

# 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](mailto: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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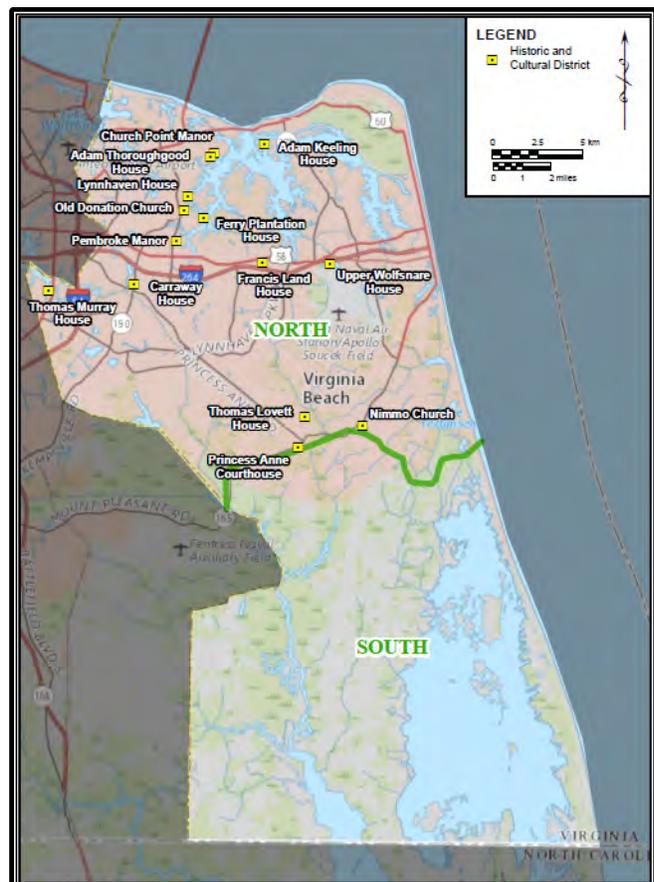
# I. INTRODUCTION

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, 4<sup>th</sup> 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 13<sup>th</sup> 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 13<sup>th</sup> 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 34<sup>th</sup> 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).

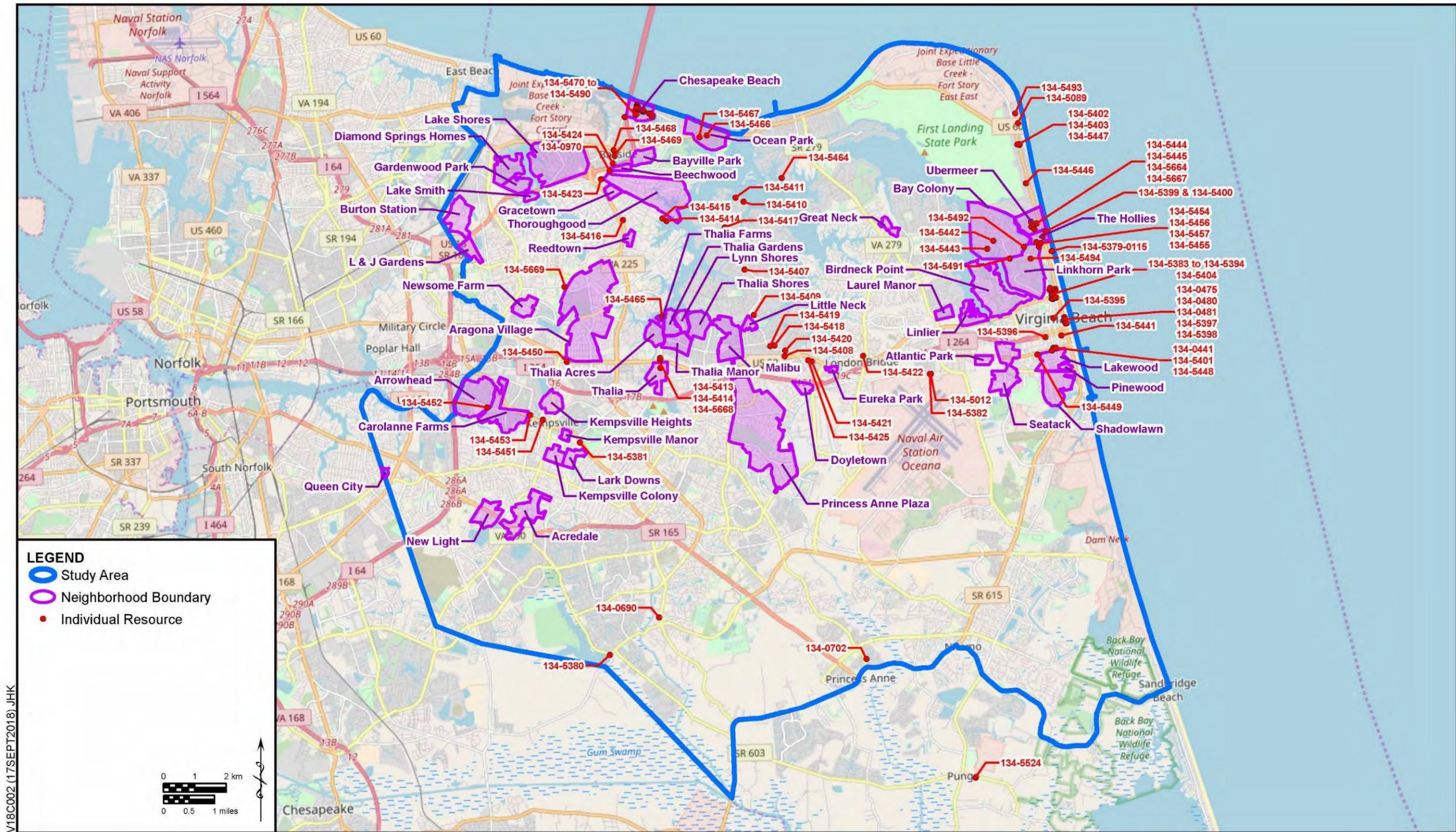
Within the Individual Resources category, the distribution of resources by construction date was:

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.

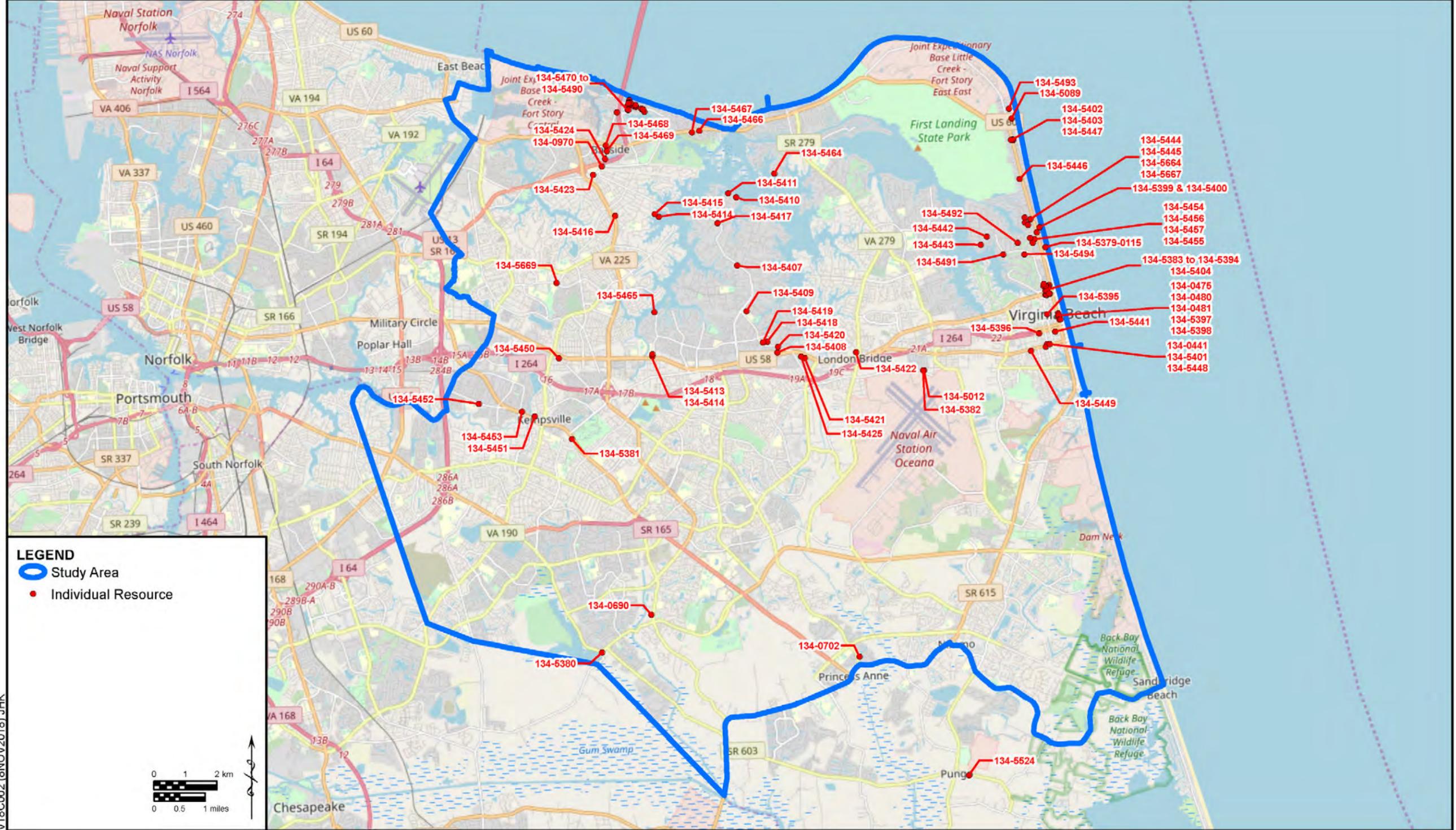


Figure 4. Map showing individual resources surveyed over the City of Virginia Beach's northern half

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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 32<sup>nd</sup> 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 21<sup>st</sup> Street, Princess Anne Tackle Shop c. 1956
- VDHR # 134-5397 - 210 25<sup>th</sup> 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 32<sup>nd</sup> Street, George's Oceanfront Barbershop and Salon (converted to commercial) c. 1920
- VDHR # 134-5392 - 405 33<sup>rd</sup> 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 53<sup>rd</sup> Street, Single Dwelling c. 1920
- VDHR # 134-5445 - 304 53<sup>rd</sup> Street, Single Dwelling c. 1936
- VDHR # 134-5446 - 207 66<sup>th</sup> Street, Single Dwelling c. 1925
- VDHR # 134-5447 - 200 78<sup>th</sup> 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 32<sup>nd</sup> 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 24<sup>th</sup> 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 24<sup>th</sup> 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)*

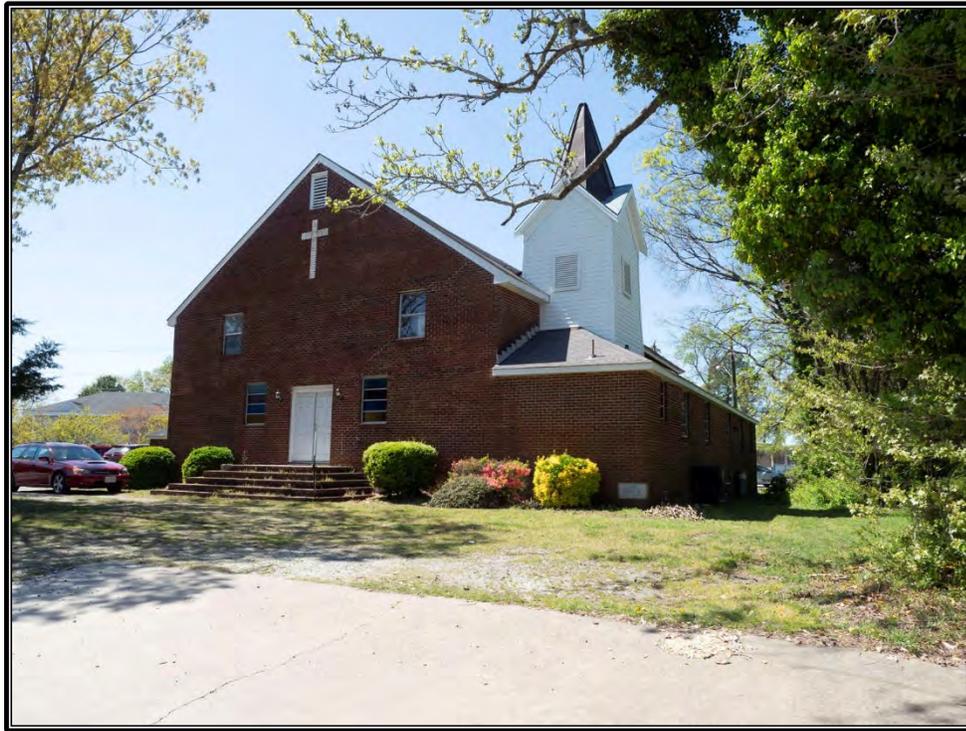


*Figure 20. Lynnhaven Masonic Lodge (c. 1965), 2959 N Lynnhaven Road (134-5420)*

## 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 25<sup>th</sup> 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 24<sup>th</sup> 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 53<sup>rd</sup> Street, Single Dwelling c. 1920
- VDHR # 134-5445 - 304 53<sup>rd</sup> Street, Single Dwelling c.1936
- VDHR # 134-5446 - 207 66<sup>th</sup> Street, Single Dwelling c. 1925
- VDHR # 134-5447 - 200 78<sup>th</sup> 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 54<sup>th</sup> Street, Single Dwelling c. 1934



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



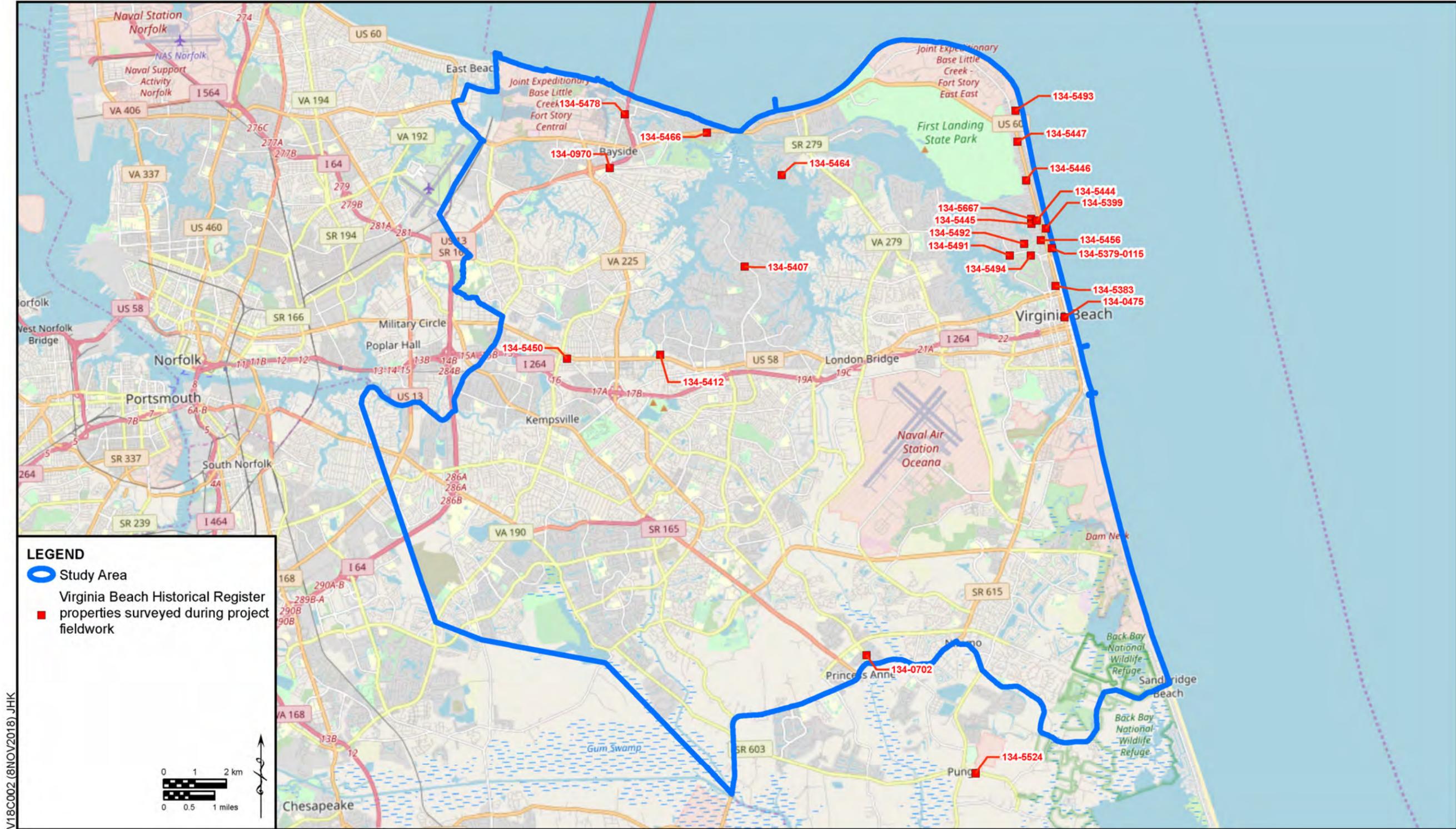
*Figure 28. Thalia Volunteer Fire Station (c. 1965), 333 Thalia Road (134-5412)*



*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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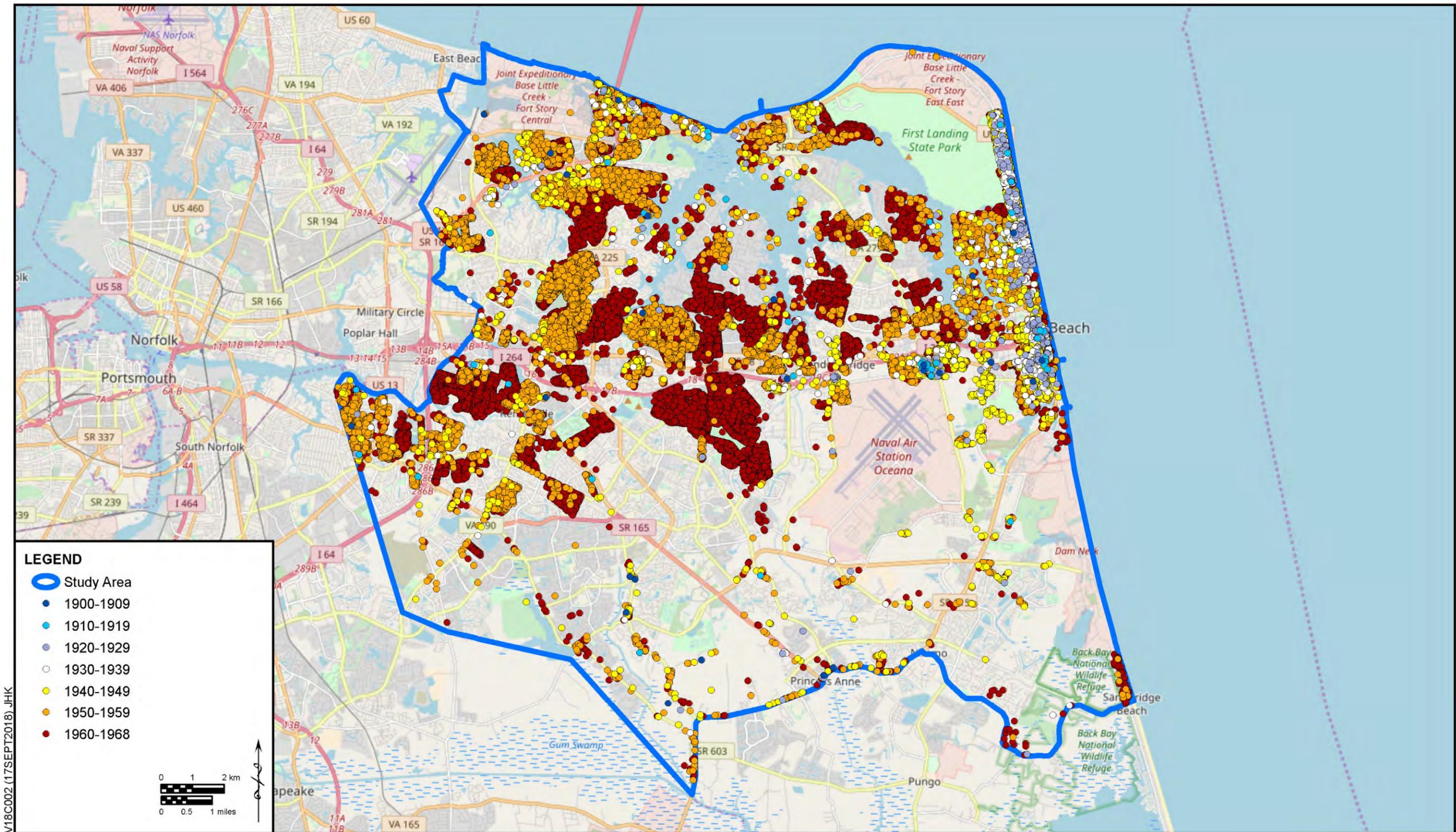


Figure 35. Map showing buildings constructed during the 20th century in the City of Virginia Beach's northern half.

# 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.

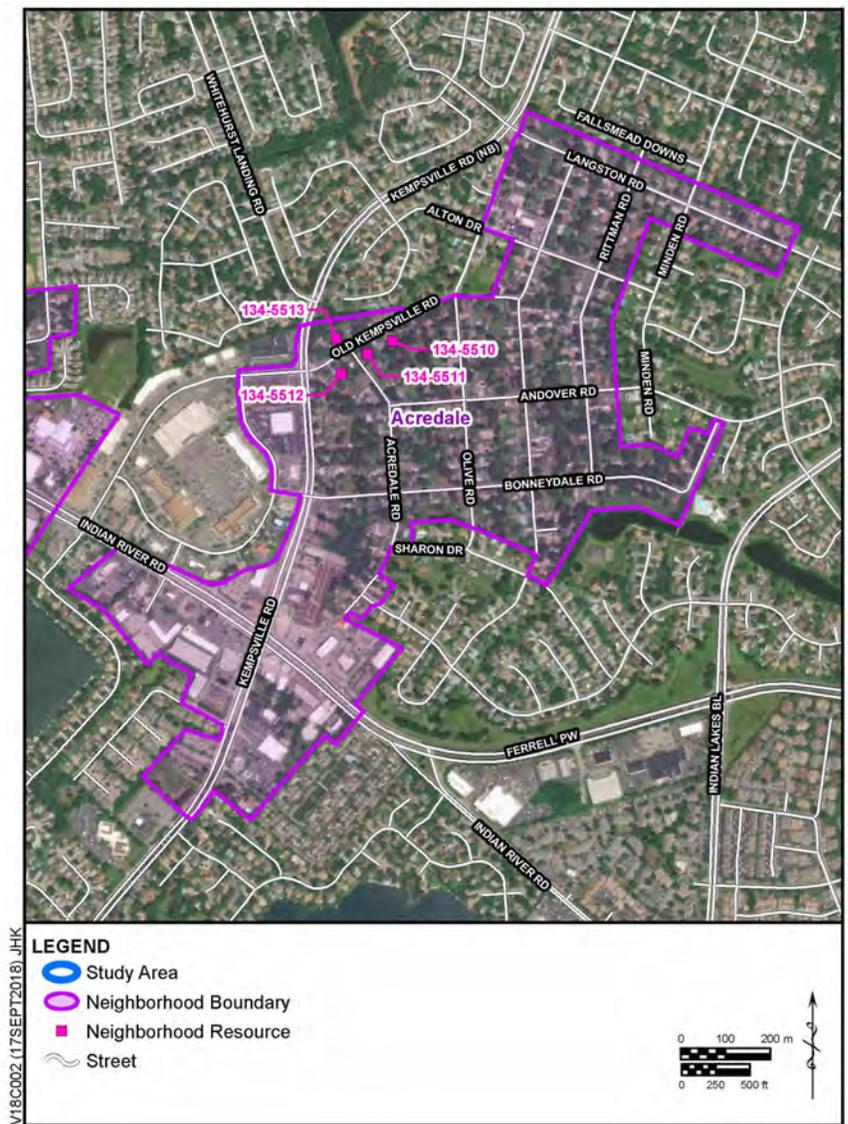


Figure 36. Aerial Photograph Showing General Boundaries of Acredale Neighborhood

**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:

<b>VDHR ID</b>	<b>Resource/Address</b>	<b>Date Constructed</b>	<b>Style/Form</b>
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

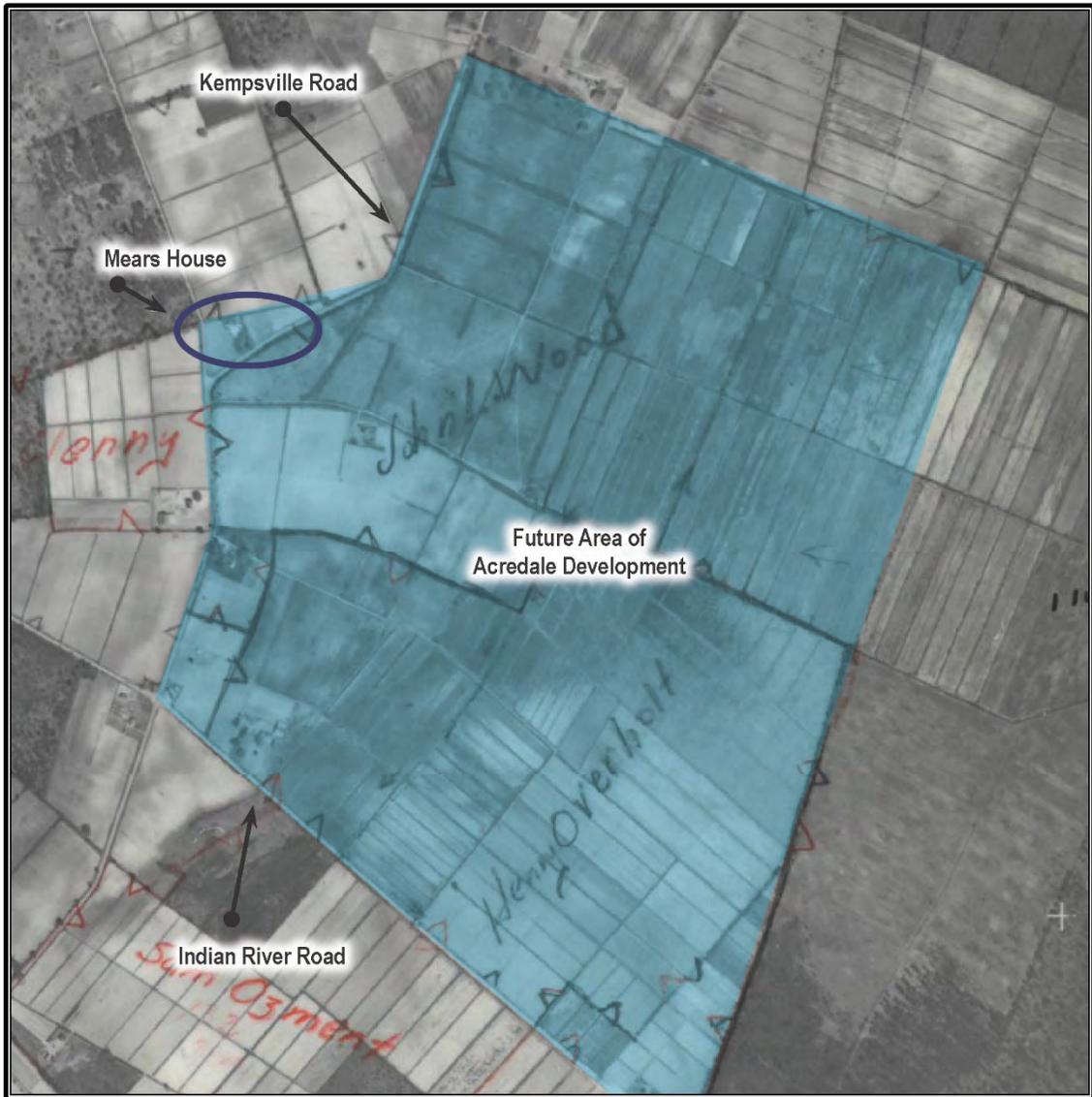


Figure 37. 1937 Aerial Photograph Showing the Agricultural Area that Would Become Acredale. Note Location of Mears House along Kempsville Road. (Source: U.S. Department of Agriculture, Virginia Beach (FG-115-09))



*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 Acredale 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.

