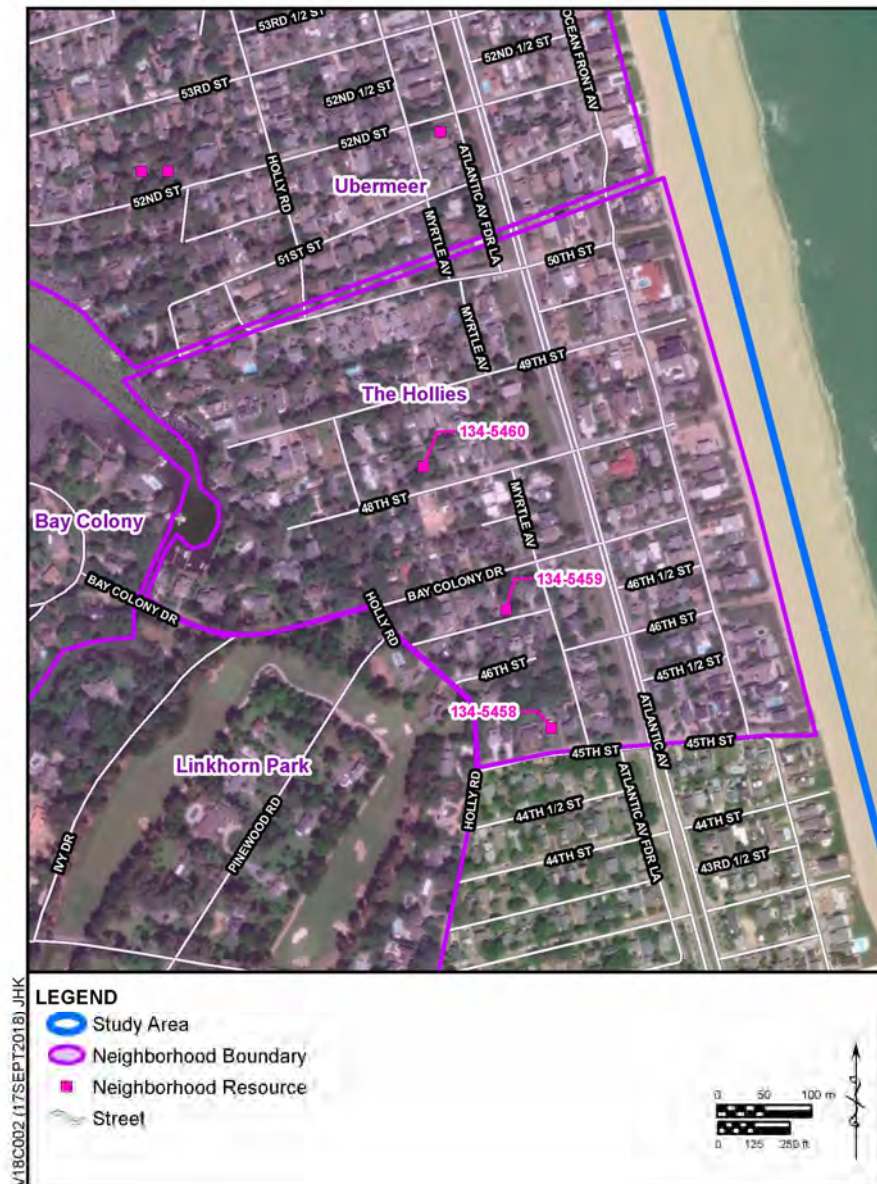


Figure 119. Aerial Map Showing General Boundaries of The Hollies

Neighborhood Setting: The Hollies is located north of the Cavalier Hotel and the Cavalier Shores neighborhood. The tightly platted area consists of narrow streets laid over rolling hills. Lot sizes are small, generally one-tenth to about one-quarter of an acre, and housing footprints tend to occupy much of the lot. There is no formal setback, with some houses situated closer to the street than others. Some houses have driveways, but on-street parking also is prevalent. Most lots retain a grassy and well-manicured front yard, some with wooden picket fences. Some houses have converted their lawns, in whole or in part, into xeriscapes. Paved alleyways are present between certain roadways. Holly Road on the west and Myrtle Avenue on the east are used as north-south through-ways. The area retains a vintage “beachy” feel with its historic frame cottages, narrow streets, and sandy driveways (Figure 120). The area is completely residential in character with no commercial development within its boundaries.

Neighborhood History: Following the end of the Civil War, Norfolk businessman Marshall Parks embarked on developing his farm located along Princess Anne’s oceanfront. Parks felt the farm, called the Hollies, had the potential as a resort that would rival any along the Eastern Seaboard (Souther 1994:6-7). Parks eventually acquired additional land and soon owned all of the oceanfront from his farm south to Rudee Inlet. He also operated the Norfolk and Sewell’s Point Railroad, which would deliver vacationers directly to the oceanfront.

The Hollies was a subdivision that spanned from Atlantic Avenue to Crystal Lake. In 1884, the area was platted into a grid with lots facing interior streets, as well as onto the bordering streets on the east and west. Initially, the 50-foot-wide north-south streets were numbered (First through Third streets) and the 70-foot-wide east-west streets were denoted alphabetically (Avenues A through F) (Figure 121). In the late nineteenth century, Norfolk residents looking to construct seaside cottages purchased many of the lots (Souther 1994:24).