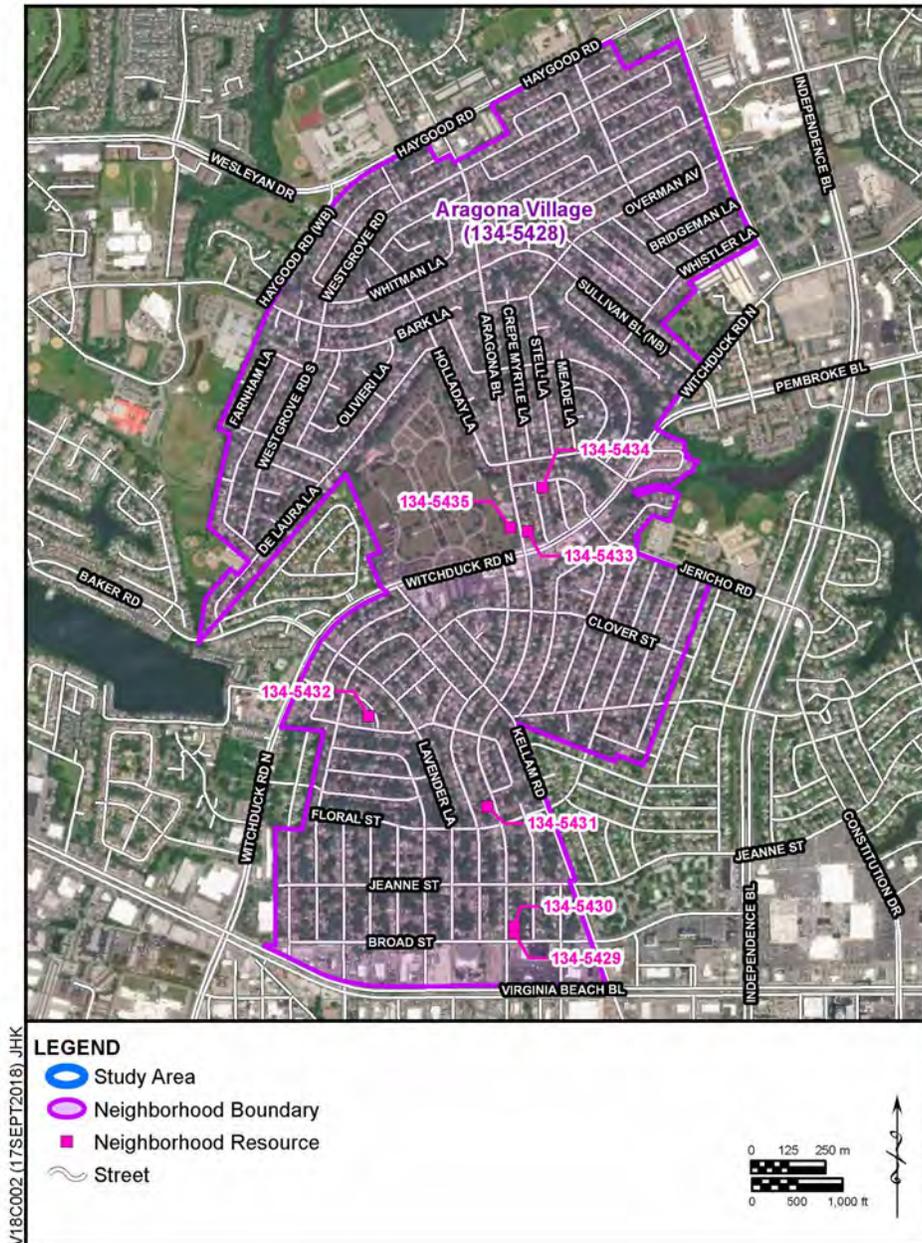


Figure 42. Aerial Map Showing Boundaries of Aragona Village Neighborhood

**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).

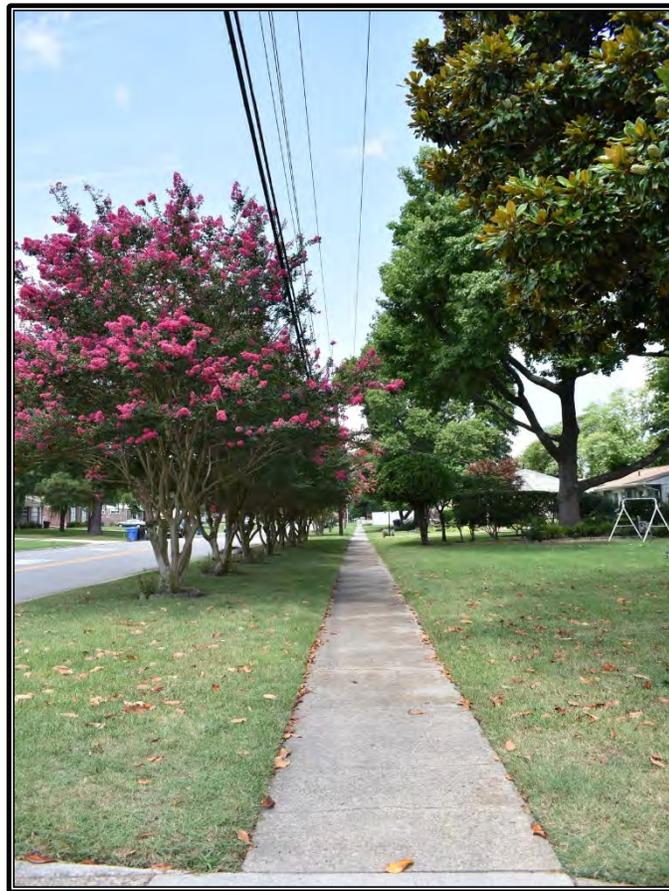
**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Arrowhead possess good overall integrity with regard to location, setting, and association. The neighborhood is united by streets laid mostly in a gridded plan with open yards and large trees. The southern 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*

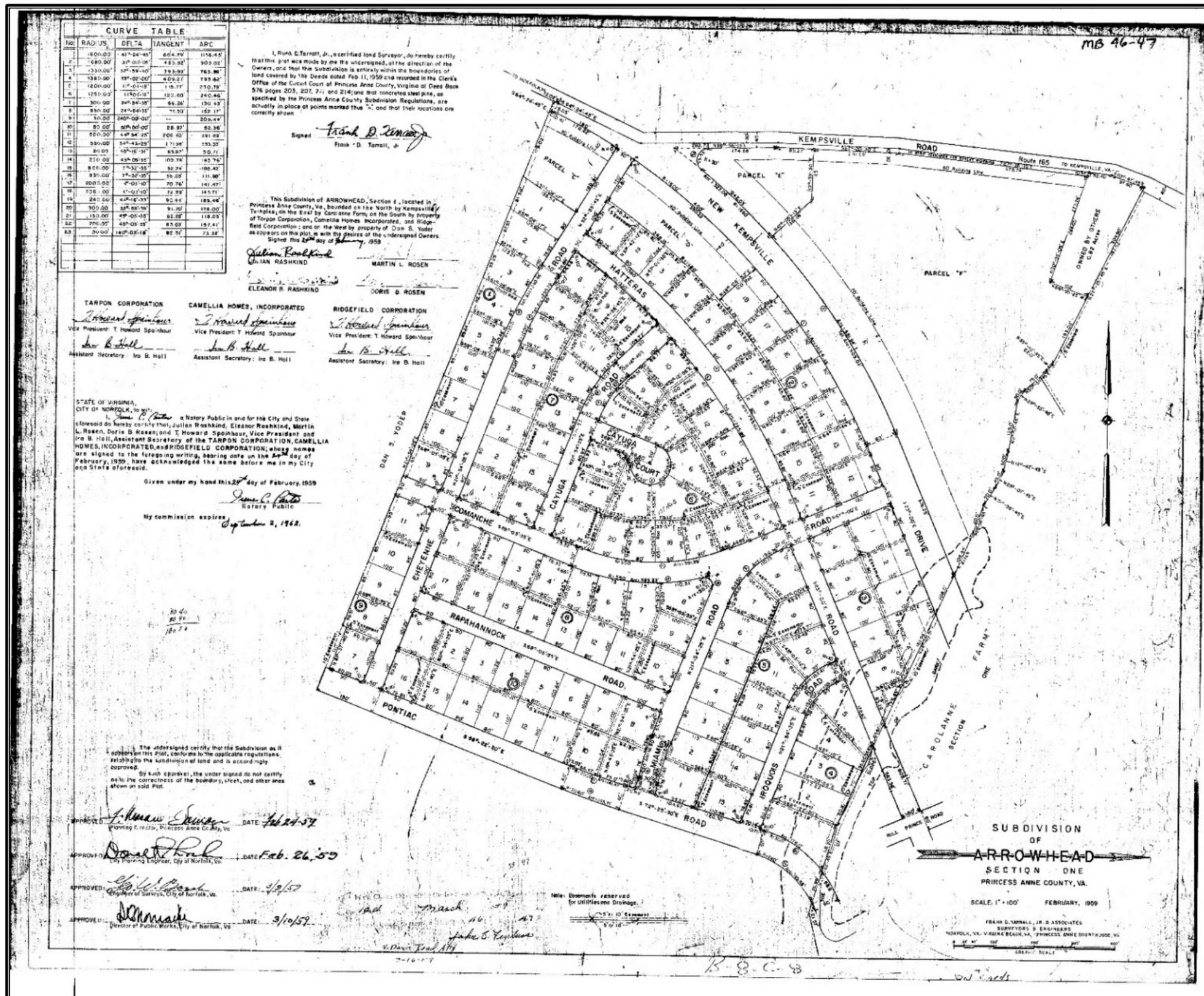


Figure 51. Section 1 Plat of Arrowhead Neighborhood (Source: Virginia Beach GIS)



*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

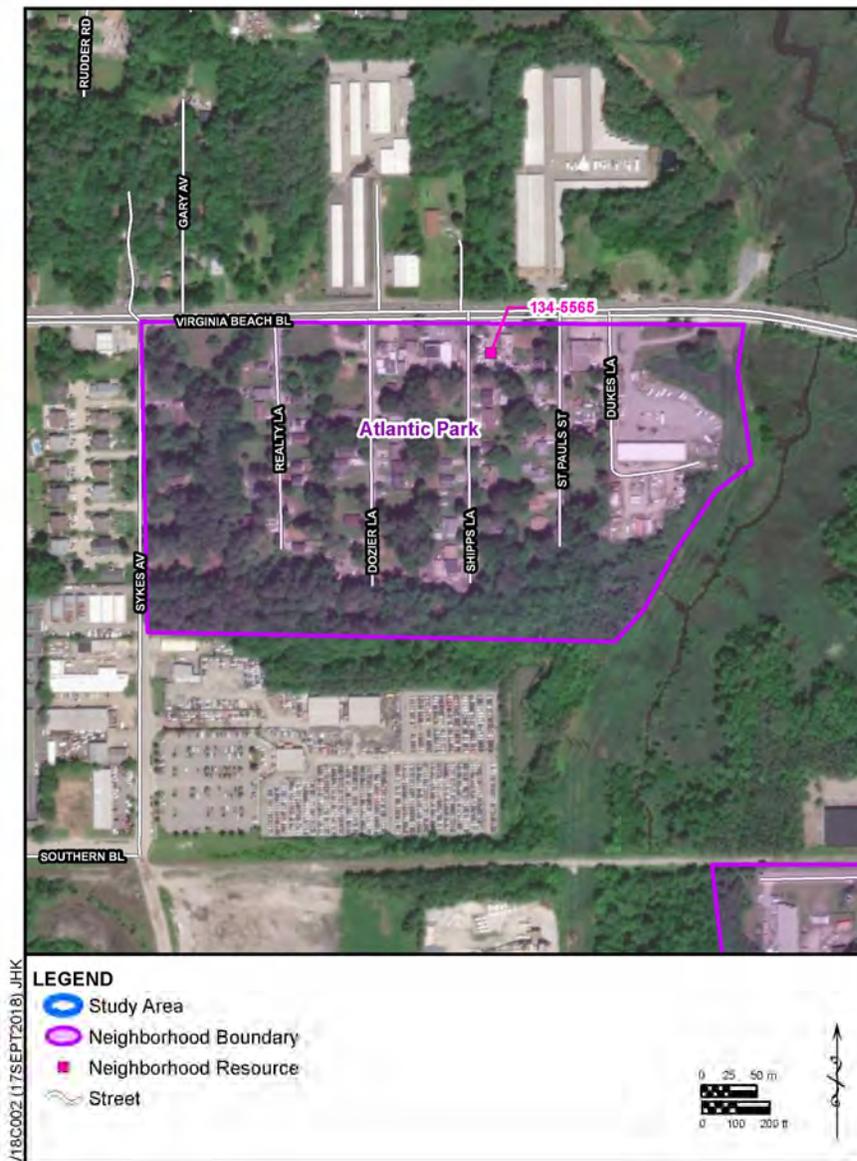


Figure 56. Aerial Map Showing General Boundaries of the Atlantic Park Neighborhood

**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

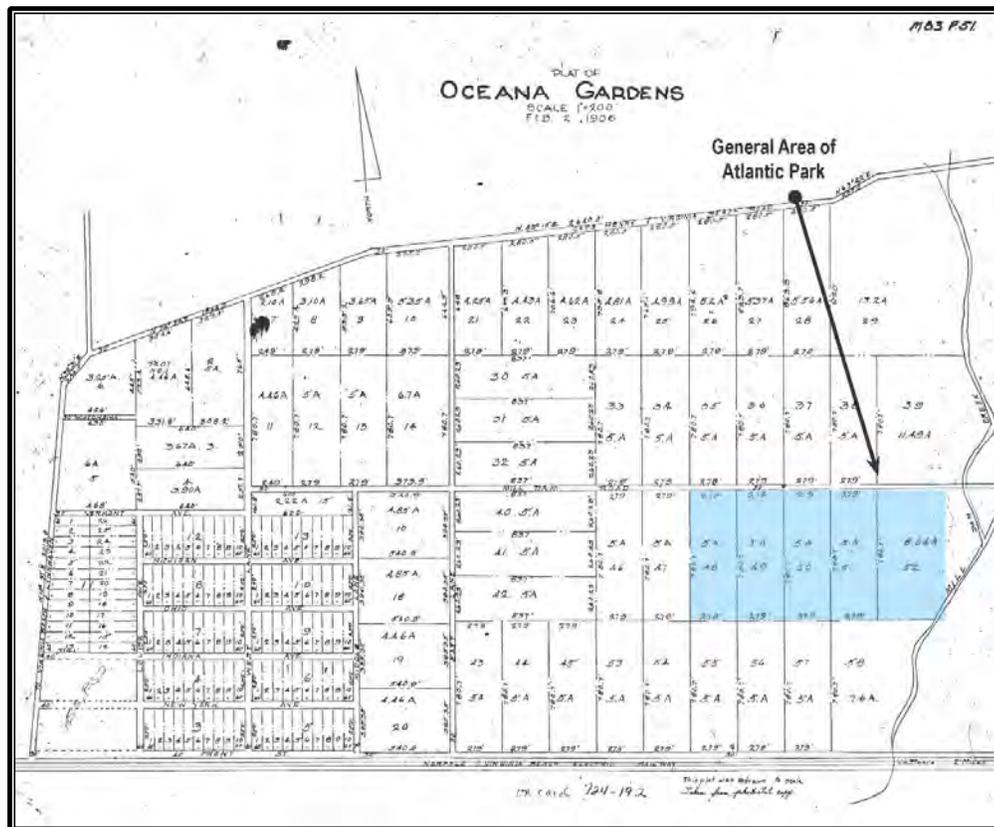


Figure 57. Oceana Gardens Plat Showing Blocks Now Comprising Atlantic Park (Source: City of Virginia Beach)



*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

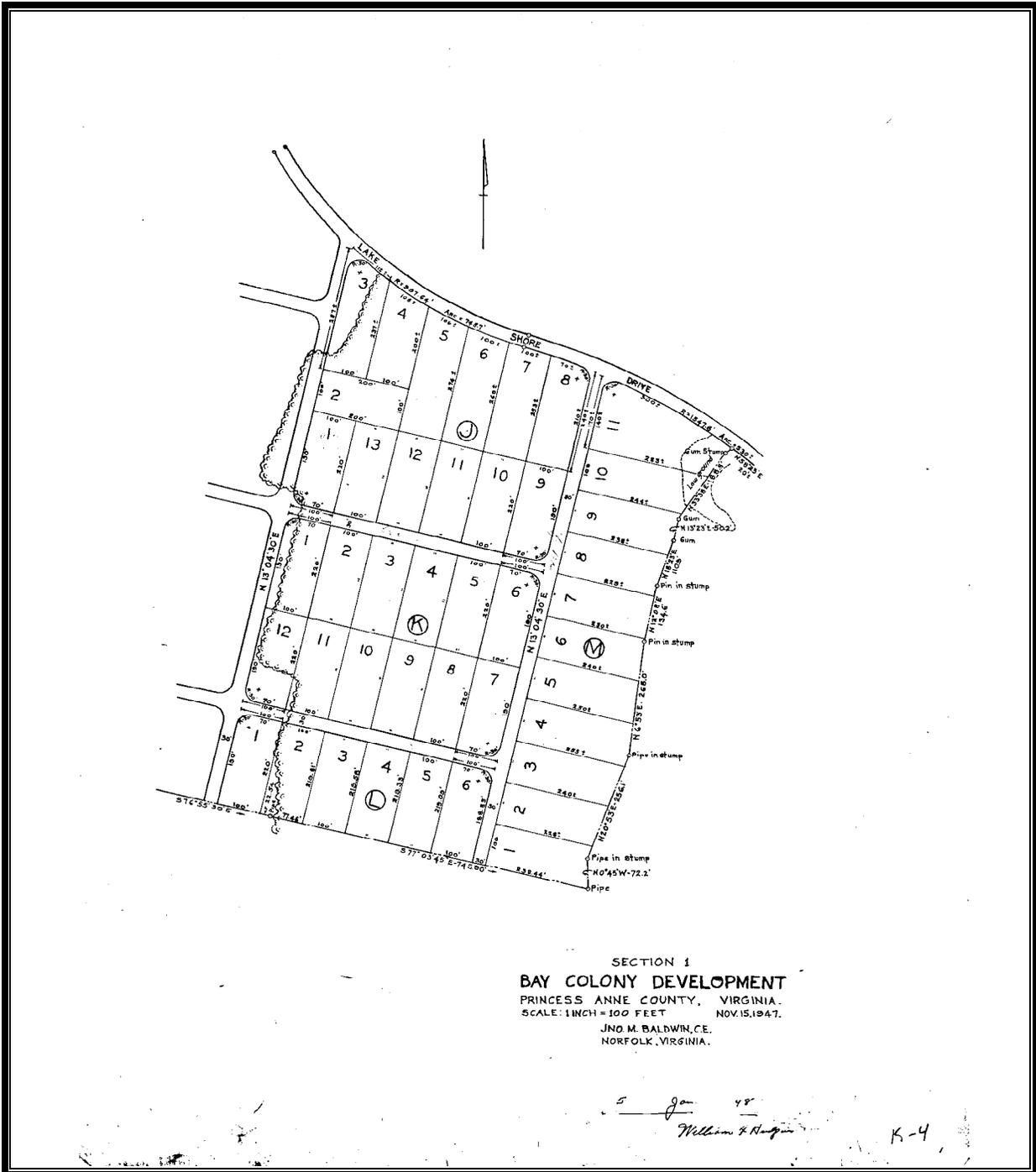


Figure 60. Plat for Section One of Bay Colony (Source: Virginia Beach)



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

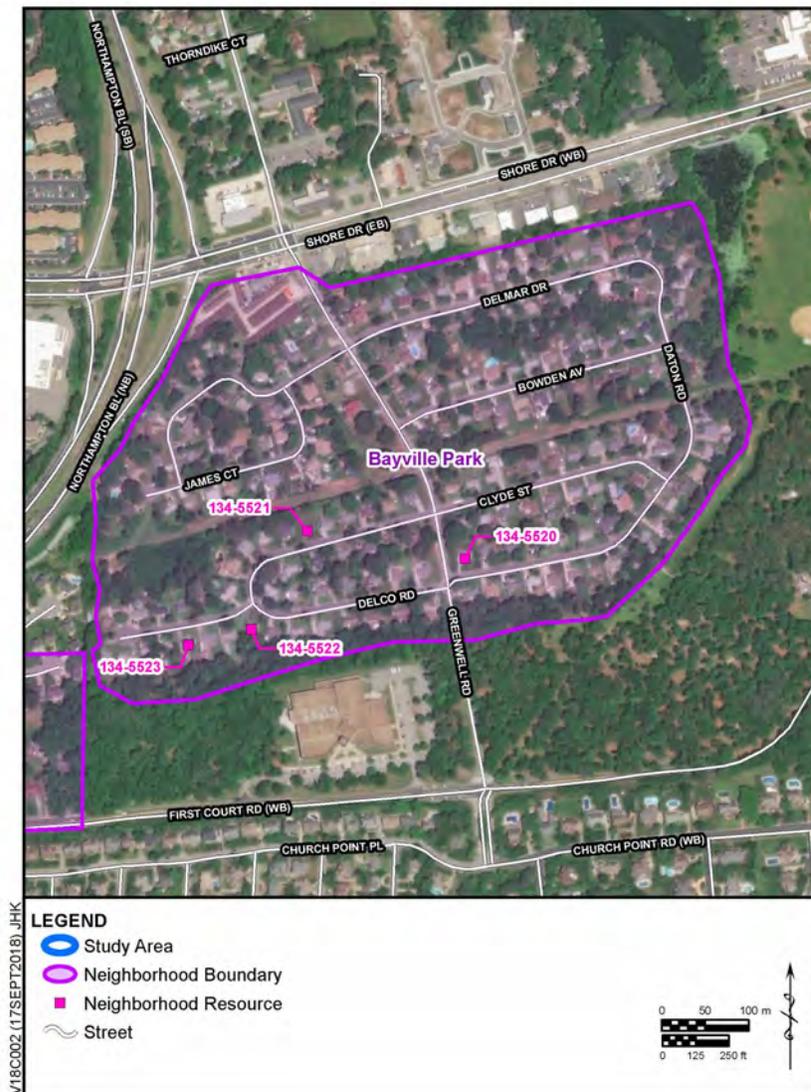


Figure 65. Aerial Photograph Showing General Boundaries of Bayville Park

**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.

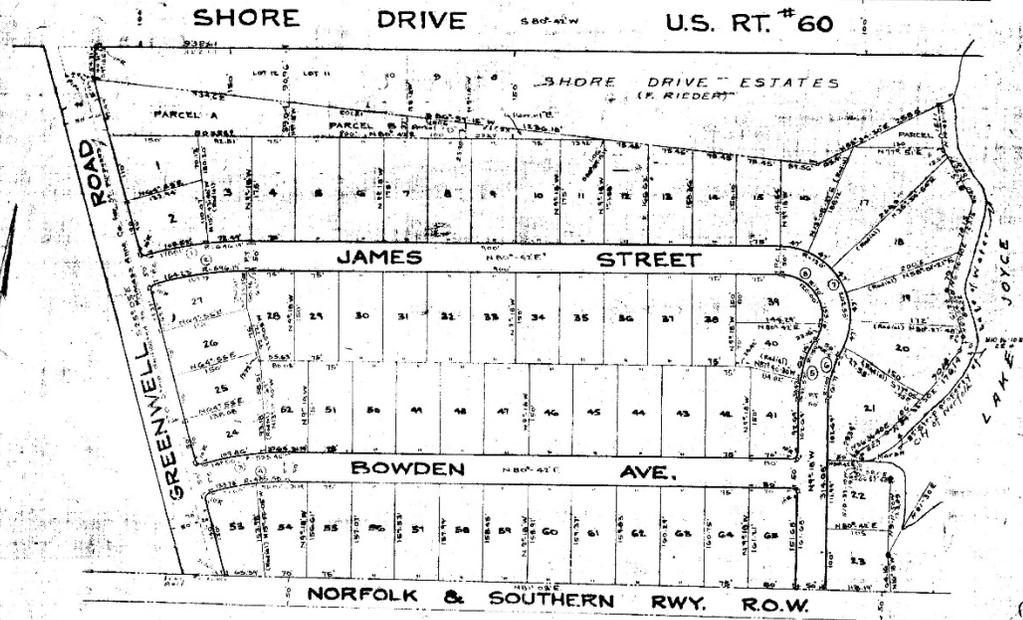
**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Bayville Park possess good overall integrity with regard to location, setting, and association. The neighborhood is united by streets laid in a curving, gridded plan with open yards and large trees and retains 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	846.48	15° 47' 00"	87.47
2	846.48	15° 47' 00"	87.47
3	133.45	15° 47' 00"	14.32
4	455.45	15° 47' 00"	57.25
5	100.00	35° 21' 33"	21.58
6	100.00	35° 21' 33"	21.58
7	130.00	15° 21' 33"	22.47
8	70.00	17° 01' 33"	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 874; Curves shown thus: denote 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*  
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.L.S.  
Norfolk, Va.

E-3

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

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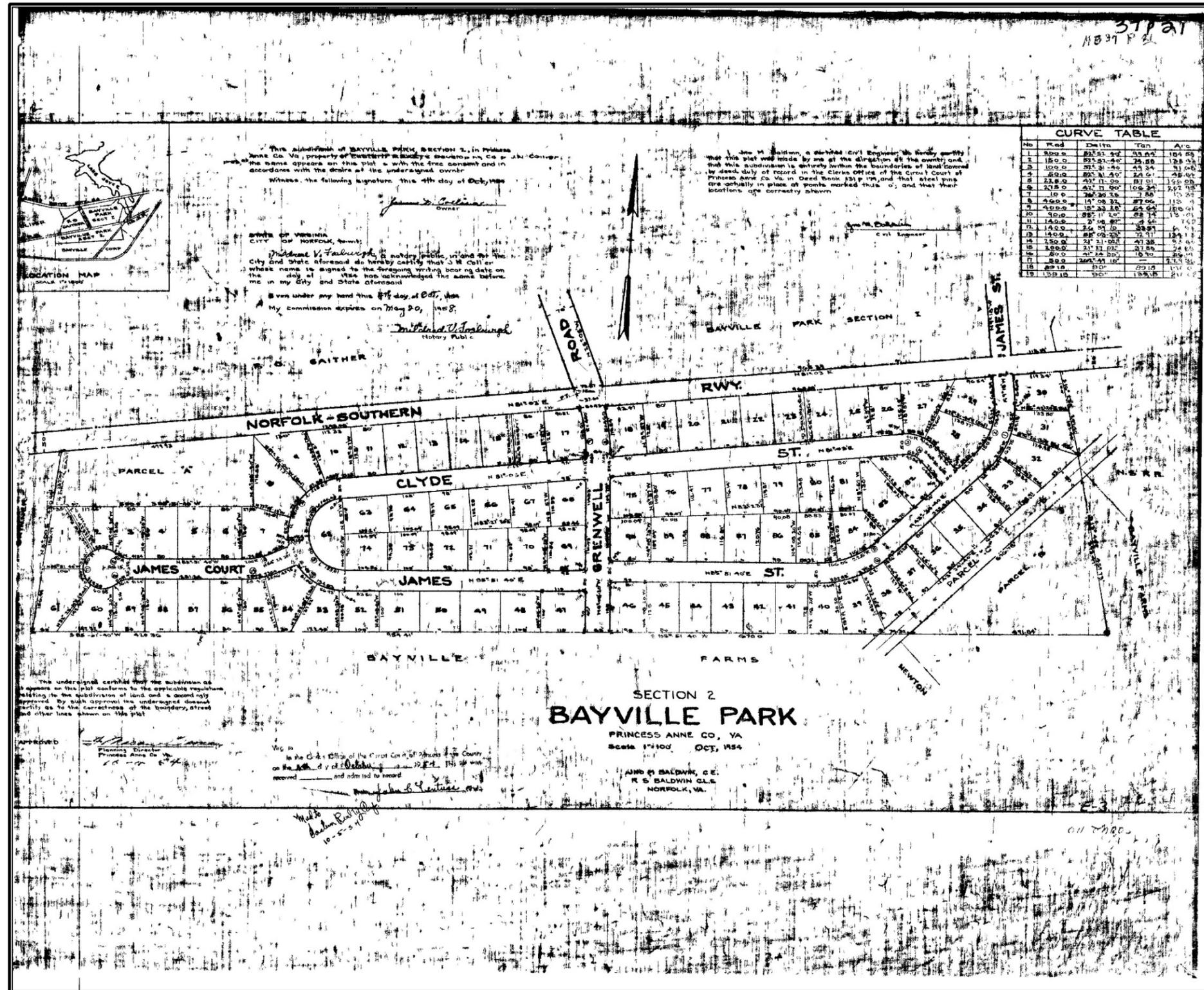


Figure 67. Section 2, Bayville Park Plat (Source: Virginia Beach GIS)



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).

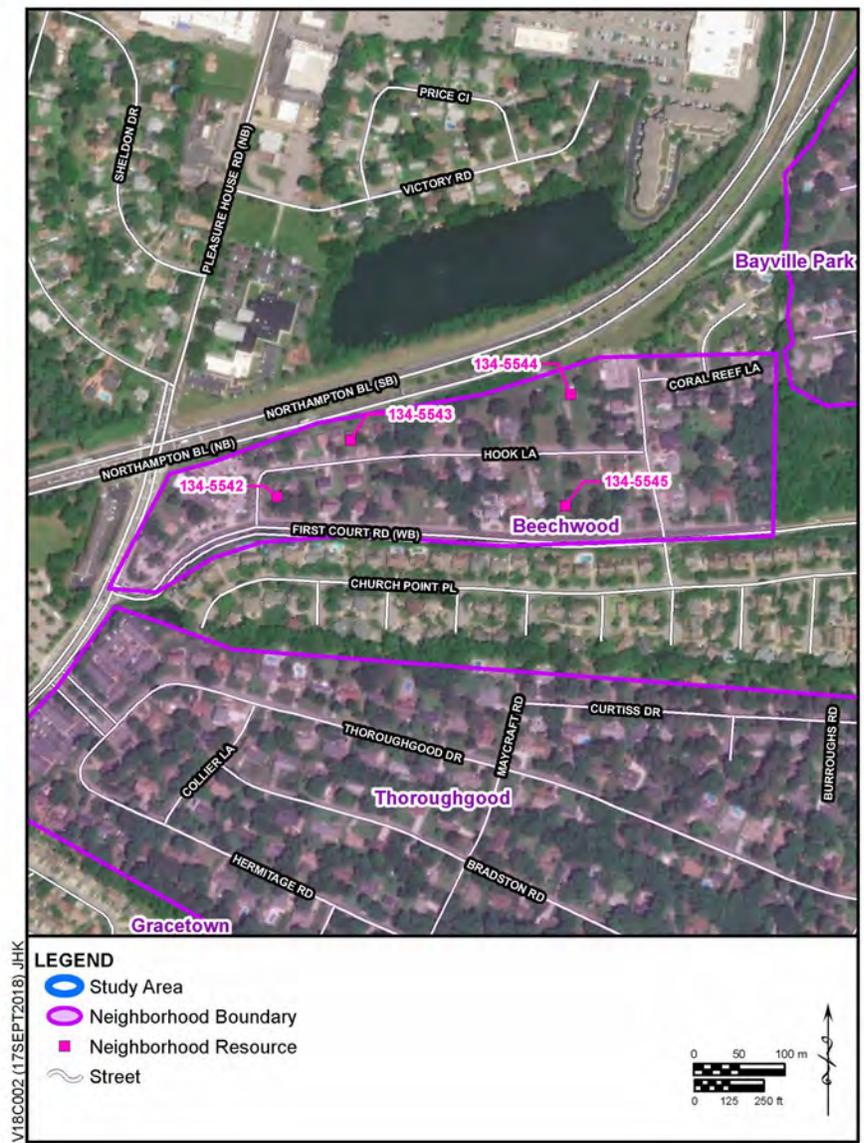


Figure 71. Aerial Map Showing General Boundaries of Beechwood

**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

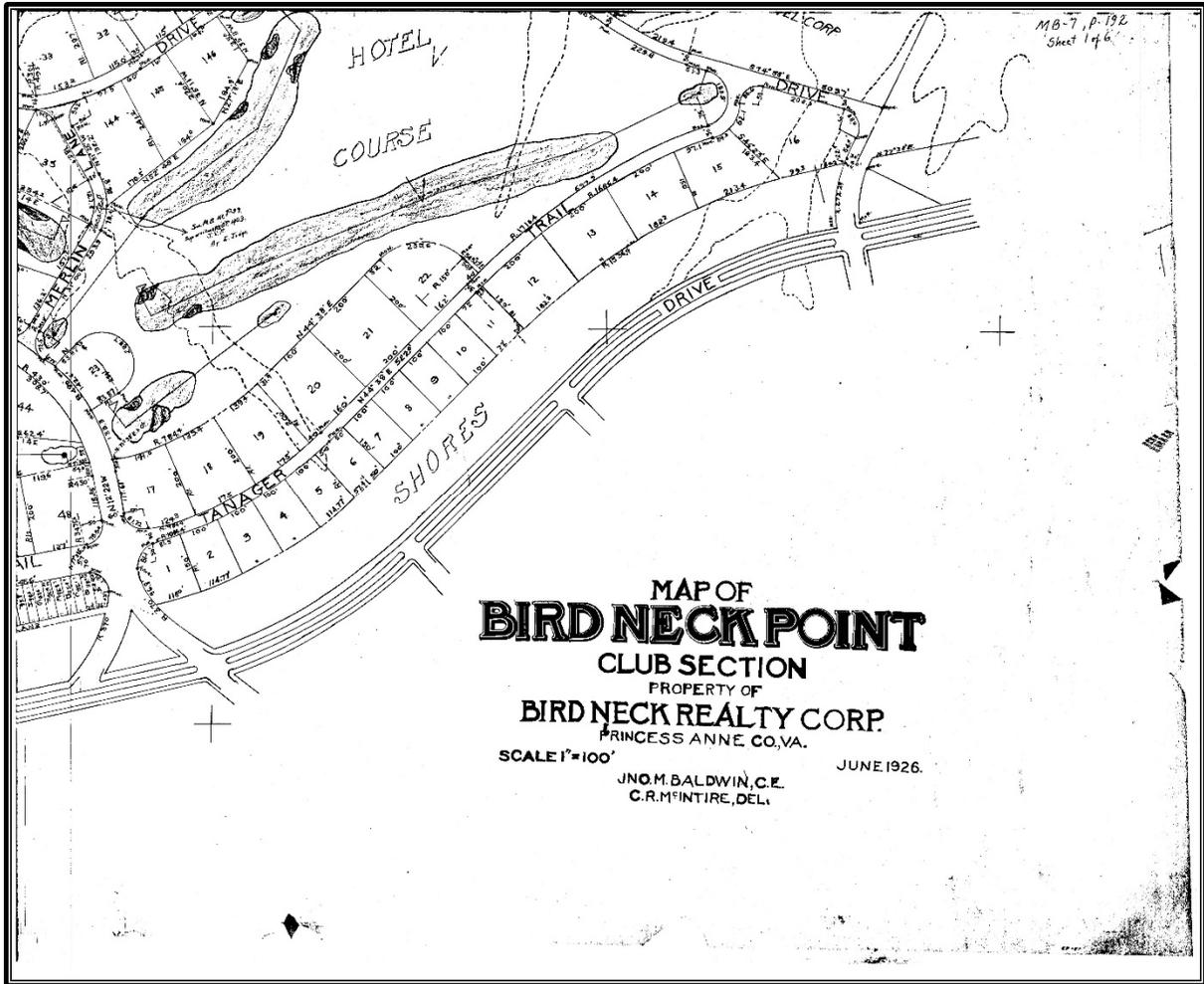


Figure 76. A Portion of the Birdneck Point Plat Showing Tentative Placement for the Hotel Golf Course (Source: Virginia Beach GIS)



*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

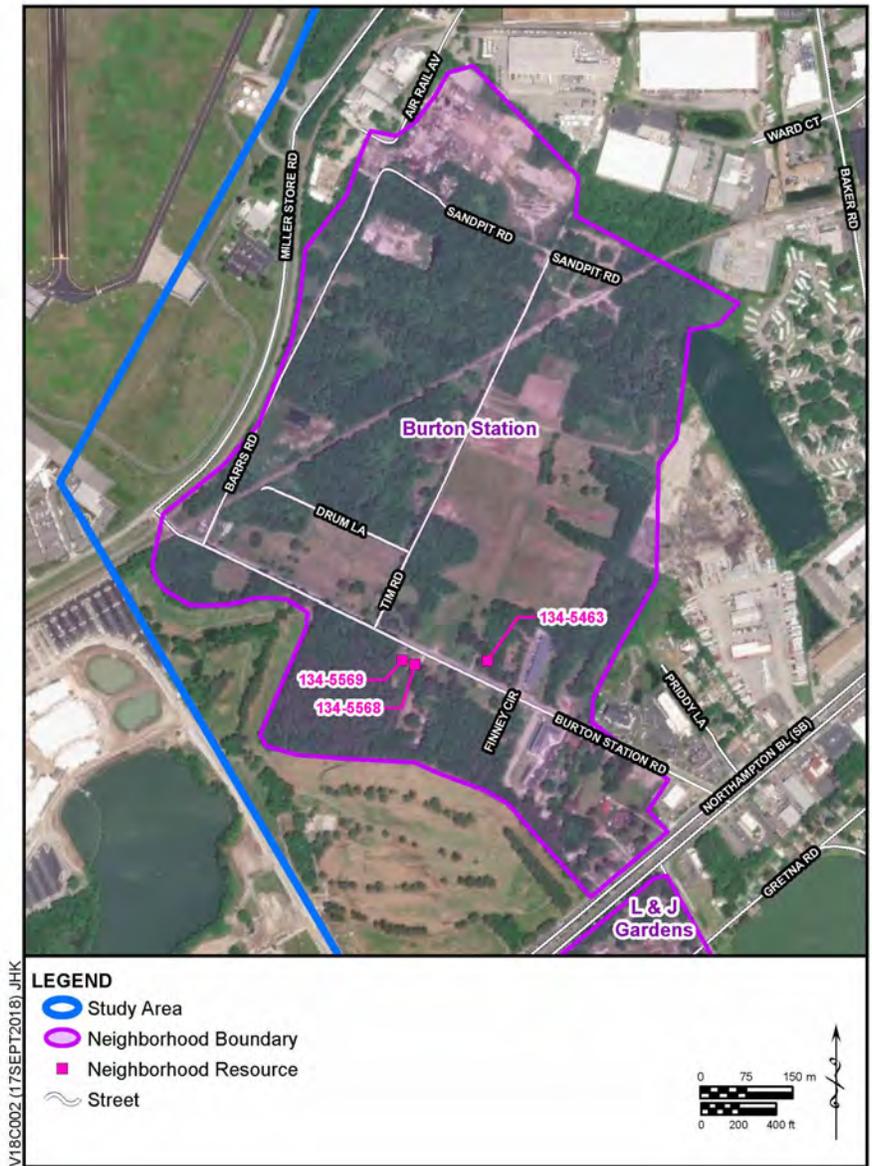


Figure 80. Aerial Map Showing Burton Station Neighborhood

**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

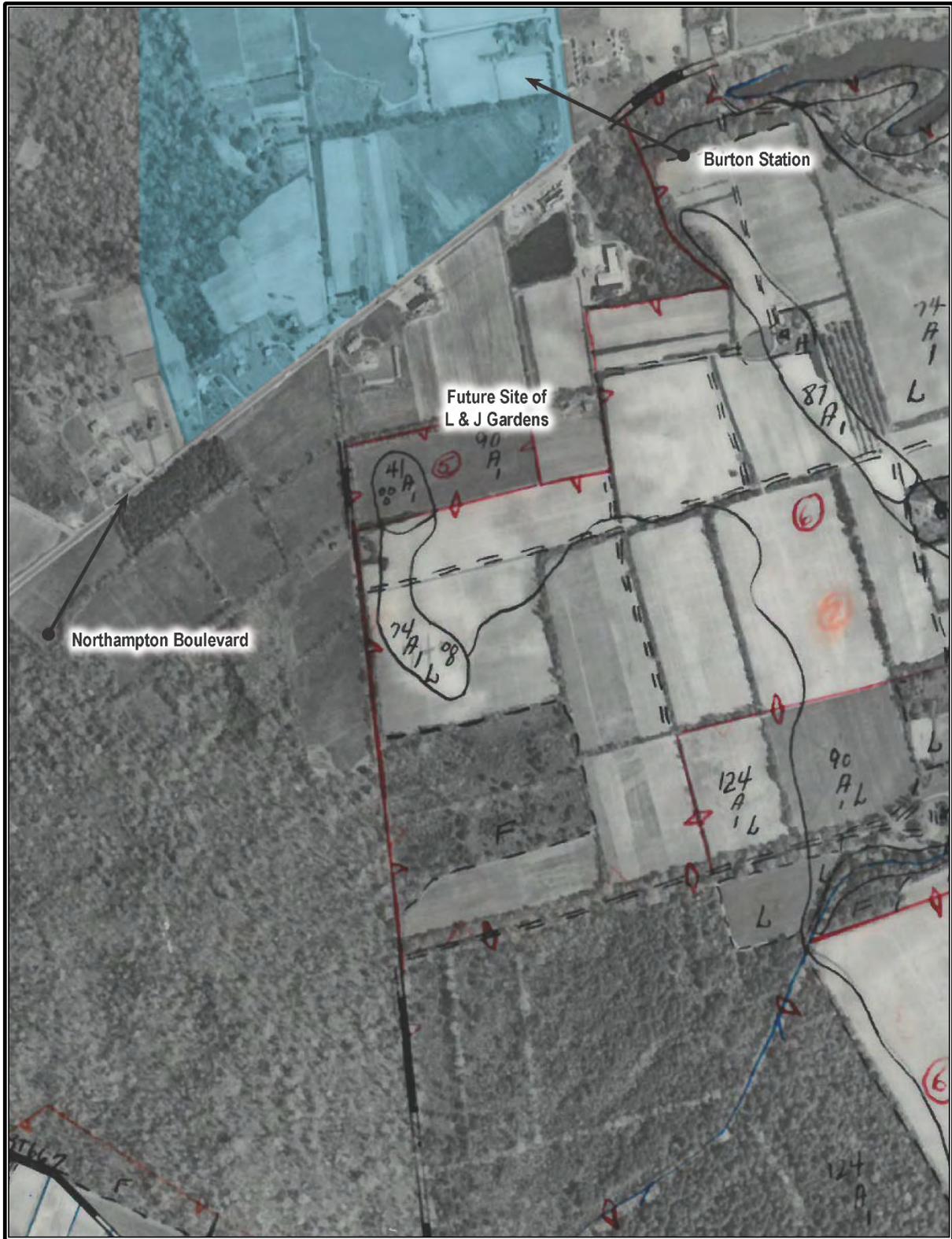


Figure 81. 1949 Aerial of Burton Station (Source: U.S. Department of Agriculture, DGH-2E-7)



*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.

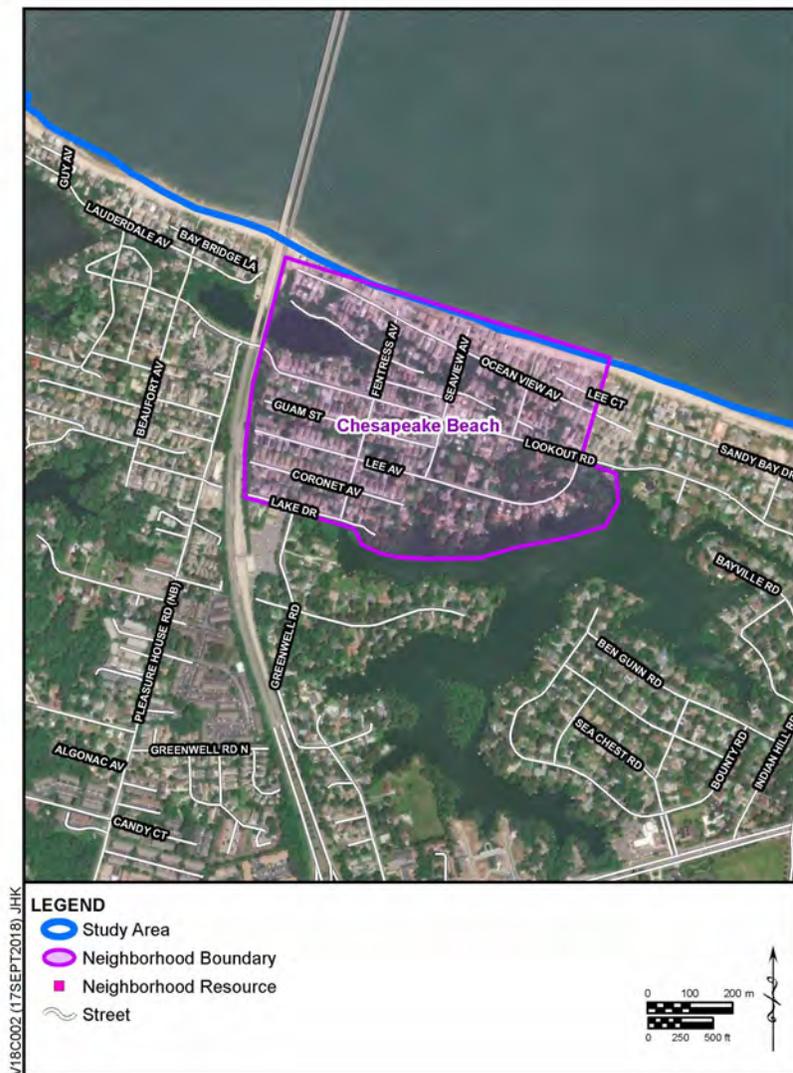


Figure 88. Aerial Map Showing General Boundaries of Chesapeake Beach

**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.

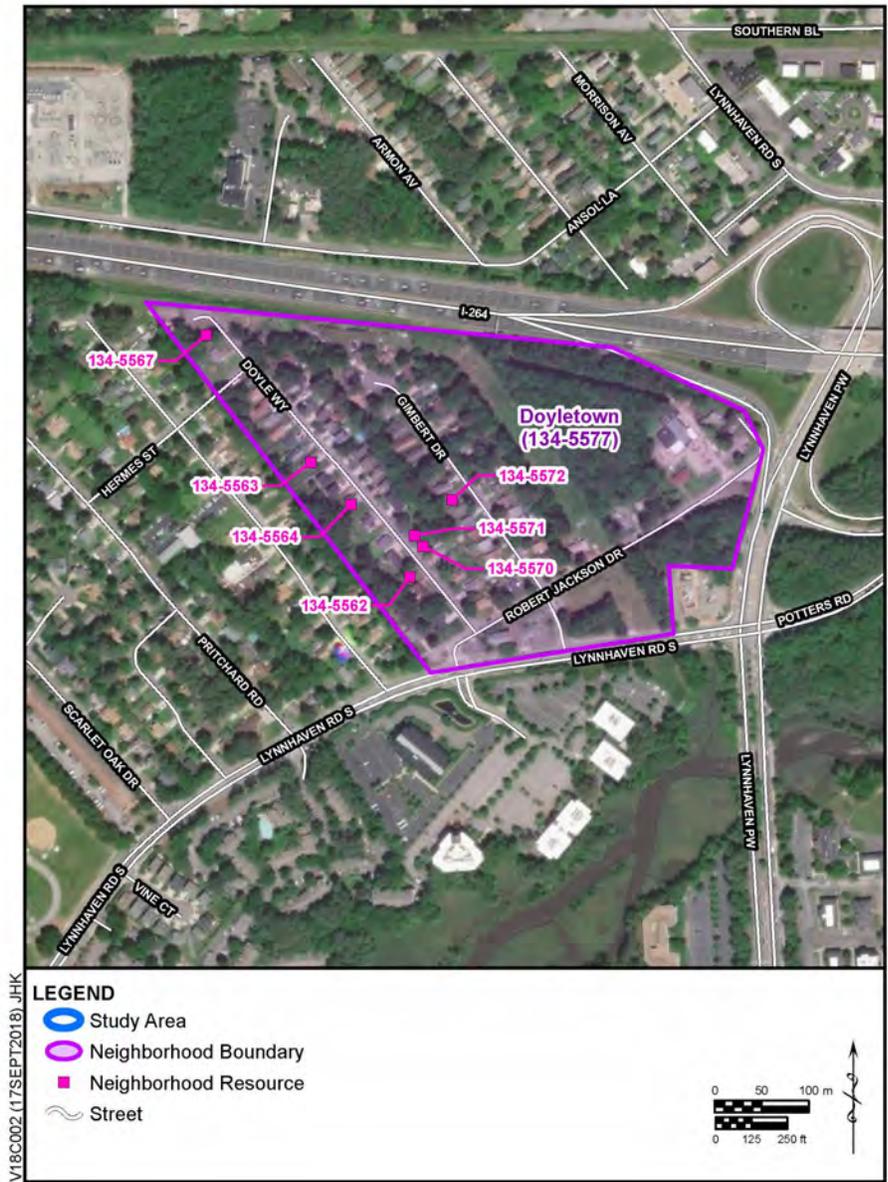


Figure 99. Aerial Map Showing General Boundaries of Doyletown

**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

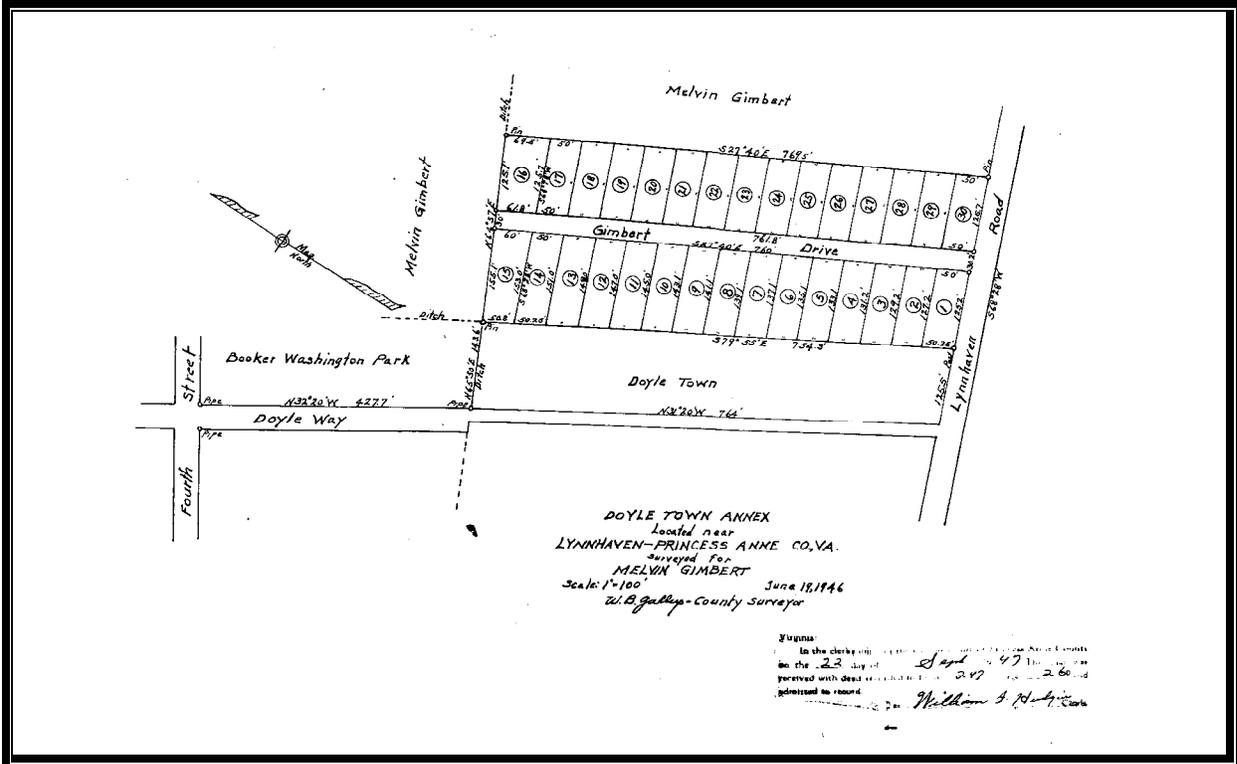


Figure 100. 1946 Plat of Doyletown Annex (Source: Virginia Beach GIS)



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

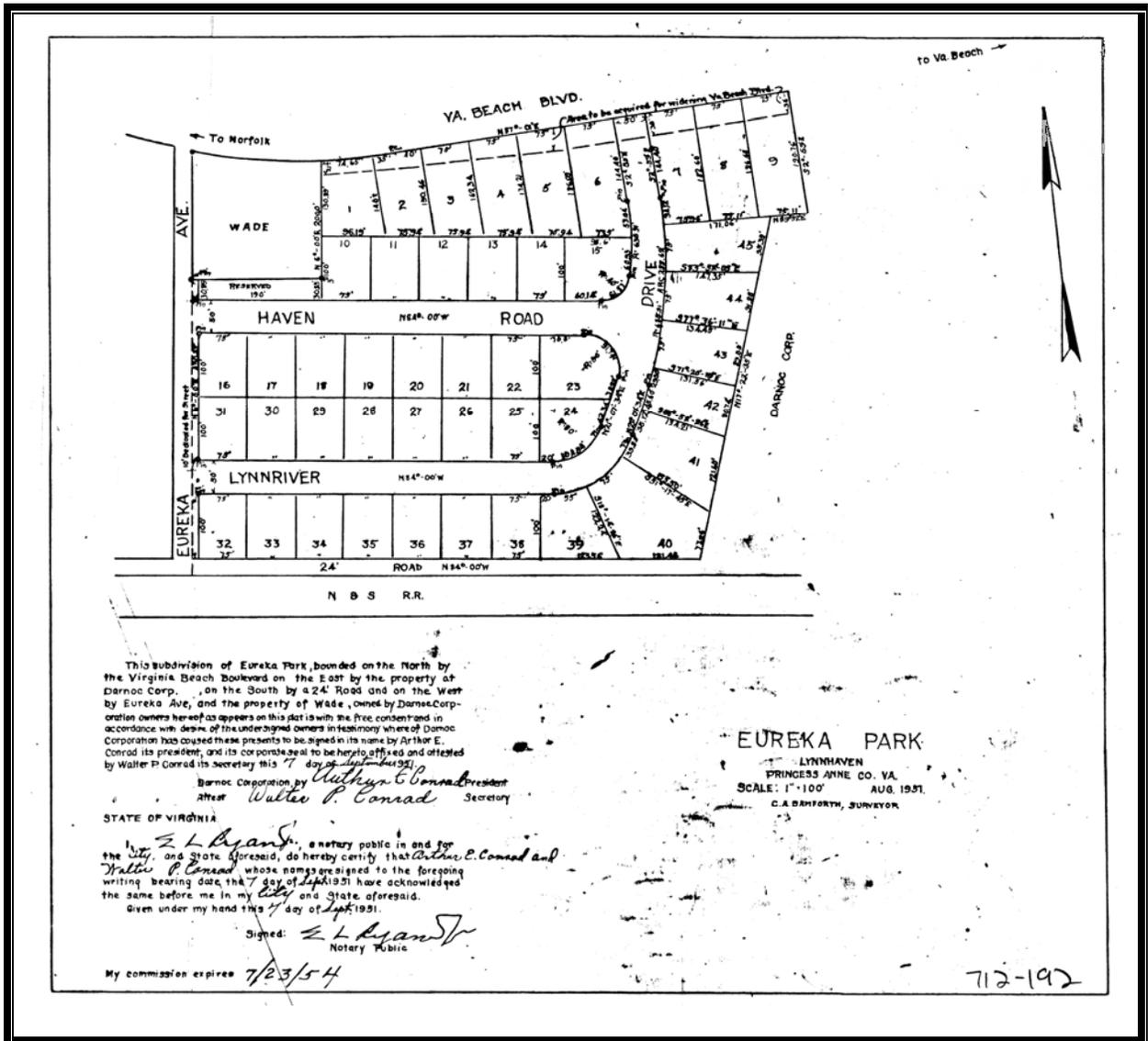


Figure 104. 1951 Plat of Eureka Park (Source: Virginia Beach GIS)



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



*Figure 106. Single-family residence with wood shingles and windows featuring horizontal muntins (1958), 208 N. Lynnriver 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:

<b>VDHR ID</b>	<b>Resource/Address</b>	<b>Date Constructed</b>	<b>Style/Form</b>
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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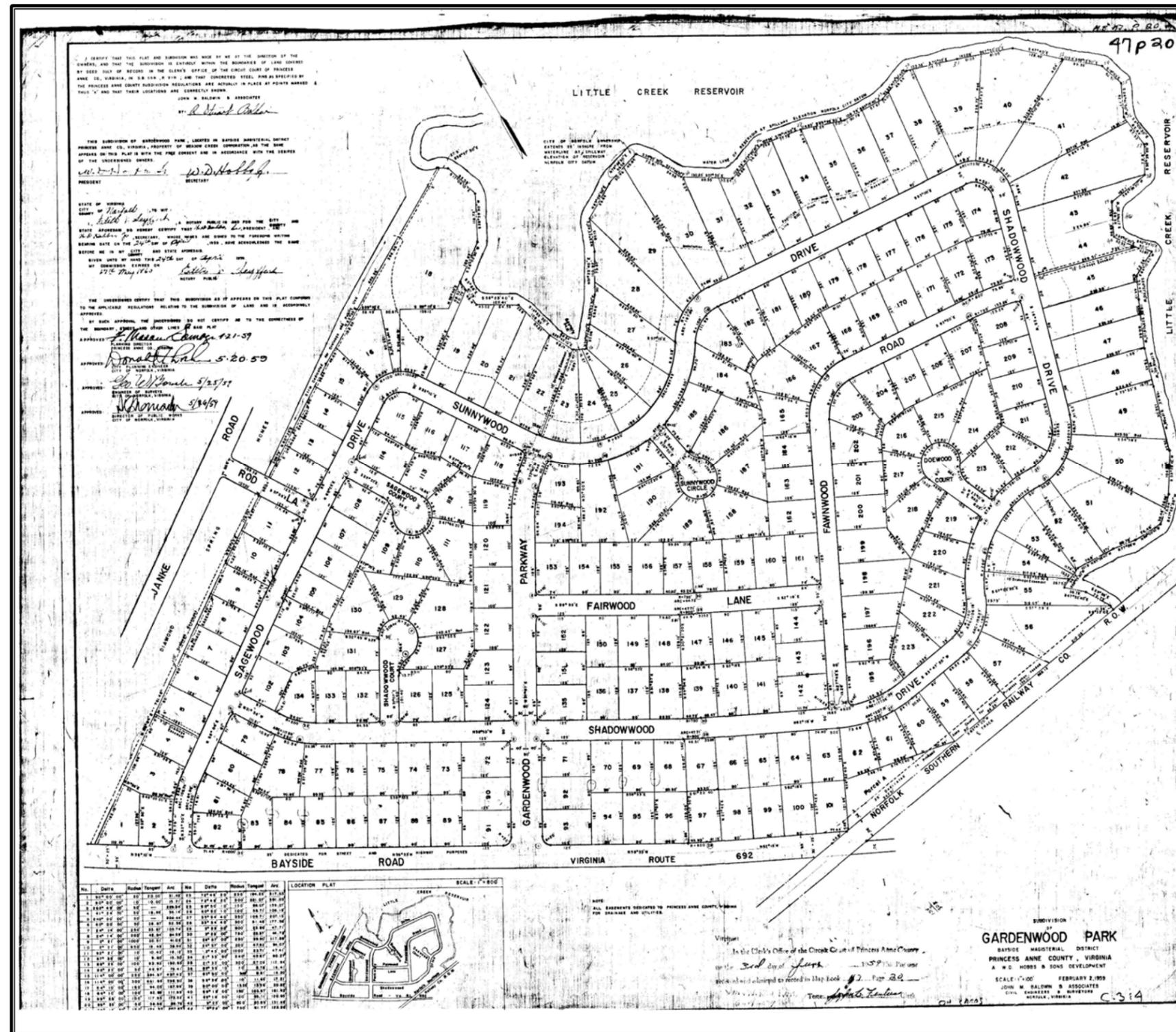


Figure 108. 1959 Plat of Gardenwood Park (Source: Virginia Beach GIS)



*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:

<b>VDHR ID</b>	<b>Resource/Address</b>	<b>Date Constructed</b>	<b>Style/Form</b>
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 45<sup>th</sup> Street on the south, 50<sup>th</sup> 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.

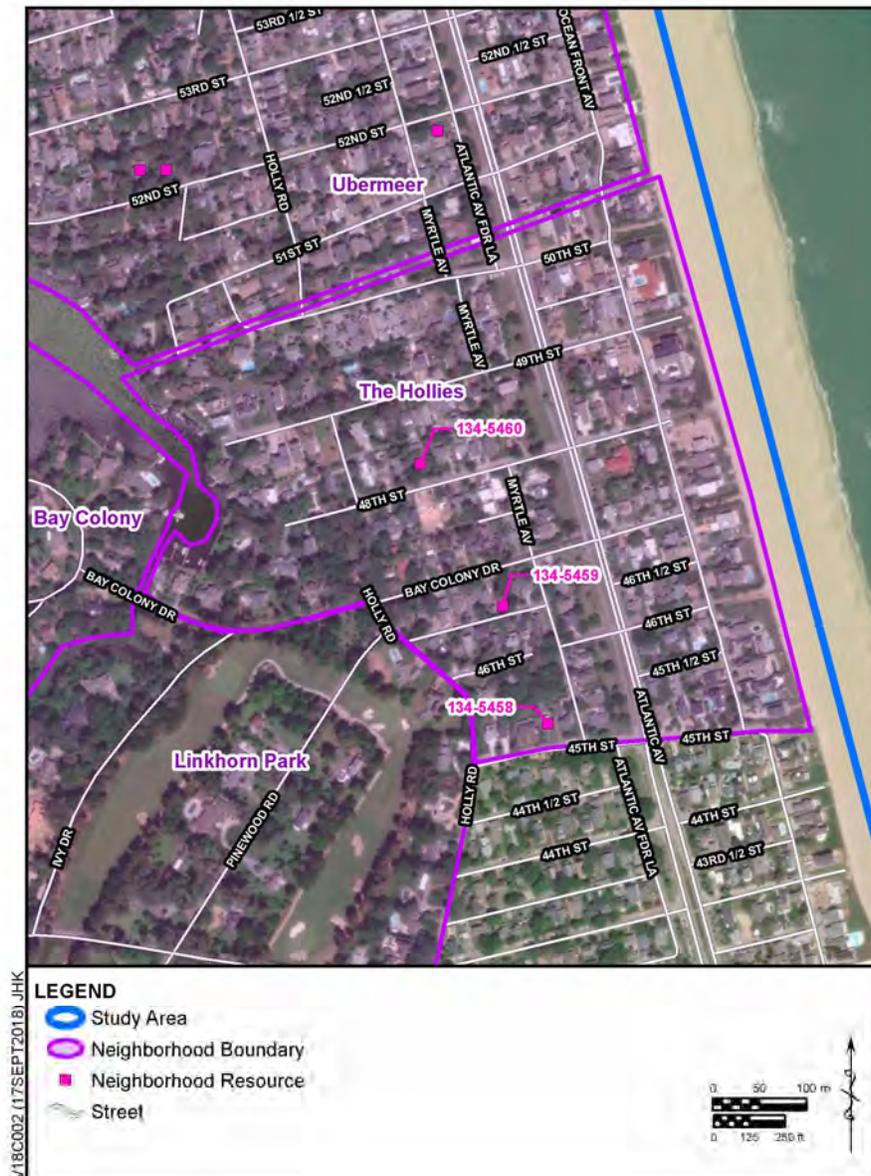


Figure 119. Aerial Map Showing General Boundaries of The Hollies

**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*

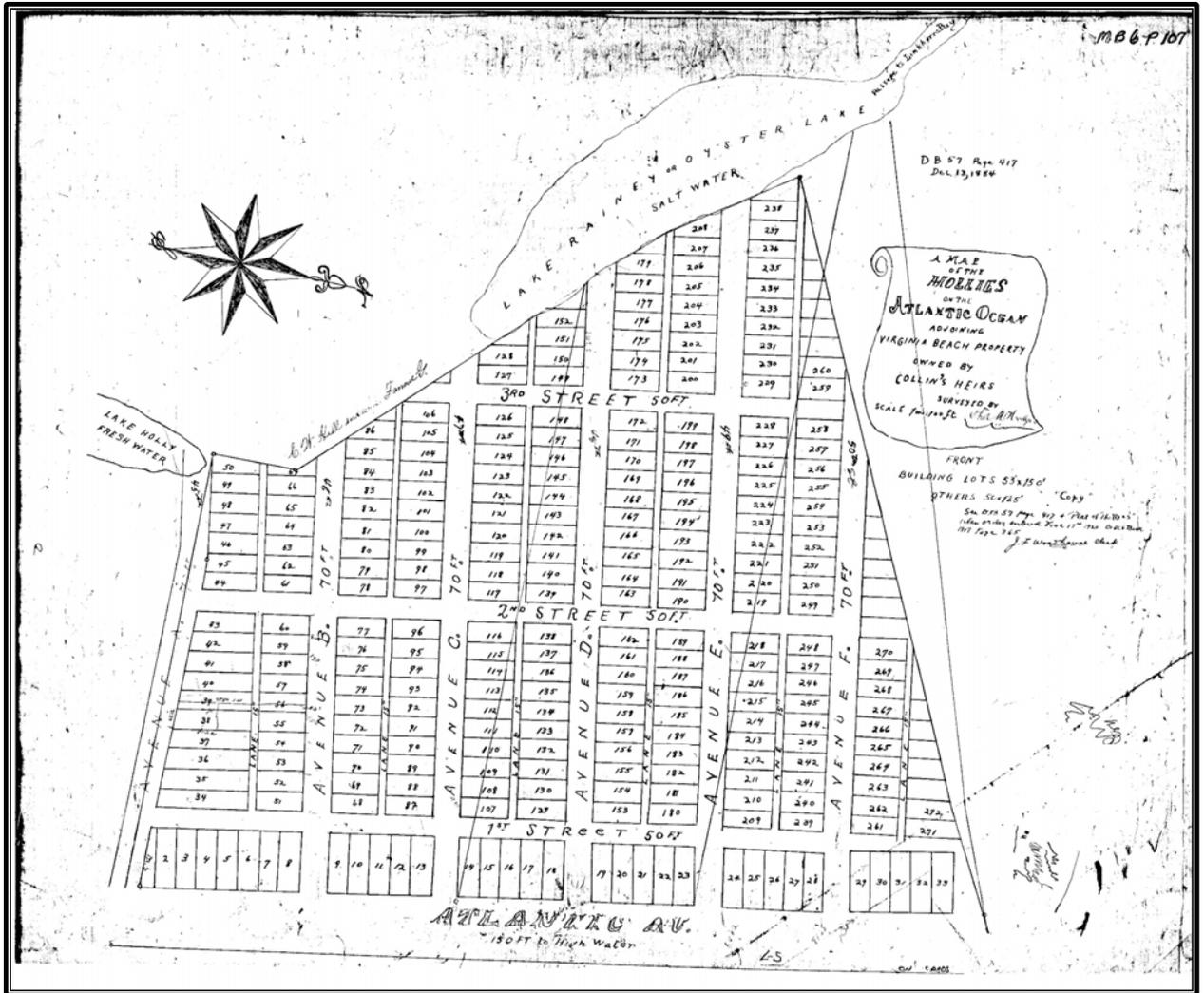


Figure 121. Plat of The Hollies (Source: Virginia Beach GIS)



*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

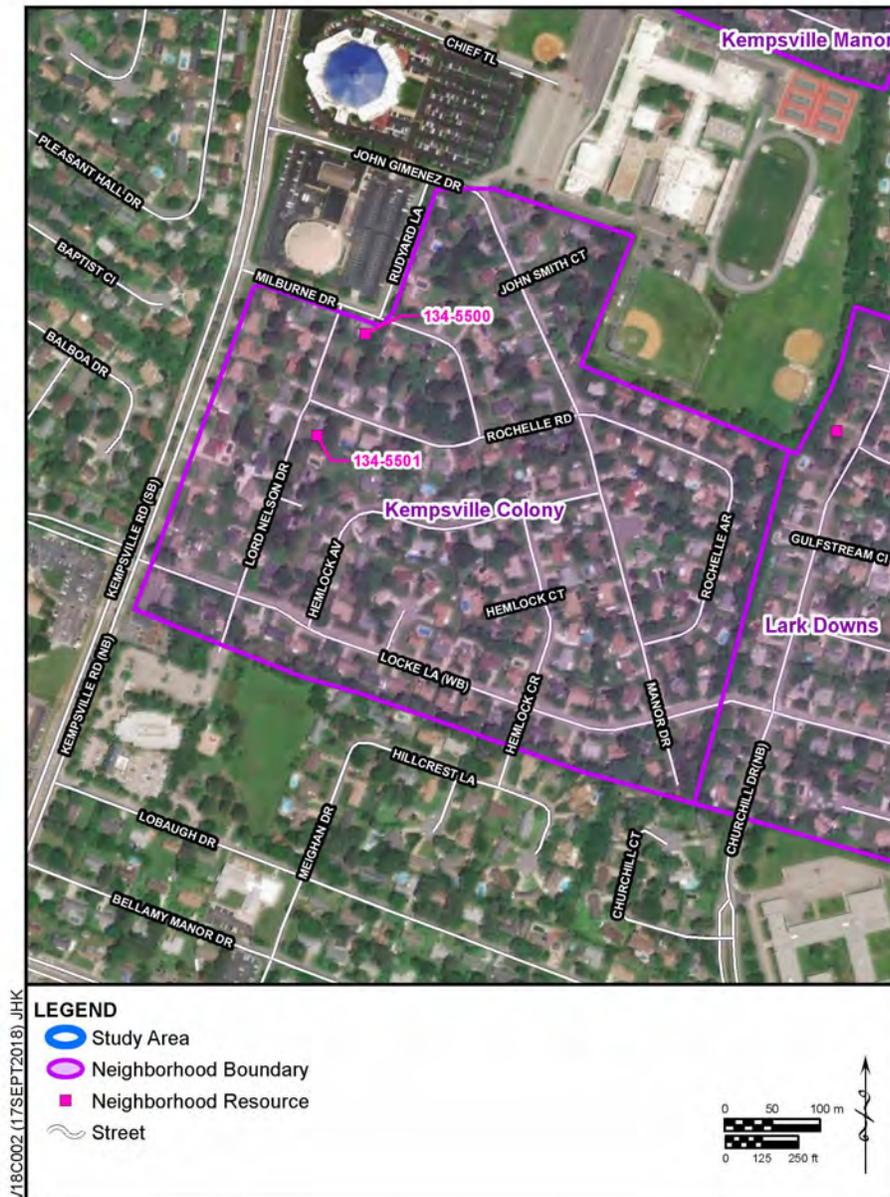


Figure 124. Aerial Photograph Showing General Boundaries of Kempsville Colony

**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

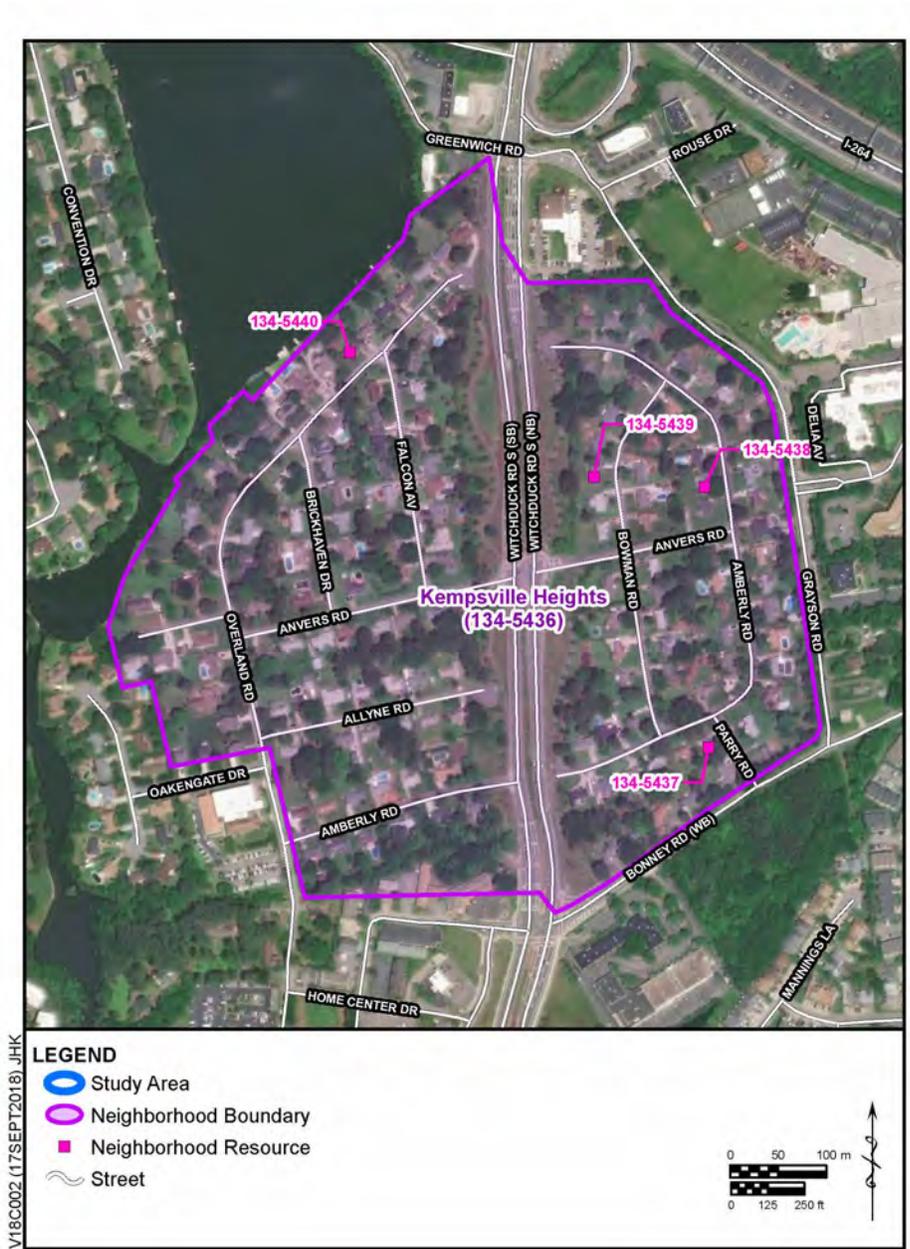


Figure 127. Aerial Map Showing General Boundaries of Kempsville Heights

**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



**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.

*Note:*  
 See Amendment to Restrictions and  
 Deed Book 203 Page 267  
 May 28, 1952

- No dwelling costing 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.
- A particular easement is reserved over the rear five (5) feet of each lot for utility installations and maintenance.
- 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.
- 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.
- 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.
- 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.
- 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 said 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.