Review of City of Virginia Beach Real Estate Assessor’s records indicate that, at present, only one or two dwellings in the historic boundaries of The Hollies dates to the 1910-1920 period. Many of the houses date from the 1940s and 1950s, with a handful of more recently constructed houses also appearing. Review of aerial photographs of the area show sparse development in 1937, and more full development by 1958. The Hollies appears to have been subsumed as a distinct neighborhood within the larger Bay Colony/North Linkhorn/Ubermeier neighborhoods, but the historic plat for The Hollies lines up with the existing street grid, making it possible to determine the area’s boundaries.

Historic dwellings in the neighborhood reflect forms and styles that were typically seen in other adjacent neighborhoods, including one-story frame vernacular cottages, two-story frame Foursquare dwellings, two-story Colonial Revival-style dwellings, and two-story brick Tudor Revival-style examples (Figures 122 and 123). Some houses have detached garages that may also serve as secondary living units.

National Register of Historic Places Integrity and Eligibility Evaluation: The historic architectural resources located in The Hollies possess good overall integrity with regard to location, setting, and association. The neighborhood is united by streets laid in a gridded plan narrow streets, paved alleys, and landscaped lots. The integrity of feeling within the neighborhood is very good, although some historic dwellings have been replaced with modern infill. The individual resources in The Hollies also tend to possess good overall integrity of design, materials, and workmanship, with only minor alterations.

The Hollies subdivision is recommended for further survey and background study to determine if the area possesses a sufficient number of historic dwellings and to fully assess the neighborhood’s integrity. The present survey noted that some streets in the area appear to retain a much higher level of integrity than others with regard to the number of existing historic buildings. The area does not appear as intact as Cavalier Shores, located to the south, nor do the architectural resources appear as old as those in Cavalier Shores. In addition, although The Hollies was platted in the 1880s, no extant resources date to that period. And, although owned by Marshall Parks, it is not clear that The Hollies best represents Parks’ contributions to the Princess Anne/Virginia Beach oceanfront development. Thorough survey of the streets encompassed in The Hollies and some additional background research can address these issues.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in The Hollies:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5458	House, 303 45th Street	1948	Colonial Revival
134-5459	House, 225 Bay Colony Dr	1929	Vernacular Cottage
134-5460	House, 311 48th Street	1938	Colonial Revival