- 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.
- Invalidation of any one of these covenants by judgment of Court 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 March, 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

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



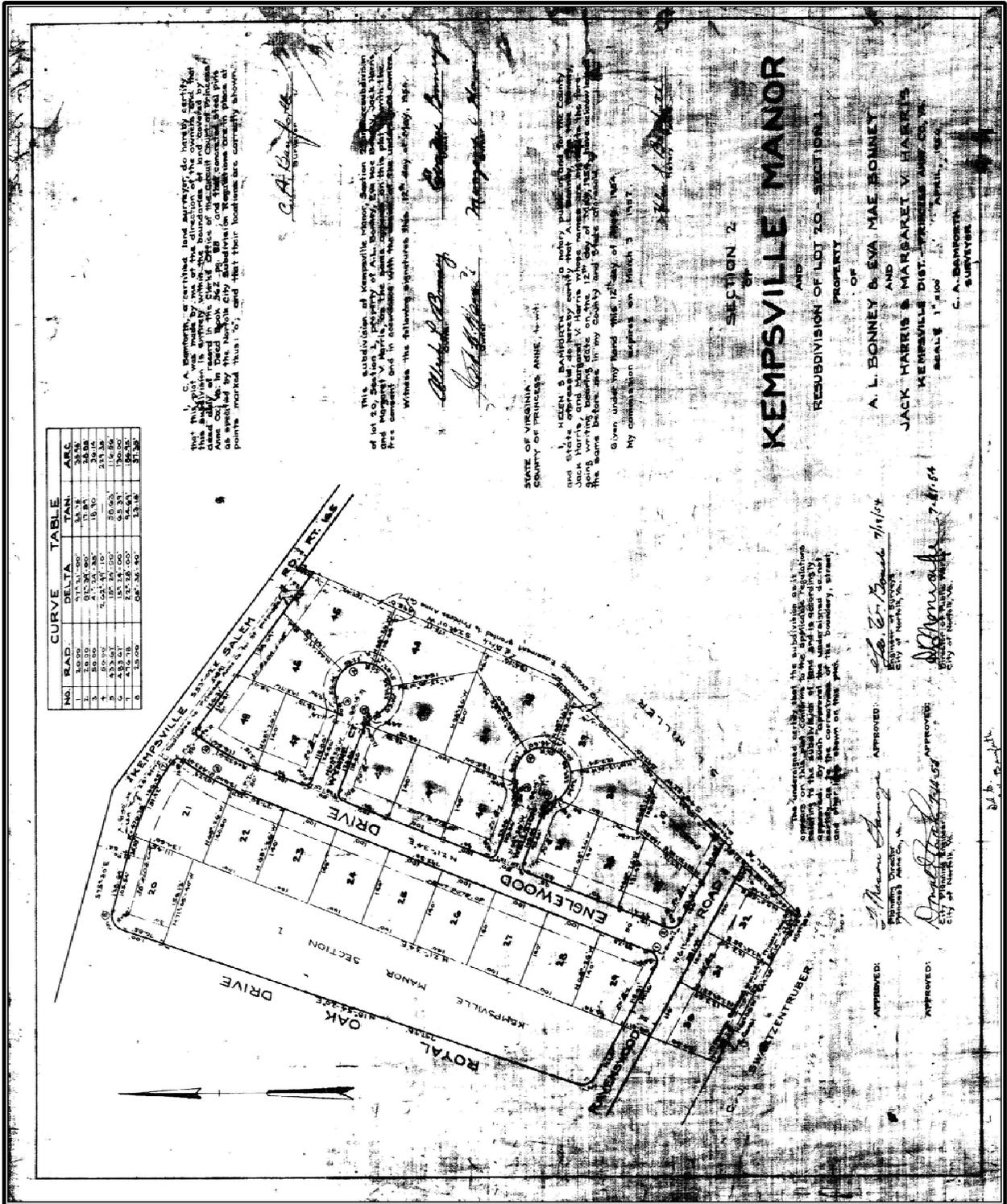


Figure 134. Kempsville Manor, Section 2 (1956) (Source: Virginia Beach GIS)



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

# L & J GARDENS

**Location:** Located east from the intersection of Wesleyan Drive and Northampton Boulevard, L & J Gardens is bounded by Wesleyan Drive to the west, Northampton Boulevard to the north, Norwich Avenue to the east, and the parcel for Ebenezer Baptist Church to the south. Significant neighborhood streets include Tajo Avenue, Dulcie Avenue, Youlous Avenue, Fairlawn Avenue, Norwich Avenue, and Maywood Boulevard. L & J Gardens was initially separated from the Diamond Lake Estates neighborhood to the east by a gate and chain (Figure 136).

**Construction Period:** 1954-1975

**Potential NRHP Historic District:** Yes. (VDHR #134-5608)

**Potential Virginia Beach Historical Register:** Potential for local recognition.

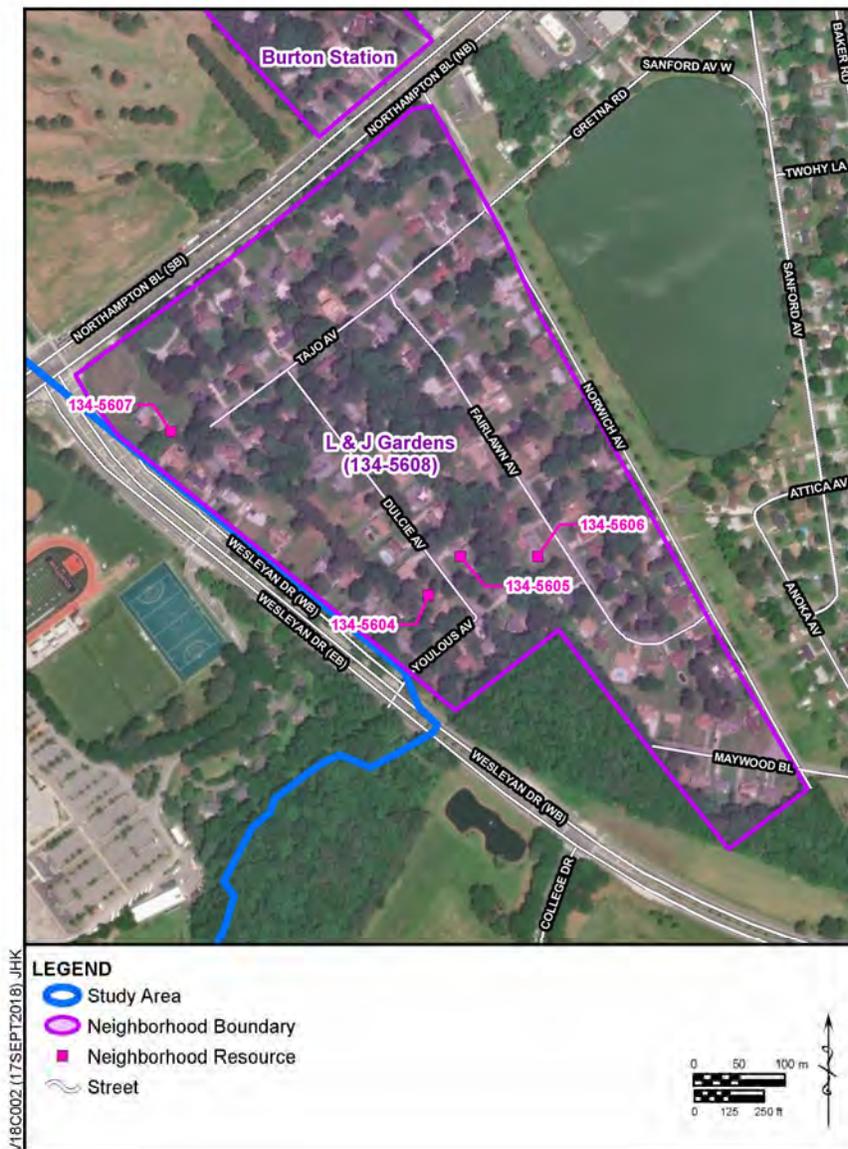


Figure 136. Aerial Map Showing General Boundaries of L & J Gardens

**Neighborhood Setting:** L & J Gardens is a small residential neighborhood with established trees in the front and rear yards. With the exception of the residence at 5941-5949 Northampton Boulevard, which pre-dates the community, the lots feature consistent setbacks with large, grassy yards and mature trees. Houses throughout have mature planting beds. Large pines typically separate abutting rear yards.

**Neighborhood History:** In 1954, the original section of L & J Gardens was platted along Norwich Avenue and Fairlawn Avenue. Walter L. "Crow" Riddick, an African American developer, and his sister, Lillian Riddick, invested in the subdivision to create an upper middle class neighborhood for the local African American community. The Riddicks hired Herolin Deloatch to construct homes on the newly subdivided lots and named the community after their parents, Lizzie and John Riddick. Deloatch's buildings were Ranch and Split-Level homes clad in brick and, by 1958, there were 30 families living in the community. The uniformity of design was distinct from other neighborhoods of the period and attracted African American professionals. Unlike other African American neighborhoods studied within the scope of this report, there were no nearby stores or other community buildings, indicating dependence on the automobile for daily travel and activities (Hendrix-Hawkins and Lucas 2017) (Figure 137).

By 1961, investors added additional lots along newly-named Tajo Avenue, terminating in a cul-de-sac, and created Dulcie Avenue and Youlous Avenue. Lots facing Northampton Boulevard (Route 13) and Wesleyan Drive (then Burman Road) brought the neighborhood to its current boundaries (Figure 138). The property at 5941-5949 Northampton Boulevard was re-subdivided in 1976 abutting the Tajo Avenue cul-de-sac, but the new lots did not alter the neighborhood boundaries.

L & J Gardens became a suburban enclave for African American professionals from Virginia Beach and Norfolk. The majority of the homes were owner-occupied and physically separated from the area's white suburban development by Northampton Boulevard, Wesleyan Drive, and the iron chains blocking the entrance to Diamond Lake Estates. Residents represented a variety of professions including doctors, educators, community leaders, and government workers. Prominent community members include: John L. Perry, Virginia Beach's first black city council member; Hugo Madison, civil rights lawyer; Ray Bloomer, Federal Bureau of Investigations employee; and Hattie Goodman, the first secondary teacher for Princess Anne County's African American students (Hawkins-Hendricks and Lucas 2017).

While there is some infill or the addition of a second story on one-story residences within L & J Gardens, the community remains architecturally representative of the Riddick's original subdivision featuring Deloatch's craftsmanship. The majority of houses throughout the community are brick Ranch homes with large windows, many of which retain wood sashes, and integrated garages. The infill or additions that have taken place over time are minimal, and are clustered in the later development along Tajo Avenue (Figures 139 and 140).

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in L & J Gardens possess good overall integrity with regard to location, setting, feeling, association, design, materials and workmanship. The community retains the setting and feeling of a post-World War II upwardly mobile African American community and the boundaries have not been altered since the 1961 addition of Dulcie, Tajo, and Youlous Avenues. Front yards retain concrete driveways and the lots are uniformly maintained, including grassy front yards. The neighborhood's historic streets have been minimally impacted by the development of Northampton Boulevard and Wesleyan Avenue as major local thoroughfares. The lots are relatively uniform in size and have mature trees in the rear yards. The neighborhood also maintains a high level of design, materials, and workmanship as the neighborhood has undergone few modifications over time. Residences retain their brick cladding and few additions have detracted from the overall architectural character of the neighborhood. While there are development pressures to the south, north, and east of the community, particularly with the opening of a fast food restaurant to the northeast, those encroachments have not yet detracted from the intact nature of L & J Gardens.

Because L & J Gardens retains good overall integrity and has significant historical associations with leaders of the African American community in Virginia Beach/Princess Anne County, 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 its creation as a community tailored to African American professionals. Additionally, it is eligible under African American Ethnic Heritage for the role residents played in African American education, professionalism, and civil rights in Virginia Beach and Norfolk. While the lots were relatively affordable, the Riddicks designated a preferred builder, Herolin Deloatch, in order to create a consistent architectural aesthetic across the community. In a period when other African American communities did not have paved streets or city services, L & J Gardens was a unique example of a newly-constructed community for African Americans with fully integrated drainage systems.

L & J Gardens demonstrates a significant aspect of suburban development and planning with a consistent design scheme for both lots and housing. Likewise, the community is an intact example of historic residential development for African Americans 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 John L. Perry, the first black member of Virginia Beach City Council, and Hattie Goodman, the first secondary teacher for Princess Anne County's African American students. As a result, the neighborhood is potentially eligible under Criterion B. As a group of buildings, the resources in L & J Gardens represent one primary period of construction during the 1950s-1970s that coincides with the rapid suburban expansion of Virginia Beach. Despite the rapid population growth throughout that period, this is the only upper-middle class African American neighborhood documented during this project. The area, therefore, is eligible under Criterion C. Archaeological investigations have not been undertaken in the area, therefore, L & J Gardens' eligibility under Criterion D cannot be assessed at this time.

**Properties Documented within the Neighborhood:** The following resources were recorded as additional representative examples of the dwellings in L & J Gardens:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5604	House, 1004 Dulcie Avenue	1963	Ranch
134-5605	House, 1013 Dulcie Avenue	1967	Ranch
134-5606	House, 1035 Fairlawn Avenue	1963	Ranch
134-5607	House, 5941-5949 Northampton Boulevard	1950	Colonial Revival

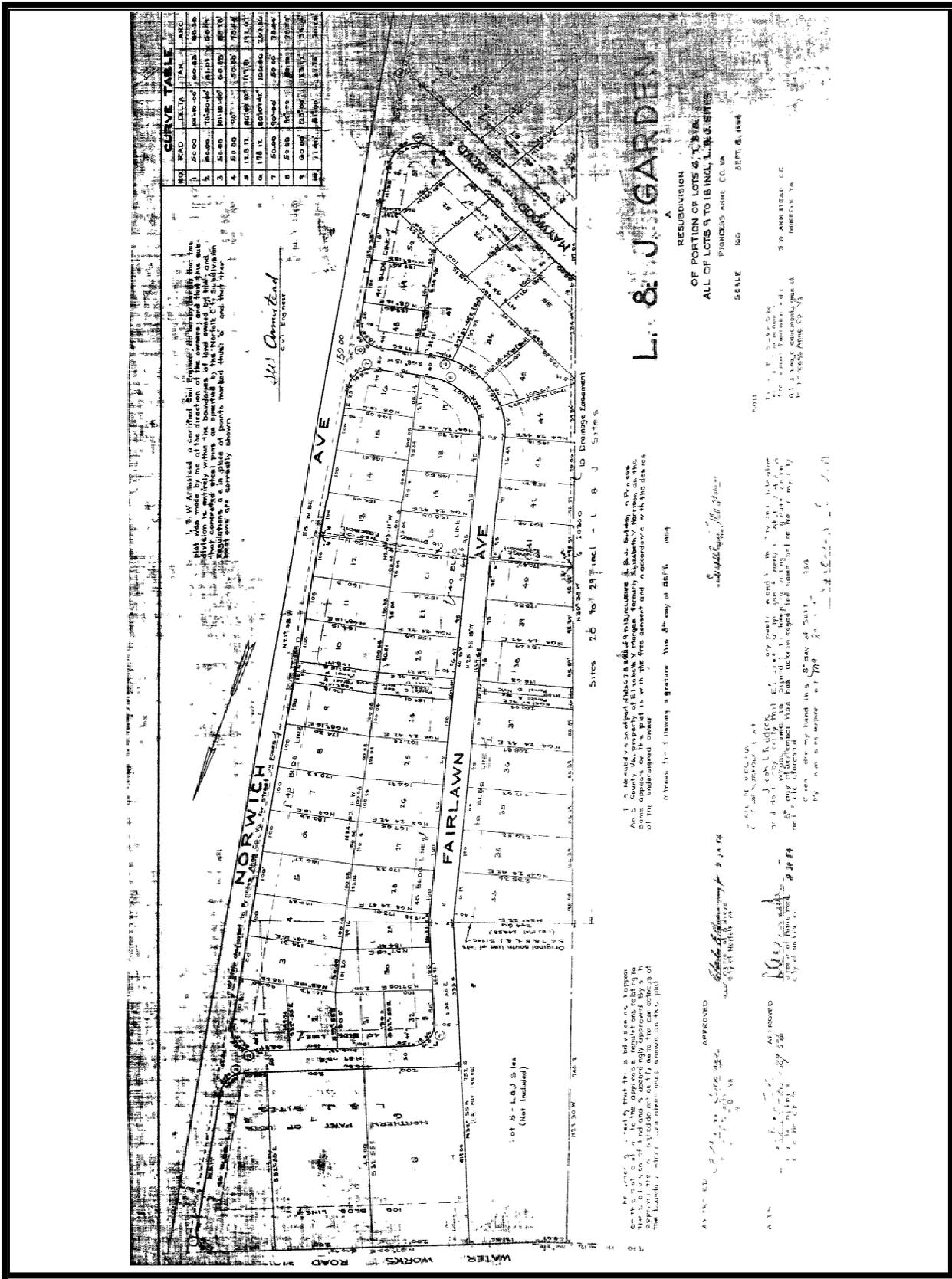


Figure 137. 1954 Plat of L & J Gardens (Source: Virginia Beach GIS)





*Figure 139. Ranch house (1963), 1035 Fairlawn Avenue (134-5606)*



*Figure 140. Ranch house (1963), 1004 Dulcie Avenue (134-5604)*

# LAKE SHORES

**Location:** Located in the Bayside area of the City near the Chesapeake Bay, Lake Shores is generally bounded by Shore Drive on the north, Independence Boulevard on the east, Northampton Boulevard on the south, and Little Creek Reservoir on the west (Figure 141).

**Construction Period:** 1947-1955

**Potential NRHP Historic District:** No

**Potential Virginia Beach Historical Register:** No



Figure 141. Aerial Photograph Showing General Boundaries of Lake Shores

**Neighborhood Setting:** The Lake Shores neighborhood is located south of Shore Drive (Route 60) across from the Joint Expeditionary Base at Little Creek. Besides the military complex, the surrounding area includes residential developments to the east and west. The Lake Shores neighborhood development takes advantage of the natural environment in this area. Houses stand back from the winding streets on large acreage lots, many of which extend to the shoreline of Little Creek Reservoir. The neighborhood has a parklike feeling that is enhanced by numerous mature trees of varied species and heavily landscaped house lots. The streets are laid out in a loosely gridded pattern that includes some curvilinear streets.

**Neighborhood History:** The first section of the Lake Shore neighborhood, platted in 1947, was an L-shaped parcel owned by B.W. Shelton, Jr. The property extended along the south side of Shore Drive and southeast along the shoreline of Little Creek Reservoir (Figure 142). Areas adjacent to this section were platted and developed in smaller subdivisions through the mid-1950s. In total, five sections of Lake Shore were developed; the later subdivisions were made under the auspices of the Lakeshore Development Corporation. Given its development over time, the neighborhood does not convey a unified appearance, but rather reflects the custom designs selected by residents who purchased lots in the neighborhood. A variety of house sizes and styles are represented in Lake Shores including one- and two-story Colonial Revival dwellings, Ranch houses, neo-French style houses, Contemporary houses, and vernacular cottages (Figures 143 and 144). A review of the Real Estate Assessor's records indicates that the majority of houses in the western half of Lake Shores date to the 1950s, and those in the eastern half date to the 1960s.

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Lake Shores possess good overall integrity with regard to location, setting, and association. The neighborhood retains its original street pattern, created by the integration of adjacent subdivisions platted over several years. The integrity of feeling within the neighborhood is good, and can be characterized as a parklike setting. No commercial encroachment has occurred. The individual resources within Lake Shores also tend to possess good overall integrity of design, materials, and workmanship, with few alterations noted.

Although Lake Shores retains good integrity, the neighborhood is recommended not eligible for listing as an NRHP historic district. As mid- to-late-twentieth century neighborhood that developed over time, Lake Shores 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 Lake Shores lack a cohesive appearance or association and do not exhibit distinctive architectural features. The houses are examples of common forms and styles that are seen in most suburbs in the area, 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, Lake Shores' 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 Lake Shores:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5536	House, 1913 Horseshoe Bend	1962	Contemporary
134-5537	House, 1909 Salk St	1957	Ranch
134-5538	House, 5129 S. Lake Rd	1956	Minimal Traditional

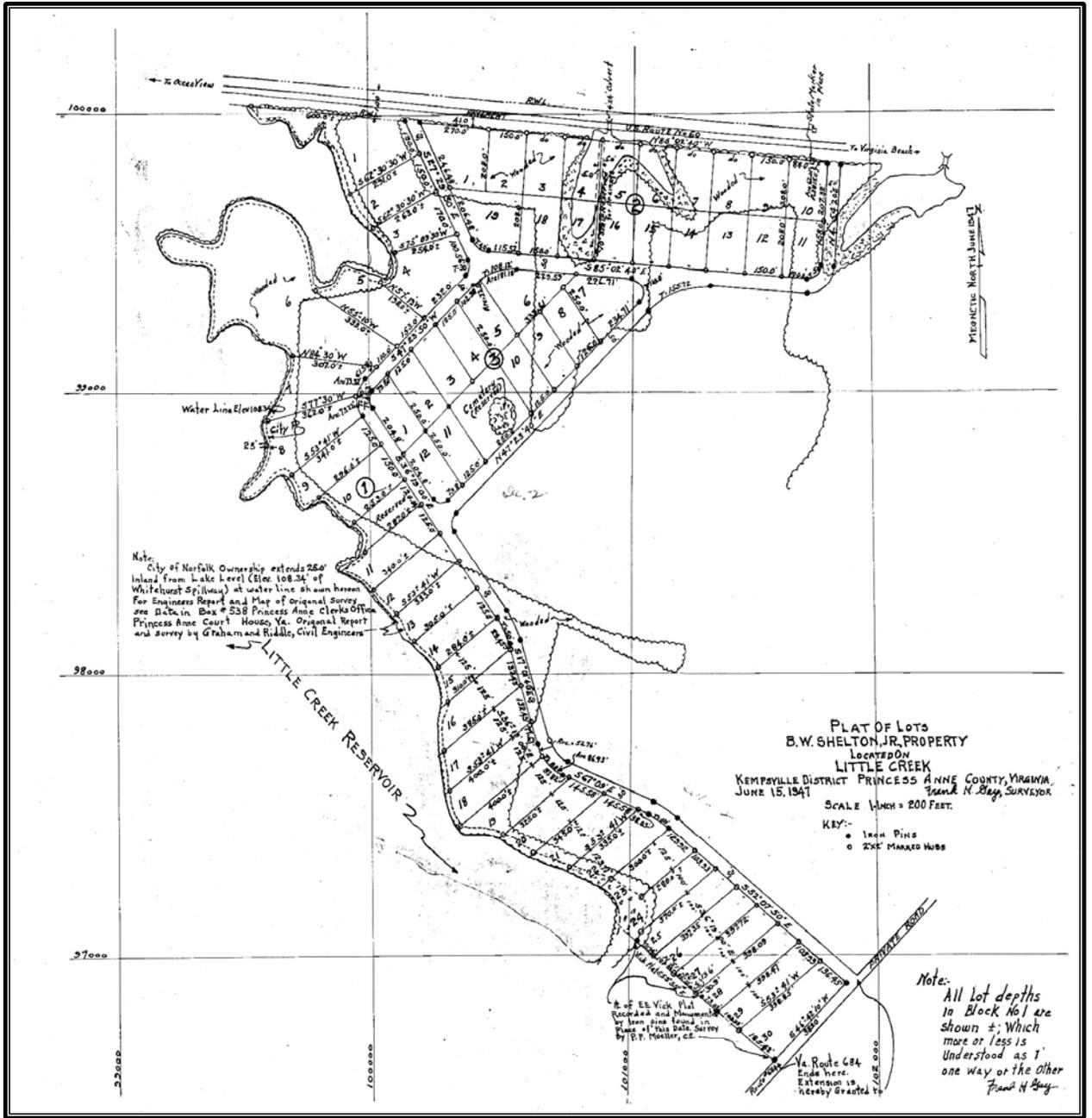


Figure 142. First Section of Lake Shore Subdivision (1947) (Source: Virginia Beach GIS)



*Figure 143. Contemporary-style House (1962), 1913 Horseshoe Bend (134-5536)*



*Figure 144. Ranch-style House (1957), 1909 Salk Street (134-5537)*

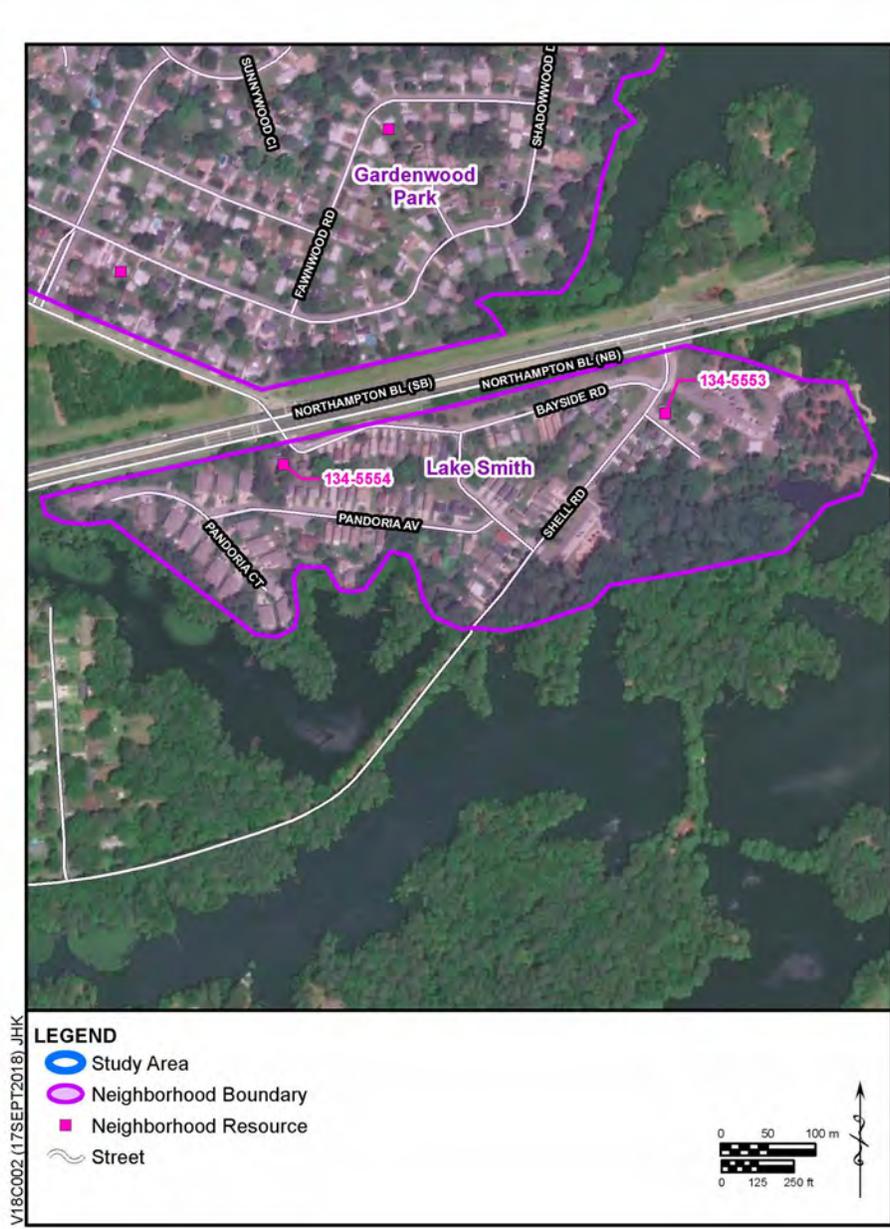
# LAKE SMITH

**Location:** This neighborhood is located in the Bayside area, bounded by Northampton Boulevard on the north, and Lake Smith on the east and southeast, and Lake Lawson on the west and southwest (Figure 145).

**Construction Period:** 1912-1950

**Potential NRHP Historic District:** No

**Potential Virginia Beach Historical Register:** No



*Figure 145. Aerial Map Showing General Boundaries of Lake Smith*

**Neighborhood Setting:** Lake Smith is located on the south side of Northampton Boulevard on a small peninsula of land that is surrounded by Lake Lawson and Lake Smith. The neighborhood is offset from the highly-trafficked roadway by the tranquil natural environment surrounding the neighborhood and enhanced by the city's 42-acre nature preserve that extends along the lakeshore. The small residential settlement consists of four streets (Shell and Bayside roads, and Pandora and Ellis avenues) and one cul-de-sac (Locust Crescent). Only Shell Road retains its original name; other streets have been renamed since the original subdivision. A modern townhouse complex has been developed on the west end of Pandora Avenue and numerous contemporary infill houses, built within the last 30 years, line Lake Smith's streets.

**Neighborhood History:** In the early twentieth century, the area now known as Lake Smith was called Hodgman's Estates, named for the former owner Charles M. Hodgman. In 1912, Hodgman platted about 15 acres of land and sold parcels to African American families, who then built homes and operated small farmsteads in what was then the Princess Anne County countryside. Many worked on area farms and may have been employed at the nearby Virginia Truck Experiment Station (now, the Agriculture Experiment Station), which was established in 1907 between Northampton Boulevard and Diamond Springs Road. The presence of the Norfolk & Southern Railroad line also may have influenced the settlement at this location. Lake Smith did not have a church or school, although land in the community was purchased for a lodge hall (but not built). Many residents worshipped at Morning Star Baptist Church in nearby Beechwood, and students attended the William Skinner School on Keeling Road. Small stores and a social hall, operated by both black and white owners, were located in Lake Smith (Hawkins-Hendrix and Lucas 2017).

In the 1980s, Lake Smith was one of the low-income neighborhoods that received funds through the City's Targeted Neighborhood Program. This program brought overdue infrastructure improvements to the area, but also resulted in the replacement of several historic houses (Krauskopf 1996). A review of the Real Estate Assessor's records for the area indicate that only four extant resources in the area were built prior to 1970. The historic houses that remain are early- and mid-twentieth-century examples of one-story vernacular and Minimal Traditional-style dwellings (Figure 146).

Given its small size and prime waterfront location, Lake Smith faces developmental pressures. With infrastructure updates, the area has become more appealing for new construction and the few historic houses that remain could be threatened with demolition.

**National Register of Historic Places Integrity and Eligibility Evaluation:** The few remaining historic resources in Lake Smith possess good overall integrity with regard to location, setting, and association. The original neighborhood streets remain intact and the general natural environment also is unchanged. Nearly all of the farms that once stood in and around Lake Smith have long since vanished, and have been replaced with residential and commercial development (the agricultural station is an exception). The integrity of feeling within the neighborhood is good, although modern dwellings now line the streets. The individual historic resources in Lake Smith possess good-to-fair overall integrity of design, materials, and workmanship, although several alterations have occurred including replacement of original sheathing, windows, and doors.

Lake Smith is recommended not eligible for listing as an NRHP historic district. As an early to mid-twentieth century neighborhood, Lake Smith does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of the 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, Lake Smith 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. Given the paucity of extant historic resources, Lake Smith does not possess sufficient architectural significance to reflect its historic appearance or character. The area, therefore, is not eligible under Criterion C. Archaeological investigations have not taken place in the area, therefore, Lake Smith'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 Lake Smith:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5553	House, 5397 Shell Road	1920	Vernacular
134-5554	House, 5393 Bayside Rd	1957	Minimal Traditional



*Figure 146. Vernacular Dwelling (1920), 5397 Shell Road (134-5553)*

# LAKWOOD

**Location:** Located just west of the Virginia Beach oceanfront and north of Rudee Inlet, Lakewood is bounded to the east by Lake Holly and Arctic Avenue and to the north by 16<sup>th</sup> Street. The western boundary is jagged and terminates along historic plat lines between the neighborhood and what is now a c. 1980s trailer park. The boundaries likely respond to a former farm or the holdings of a separate investment company. Norfolk Avenue defines the neighborhood boundary to the south, along with the greenspace for the South Hampton Roads Trail following the former Norfolk Southern Railway (Figure 147). The east-west streets are numbered from 16<sup>th</sup> Street to the north to 12<sup>th</sup> Street to the south. North-south streets are named and include Parks Avenue, Cypress Avenue, Mediterranean Avenue, and Baltic Avenue. The only curving street in the neighborhood is Lakewood Circle along Lake Holly.

**Construction Period:** 1920s-1960s

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

**Potential Virginia Beach Historical Register:** Potential for local recognition.

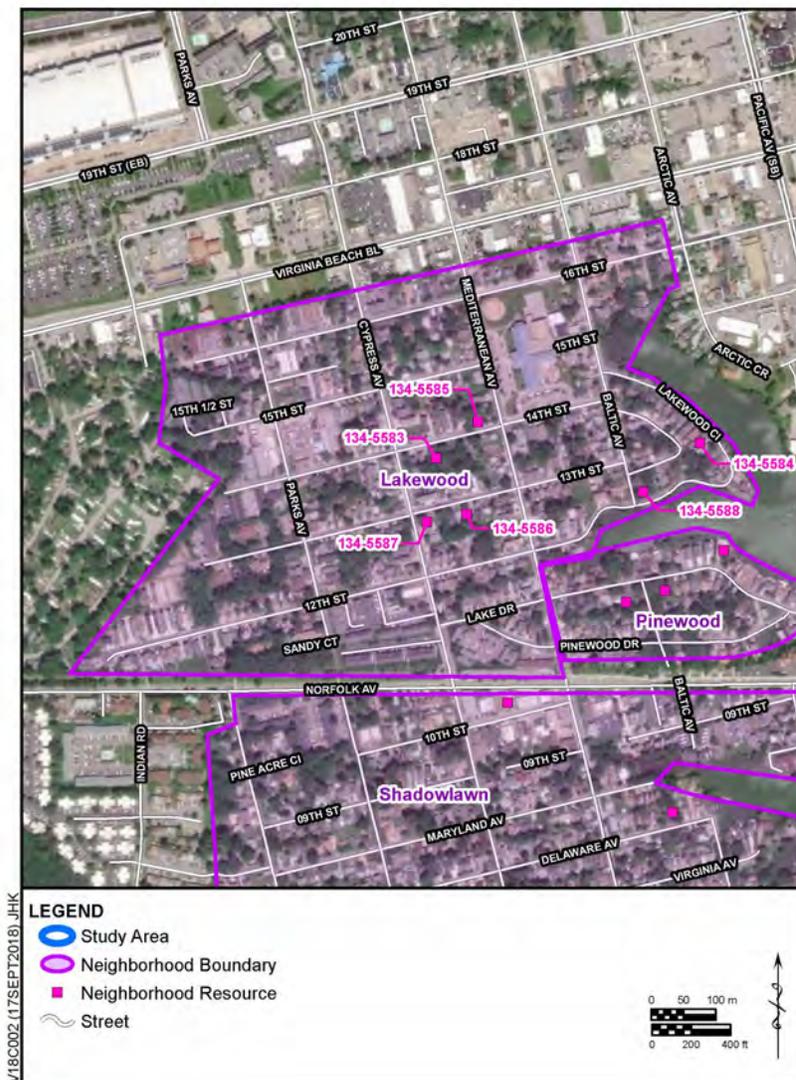


Figure 147. Aerial Map Showing General Boundaries of Lakewood.

**Neighborhood Setting:** The Lakewood neighborhood is located between Virginia Beach Boulevard and Norfolk Avenue, both major thoroughfares with associated commercial development. As a result, the neighborhood's northern and southern boundaries are punctuated by commercial buildings and high-density apartments. However, the eastern and western boundaries are more insular in character with a stand of mature pines dividing the neighborhood from the adjacent trailer park and Lake Holly separating waterfront properties from resort development to the east. Lake Holly was a popular recreational location throughout the 1920s, and several hotels originally clustered near the eastern banks of the lake as the oceanfront continued to develop (Yarsinske 2011).

Residences typically have small front, side, and rear yards with older homes sitting on multiple platted lots. Over time, infill has conformed to the smaller lot sizes and dramatically increased density within the community. There are mature trees and plantings throughout the neighborhood. However, the tree canopy has been dramatically diminished by new infill. The homes along Lakewood Circle are notably larger and are sited to face the waterfront. Some feature larger front yards than is typical moving west along the grid. Most houses feature concrete driveways or parallel parking along paved streets. A school lot occupies the northeastern corner of the community.

**Neighborhood History:** Lakewood was platted in the late 1910s or early 1920s, after the construction of what was then known as the Free School at 524 15<sup>th</sup> Street (Figure 148). The original plat shows the school building already in place and notes the Norfolk Southern Railroad line to the south. The plat does not show Lake Holly, but does include the current lots that line the western edge of the lake. The school was renamed for Willoughby Talbot Cooke, a local business leader and former member of the School Board, as the neighborhood continued to grow (Cooke Elementary 2018).

Early development in the community appears to have occurred in close proximity to the school and along Lake Holly, with a core of historic buildings along 16<sup>th</sup> Street and blocks south to 12<sup>th</sup> street between Cypress Avenue and Mediterranean Avenue. The community included churches, such as the wood-frame structure located at 610 14<sup>th</sup> Street, and other amenities that helped support a year-round community.

Neighborhood construction trends appear to parallel those of the school. After World War II, the school received several additions until it outgrew the 1913 structure in the 1960s. The building was demolished in 1962, parallel to the second population boom within Virginia Beach, just prior to the 1963 merger with Princess Anne County (Cooke Elementary 2018). Over half of Lakewood's extant historic buildings date from the 1940s and 1950s, with significant construction projects along the western and southern edges beginning in the 1960s.

From the 1960s to the present, Lakewood continues to experience significant infill construction and demolition of older, smaller residences. Likewise, the c. 1962 Cooke Elementary was demolished in 1998 to make way for the new school, completed in 2000 (Cooke Elementary 2018).

Houses in Lakewood are a variety of styles, indicating the sporadic construction activity historically throughout the community. Common housing styles include Minimal Traditional, Ranch and Colonial Revival. There are intermittent examples of vernacular houses, including small beach cottages. Several intact examples of bungalows and Mediterranean Revival-style residences exist, both styles that dominated the oceanfront during the early 20<sup>th</sup> century and have been largely demolished (Figures 149, 150 and 151).

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Lakewood possess integrity of association, workmanship, design, and feeling, but significant infill has taken place throughout the community, impacting setting and materials. The community has retained its school and otherwise primarily residential qualities despite the rapidly increasing density and ongoing demolitions.

Lakewood is recommended for further survey and background research. Although the neighborhood does not appear to be an important example of historic trends in planning in Princess Anne County, the individual resources in the neighborhood are of a high quality and may provide baseline information for future surveys. Additional survey is recommended to fully document the architectural character of the neighborhood and determine whether, as a collection, a portion of Lakewood smaller than the original historic boundaries qualifies for listing as an NRHP historic district.

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

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5583	Fellowship of the Inner Light Church, 620 14 <sup>th</sup> Street	1925	Vernacular
134-5584	House, 449 Lakewood Circle	1947	Colonial Revival
134-5585	House, 601 14 <sup>th</sup> Street	1945	Minimal Traditional
134-5586	House, 608 13 <sup>th</sup> Street	1939	Colonial Revival
134-5587	House, 1217 Cypress Avenue	1953	Minimal Traditional
134-5588	House, 1201 Baltic Avenue	1938	Vernacular

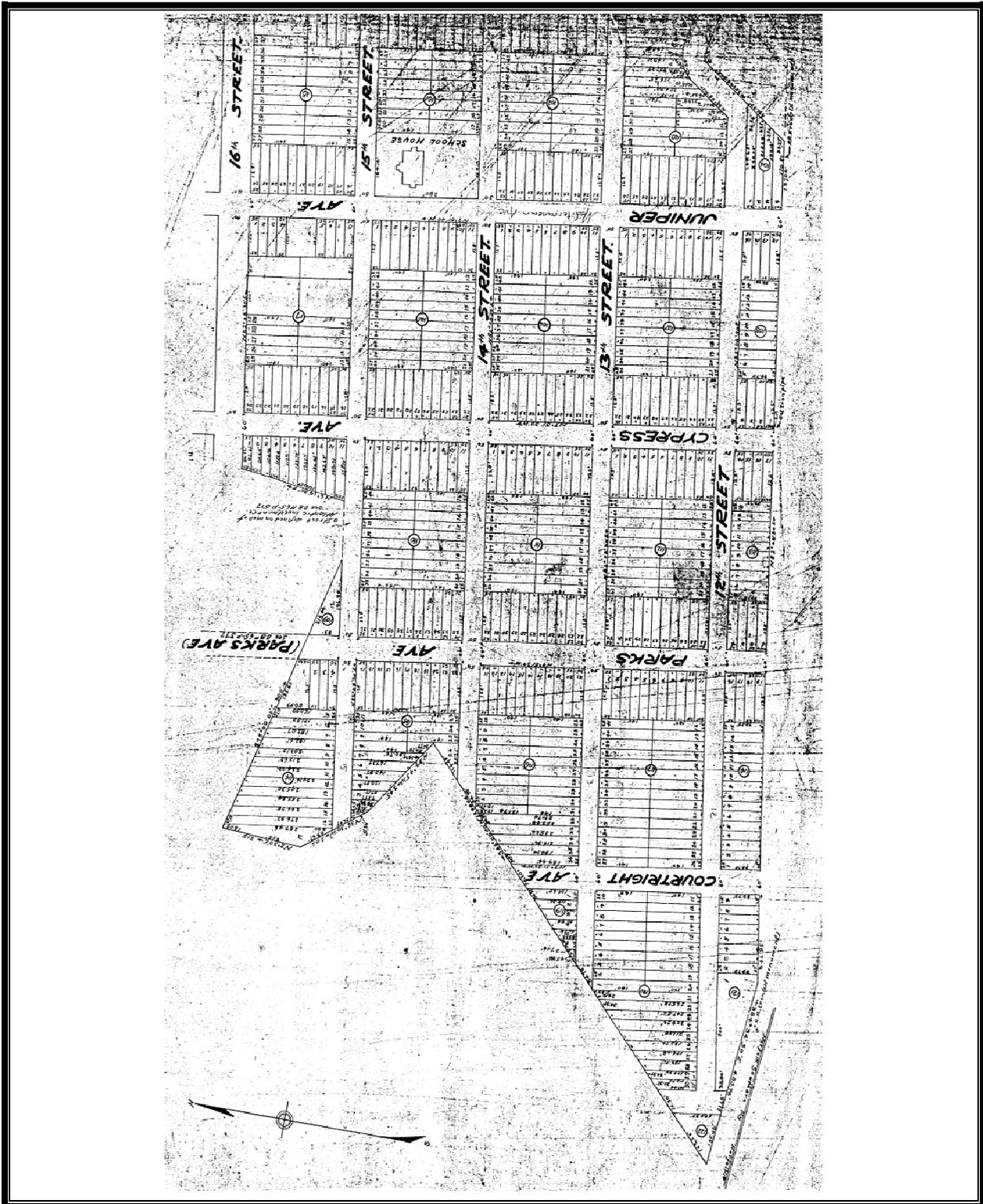


Figure 148. 1910s-1920s Plat of Lakewood (Source: Virginia Beach GIS)



*Figure 149. Frame Church, now Fellowship of the Inner Light (1925), 620 14th Street (134-5583)*



*Figure 150. Colonial Revival residence facing Lake Holly (1947), 449 Lakewood Circle (134-5584)*



*Figure 151. Cottage (1947), 601 14th Street (134-5585)*

# LARK DOWNS

**Location:** Located in the Kempsville area of the City of Virginia Beach, Lark Downs is generally bounded by Princess Anne Road on the northeast, Monmouth Avenue on the east, Lock Lane on the south, the Kempsville Colony neighborhood on the west, and the Brookfield Crossing development on the north (Figure 152).

**Construction Period:** 1965-1968

**Potential NRHP Historic District:** No

**Potential Virginia Beach Historical Register:** No

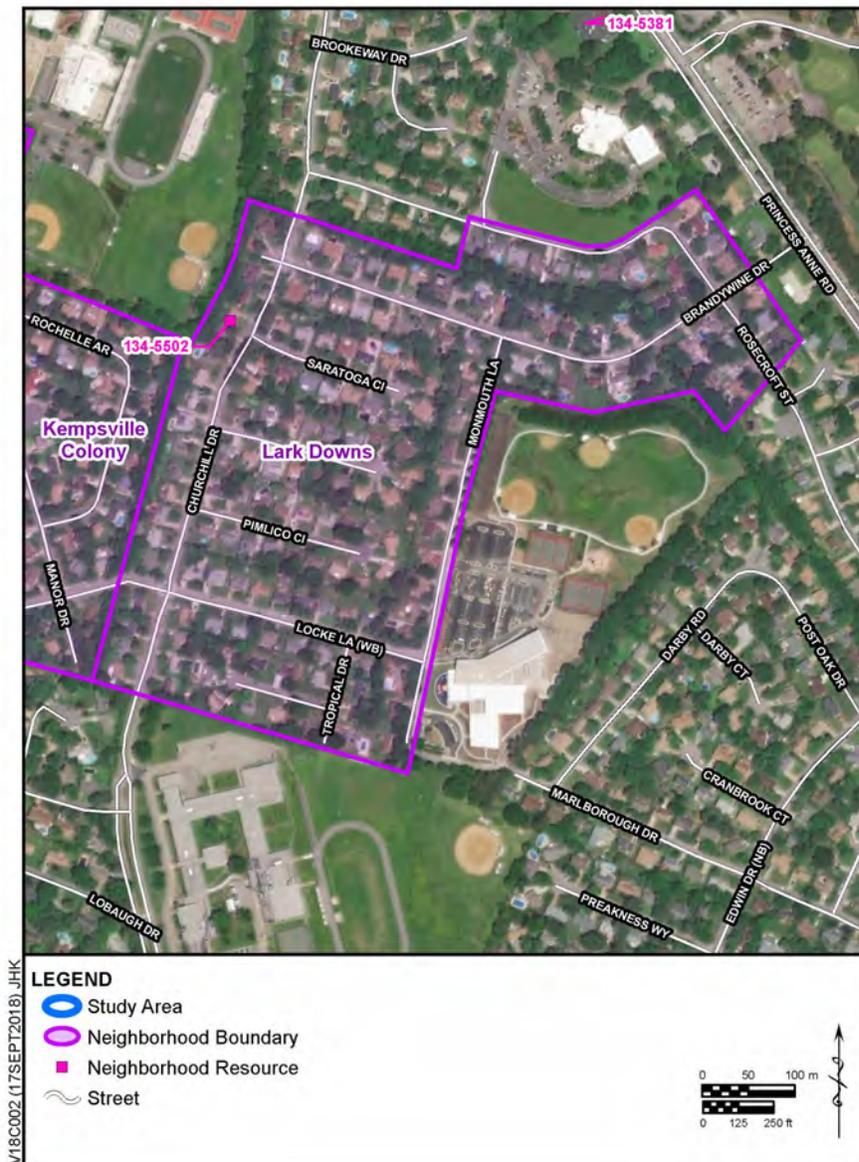


Figure 152. Aerial Map Showing General Boundaries of Lark Downs

**Neighborhood Setting:** Lark Downs is a small residential development located east of the Kempsville Colony neighborhood. All streets and cul-de-sacs in Lark Downs extend east from the north-south corridor of Churchill Drive, which runs along the west side of the neighborhood. The area is characterized by approximately quarter-acre-sized lots that are relatively flat. The houses are set back from the street with open yards at the front. Concrete driveways access most of the properties. Mature trees are present in back yards, while the front yards are generally well landscaped with shrubbery.

**Neighborhood History:** The residential development of Lark Downs occurred in two subdivisions. The first section, which encompassed the northern part of the neighborhood, was platted in 1965. Brandywine Drive, Rosecroft Street, and a portion of Churchill Drive were laid out at that time. In 1968, the southern part of the neighborhood was platted, which continued Churchill Drive to the south and extended three cul-de-sac streets to the east side.

There is no commercial development in the neighborhood, but the new Kempsville Recreation Center abuts the area on the east side. Lark Downs Park also is present on the east side of the neighborhood. Houses reflect typical late-twentieth-century forms and styles and include examples of one-story, brick-clad, Ranch-style dwellings, and two-story Colonial Revival style dwellings that are clad with two or more materials (Figure 153).

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Lark Downs possess good overall integrity with regard to location, setting, and association. The neighborhood retains its original street grid, and houses exhibit a uniform setback, providing visual and physical cohesion. The integrity of feeling within the neighborhood is good individual resources also possess good overall integrity of design, materials, and workmanship.

Although Lark Downs retains good integrity, the neighborhood is recommended not eligible for listing as an NRHP historic district. As a late-twentieth century neighborhood, Lark Downs does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of historic residential development in the 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 Lark Downs lack distinctive architectural features 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, Lark Downs's eligibility under Criterion D cannot be assessed at this time.

**Properties Documented within the Neighborhood:** The following resource was recorded as a representative example of the dwellings in Lark Downs:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5502	House, 709 Churchill Dr	1969	Ranch



*Figure 153. Ranch-style House (1969), 709 Churchill Drive (134-5502)*

# LAUREL MANOR

**Location:** Laurel Manor is located in the northeastern section of the City of Virginia Beach, within the Lynnhaven District, and near the west side of Linkhorn Bay. It is bounded by the c. 1955 Aragona Acres subdivision to the east, a large commercial development to the south, First Colonial Road to the southwest, a low-rise office development to the west, and the c.1964 Dogwood Acres subdivision to the north. Streets included are Plymouth Lane, Laurel Lane, Dearborn Drive, Bailey Lane, Wright Lane, and Deary Lane (Figure 154).

**Construction Period:** ca. 1952-65

**Potential NRHP Historic District:** Yes, if prefabricated construction is confirmed through further survey and research.

**Potential Virginia Beach Historical Register:** Potential for local recognition.

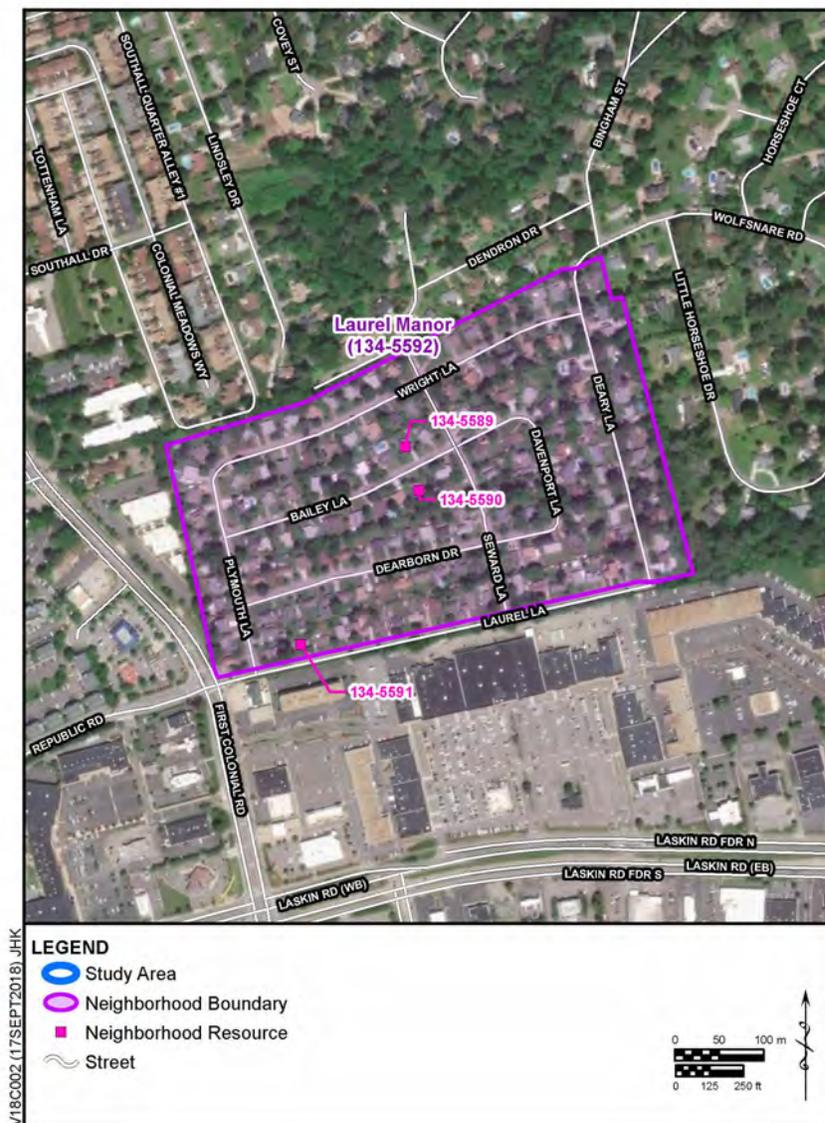


Figure 154. Aerial Map Showing General Boundaries of Laurel Manor

**Neighborhood Setting:** Laurel Manor stands on the east side of First Colonial Road, near its intersection with Laskin Road and just north of the large Hilltop Shopping Center. Late-twentieth century low-rise commercial, residential, and office development surrounds the neighborhood. Lots in Laurel Manor are flat, grassy, dotted with mature trees, and range in area from approximately 7,900 to 16,000 square feet.

**Neighborhood History:** Laurel Manor was likely the first large-scale prefabricated housing development to be built on speculation in the Norfolk-Virginia Beach area, as its developers claimed at the time. Nicholas C. Wright purchased the 40-acre Somerset Farm tract from Mr. and Mrs. Clyde Hill in 1952. The tract was conveniently located less than one-quarter of a mile north of Laskin Road, a major early-twentieth century transportation route that was widened in the 1940s to become part of Route 58. In particular, the site was “selected because of its proximity to Virginia Beach and the expanding Navy jet base at Oceana, each of which is within five minutes driving distance of the subdivision” (*Norfolk Virginian-Pilot*, May 7, 1952). Shortly thereafter, Wright’s development partners announced plans for building a subdivision of 160 prefabricated Gunnison Homes. Homes were to be two- and three-bedroom, one-story ranches “of frame construction,” clad in cedar shingles. Gunnison Homes of that period were technically built of stressed-skin plywood panels on a thin wood frame, but the developers were apparently not interested in touting construction innovation to the general public. The developers later included another leading prefabricated housing company in their plans for Laurel Manor—American Houses, Inc. A May 13, 1954 ad for “Essex Place (Laurel Manor)” advertises three-bedroom homes with dining ell and knotty-pine kitchen, “engineered by American Houses” (*Virginia Beach Sun-News*). Laurel Manor was platted in 1953 (Figure 155). The first phase of construction began around 1955, and was fully complete around 1965.

The Gunnison Homes in Laurel Manor are typically identifiable by their distinctive rectangular metal flues with double ventilator slots. All dwellings on Laurel Lane and Dearborn Drive appear to be Gunnison Homes, with additional Gunnisons on the southern segments of Seward and Plymouth Lanes. Gunnison Homes found in Laurel Manor are one-story, three-bay-wide, side-gable Ranch and Minimal Traditional houses. Character-defining features include large picture windows, with either six divided lights or a tripartite window with a fixed center light flanked by double-hung sash. Wide eaves overhang the front and rear elevations. Some houses feature gable-front, concrete slab porches and brick veneer on the lower half of the façade, complemented by a matching brick planter in front of the porch. Some houses were constructed sideways on the lot with the gable end wall facing the street.

Two clearly identifiable 1952 Gunnison “Coronado” models, with distinctive canted double stanchions supporting wide eaves on the facade, can be seen at the northeast corner of Laurel and Plymouth Lanes and along Laurel Lane (Figure 156). They include an attached breezeway, now enclosed, and garage—featured options for Gunnison Homes of this period. Because of its highly visible location of the northeast corner of Laurel and Plymouth Lanes near the entrance to Laurel Manor, the corner house may have been the subdivision’s first model home to show prospective buyers. Further research and fieldwork is needed to identify other Gunnison models in Laurel Manor.

The second phase of Laurel Manor construction consists of Ranch and Contemporary-style houses, with stripped decoration, fenestration, and roof types derived from the Modern Movement (Figures 157 and 158). These dwellings may be the prefabricated American Houses, Inc. homes mentioned in the May 1954 ad, although further research and fieldwork is needed to confirm the manufacturer. These resources are found along Davenport Lane, Bailey Lane, Wright Lane, and the north segments of Plymouth and Seward Lane. Houses with almost identical design and features can be found less than half a mile west in the early 1950s subdivision of Hilltop Manor. Further research may identify a connection between the two neighborhoods.

Characteristic features on the one-story, three-bay-wide brick Ranch houses include an extremely low-pitched side-gable roof, narrow sliding-sash windows, and large six-light picture windows.

Features on the one-story Contemporary houses include an exaggerated, front gable roof extending over a one-bay carport which includes the front entry on the side elevation. Many carports have been enclosed and entries moved to the front elevation. Houses are partially clad in both brick veneer and wood shingle or T1-11 siding,

although most owners have replaced the original siding with vinyl. Facades feature large fixed-sash windows extending the full height of the wall up to the raking cornice.

Houses along Deary Lane represent a separate phase of construction, with styles, forms, roof types, and fenestration that differ from those found in the rest of Laurel Manor. Houses are steeply pitched side-gable Cape Cod Cottages with projecting entry bays, one-story hipped-roof Ranch duplexes, or one-story side-gable L-plan Ranches with either side-gable or hipped roofs. Further research and/or fieldwork is needed to determine the method of construction for these houses, and if found to be prefabricated, to identify the manufacturer.

**National Register of Historic Places Integrity and Eligibility Evaluation:** If confirmed as prefabricated housing types by intensive-level research, the resources in Laurel Manor would be potentially eligible for listing as an NRHP historic district under Criterion A. Laurel Manor 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. Laurel Manor 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, Laurel Manor may be potentially eligible under Criterion C as embodying the distinctive characteristics of the prefabricated method of construction.

Laurel Manor retains sufficient integrity to convey its significance under Criterion A. Individual resources in Laurel Manor retain a moderate degree of integrity in design, although some houses display major alterations or additions. Resources also retain a moderate overall degree of integrity of materials, although some original cladding, windows, and doors have been replaced. While the dimensions of window openings are largely unaltered, most windows have been replaced with vinyl sash. Some carports, a character-defining feature, on the Contemporary dwellings have been enclosed. Further research is necessary to evaluate the neighborhood under Criterion C.

The neighborhood of Laurel Manor retains a sufficient degree of integrity of the setting, feeling, and association of a mid-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.

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

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5589	House, 1620 Bailey Lane	1955	Contemporary
134-5590	House, 1621 Bailey Lane	1955	Contemporary
134-5591	House, 1672 Laurel Lane	1955	Ranch

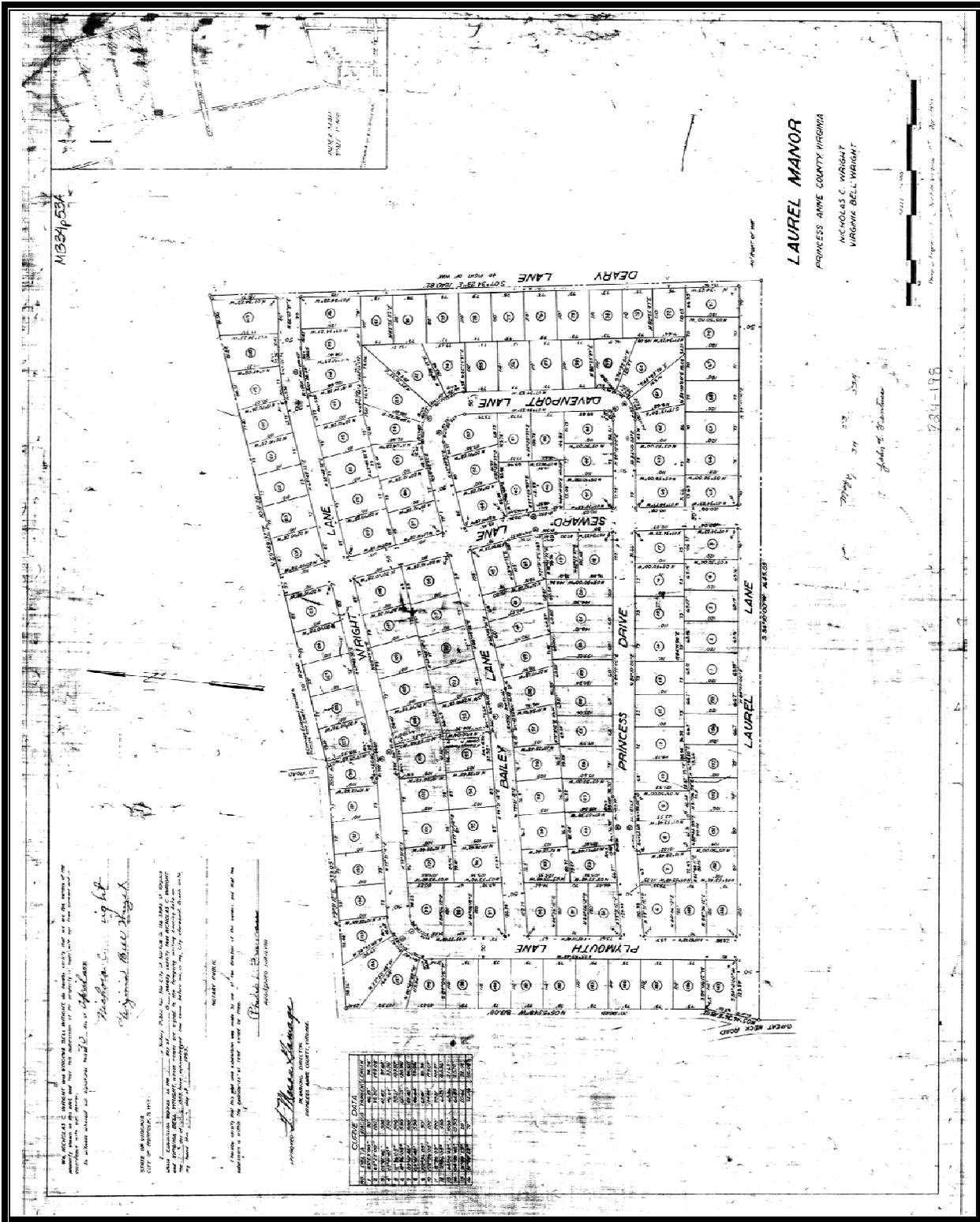


Figure 155. 1953 Plat of Laurel Manor (Source: Virginia Beach GIS)



*Figure 156. Street view looking east along Laurel Lane with 1952 Gunnison "Coronado" model*



*Figure 157. Contemporary residence (1955), 1620 Bailey Lane (134-5589)*



*Figure 158. Potential prefabricated residence (1955), 1672 Laurel Lane (134-5591)*

# LINKHORN PARK

**Location:** Located just west of the Virginia Beach oceanfront, Linkhorn Park occupies the eastern banks of Little Neck Creek as it curves south to Laskin Road. Holly Road bounds the neighborhood to the east. The northern boundary of the community responds to the layout of the interior golf course, part of Princess Anne Country Club, including sections of Bay Colony Drive, Ivy Drive, and Cavalier Drive. Significant internal streets include Bay Drive, Linkhorn Drive, Dogwood Road, and Pinewood Road (Figure 159).