Figure 120. Streetscape View Looking East Along 45th Street

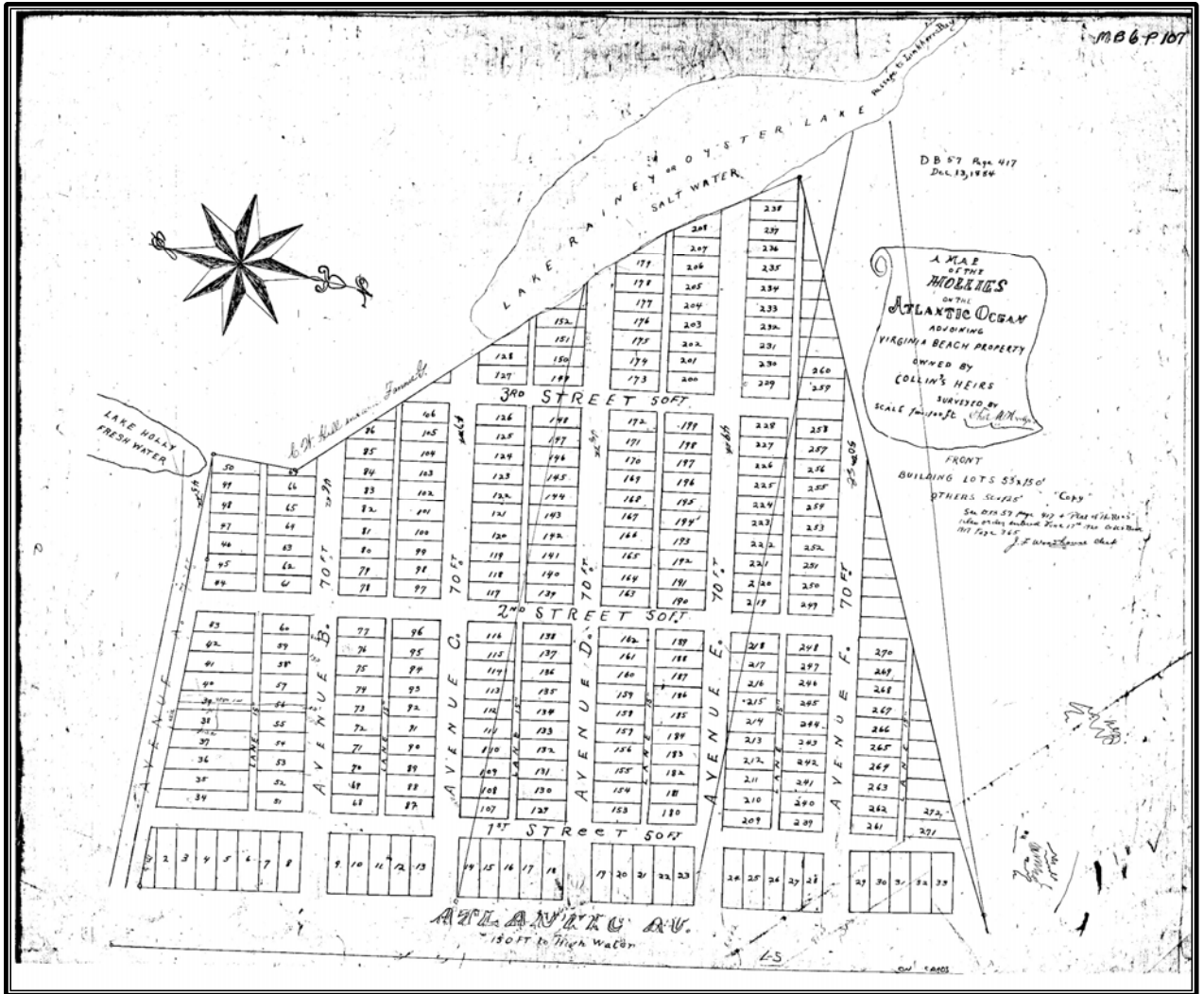


Figure 121. Plat of The Hollies (Source: Virginia Beach GIS)



Figure 122. Brick-clad Colonial Revival-style House (1948), 303 45th Street (134-5458)



Figure 123. Vernacular Cottage (ca.1930), 225 Bay Colony Drive (134-5459)

KEMPSVILLE COLONY

Location: This neighborhood is generally bounded on the east by Kempsville Road (Route 190), to the south by Locke Lane, to the east by the Lark Downs neighborhood, and on the north by Kempsville Elementary School (Figure 124).

Construction Period: 1953-1959

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: No

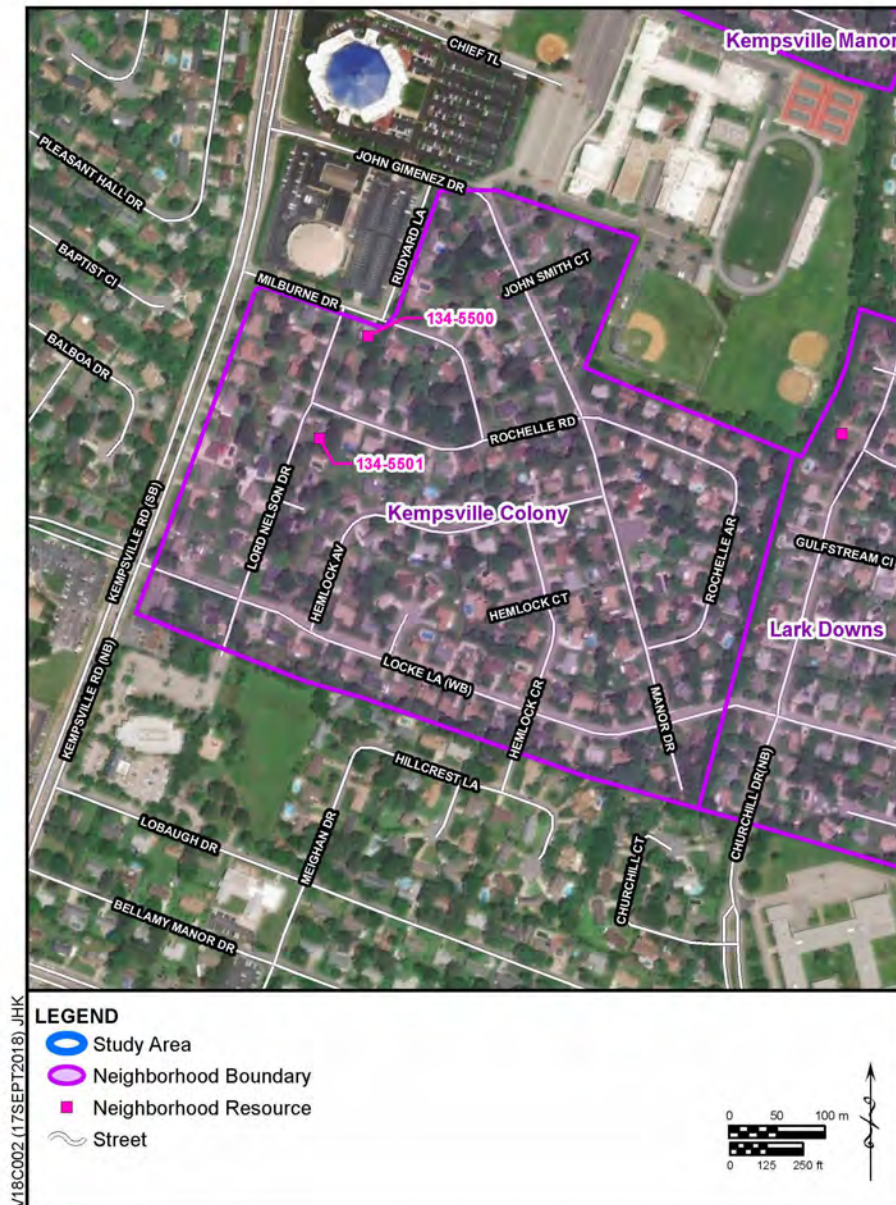


Figure 124. Aerial Photograph Showing General Boundaries of Kempsville Colony

Neighborhood Setting: Kempsville Colony is located southeast of the intersection of Kempsville Road and Princess Anne Road (historic Kempsville). The neighborhood lies east of Kempsville Road and consists of a loosely gridded street plan with roads that extend from three main through streets: Manor Drive, Lord Nelson Drive, and Locke Lane. The land is flat and the houses stand on quarter-acre lots. The buildings are set back from the road with large, open yards at the front and holds numerous mature trees. Most back yards are enclosed with chain-link or wooden privacy fences. The lots are accessed by paved driveways and although there are no sidewalks in the neighborhood, many houses have concrete walks that lead from the street edge up to the front entrance.