**Construction Period:** 1916-1960s

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

**Potential Virginia Beach Historical Register:** Potential local recognition; additional survey could determine individually eligible resources.



Figure 159. Aerial Map Showing General Boundaries of Linkhorn Park

**Neighborhood Setting:** The Linkhorn Park neighborhood is located between the Virginia Beach oceanfront and Little Neck Creek. As a result, the lots respond to both the curving waterfront and the interior golf course. Lots throughout the community either feature views of the golf course or Little Neck Creek and are particularly large in comparison to other communities platted during this period including The Hollies, Lakewood, Shadowlawn, and Ubermeer.

The community has established pine and oak trees throughout with large, grassy yards and elaborate specimen plantings. The driveways are typically paved, and roads are curvilinear instead of gridded, creating a landscape that recalls the Garden Suburbs movement of the late nineteenth and early twentieth centuries while combining resort amenities that made Virginia Beach known throughout the east coast by the early 20<sup>th</sup> century. There are no sidewalks or curbs throughout the community, but road intersections feature triangular islands that preserve the neighborhood's lush landscape, even along road corridors.

**Neighborhood History:** In November 1916, the Sea Pines Development Corporation, the Virginia Beach Development Company, and the Virginia Beach Realty Company platted Linkhorn Park with C. A. Neff of Norfolk as the golf course architect (Figure 160). Rather than clear-cutting the lot, pine trees were preserved throughout the neighborhood to retain sections of the pine forest that had originally brought sportsmen to the area (Richmond Times-Dispatch 1917). The community was marketed to upper-class whites and featured deed restrictions that are some of the most specific of those found over the course of the project. In addition to prohibiting the sale of any parcel within the community to African Americans, the lots within the golf course were held as perpetual open space and outbuildings could only be for domestic use. These restrictions mirrored those that the developers had seen implemented in places like Roland Park in Baltimore and Forest Hill Gardens in New York (Richmond Times-Dispatch 1917). The covenants state, "...the said property shall not be sold, rented, or otherwise disposed of to any person of African descent, and that the portions there of indicated in said map as Golf Course shall be kept open and free from all buildings and other structures" (Linkhorn Park Plat 1916). The restrictions also limited land grading to preserve topography and prevented the construction of a club house or other community-use building within the boundaries. All residences were to be expressly single-family and any construction, including grading, required the approval of the Virginia Beach Development Corporation (Figure 161).

In the 1920s, investors along the Virginia Beach oceanfront continued working to create a high style resort that competed with Atlantic City and other well-established resort towns to the north (Souther 1996). Even the deed restrictions referenced northern examples from the communities that investors hoped to emulate. Lots were advertised for \$750.00 an acre and the 18-hole golf course neared completion in 1917. Construction throughout the community was to be "modern and high-grade development" (The Richmond Times-Dispatch 1917). By the 1940s, Linkhorn Park and Bay Colony to the north had become exclusive residential communities (The Cincinnati Enquirer 1943).

While eight residences date from the 1920s, the majority of homes throughout Linkhorn Park were constructed from the 1930s to the 1950s. Some infill began during the 1960s, particularly along the waterfront. New residential construction has continued to the present, and homes throughout the community have been significantly altered by large additions or other character-altering modifications. Residences throughout the community include Craftsman Bungalows, Colonial Revival, Classical Revival, and Ranch. While the majority of structures throughout the community are two or three stories, Ranch homes feature a single floor with an integrated garage (Figures 162 and 163).

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Linkhorn Park possess integrity of association, setting and feeling, but significant large additions or complete remodels have taken place throughout the community impacting workmanship, design and materials. Because of the large additions and significant infill, the character-defining features of many residences have been compromised.

Linkhorn is recommended for further survey and background research. Although the neighborhood is significant for the early deed restrictions demonstrating the early twentieth-century emphasis on high-end growth and neighborhood planning in Virginia Beach/Princess Anne County, the individual resources in the neighborhood are of a high quality and may provide baseline information for future surveys. Additional survey is recommended to

fully document the architectural character of the neighborhood and determine whether, as a collection, Linkhorn Park qualifies for listing as an NRHP historic district or has been compromised by ongoing infill development and the construction of large additions throughout the community.

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

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5593	House, 147 Pinewood Road	1921	Craftsman Bungalow
134-5594	House, 149 Pinewood Road	1924	Craftsman
134-5595	House, 102 Willow Drive	1950	Ranch
134-5596	House, 107 S Dogwood Drive	1947	Colonial Revival



THIS IS TO CERTIFY, That this plat of subdivision into lots, blocks, tracts, plots or parcels of land to be designated as Map of Linkhorn Park of the tracts of land situate in Princess Anne County, Virginia, shown on this plat and the references thereon to be known or permanent monuments, is made with the like consent and in accordance with the desires of the Sea Pines Corporation, the Virginia Beach Development Company and the Virginia Beach Realty Company, Incorporated, as to the respective portions of said land belonging to each of them, and that the said Sea Pines Corporation, Virginia Beach Development Company and Virginia Beach Realty Company, Incorporated, respectively, caused this instrument to be executed and attested by its officers and on its behalf duly authorized.

That the said property shall not be sold, rented or otherwise disposed of to any person of African descent, and that the portions thereof indicated in said map as Golf Course shall be kept open and free from all buildings and other structures.

That no building of any kind shall be erected or maintained thereon, except to private dwelling house, such dwelling being designed for occupancy by a single family, provided, however, that there may be erected on any plot such private garages and other incidental outbuildings, as may be approved in writing by the Virginia Beach Development Company; and provided further that nothing herein contained shall prevent the erection, or maintenance of any hotel, club house, boathouse or other place of amusement or entertainment upon any of said property indicated on said map.

That no building, fence, well or other structure shall be commenced, erected or maintained on any plot, nor shall any addition to or material change or alteration therein be made, nor any change in the present grades of any plot be made, until the plans and specifications showing the nature, kind, shape, height, materials and location of same and the grading plan of the plot to be built upon shall have been submitted to and approved in writing by the Virginia Beach Development Company and the Virginia Beach Realty Company, Incorporated, which shall have the right to approve any such plans, specifications, locations and grading plans which are not suitable or desirable in its opinion, and in passing upon the same it shall have the right to take into consideration the suitability of the proposed building with respect to the location thereof and the surrounding property, the effect of the buildings on the outlook from the adjacent or neighboring property, the right being reserved however, for this restriction to be waived in writing at any time by the Virginia Beach Development Company.

That there shall not be erected, permitted, maintained or operated upon any of the said land, any asylum, hospital, sanitarium or institution of like or kindred character, nor shall any noxious, dangerous or offensive thing, trade or business whatsoever be permitted or maintained on said property.

That the outdrains and plumbing of any building which may be erected on said property, except surface water drains (which shall not be permitted to enter the sewer without the consent of the owner thereof) shall be connected and kept connected with such sewerage system, as may be maintained from time to time by the party of the first part or its nominee, the grantee of such portion of said property paying such reasonable sum for the use of the same, as may be established by the owners thereof.

That each grantee of any of said property, his heirs or assigns, shall both as to the premises hereby conveyed and as to the occupants thereof conform with all such police and sanitary regulations as the Virginia Beach Development Company, Federal, State or Municipal authorities may from time to time or then and prescribe.

The dimensions and location of streets, blocks, etc., shown on maps heretofore adopted and recorded by Virginia Beach Development Company and Sea Pines Corporation, as to property shown on this map east of Holly Road are identical with dimensions and location of same as shown on this map which as to such portions of said property adopts and merges said other maps.

IN TESTIMONY WHEREOF, The said Sea Pines Corporation, Virginia Beach Development Company and Virginia Beach Realty Company, Incorporated, have respectively caused this instrument to be executed in their respective names and their respective corporate seals to be hereunto affixed and attested this 9th day of November 1916 by its officers and on its behalf duly authorized.

Attest: *A. P. Parrott* SEA PINES CORPORATION  
*F. Parrott* BY *W. W. W. W.* Corporation Seal

Figure 161. Detail of 1916 Plat of Linkhorn Park showing deed restrictions (Source: Virginia Beach GIS)



*Figure 162 Craftsman residence (1924), 149 Pinewood Road (134-5594)*



*Figure 163. Ranch-style residence (1950), 102 Willow Drive (134-5595)*

# LINLIER

**Location:** This neighborhood is generally bounded by Laskin Road on the south, Linkhorn Bay on the east and north, and Aragona Acres and commercial development on the west (Figure 164).

**Construction Period:** 1955

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

**Potential Virginia Beach Historical Register:** No.

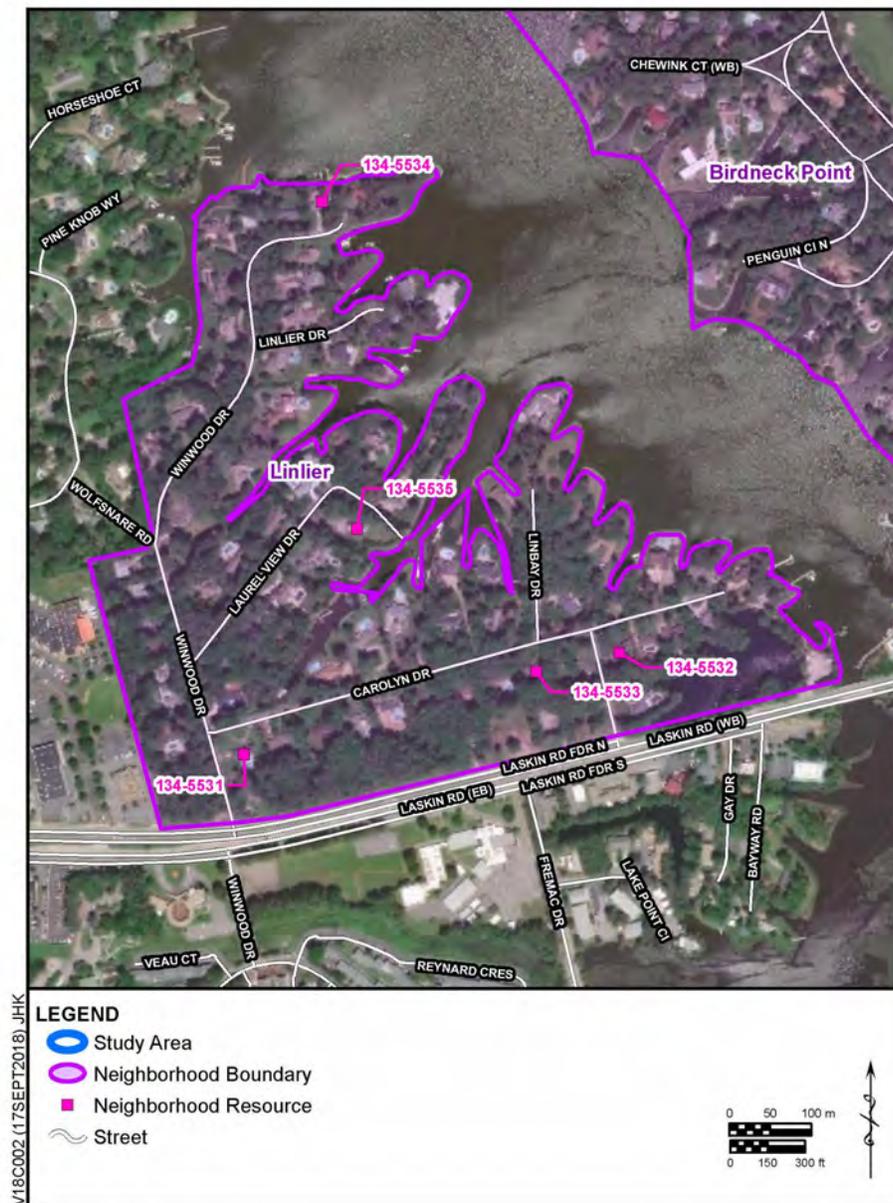


Figure 164. Aerial Map Showing General Boundaries of Linlier

**Neighborhood Setting:** Linlier is located north of Laskin Road and west across Linkhorn Bay from Birdneck Point. The neighborhood is characterized by large acreage lots (one-acre or more), rolling terrain, and a heavily wooded and landscaped natural environment. Houses are set back from the street and are accessed by paved driveways. Like Birdneck Point, it appears that a certain amount of dredging and shoreline work was undertaken to provide the majority of Linlier's lots with waterfront access. Many properties have boat docks that extend into the bay. With limited access from Laskin Road (only two neighborhood roads connect), Linlier is an isolated and quiet neighborhood.

**Neighborhood History:** Linlier was developed in two subdivisions dating from the mid-1950s. Carolyn Drive, which parallels Laskin Road, was the first section to be platted followed by the streets to the north. The houses in the neighborhood are an amalgam of traditional forms and styles, including Cape Cod, Colonial Revival, and Dutch Revival examples, and more contemporary expressions of Ranch style houses (Figures 165 and 166). The houses are executed in the traditional materials of brick (often painted), weatherboard and vinyl siding. Linlier is a middle- to upper-middle-class neighborhood consisting of large lots with custom designed dwellings. Although it postdates the development of Birdneck Point by at least two decades, Linlier is similar to that neighborhood in overall character.

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Linlier possess good overall integrity. The neighborhood retains good integrity of setting, location, and association, as well as feeling. The dwellings exhibit few alterations, giving the neighborhood good integrity of materials, design and workmanship.

Linlier is recommended for further survey and background research. Although the neighborhood does not appear to be an important example of historic trends in planning in Princess Anne County, the individual resources in the neighborhood are of a high quality and may provide baseline information for future surveys. Additional survey is recommended to fully document the architectural character of the neighborhood and determine whether as a collection, Linlier qualifies for listing as an NRHP historic district.

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

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5531	House, 1469 Carolyn Dr	1963	Ranch
134-5532	House, 1357 Carolyn Dr	1958	Ranch
134-5533	House, 1401 Carolyn Dr	1966	Ranch
134-5534	House, 945 Winwood Dr	1958	Dutch Revival
134-5535	House, 1417 Laurel View Dr	1960	Colonial Revival



*Figure 165. Ranch-style House (1958), 1357 Carolyn Drive (134-5532)*



*Figure 166. Colonial Revival-style House (1960), 1417 Laurel View Drive (134-5535)*

# LITTLE NECK

**Location:** This neighborhood is generally bordered on the west by Little Neck Road, on the east by North Lynnhaven Road, and on the south by irregular property lines (Figure 167).

**Construction Period:** 1871-1960

**Potential NRHP Historic District:** No

**Potential Virginia Beach Historical Register:** No

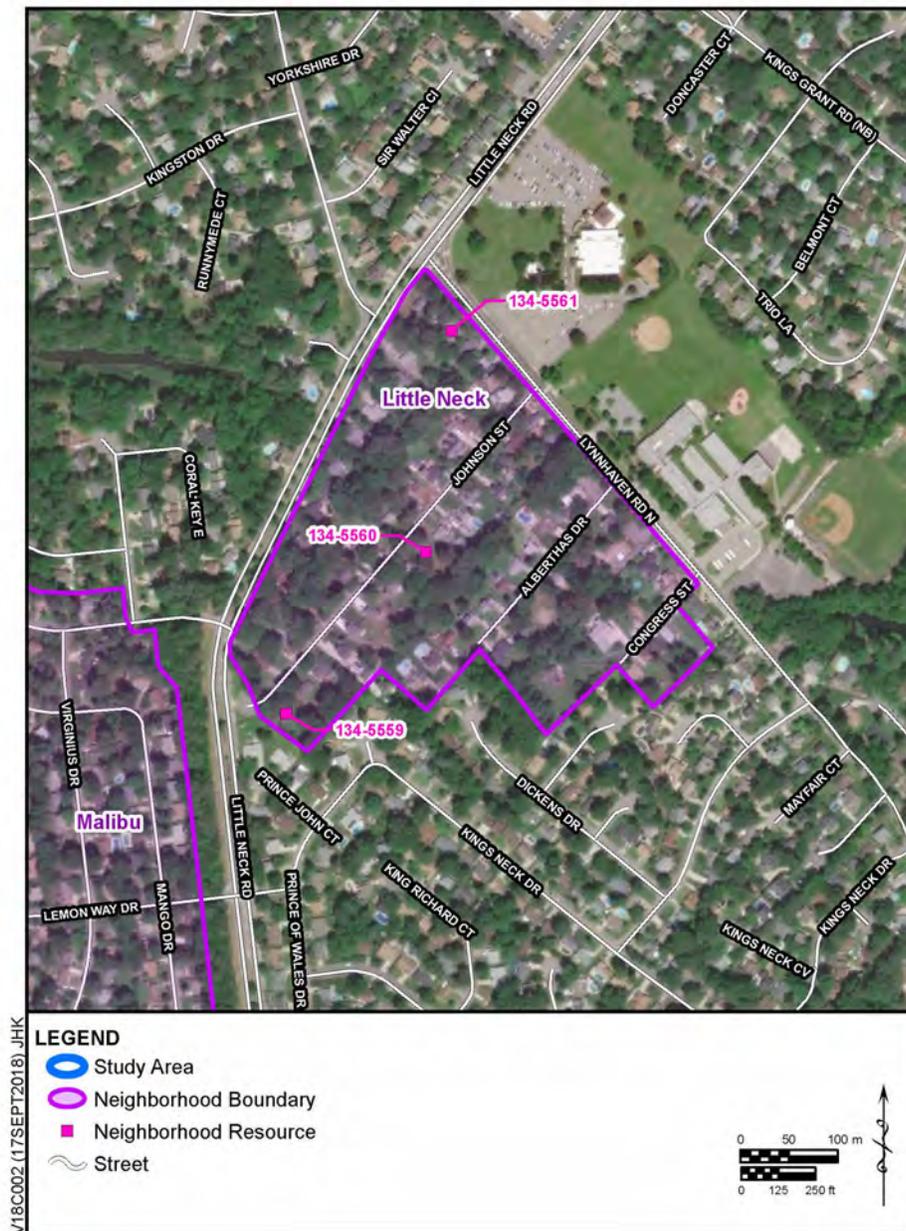


Figure 167. Aerial Map Showing General Boundaries of Little Neck

**Neighborhood Setting:** Little Neck is a triangular-shaped neighborhood bordered by Little Neck Road and North Lynnhaven Road. King’s Grant Elementary School is located north of the area. The small neighborhood encompasses properties along Little Neck Road, Johnson Street, Alberthas Drive, and Congress Street. Lots vary from one-quarter to one-half acre in size. Houses are set back from the street and are fronted by landscaped front yards; back yards hold large, mature trees. Some yards are enclosed by fences.

**Neighborhood History:** Little Neck is one of the City of Virginia Beach’s historically African American communities. Although settled in the 1870s, there are no extant resources that date to that period (Hawkins-Hendrix and Lucas 2017). The area reflects a mid- to late-twentieth-century appearance consisting of one- and two-story vernacular and Minimal Traditional-style houses. Minimal Traditional house examples are three- or four-bay-wide forms that are clad with asbestos shingle or vinyl siding and are covered by side-facing gable roofs (Figure 168). Modern dwellings also infill much of the neighborhood (Figure 169). An example of small-scale, commercial development in the neighborhood is located on North Lynnhaven Road; this utilitarian building is of concrete block construction, faced with brick, and covered by a flat roof (Figure 170). Historically, both black- and white-owned grocery stores and oyster houses operated in Little Neck, although there were no churches, schools, or social halls (Hawkins-Hendrix and Lucas 2017).

**National Register of Historic Places Integrity and Eligibility Evaluation:** The historic resources in Little Neck possess good overall integrity with regard to location, feeling, setting, and association. The neighborhood retains its gridded street plan and most buildings maintain a common setback. The individual resources in Little Neck possess good-to-fair overall integrity of design, materials, workmanship, but exhibit numerous alterations to exterior materials. Additions also were noted on the sides and backs of several houses, although many of these are sympathetic in scale and materials.

Little Neck is recommended not eligible for listing as an NRHP historic district. Although settled in the 1870s, there are no extant resources that date to that period. Little Neck, at present, reflects a mid- to late—twentieth-century appearance, does not demonstrate a significant aspect of suburban development or planning, and does not convey important aspects of the historic residential development in Princess Anne County/City of Virginia Beach of the period. The neighborhood, therefore, is recommended not eligible under Criterion A. Although known historically as an African American neighborhood, Little 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. The historic resources in Little Neck are examples of common Minimal Traditional and vernacular forms and do not possess sufficient architectural significance to qualify for listing under Criterion C. Archaeological investigations have not taken place in the area, therefore, Little 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 Little Neck:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5559	House, 600 Johnson St	1956	Minimal Traditional
134-5560	House, 632 Johnson St	1957	Minimal Traditional
134-5561	House, 665 N Lynnhaven Rd	1957	Minimal Traditional



*Figure 168. Minimal Traditional-style House (1957), 632 Johnson Street (134-5560)*



*Figure 169. Representative Example of Modern Infill (2016), 616 Johnson Street*



*Figure 170. Representative Commercial Building, 629 North Lynnhaven Road*

# LYNN SHORES

**Location:** Located north of Virginia Beach Boulevard and within the city's north-western quadrant, Lynn Shores is surrounded by creeks of the Lynnhaven River to the west, north, and east. The neighborhood ends to the south at Thalia Drive and is immediately north of Thalia Manor neighborhood. Thalia Gardens is bounded by creeks to the west of Lynn Shores and Thalia Shores is likewise divided by Lynn Shores to the east by the Lynnhaven River. Neighborhood streets include East Lynn Shores Circle, West Lynn Shores Circle, Lynn Shores Drive, Heron Point Circle, and Heron Point Court (Figure 171).

**Construction Period:** 1955-1970

**Potential NRHP Historic District:** No

**Potential Virginia Beach Historical Register:** No



Figure 171. Aerial Map Showing General Boundaries of Lynn Shores

**Neighborhood Setting:** Lynn Shores is a small residential neighborhood located north of Virginia Beach Boulevard along the Lynnhaven River. The neighborhood is organized around one central street, Lynn Shores Drive, that extends along the edge of the Thalia Manor neighborhood to the south. There are mature trees throughout the neighborhood and rear lots are often wooded. The lots along Lynn Shores Drive are regular while the waterfront parcels respond to the topography. The plat designates boat basins along the waterfront for the exclusive use of property owners within the neighborhood.

The neighborhood is relatively removed from commercial development along Virginia Beach Boulevard and does not include any community buildings. The entrance to the neighborhood is marked by brick and stone signs inscribed with “Lynn Shores.”

**Neighborhood History:** In 1955, the Lynn Shores Corporation platted land previously owned by the Stan Shores Corporation to create the Lynn Shores neighborhood (Figure 172). The community featured 67 lots around one previously existing c. 1920s house. The majority of homes were built in the late 1950s through the 1960s, with some later infill on a few waterfront parcels. While the community was subdivided at the same time, lots were sold individually resulting in a variety of home styles with relatively consistent setbacks along Lynn Shores Drive and varying setbacks along the waterfront with accessible boat docks.

Houses throughout the community are typically Colonial Revival- or Ranch-style homes. Colonial Revival houses feature either side-gambrel or side-gable rooves, often with dormers and windows framed with shutters. The Ranch houses are one story and typically clad in brick veneer with side-gable or hipped rooves. The properties feature integrated garages and residential sheds, but there are few additional outbuildings (Figure 173).

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Lynn Shores maintain good overall integrity with regard to location, setting, and association. The area retains its original street plan and the residences are all significantly set back from the street. The integrity of feeling within the neighborhood has not been impacted by commercial development or significant demolition along the waterfront. Likewise, the individual resources possess a high to moderate level of workmanship, design, and materials despite some significant additions and modifications, including the implementation of replacement vinyl windows.

Although it retains relatively good integrity, Lynn Shores is recommended not eligible for listing as an NRHP historic district. The neighborhood is a relatively common example of a small, isolated residential neighborhood with a variety of Ranch houses featuring both hipped and side-gabled rooves. There are two-story residences throughout the neighborhood that are typically Colonial Revival or Minimal Traditional in style. Lynn Shores 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 for the period of rapid suburban growth during the mid-twentieth century; 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 Lynn Shores 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, Lynn Shores’ eligibility under Criterion D cannot be assessed at this time.

**Properties Documented within the Neighborhood:** The following resources were recorded as additional representative examples of the dwellings in Lynn Shores:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5597	House, 605 Lynn Shores Drive	1957	Colonial Revival
134-5598	House, 641 E Lynn Shores Circle	1920	Colonial Revival
134-5599	House, 600 Lynn Shores Drive	1961	Ranch

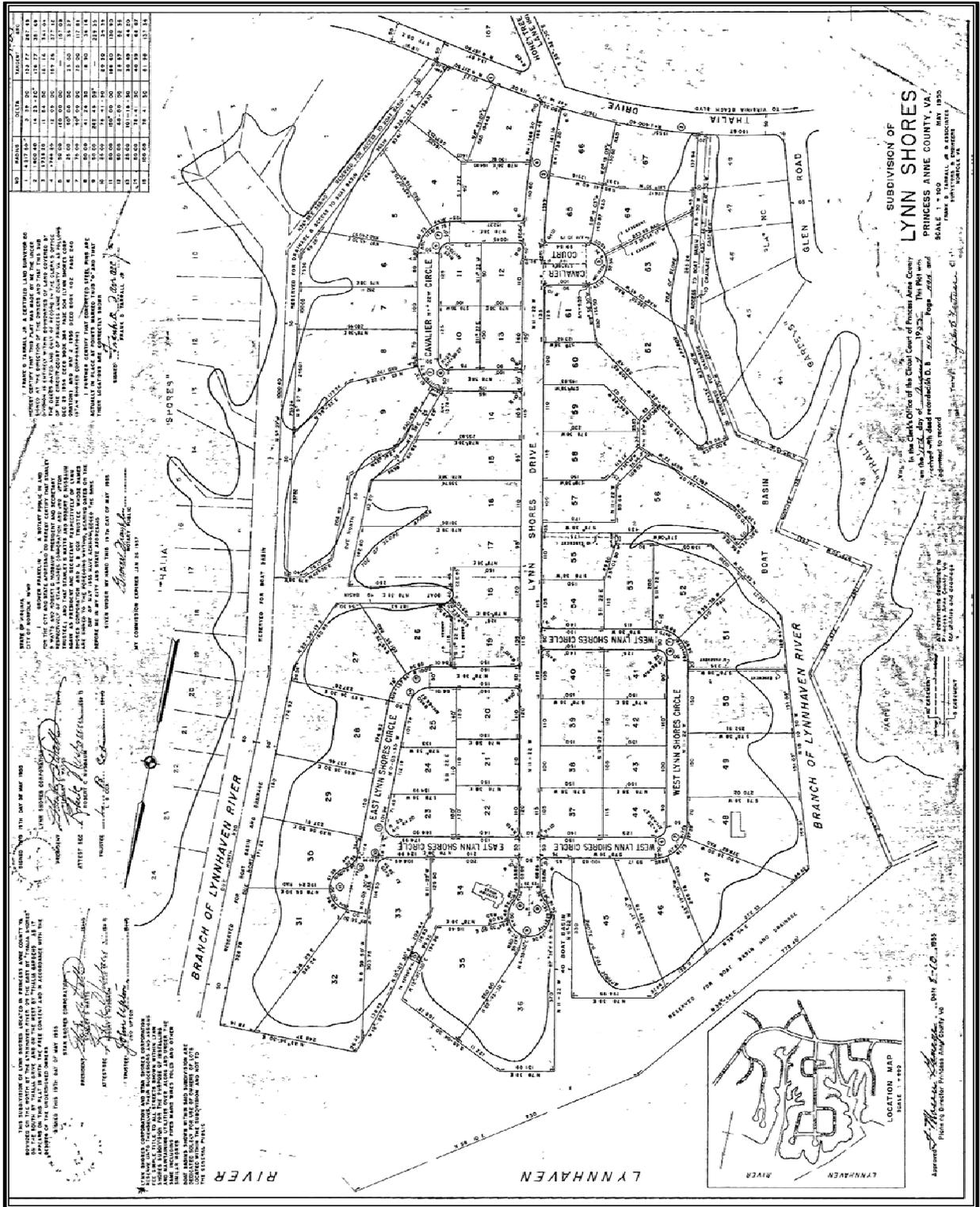


Figure 172. 1955 Plat of Lynn Shores (Source: Virginia Beach GIS)



*Figure 173. Ranch-style residence (1961), 600 Lynn Shores Drive (134-5599)*

# MALIBU

**Location:** Located east of the Pembroke area, Malibu generally bounded on the north by a finger of the Lynnhaven River, on the east by Little Neck Road, on the west by property lines along Catalina Avenue, and on the south by commercial development facing south onto Virginia Beach Boulevard (Route 58) (Figure 174).

**Construction Period:** 1960-1962

**Potential NRHP Historic District:** No

**Potential Virginia Beach Historical Register:** No



Figure 174. Aerial Map Showing General Boundaries of Malibu

**Neighborhood Setting:** The Malibu neighborhood is located northwest of the intersection of Virginia Beach Boulevard (Route 58) and Little Neck Road. Malibu Drive serves as the main entrance point to the area from Virginia Beach Boulevard. Access from Little Neck Road is by Alcott Road, Edinburgh Drive, Lemon Way Drive and Sea Horse Way. Dense commercial development borders the neighborhood on the south. A wooded buffer extends along the east side of the Malibu neighborhood along Little Neck Road. Neighborhood streets are laid in a gridded pattern, but take on a more curvilinear aspect in the northern area in response to the presence of the river shoreline. The northern part of the neighborhood is more heavily wooded than the southern end. Houses are set back from the street on parcels of one-quarter acre or less; waterfront lots are larger and tend to be one-half to three-quarters of an acre in size. Sidewalks are present on a few of the larger streets, such as Malibu and Edinburgh drives. Malibu Elementary School is located at the northeast intersection of Catalina Avenue and Edinburgh Drive. The city's Birchwood/Malibu Park edges the northwest corner of the neighborhood on the boundary with the adjacent neighborhood.

**Neighborhood History:** The Malibu neighborhood was subdivided in nine sections, beginning in 1960 and ending in 1962. The area remained in agricultural use until that time (Figure 175). By the 1960s, much of the surrounding area was giving way to commercial and dense residential development. The merger between Princess Anne County and the City of Virginia Beach in 1963 created a demand for additional housing subdivisions. With easy access to Virginia Beach Boulevard and Little Neck Road, the former farmland that became Malibu was ideally situated for new residents and commuters.

The first section of Malibu included construction of Malibu Drive and streets to the east (Figure 176). Alcott Road was originally named "Oyster Road," and the streets were named for tropical flora (Mango, Coconut, Big Pine). S and C Co., a partnership of Marvin Simon and Herbert Cashvan, which developed the neighborhood, platted Malibu in several sections, but plats show that an overall plan encompassing the subsequent sections was in place from the start. Section Two extended the neighborhood to the north, and Section Three extended it to the west.

The houses constructed in Malibu were sized and priced for middle-income residents. The presence of an elementary school was an additional amenity, as was the nearby commercial development. Malibu Elementary School opened in 1963, and served students in the Malibu, King's Forest, and Birchwood communities. The school's highest enrollment was in 1974 when over 1,000 students were enrolled in the school; the increased student population was a reflection of the general population boom in the area. A gymnasium wing was added in 1990 and the school has recently been renovated (Virginia Beach Schools 2018).

The houses constructed in Malibu reflect popular styles of the late-twentieth century and include examples of one-story Ranch houses, Minimal Traditional houses, and two-story Colonial Revival houses. The dwellings are clad with traditional materials of brick, weatherboard, and vinyl siding, or a combination. Many houses include an attached garage or a carport. In some cases, the garage/carport has been enclosed for interior space (Figures 177 and 178).

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Malibu possess good overall integrity with regard to location, setting, and association. The neighborhood is united by streets laid in a gridded plan with some curvilinear streets, and maintains a visual and physical cohesion by the use of a common setback. The integrity of feeling within the neighborhood is good, and is enhanced by limited access into the neighborhood and the presence of a neighborhood school. Commercial development has not encroached into the area. The individual resources within Malibu also possess good overall integrity of design, materials, and workmanship. The most common alteration appears to be the enclosure of formerly open carports/garages, and alterations to windows.

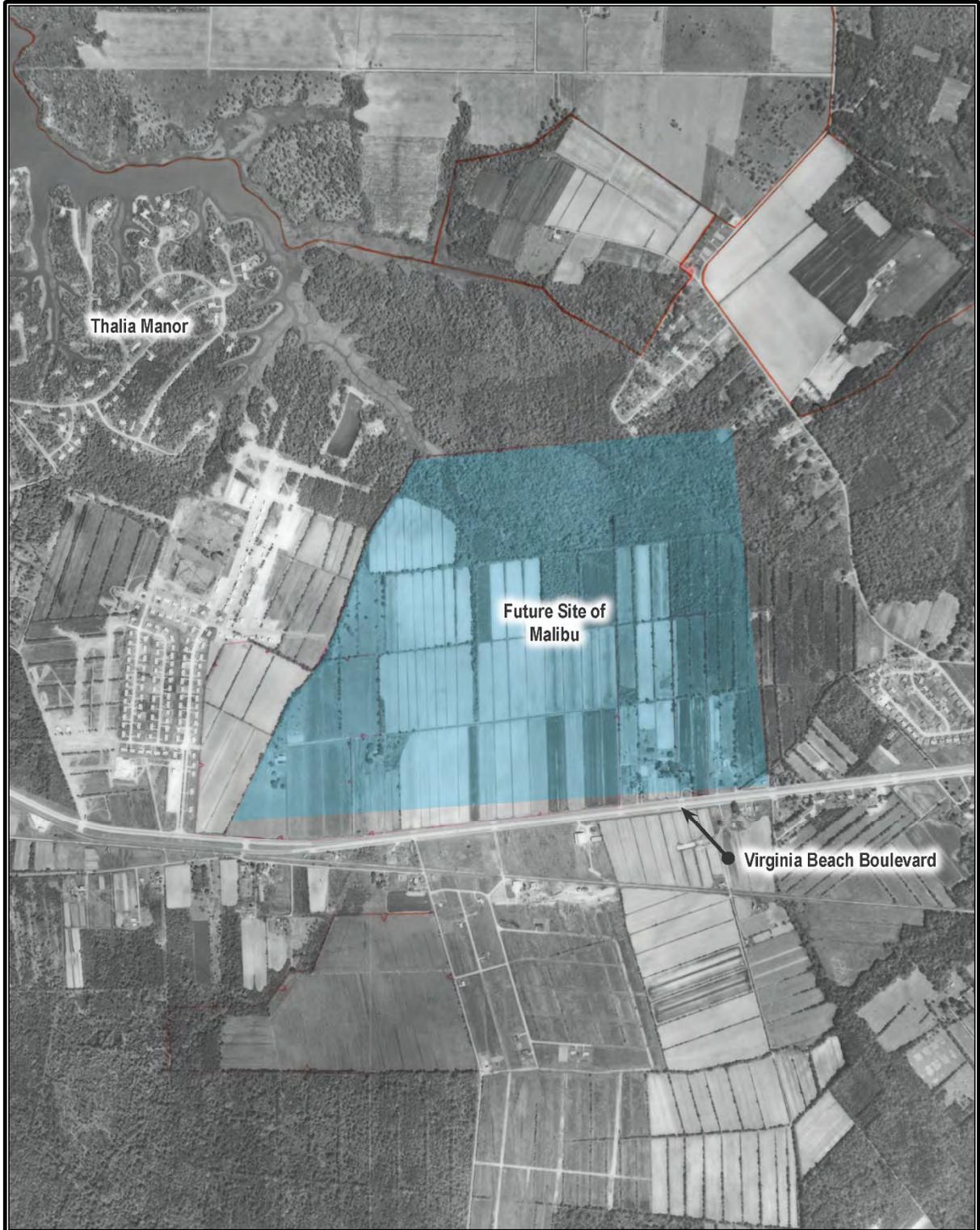
Malibu is an example of a late-twentieth-century residential neighborhood that was platted just prior to and following the merger between the county and the city. The land had remained in agricultural use until that date. Although it possesses good integrity, Malibu does not demonstrate a significant 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 Malibu are executed in the nationally popular styles of Minimal Traditional, Ranch, and Colonial Revival. Such common forms and styles are seen in most suburbs in the area, and the dwellings in Malibu 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, Malibu'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 Malibu:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5555	House, 440 Mango Dr	1960	Minimal Traditional
134-5556	House, 3645 Alcott Rd	1962	Minimal Traditional
134-5557	House, 513 Malibu Road	1962	Colonial Revival
134-5558	House, 409 Catalina Ave	1962	Ranch





*Figure 176. 1958 Aerial Photograph Showing the As-Yet Undeveloped Area that Became the Malibu Neighborhood  
(Source: U.S. Department of Agriculture, DGH-1V-167)*



*Figure 177. Streetscape Looking Southwest along Malibu Drive Showing Representative One-story Ranch and Minimal Traditional Houses and a Two-story Colonial Revival House. Note use of multiple exterior materials, paved driveways, and street sidewalk.*



*Figure 178. Minimal Traditional-style House with Carport (1960), 440 Mango Drive (134-5555)*

# NEW LIGHT

**Location:** Bisected by Indian River Road, New Light is bounded by Lake James to the south, a drainage ditch along Centerville Turnpike to the west, and General Street to the north. The eastern boundary abuts commercial development along Kempsriver Drive. Significant interior streets include Church Street, Fenton Street, and Ferry Point Road (Figure 179).

**Construction Period:** 1880s-1960s

**Potential NRHP Historic District:** No

**Potential Virginia Beach Historical Register:** Potential for local recognition



Figure 179. Aerial Map Showing New Light Neighborhood

**Neighborhood Setting:** New Light features large, open lots with significant expanses of grass resulting from the demolition of the majority of historic homes south of Indian River Road. There are stands of established pine trees, particularly along the neighborhood's western edge against the ongoing development of Regent University. The majority of houses feature few plantings and driveways tend to be unpaved. Modern high-density development has encroached along the southern and eastern edges of the neighborhood.

To the north of Indian River Road, the houses are consistently set back along General Street and Fenton Street with level, grassy yards. The driveways are largely paved in concrete. There are mature trees located in the rear yards. Some commercial development has encroached along Indian River Road.

**Neighborhood History:** New Light was founded by formerly enslaved African Americans in the 1880s when the land was purchased for a new community in rural Princess Anne County. Residents created large plots for farming and the neighborhood was bounded to the west by a large canal ditch (Hawkins-Hendrix and Lucas 2017). Additional development took place north of Indian River Road when Judge J. M. Keeling subdivided the land around the New Light school house in 1908 (Virginian-Pilot 1900) (Figures 180 and 181). The community was called "Colored Ghent" in reference to the upper-class predominantly white neighborhood in Norfolk. (Hawkins-Hendrix and Lucas 2017).

Community buildings were integral to the development of New Light from the beginning. The original New Light Baptist Church was constructed in 1896. Following church date stones, the congregation constructed a second church in 1933 and a third in 1958. The community similarly expanded, first during the 1920s and 1930s, and then again in the post-World War II period. Additional stores and businesses supported the local residents (Hawkins-Hendrix and Lucas 2017).

New Light had approximately 20 residences in 1937 aerial images, and that number had doubled by 1940 (USGS 1948a) (Figure 182). Community amenities included two churches and several African American owned businesses. The 1948 United States Geological Survey map also shows the location of a school immediately next to the current location of New Light Baptist Church. However, by 1955, the school is no longer extant and a second church appears north of Indian River Road (USGS 1955a). By 1965, New Light Baptist Church features a cemetery immediately west of the church building and Bethlehem Church is located north of Indian River Road. The community had grown rapidly in the 1950s and 1960s, and new residential construction continued to the east and south. A new road approximating the current location of Ferry Point Road had also been added to the community. The surrounding land remained largely rural and agricultural until the 1970s when Lake James was created and land surrounding New Light became increasingly suburban (USGS 1970, Hawkins-Hendrix and Lucas 2018).

By the 1970s, New Light was identified as one of the neighborhoods to take part in the Target Neighborhood Program. At that time, the program evaluated 75 residences within the community and 12 were deemed uninhabitable. The demolition work occurred during the 1980s, and the demolished homes were replaced with new development around Brittingham Court (Weintraub 1996b). The City of Virginia Beach extended water and sewer lines at that time. However, the demolition has continued; only 20 historic residences along with New Light Baptist Church and Mount Olivet Church remain. Recent demolitions include the Jennings's Shop that operated beginning in the mid-1960s, which was demolished in 2009 for a residence.

Of the structures that remain in New Light, they are a variety of housing types including Minimal Traditional and Compact Ranch. The majority are clad in brick veneer and have varying setbacks. There are several duplexes, but the majority of residences are single-family (Figures 183 and 184). No formerly commercial structures were identified during the course of the survey.

**National Register of Historic Places Integrity and Eligibility Evaluation:** New Light 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 and workmanship, but a low integrity with regard to setting and association. The neighborhood does retain a high level of location because those houses that remain have not been physically moved. While demolition has returned some sections to the previously agricultural

qualities of large expanses of open land, it is not an accurate representation of the community's growth over time and its peak development period from 1930 to 1960.

New Light is recommended not eligible for listing as an NRHP historic district. Although sections of New Light's historic roads and several residences remain intact, along with New Light Baptist Church which is an anchor community building, the area does not reflect its historical development and does not continue to convey important aspects of historic residential development for the African American community 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. The few remaining historic resources in New Light are examples of Minimal Traditional or Compact 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, New Light'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. Additional study of the New Light Baptist Church cemetery may reveal important details about the community, including folk grave stones and burial traditions. Two elaborately carved slate stones are located within the graveyard, but remain unattributed.

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

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5600	House, 1308 Ferry Point Road	1963	No Style
134-5601	House, 1323 Church Street	1940	Minimal Traditional
134-5602	Mount Olivet Baptist Church, 1301 Church Street	1955	Contemporary
134-5671	House, 5465 Indian River Road	1964	Contemporary
134-5603	New Light Baptist Church, 5549 Indian River Road	1955	Some Craftsman Details

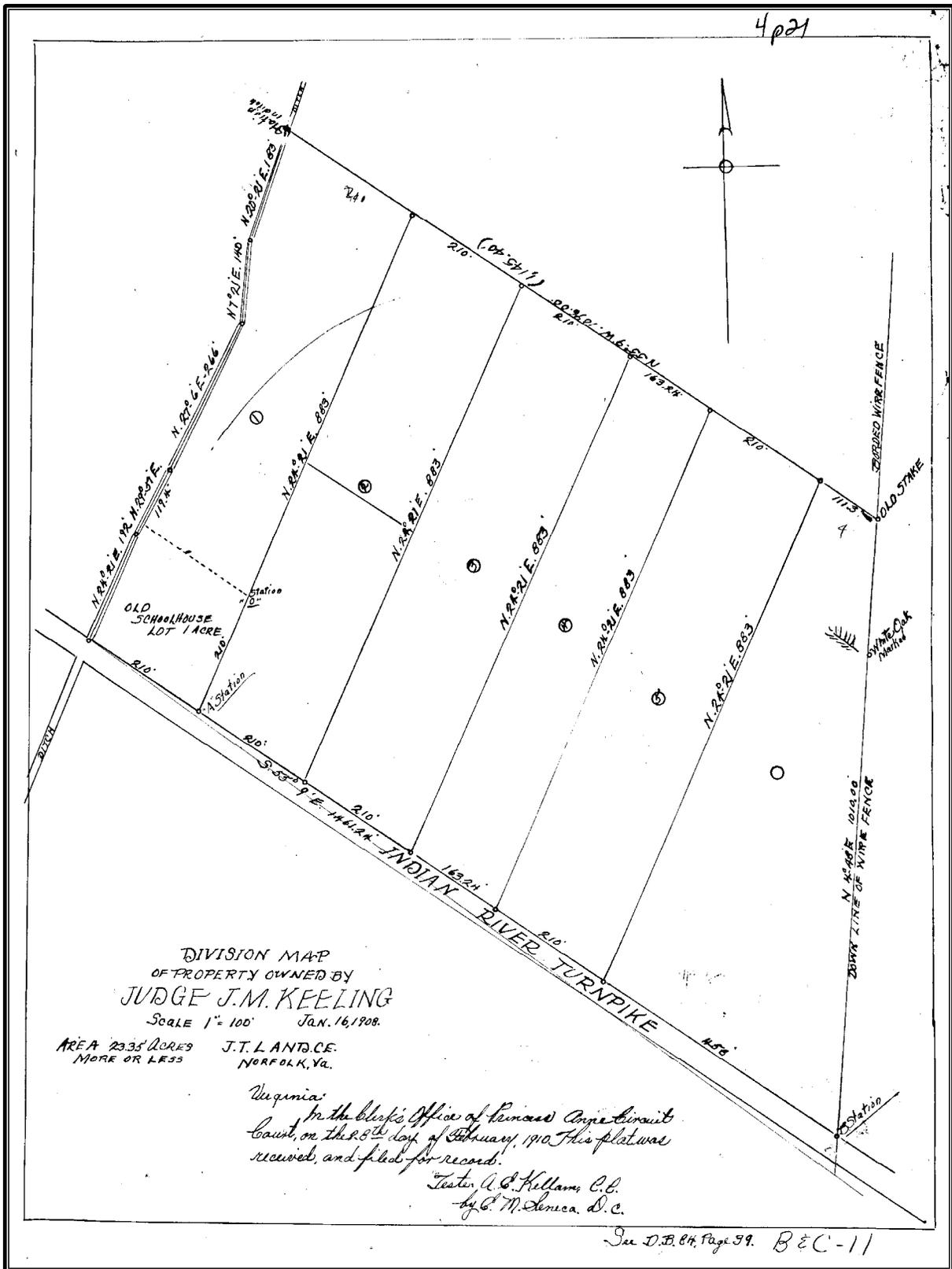


Figure 180. 1908 Plat of New Light north of Indian River Road with old school site (Source: Virginia Beach GIS)



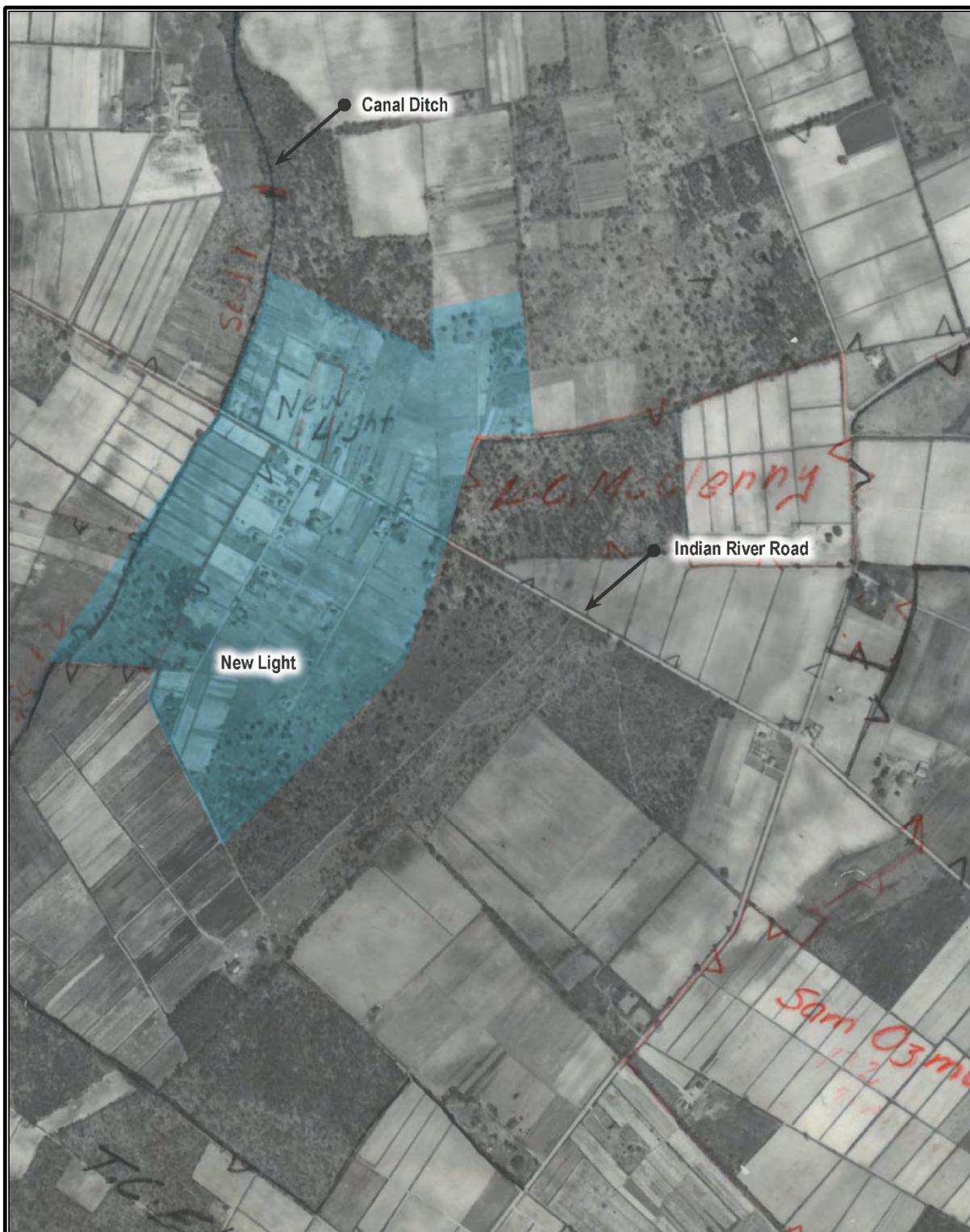


Figure 182. 1937 Aerial Photograph Showing Development and Surrounding Farmland. Note the farmland in the current location of Lake James (Source: U.S. Department of Agriculture, 115-09)



*Figure 183. Single-family residence (1963), 1308 Ferry Point Road (134-5600)*



*Figure 184. Single-family residence with Craftsman detailing (1964, but likely earlier), 5465 Indian River Road (134-5671)*

# NEWSOME FARM

**Location:** Located east of Newtown Road between Rock Creek Lane to the north and Baker Road to the south, Newsome Farm is within the northwest quadrant of the City of Virginia Beach. The western edge of the community is defined by high-density townhouse developments. Amhurst Park creates a wooded buffer between Newsome Farm and Baker Road. Significant interior streets include Connie Lane, Connie Way, Daniel Smith Road, Lawrence Drive, Cason Lane, and Coffee Court (Figure 185).

**Construction Period:** 1887-1960s

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

**Potential Virginia Beach Historical Register:** Additional survey could determine individually eligible resources.

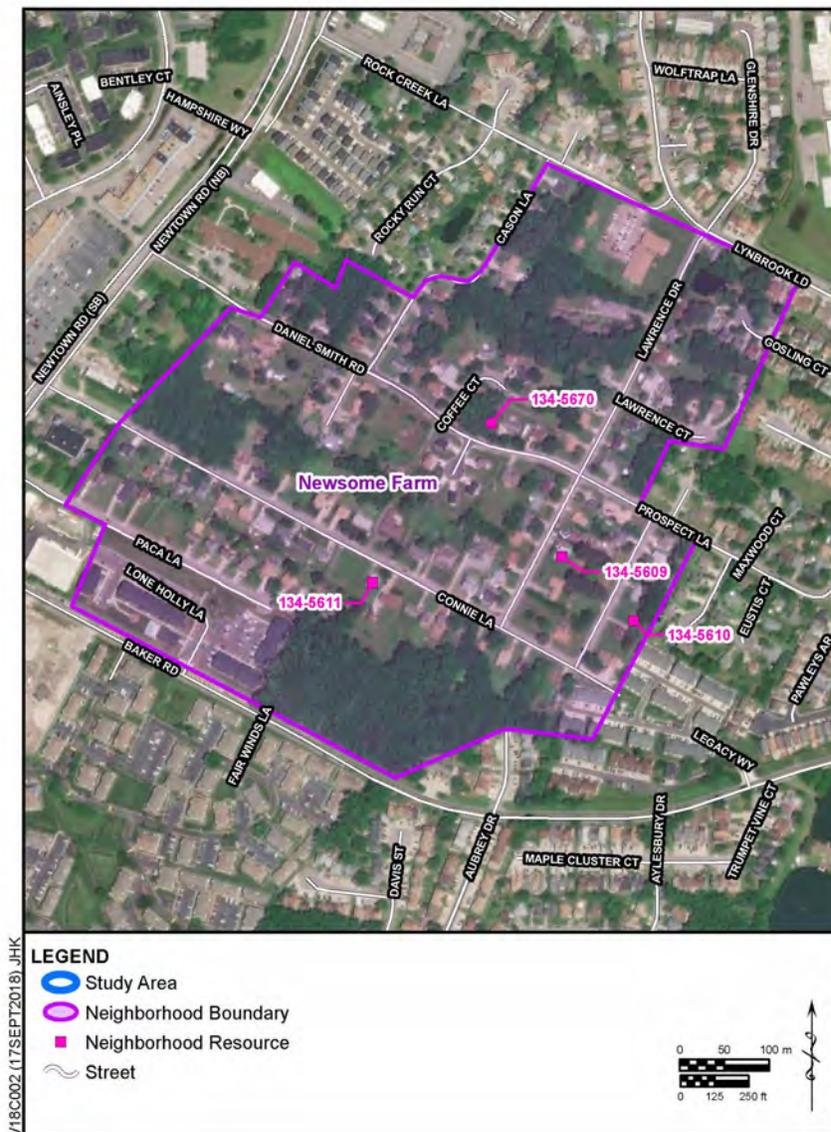


Figure 185. Aerial Photograph Showing General Boundaries of Newsome Farm

**Neighborhood Setting:** The Newsome Farm neighborhood is organized along four primary streets: Connie Lane, Connie Way, Lawrence Drive, and Daniel Smith Road. The community is not organized along a grid pattern and some residences are stacked directly to the rear of houses fronting residential streets, a result of ongoing subdivision to accommodate new construction. Mature trees are typically located in rear yards with some houses featuring mature boxwoods and other hedges. There are concrete sidewalks along one side of each residential street, and a relatively new neighborhood park is located on Daniel Smith Road between Lawrence Drive and Connie Way. A cemetery that likely dates from the first period of construction in the 1880s is located to the northeast of the intersection between Coffee Court and Daniel Smith Road.

Houses feature varying setbacks, but all residences do feature a grassy, level front yard. The majority of driveways are paved in concrete, but a few residences dating to early periods of construction maintain their gravel drives. Privacy fencing and rows of trees demarcate residential lots, particularly in the neighborhood's southeastern corner.

**Neighborhood History:** The land that became Newsome Farm was first purchased on October 20, 1869 by formerly enslaved African Americans. Of the five original owners – Lemuel Stone, Jeremiah Hines, Eli Cornelius, Berry Cornick, and Abraham Woodhouse – only Berry Cornick remained by 1887. The land tract for Newsome Farm was first subdivided on February 11, 1887 with lots ranging from just over 13 acres to  $\frac{3}{4}$  of an acre (Figure 186). Each lot was platted with an associated name, many of which are well-known surnames within the African American community including Riddick, Cornick, and Felton. Cason Lane and Daniel Smith Road retain the names of historic landowners from this period. In total, 181 acres were divided. At that time, there appear to have been two unnamed roads within the community and residents likely had to access their property by crossing over neighbors' lots who were immediately next to the roads. The community's north-western border was Bayside Road, and larger farms lay to the south and east.

By 1937, when the Department of Agriculture was producing aerial imagery of Princess Anne County, homes appear on the Newsome Farm and the large agricultural tracts are visible from the air (Figure 187). By 1948, there are 20 residences in the neighborhood along two streets that roughly create a square. Bayside Road was then known as Absolom Road (USGS 1948a). By 1955, Daniel Smith Road had been added, dividing the original square configuration roughly in half as residences more than doubled in less than ten years.

As Aragona Village developed to the east and the land along the Virginia Beach and Norfolk city boundaries rapidly suburbanized in the 1970s, Newsome Farm gained only a handful of additional residences (USGS 1970). In 1975, the City of Virginia Beach included Newsome Farm in the Target Neighborhood Program due to the community's lack of water and sewer connections. The roads were unpaved throughout the community and were subject to frequent flooding (Weintraub 1996b). Road improvements throughout the 1980s and additional development throughout the 1990s and 2000s led to new neighborhoods extending east from Newsome Farm's historic streets.

Houses throughout the community are a variety of vernacular types, including both front-gable and side-gable residences. The majority of the housing is single-family. Architectural styles within the community include Ranch, Compact Ranch, and Minimal Traditional (Figures 188 and 189).

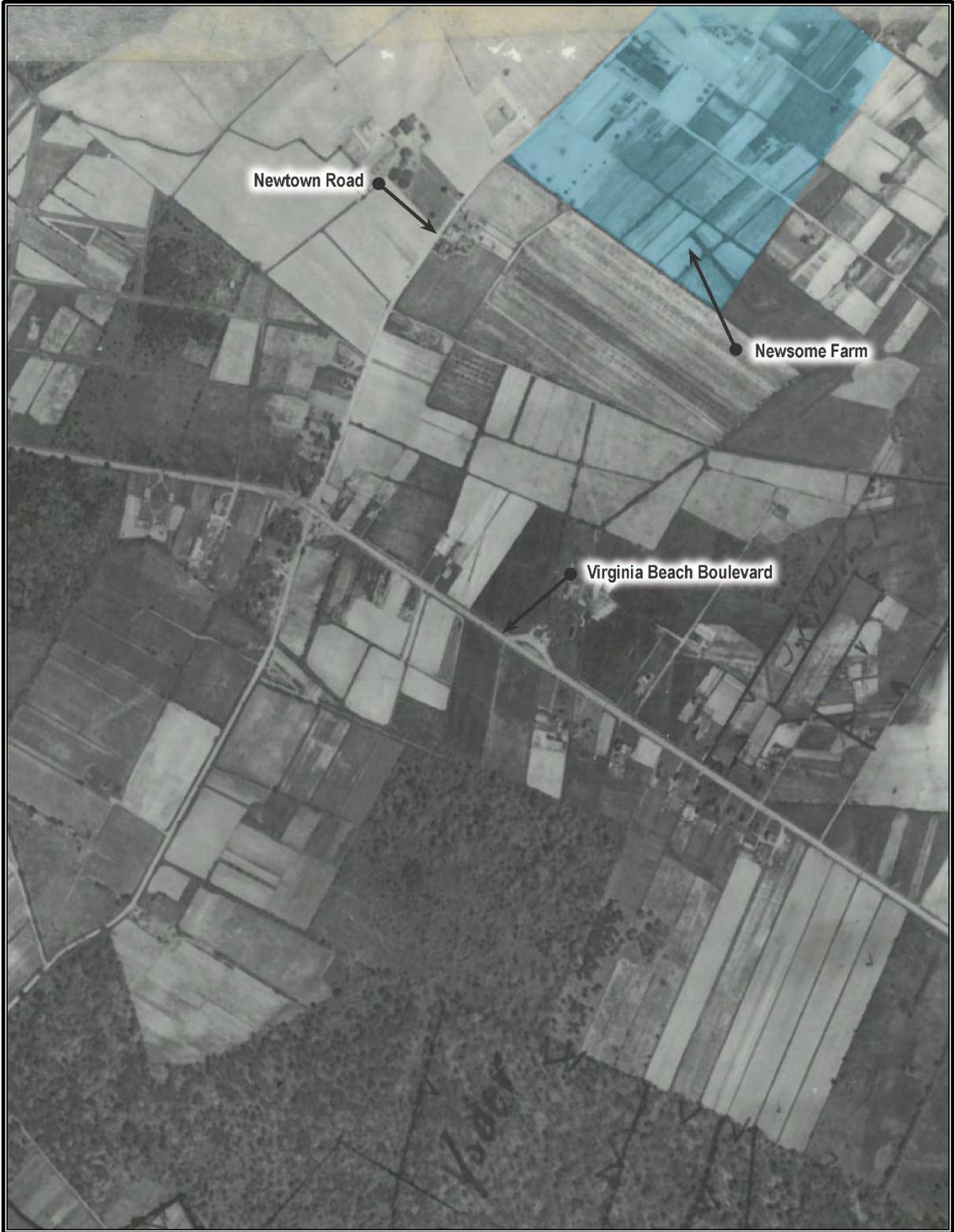
**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Newsome Farm possess integrity of association, workmanship, and feeling, but significant infill has impacted the overall quality of feeling in the neighborhood. Likewise, recent renovations have taken place throughout the community impacting workmanship, design and materials. Due to the impact of infill and building modifications, the neighborhood retains a moderate level of integrity.

Newsome Farm is recommended for further survey and background research. While the neighborhood avoided the significant growth that occurred throughout the majority of Virginia Beach/Princess Anne County following World War II, the later additions of the 1990s and 2000s have undermined the integrity of the neighborhood. Although not recommended as an NRHP-eligible historic district, several individual resources in the neighborhood are of a high quality and may provide baseline information for future surveys. The cemetery in particular warrants additional evaluation under Criteria D.

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

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5609	House, 652 Lawrence Drive	1963	Minimal Traditional
134-5610	House, 5440 Connie Lane	1940	No Style
134-5670	Cemetery, Daniel Smith Road at Coffee Court	1870	No Style
134-55611	House, 5521 Connie Lane	1933	No Style





*Figure 187. 1937 Aerial Photograph Showing Development Newsome Farm (Source: U.S. Department of Agriculture, 115-07)*



*Figure 188. Single-family residence (1940), 5440 Connie Lane (134-5610)*



*Figure 189. Single-family residence (1933), 5521 Connie Lane (134-5611)*

# OCEAN PARK

**Location:** Located on either side of Shore Drive immediately west of the Lesner Bridge, Ocean Park is bounded by the Chesapeake Bay to the north, Lynnhaven Inlet to the east, and Pleasure House Creek to the south. The neighborhood's western boundary follows Pleasure House Creek, then crosses Shore Drive and runs north, just east of Whispering Oaks Place. Significant interior streets include: Jefferson Boulevard, Powhatan Avenue, Albemarle Avenue, Roanoke Avenue, Dupont Circle, and Dinwiddie Road (Figure 190).

**Construction Period:** 1913-1960

**Potential NRHP Historic District:** No

**Potential Virginia Beach Historical Register:** No



Figure 190. Aerial Map Showing General Boundaries of Ocean Park

**Neighborhood Setting:** Ocean Park is a residential neighborhood divided by Shore Drive and surrounded by water on three sides: The Chesapeake Bay to the north, the Lynnhaven Inlet to the east, and Pleasure House Creek to the south and west. The western boundary for the section platted north of Shore Drive is roughly west of Whispering Oaks Place. The streets are curved to create radial patterns while Jefferson Boulevard to the north undulates along the beachfront. The community is heavily wooded with oaks, except where significant infill has altered the landscape. While historic homes are setback from streets, new construction fronts the road. Few residences have grassy yards due to the significant tree canopy. Many historic homes retain their sand driveways to the north, while the majority of homes have paved concrete drives south of Shore Drive.

**Neighborhood History:** Ocean Park was originally platted in two sections. The first section was recorded in 1913 south of the rail line connecting Norfolk with Cape Henry that completed a full circuit for rail travel from Norfolk through Kempsville to the Virginia Beach oceanfront, then north to Cape Henry before returning to Norfolk. The second section was north of the passenger rail line and platted in 1916 (Figures 191 and 192). Ocean Park was primarily a vacation community for Norfolk residents who took advantage of the new rail line to reach the convenient bathing beaches west of Lynnhaven Inlet. Campbell's Hotel opened in 1917 in the community. Advertisements in the Norfolk Landmark and Ledger-Dispatch advertised lots for sale along with the beauty of the dunes and beaches. The area was also particularly well known for fishing. (Brown n.d.).

Several stores opened to supply vacationers and sportsmen visiting the area, including the c. 1922 Ocean Park Casino. The casino featured rides and other amusements. Ocean Park also had a wooden boardwalk near the Casino, similar to the one installed along the Virginia Beach oceanfront, but much smaller. Shore Drive opened along the rail line in 1927, bringing additional visitors via bus service to the area. Campbell's Hotel eventually became the Sea Crest Inn before being converted into an assisted living facility known as the Shore Drive Convalescent Home (Brown n.d.).

By the mid-twentieth century, Ocean Park had become a year-round residential community as the hotel and casino declined. As roads significantly improved throughout Princess Anne County, more residents chose to move permanently to communities like Ocean Park. Community members founded what is now the Ocean Park Baptist Church in 1950 as more people called the neighborhood home. The neighborhood's fire department was established in 1956 and became an informal community center. (Holden 1967)

While commercial buildings remain along Shore Drive, there has been significant infill to the east near the Lesner Bridge. While three residences date from the 1910s and 1920s, the majority of historic houses were built from the late 1930s through the 1950s before significant infill development occurred starting in the 1980s. While the neighborhood was sparsely populated in the 1950s, nearly all open lots have been built-out (USGS 1952).

The historic houses in Ocean Park are primarily one-story vernacular beach cottages or one-story Compact Ranch homes. Several houses south of Shore Drive are two-story Craftsman Bungalows. The vernacular residences typically retain their character-defining architectural details. However, the Craftsman Bungalows and individual properties along Shore Drive have been modified over time (Figures 193 and 194).