Neighborhood History: Kempsville Colony is a residential neighborhood that was developed in three sections between 1955 and 1959. The first platted section occupied the northern part of the neighborhood along Milburne Road and Colony Drive (renamed Manor Drive), the second section extended from Manor Drive to Locke Lane, and the final section extended east to the boundary with Lark Downs.

Kempsville Colony is an example of a medium-size, mid-twentieth-century Ranch-house development. Such tract housing developments became popular, and profitable, during the 1950s and 1960s when growth in Princess Anne County and the City of Virginia Beach boomed. Nearly all of the houses are clad with brick, and are covered by side-facing gable or hipped roofs with wide overhanging eaves (Figures 125 and 126). Many houses retain their wooden sash windows and large picture windows are common on the front elevations. Brick chimneys, inset porches, and decorative paneled doors with sidelights are common. Residential developments like Kempsville Colony were often located adjacent to major transportation routes and often included commercial development on the edges as amenities to the neighborhood. Kempsville Colony did not feature commercial development within its boundaries, but the Kempsville High School was constructed in 1966 adjacent to the north side of the neighborhood. The new Kempsville Elementary School (2003) also is located just north of the neighborhood.

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Kempsville Colony possess good overall integrity with regard to location, setting, and association. The neighborhood retains its original street layout and the lots retain a cohesive physical and visual continuity. The integrity of feeling within the neighborhood is good, with no modern encroachment or infill noted during survey. The individual resources in Kempsville Colony also possess good overall integrity of design, materials, and workmanship, with few notable alterations.

Kempsville Colony is recommended not eligible for listing as an NRHP historic district. As a mid-twentieth century tract house development, the neighborhood does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period; therefore, the neighborhood is recommended not eligible under Criterion A. Because the neighborhood is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Kempsville Colony are examples of typical Ranch-style dwellings and are not differentiated from other similar examples that were built at the same time. The area, therefore, is not eligible under Criterion C. Archaeological investigations have not taken place in the area, therefore, Kempsville Colony's eligibility under Criterion D cannot be assessed at this time.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Kempsville Colony:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5500	House, 700 Lord Nelson Dr	1950	Ranch
134-5501	House, 716 Lord Nelson Dr	1950	Ranch



Figure 125. Brick-clad Ranch-style House (1955), 700 Lord Nelson Drive (134-5500)



Figure 126. Brick-clad Ranch-style House (1955), 716 Lord Nelson Drive (134-5501)

KEMPSVILLE HEIGHTS

Location: Located south of Interstate-264 on the east and west sides of S. Witchduck Road (Route 190), Kempsville Heights is roughly bounded by Grayson Road on the east, Bonney Road on the south, and a body of water on the west (Figure 127).

Construction Period: 1952-1959

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: No

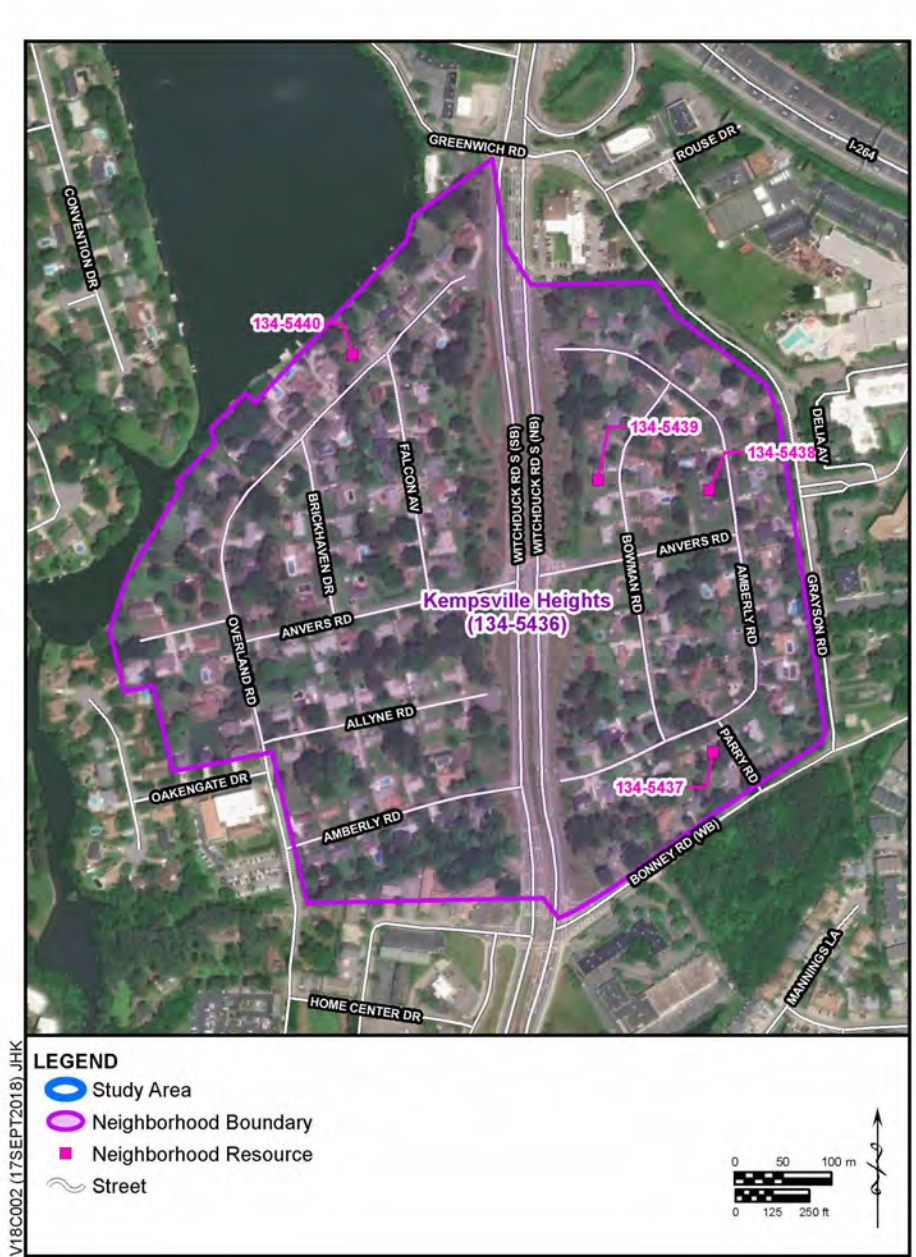


Figure 127. Aerial Map Showing General Boundaries of Kempsville Heights

Neighborhood Setting: Kempsville Heights is located south of Interstate 264 and stands on both sides of S. Witchduck Road. The neighborhood consists of flat lots that are generally wooded at the back. Access into the neighborhood is limited to Amberly, Anvers, and Allyne Roads, which lead into the area from S. Witchduck Road. The houses maintain a similar setback from the street and are accessed by paved driveways that lead to attached garages.

Neighborhood History: In 1952, William J. Miller platted the first section of Kempsville Heights, which encompassed the southeast section of the neighborhood from Anvers Road to Bonney Road (then called Kempsville Road). Miller attached to this plat a series of deed restrictions that would set the architectural and social tone for the neighborhood. The restrictions dictated the minimum dwelling cost and size (\$9500/950 sq.ft.), limited one structure per lot, limited the use of the buildings to residential with the exception of professional offices (dentist or doctor) that could be maintained in a residence, and other requirements (Figures 128 and 129). Miller continued to develop the area, concluding with Section 6 platted in 1959.

Although it does not appear that Miller constructed the houses in Kempsville Heights himself, the houses are all similar, one-story, brick-clad Ranch-style dwellings. Small variations exist between the houses, but they largely consist of five bays, sash and picture windows, hipped or side-gable roofs, and attached garages (Figures 130 and 131).

National Register of Historic Places Integrity and Eligibility Evaluation: Of the mid- to late-twentieth-century Ranch-style (“tract”) developments reviewed for this project, Kempsville Heights retains a good level of overall integrity with regard to location, setting, and association. The original street grid remains intact, but has been impacted by the recent widening of S. Witchduck Road, which removed about 20 houses from the neighborhood. The integrity of feeling within the neighborhood is good, and historic restrictions have limited development in the area to residential structures only. The individual resources within Kempsville Heights also possess good overall integrity of design, materials, workmanship, with few alterations noted. Most retain their historic windows and attached garages have been retained.

Although the neighborhood retains good overall integrity, Kempsville Heights is recommended not eligible for listing as an NRHP historic district. The neighborhood is an example of a medium-sized, residential subdivision dating from the mid-twentieth century. The neighborhood is one of several in Princess Anne County that employed the use of deed restrictions to control the appearance and character of buildings built in the subdivision; however, Kempsville Heights does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in Princess Anne County during the mid-twentieth century; therefore, the neighborhood is recommended not eligible under Criterion A. William J. Miller was the owner and developer of Kempsville Heights, but he is not known to have made significant contributions to Princess Anne County or Virginia Beach history; therefore, the neighborhood is not eligible under Criterion B. As a group of buildings, the resources in Kempsville Heights lack distinctive architectural features. As typical Ranch-style dwellings, these examples are not differentiated from other similar examples that were built at the same time. The area, therefore, is not eligible under Criterion C. Archaeological investigations have not taken place in the area, therefore, Kempsville Heights’ eligibility under Criterion D cannot be assessed at this time.

Properties Documented within the Neighborhood: The following resources were recorded as representative examples of the dwellings in Kempsville Heights:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5437	House, 301 Parry Rd	1957	Ranch
134-5438	House, 237 Amberly Rd	1954	Ranch
134-5439	House, 245 Bowman Rd	1958	Ranch
134-5440	House, 5148 Overland Rd	1963	Ranch

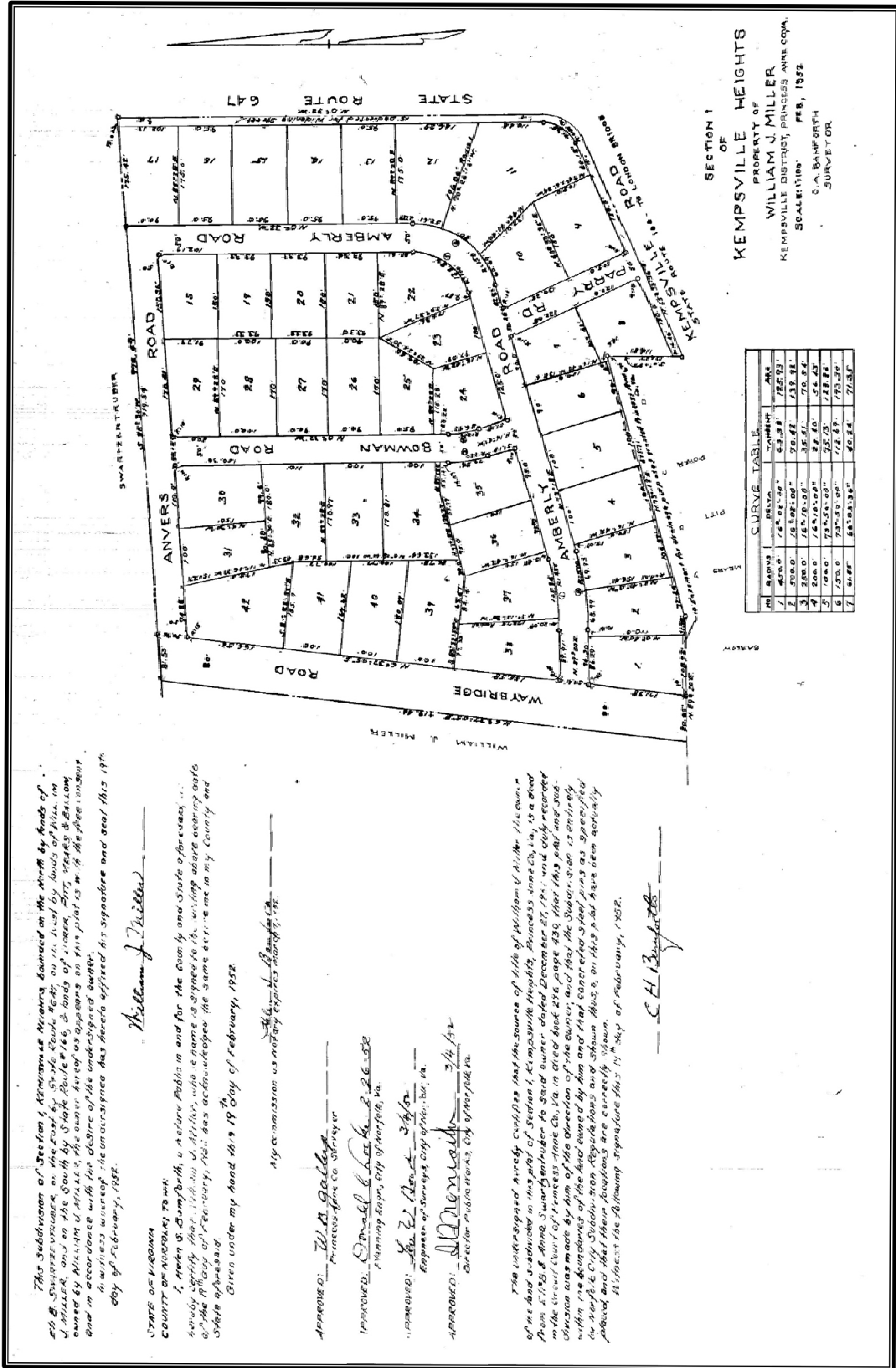


Figure 128. Kempsville Heights, Section 1 Plat (1952) (Source: Virginia Beach GIS)

RESTRICTIONS AND PROTECTIVE COVENANTS

This subdivision, which includes all the property embraced within the other boundaries of that certain tract of land shown on a plat made by C. A. Demerath, Surveyor, dated February, 1952, marked "Section One, of KEMPVILLE HEIGHTS, Property of William J. Miller, Kempsville District, Princess Anne County, Virginia." Said tract of land fronting on Kempsville Road (Route 166 and Route 647) and designated on the aforesaid plat, hereto attached and recorded simultaneously herewith, is with the free consent and in accordance with the desire of the undersigned owner and proprietor of such land. The property on this plat is subject to the following restrictions and protective covenants:

- All lots in the tract platted shall be known and designated as residential lots and no structure shall be erected on any lot other than one detached single family dwelling and a one or two car garage, provided, however, that servants quarters may be erected above the garage, and never shall they be rented as an apartment.
- No building shall be erected on any lot nearer than forty (40) feet from the street line of the lot and no building shall be erected on any lot nearer than ten (10) feet from any side-line. The side-line restriction shall not apply to a garage located on the rear one-quarter (1/4) of the lot, except that on corner lots, no structure shall be permitted near than fifteen (15) feet to the street side of the line.
- No lot in this subdivision shall be re-subdivided.
- No trailer, tent, shack, garage, barn or other building, except an apartment over a garage used in conjunction with a residence erected in this tract, shall at any time be used as a residence, temporarily or permanently, nor shall any residence of a temporary character be permitted, nor shall any structure be moved on to any lot, unless it was with the approval of the undersigned and it shall conform to and be in harmony with the existing structures in the tract.

5. No dwelling coating less than \$5500.00, or in the alternative, less than 900 square feet in the first floor, excluding garage, shall be permitted on any lot in the said tract. The reaction as to which of the above alternatives chosen is given to the purchaser of and/or builder on the said lot or lots.

6. A preparticular easement is reserved over the rear five (5) feet of each lot for utility installations and maintenance.

7. The undersigned reserves to himself title to the fee in the streets shown on said plat and also reserves the right and power to erect, put down and maintain gas, water, telephone, sewer and electric works, pipes, poles, wires, fixtures and other utilities and installations along, over and above, and under the five (5) foot easement reserved along the rear of all lots, together with the right of ingress and egress over all lots in said strip reserved herein, it being the intention of the undersigned to dedicate only a right of way of public easement thereover and therein.

8. The owner of any lot, when constructing a dwelling or other living quarter thereon, shall immediately install a septic tank for the sewage disposal, said tank to conform to the laws and statutes of the State of Virginia as made and provided.

9. No signs shall be permitted on or upon any lot within the said house and no outside stairway shall be permitted to the second floor.

10. No fences shall be allowed in the front of the rear line of any house and no outside stairway shall be permitted to the second floor.

11. No business shall be allowed in this area, except professional business of a doctor or dentist, which can be carried on in the dwelling house. Churches may be permitted where plans are submitted and approved by the undersigned.

12. These covenants and restrictions are to run with the land and shall be binding on all the parties and all persons claiming under them, until March 1, 1973, at which time all covenants and restrictions shall terminate, and the said covenants shall be automatically extended for successive periods of ten years unless by a vote of 75 per cent of the owners it is agreed to change said covenants in whole or in part.

13. If the parties hereto, or any of them, or their heirs or assigns, shall violate or attempt to violate any of the covenants or restrictions herein set out, it shall be lawful for any other person or persons owning any lot in said development or subdivision to prosecute any proceeding at law or equity against the person or persons violating or attempting to violate any such covenant or restriction, and either to prevent him or them from so doing or to recover damages or other dues for such violation.

14. Invalidity of any one of these covenants by judgment or Court Order shall in no wise affect any of the other provisions, which other provisions shall remain in full force and effect.

In WITNESS WHEREOF, the undersigned, William J. Miller, has hereunto set his hand and seal this 20th day of March, 1952.

William J. Miller (SEAL)

STATE OF VIRGINIA,
CITY OF NORFOLK, to-wit:

Richard S. Gardner, a Notary Public in and for the City of Norfolk, in the State of Virginia, do hereby certify that William J. Miller, whose name is signed to the writing above, bearing date on the day of _____, 1952, has acknowledged the same before me, in my City aforesaid. My Commission expires: Oct. 31, 1953. Given under my hand this 20th day of March, 1952.

Richard S. Gardner
Notary Public

Note:
See Remonstrance to Restrictive Covenants
Dated March 20, 1953 Page 267
May 20, 1952

Figure 129. Restrictions Accompanying Kempsville Heights, Section 1 Subdivision (Source: Virginia Beach GIS)



Figure 130. Ranch-style House (1954), 237 Amberly Road (134-5438)



Figure 131. Ranch-style House (1963), 5148 Overland Road (134-5440)

KEMPSVILLE MANOR

Location: Located on the south side of Princess Anne Road (Route 165) and east of Kempsville Road (Route 190) (historic Kempsville); the neighborhood consists of three streets (White Oak, Ravenswood, and Englewood drives) and two cul-de-sacs (Wellston and Wynne courts) (Figure 132).

Construction Period: 1953-1954

Potential NRHP Historic District: No

Potential Virginia Beach Historical Register: No



Figure 132. Aerial Photograph Showing General Boundaries of Kempsville Manor

Neighborhood Setting: Kempsville Manor is a small residential neighborhood located east of the historic core of Kempsville. Given the small size and limited access of the development, it is somewhat isolated within an area of dense commercial and residential development. The area is surrounded by mature trees and the lots within the neighborhood also are heavily wooded. The houses are set back from the street with unfenced front yards. Concrete driveways access the properties. The old Kempsville High School (1966) property abuts the neighborhood to the south.

Neighborhood History: In 1953, Jack and Margaret Harris and A.L. and Evamae Bonney purchased two tracts of land from Vera P. Denny. The following year, the couples subdivided the first section of Kempsville Manor, which extended along White Oak (then, Royal Oak) Drive south to a T-shaped intersection with Ravenswood Drive. In 1956, the couples platted the second section of the neighborhood, which included an extension of Ravenswood Drive, Englewood Drive with two cul-de-sacs extended east of the latter. A total of 48 residential lots were platted (Figures 133 and 134).

Houses built in this area were one-story, brick-clad Ranch-style dwellings that are covered by side-facing gable or hipped roofs, and feature interior brick chimneys and attached garages. The examples in this neighborhood were similar to others built in Princess Anne County and the City of Virginia Beach at the same time (Figure 135).

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Kempsville Manor feature good overall integrity with regard to location, setting, and association. The area retains its overall gridded street plan, and buildings observe a common setback from the street. The integrity of feeling within the neighborhood is good and no commercial encroachment has occurred. The individual resources in Kempsville Manor also tend to possess good overall integrity of design, materials, and workmanship.

Although it retains good integrity, Kempsville Manor is recommended not eligible for listing as an NRHP historic district. The neighborhood is an example of a small-scale, residential subdivision dating from the mid- to late-twentieth century. It does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period; therefore, the neighborhood is recommended not eligible under Criterion A. Because the neighborhood is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Kempsville Manor lack distinctive architectural features. As typical Ranch-style dwellings, these examples are not differentiated from other similar examples that were built at the same time. The area, therefore, is not eligible under Criterion C. Archaeological investigations have not taken place in the area, therefore, Kempsville Manor's eligibility under Criterion D cannot be assessed at this time.

In 2002, the neighborhood was documented as part of a Virginia Department of Transportation compliance project (VDHR #134-5035). At that time, the neighborhood was assessed under standard NRHP Criteria, as well as Criteria Consideration G, which pertains to properties that have not yet reached 50 years of age. Such properties must possess exceptional significance in order to qualify for listing. Kempsville Manor was recommended not eligible and the SHPO concurred.

Properties Documented within the Neighborhood: The following resource was recorded as an additional representative example of the dwellings in Kempsville Manor:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5519	House, 533 White Oak Dr	1955	Ranch

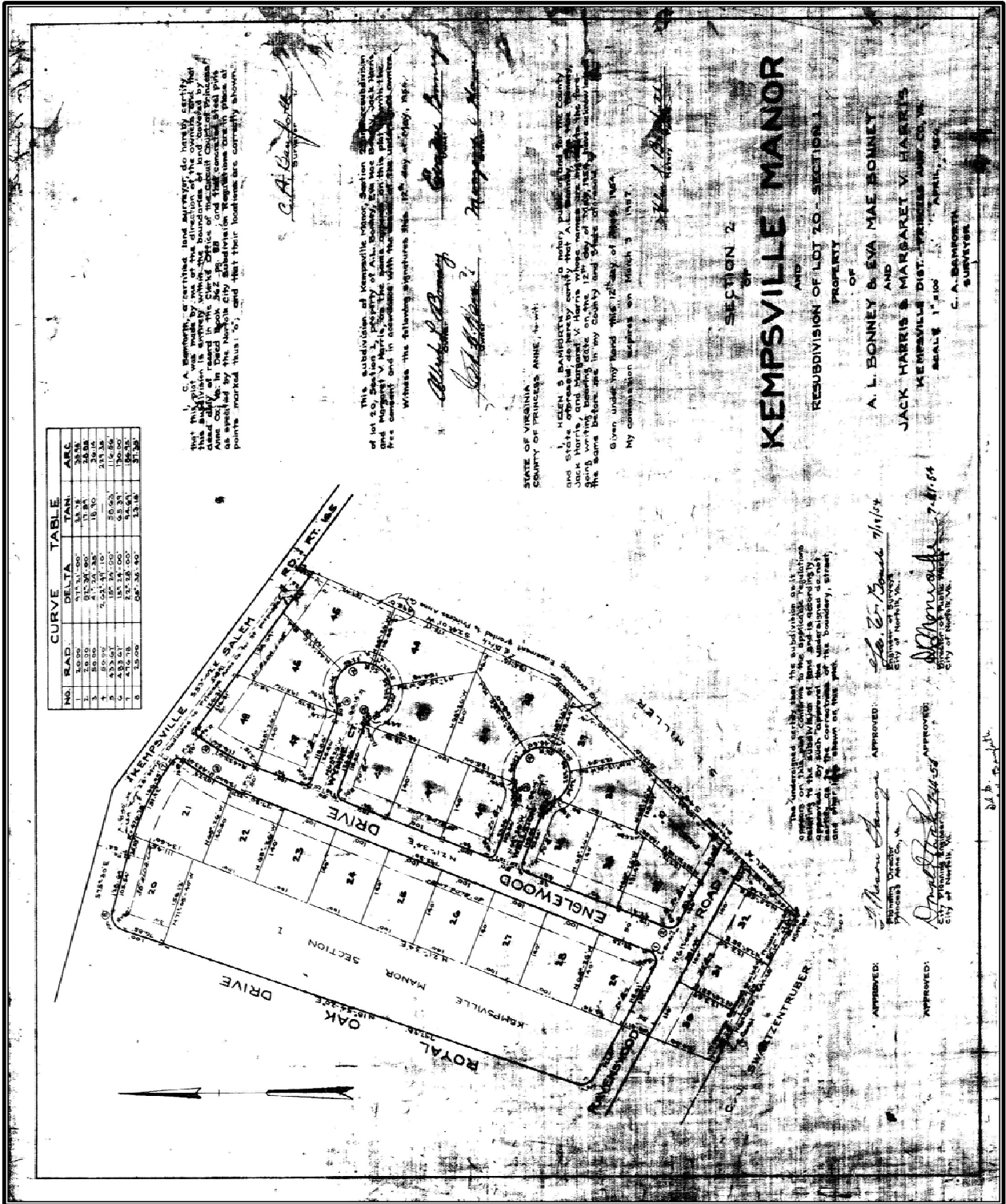


Figure 134. Kempsville Manor, Section 2 (1956) (Source: Virginia Beach GIS)



Figure 135. Ranch-style House (1955), 533 White Oak Drive (134-5519)