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Ocean Park maintain good overall integrity with regard to location, setting, and association. The area retains its original street plan and the significant tree canopy of live oaks has been maintained around many historic homes. The integrity of feeling within the neighborhood has been impacted by significant infill development and expansion of the commercial corridor along Shore Drive. Likewise, the individual resources possess a high to moderate level of workmanship, design, and materials despite some significant additions and modifications, including the implementation of replacement vinyl windows. Overall, the neighborhood retains a moderate level of integrity due to significant development beginning in the 1980s through the present.

Ocean Park is recommended not eligible for listing as an NRHP historic district. The neighborhood has lost significant community buildings relating to its past as a vacation destination, including the casino, hotel, and boardwalk. Ocean Park does not demonstrate a significant aspect of suburban development or planning despite the somewhat unique street plan and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach relating to the development boom of the 1920s or the post-World

War II suburban development; 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. Additionally, the remaining historic architectural resources are relatively common examples of Craftsman, Compact Ranch and vernacular types. Therefore, the community is not eligible under Criterion C. Archaeological investigations have not taken place in the area, therefore, Ocean Park's eligibility under Criterion D cannot be assessed at this time.

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

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5612	House, 2236 Powhatan Avenue	1946	Ranch
134-5613	House, 3853 Jefferson Boulevard	1950	No Style
134-5614	Ocean Park Baptist Church, 3624 Dupont Circle	1950	Colonial Revival
134-5615	House, 2209 Dinwiddie Road	1937	Craftsman



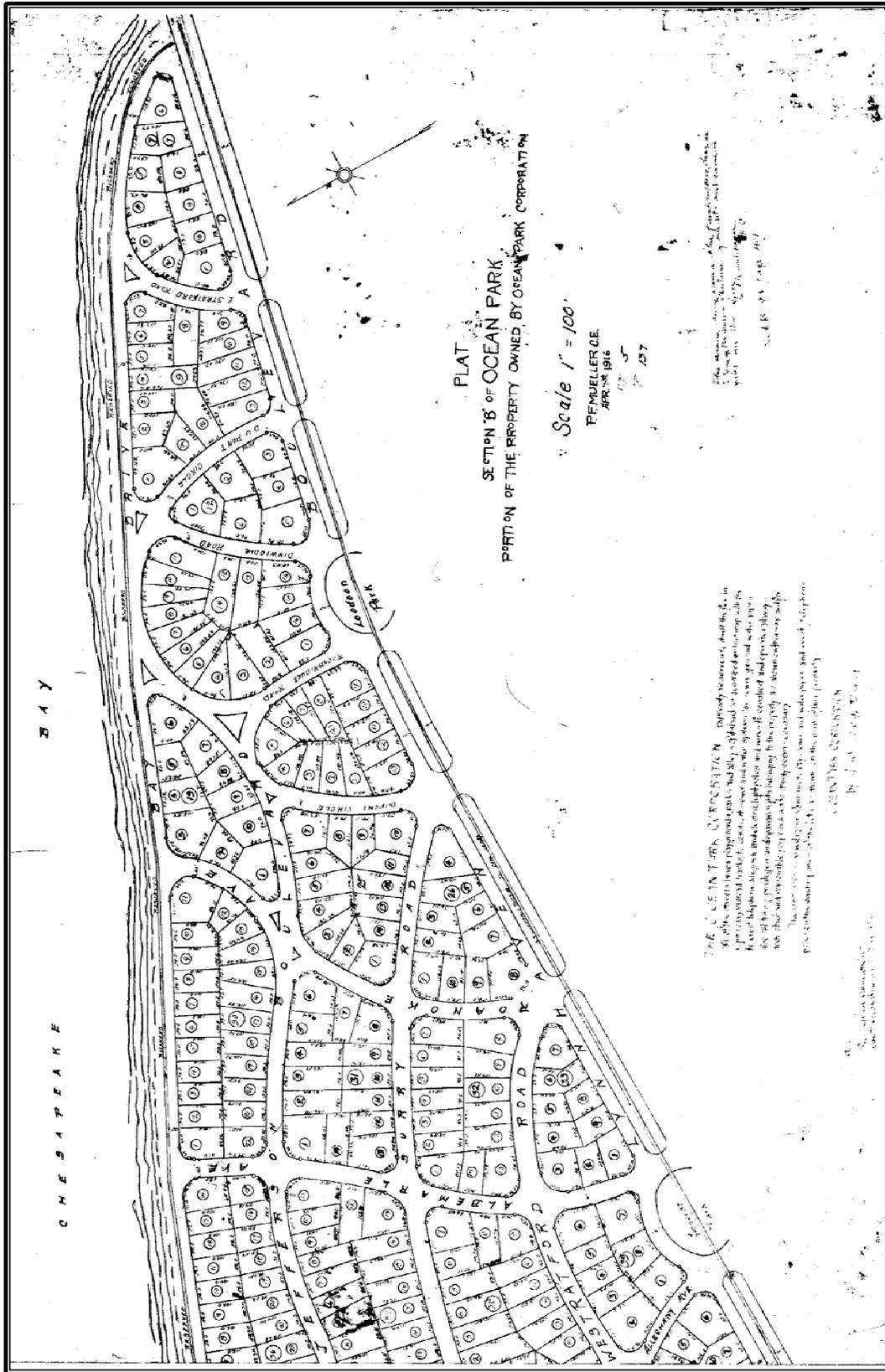


Figure 192. 1916 Plat of Ocean Park – Section B (Source: Virginia Beach GIS)



*Figure 193. Colonial Revival residence (1950), 3853 Jefferson Boulevard (134-5613)*



*Figure 194. Ocean Park Baptist Church with addition (1950), 3624 Dupont Circle (134-5614)*

# PINEWOOD

**Location:** Located immediately north of Norfolk Avenue, Pinewood is a small community surrounded by Lake Holly to the north and east. The western boundary is along Mediterranean Avenue. The neighborhood is just west of the Virginia Beach oceanfront. Significant interior streets include Lake Drive, Pinewood Drive, and The Midway (Figure 195).

**Construction Period:** 1926-1960

**Potential NRHP Historic District:** No

**Potential Virginia Beach Historical Register:** No

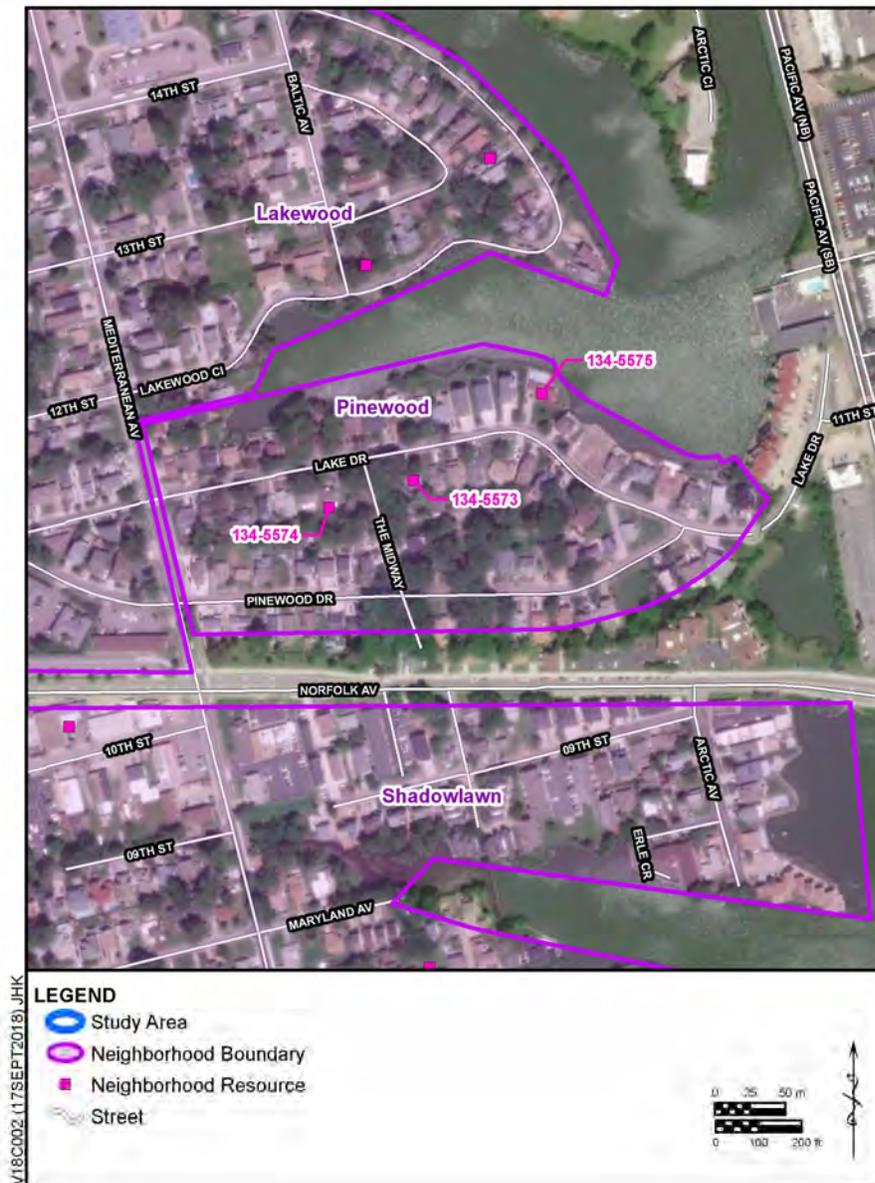


Figure 195. Aerial Map Showing General Boundaries of Pinewood

**Neighborhood Setting:** Pinewood is a small residential community with waterfront parcels to the north and west. Parcels along Pinewood Drive and The Midway are relatively consistent and houses feature grassy front yards with the exception of properties constructed after 1960 as infill, particularly during the 1990s to present. There are mature trees in the rear yards along the south side of Lake Drive and Pinewood Drive has a significant tree canopy. There are concrete sidewalks throughout the community and driveways are largely paved in concrete. Because Lake Drive no longer continues over the land bridge along Lake Holly to connect with Pacific Avenue, the neighborhood is relatively cut off from surrounding development.

**Neighborhood History:** Pinewood was originally platted in 1926 by Jacob Laskin and Louis Laskin, noted developers during the 1920s in the Virginia Beach resort area (Figure 196). A single residence was intended to be placed for every two platted lots and new residences had to be valued for at least \$3,500. Additional covenants required that homes feature a 15 ft setback from neighborhood streets and that all residences face towards the street rather than Lake Holly. However, by 1948, there were only eight residences in Pinewood, including 430 Lake Drive and 403 Lake Drive (USGS 1948b). Both residences represent the popular Mediterranean Revival style of the 1920s development boom in the resort area (Figure 197).

The neighborhood did not fully develop until after World War II. By 1955, there were over 30 new residences in Pinewood. While the majority of houses appear to have maintained the 15 ft setback required in the 1926 plat, properties along Lake Holly have significantly varied setbacks. The houses from this period are Minimal Traditional or Compact Ranch homes clad in brick veneer or constructed of concrete block. Some houses have been wrapped in modern materials, including vinyl siding. Significant infill has taken place since the 1960s, particularly along Pinewood Drive and on the waterfront parcels. Children living in Pinewood attended the Cooke School in Lakewood and a small commercial strip south across Norfolk Avenue negated the need for additional community buildings or commercial development within the neighborhood.

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Pinewood maintain good overall integrity with regard to location, setting, and association. The area retains its original street plan and remains insulated from the commercial development along Norfolk Avenue and the oceanfront. The integrity of feeling within the neighborhood has been impacted by significant infill development and waterfront construction along Lake Holly. Likewise, the individual resources possess a moderate level of workmanship, design, and materials with significant additions, modifications, or lack of maintenance resulting in loss of character-defining architectural details. Overall, the neighborhood retains a moderate level of integrity due to significant development beginning in the 1980s through the present.

Pinewood is recommended not eligible for listing as an NRHP historic district. The neighborhood features two intact examples of the Mediterranean Revival style, but the majority of the post-World War II construction is undistinguished and does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach relating to the development boom of the 1920s or the post-World War II suburban development. Therefore, the neighborhood is recommended not eligible under Criterion A. While the neighborhood is associated with Jacob and Louis Laskin, significant developers in Virginia Beach, there are likely other neighborhoods and buildings that more completely represent their influence along the oceanfront. Because the neighborhood is not known to be directly associated with any additional historically significant persons, it is not eligible under Criterion B. Additionally, the remaining historic architectural resources are relatively common examples of Minimal Traditional and Compact Ranch houses. Therefore, the community is not eligible under Criterion C. Archaeological investigations have not taken place in the area, therefore, Pinewood's eligibility under Criterion D cannot be assessed at this time.

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

<b>VDHR ID</b>	<b>Resource/Address</b>	<b>Date Constructed</b>	<b>Style/Form</b>
134-5573	House, 430 Lake Drive	1927	Mediterranean Revival
134-5574	House, 504 Lake Drive	1955	Minimal Traditional
134-5575	House, 403 Lake Drive	1925	Mediterranean Revival

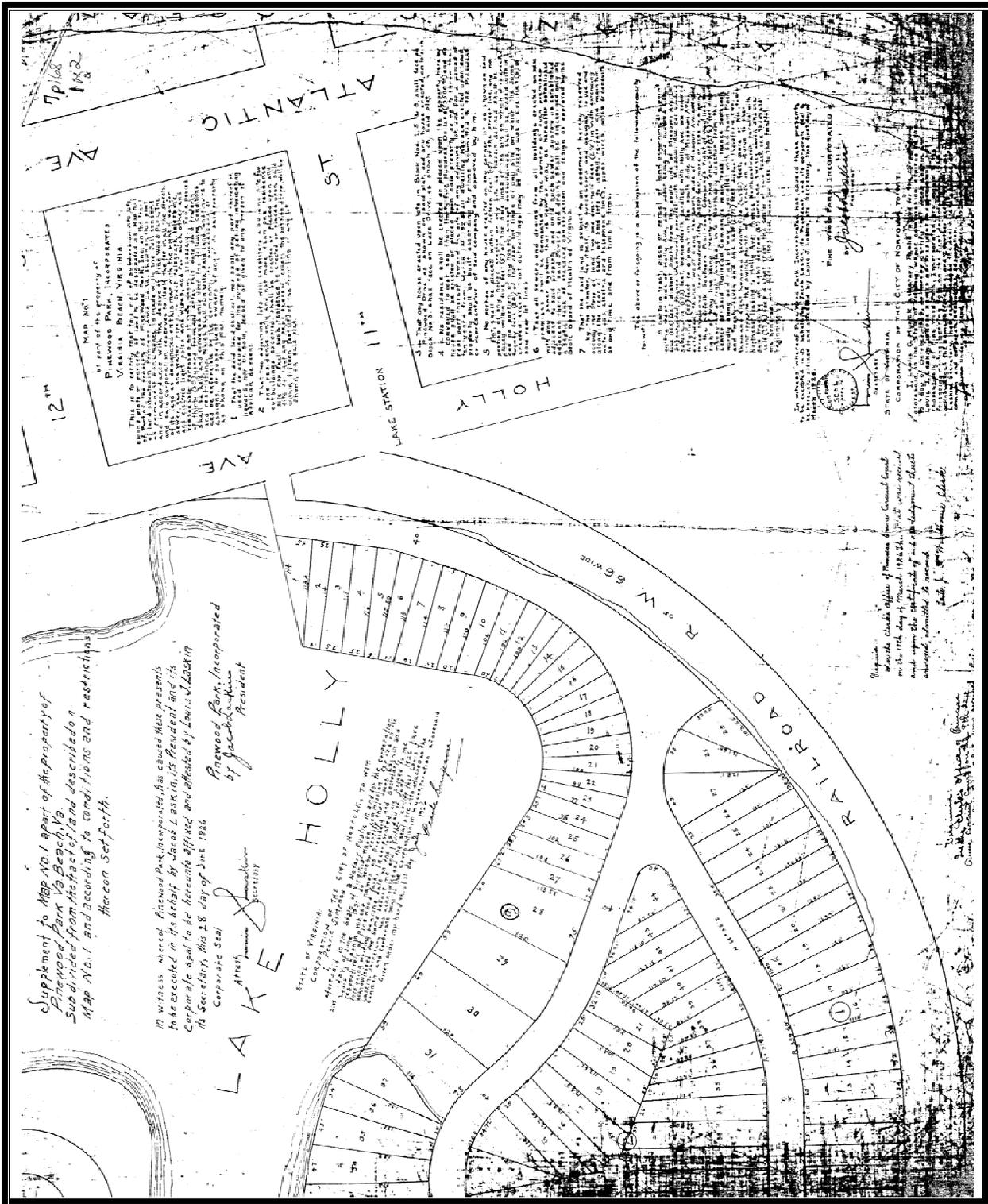
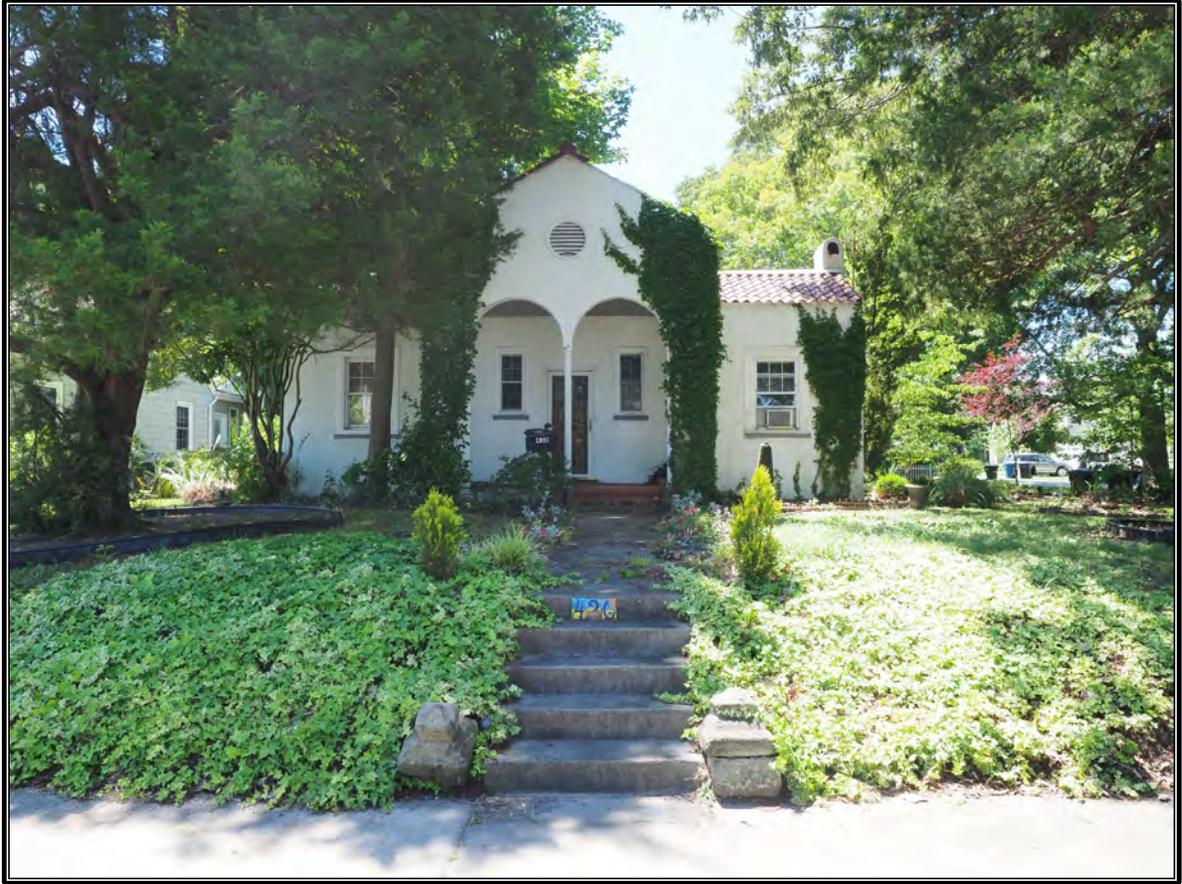


Figure 196. 1926 Plat of Pinewood (Source: Virginia Beach GIS)



*Figure 197. Mediterranean Revival residence (1927), 430 Lake Drive (134-5573)*

# PRINCESS ANNE PLAZA

**Location:** Located immediately south of the Virginia Beach Expressway (I-264) and Bonney Road, Princess Anne Plaza is a 2100-acre residential community. The neighborhood is bounded by S. Rosemont Road and S. Club House Road to the west and Lynnhaven Parkway to the south. The eastern boundary follows S Lynnhaven Road north to the intersection with Corvette Lane, where the line moves slightly east to meet S Plaza Trail, terminating at the intersection with the Virginia Beach Expressway (I-264) (Figure 198).

**Construction Period:** 1960-1980

**Potential NRHP Historic District:** No

**Potential Virginia Beach Historical Register:** Additional survey recommended for potential local recognition.

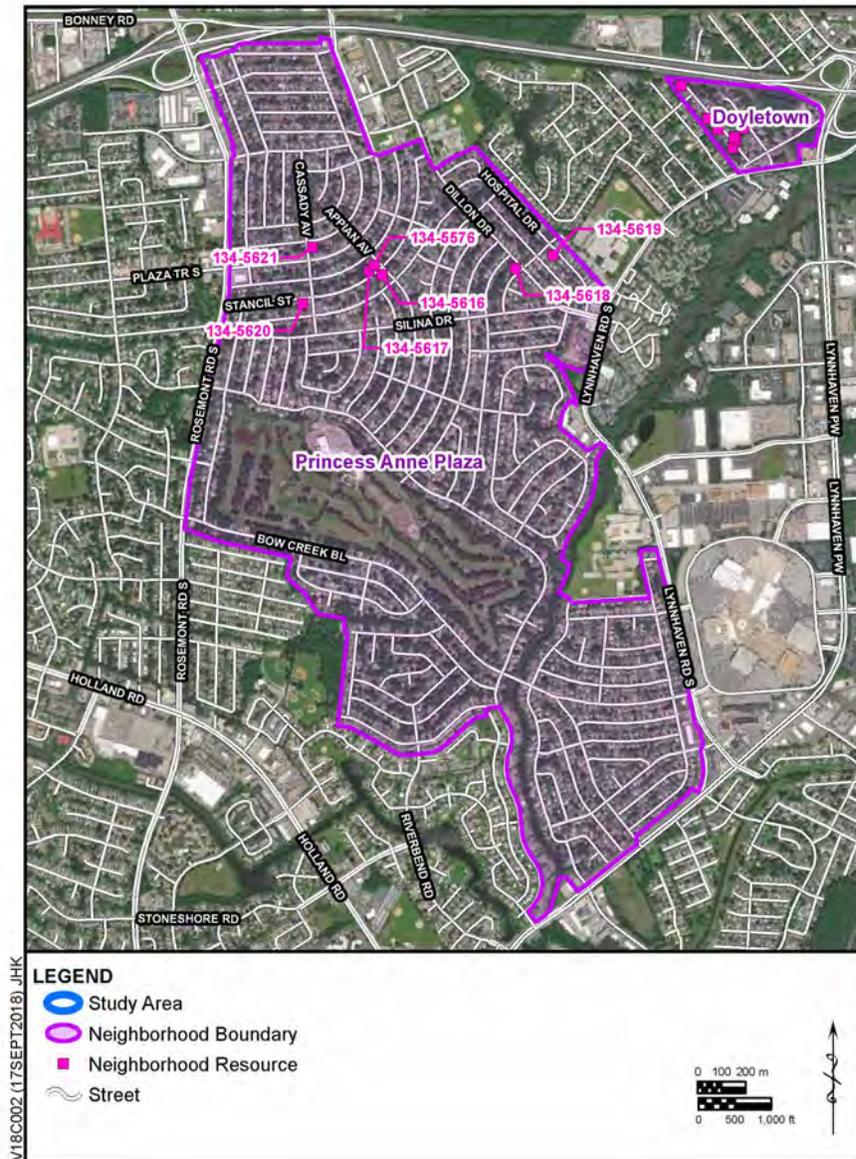


Figure 198. Aerial Map Showing General Boundaries of Princess Anne Plaza

**Neighborhood Setting:** Princess Anne Plaza is an expansive suburban community located south of the Virginia Beach expressway. The community consistently features grassy front yards, concrete- or asphalt-paved walkways, and mature trees in rear yards. While there are over 20 plats for the neighborhood, all plats feature a mixture of cul-de-sacs, straight cross-streets, and curving streets to prevent the creation of a strict overall grid pattern. The streets are paved throughout and there is a golf course located in the middle of the neighborhood along the east-west axis between Salina Drive and Bow Creek Boulevard. Several small creeks run through the community, including West Neck Creek.

While Princess Anne Plaza is primarily residential, the community was planned with commercial corridors along S. Rosemont Road, S. Lynnhaven Road and Virginia Beach Boulevard. Lynnhaven Elementary School, Plaza Middle School, and Brookwood Elementary School all serve Princess Anne Plaza students. There are several churches along the edges of the neighborhood.

**Neighborhood History:** Princess Anne Plaza was platted in 1959 as one of John Aragona's mid-twentieth century suburban developments after the success of his first residential development Aragona Village (Figure 199). At the time, the plans for Princess Anne Plaza outlined the largest suburban community in Virginia with "houses and apartments for 25,000 people" over 2100 acres. The plans included a hospital, three shopping centers, office buildings, and a golf course. Essentially, the community was intended to have all the amenities necessary to fully support residents from education to employment, birth to death (Progress-Index 1960).

The earliest sections of Princess Anne Plaza were planned in seven plats between 1959 and 1960. Those plats were located along the northern most sections of the current community between Virginia Beach Boulevard and Silina Drive. The houses are a mixture of one- and two-stories. While there are a number of Split-foyer and Split-level homes, the majority of houses are Compact Ranch homes with integrated garages, Contemporary-style houses with front-gable roofs, or a variety of modular and prefabricated housing, including Jim Walter homes (Figures 200, 201 and 202). There are apartment buildings and shopping centers along the community's edges, but not within the original seven plats dating from 1959 and 1960.

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Princess Anne Plaza maintain good overall integrity with regard to location, setting, feeling and association. The area retains its original street plan and nodes of commercial development. However, the shopping centers have been largely remodeled or re-built since the 1960s plans. Likewise, the individual resources possess a moderate level of integrity for workmanship, design, and materials with significant additions, modifications, or lack of maintenance resulting in loss of character-defining architectural details. Moreover, the buildings throughout Princess Anne Plaza are the result of multiple contractors over time, rather than the consistent effort of a single build-out guided by John Aragona. Overall, the neighborhood retains a moderate level of integrity due to loss of character-defining features as a result of maintenance and modification, as well as varied construction trends resulting from multiple builders.

Princess Anne Plaza is recommended not eligible for listing as an NRHP historic district. While the neighborhood features a sizable collection of various mid-century, middle-class housing types this collection is not the first platted by developer John Aragona. There are numerous other communities throughout Virginia Beach with similar architectural types including Arrowhead and Acredale. As a result, it does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach relating to the post-World War II suburban expansion of Virginia Beach. Therefore, the neighborhood is recommended not eligible under Criterion A. While the neighborhood is associated with John Aragona, the developer primarily responsible for introducing large tract development to Princess Anne County/Virginia Beach, there are other neighborhoods, particularly Aragona Village, that more completely represent his influence locally. Because the neighborhood is not known to be directly associated with any additional historically significant persons, it is not eligible under Criterion B. Additionally, the remaining historic architectural resources are relatively common examples of prefabricated, Minimal Traditional, Compact Ranch, Ranch, Split-Level, Split-foyer, and Contemporary houses that do not exhibit consistent quality or craftsmanship. Therefore, the community is not eligible under Criterion C. Archaeological investigations have not taken place in the area, therefore, Princess Anne Plaza's eligibility under Criterion D cannot be assessed at this time.

**Properties Documented within the Neighborhood:** The following resources were recorded as additional representative examples of the dwellings in Princess Anne Plaza:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5576	House, 289 Appian Avenue	1960	Contemporary
134-5616	House, 301 Appian Avenue	1962	Ranch
134-5617	House, 3404 Stancil Street	1960	Contemporary
134-5618	House, 301 Corvette Lane	1963	Ranch
134-5619	House, 351 Hospital Drive	1962	Minimal Traditional
134-5620	House, 3505 Stancil Street	1962	Ranch
134-5621	House, 300 Cassady Avenue	1960	Minimal Traditional

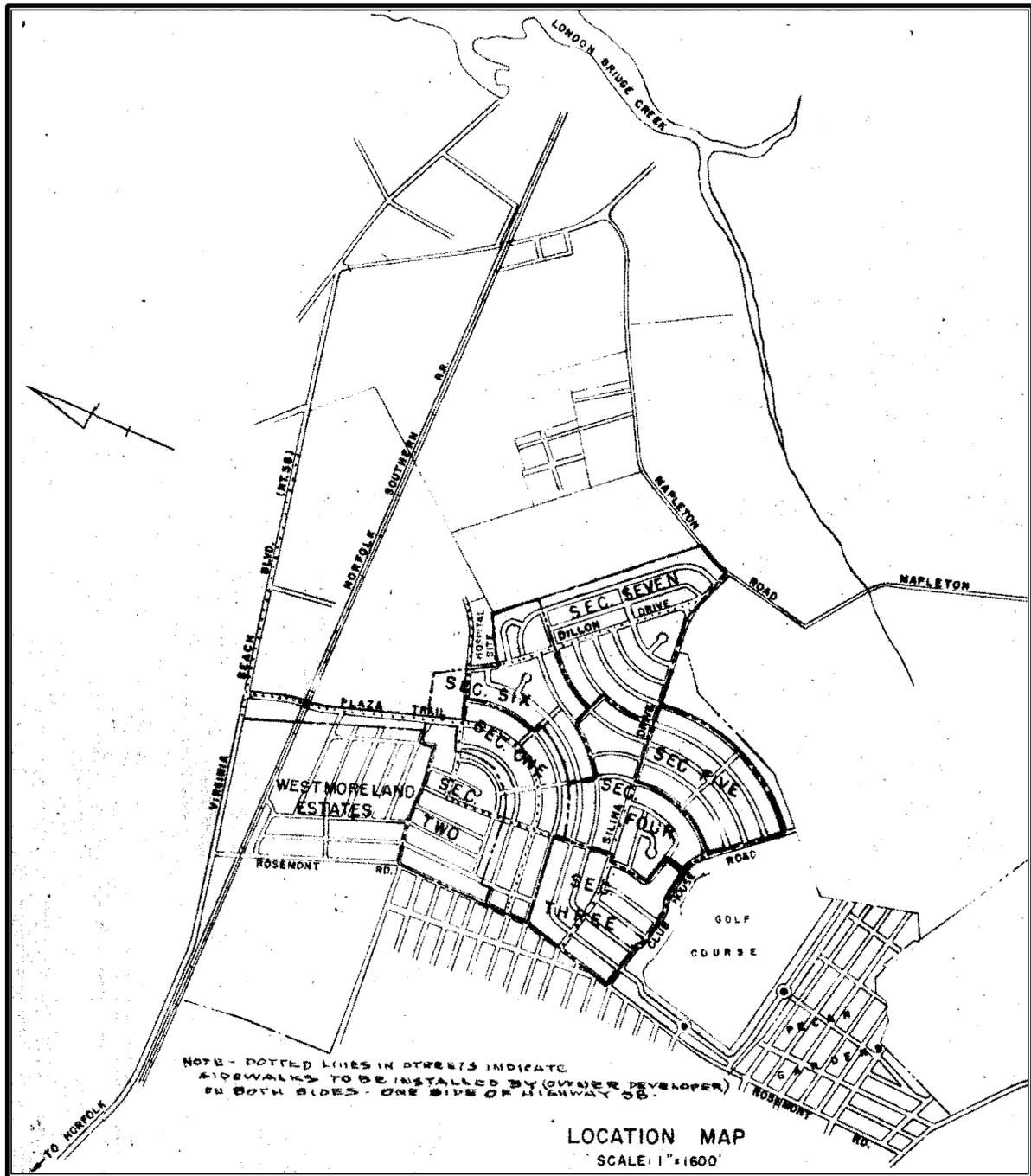


Figure 199. Detail of 1959 Princess Anne Plaza plat showing the original seven sections (Source: Virginia Beach GIS)



*Figure 200. Contemporary residence (1960), 289 Appian Avenue (134-5576)*



*Figure 201. Ranch-style residence with integrated carport (1963), 301 Corvette Lane (134-5618)*



*Figure 202. Ranch residence (1960), 300 Cassidy Avenue (134-5621)*

# QUEEN CITY

**Location:** Located along the boundary between the Cities of Virginia Beach and Chesapeake, Queen City is a small community surrounded by commercial and industrial development along Providence Road to the south and S. Military Highway to the east. A small creek divides Queen City from the later residential development to the north. The MacDonal Manor housing development is immediately west of Queen City within the City of Chesapeake. Significant neighborhood streets include: Macdonald Road, Carrington Avenue, Tamer Avenue, Luxor Avenue, Sun Avenue, and Queen City Road (Figure 203).

**Construction Period:** 1904-1960

**Potential NRHP Historic District:** Yes (VDHR #134-5628)

**Potential Virginia Beach Historical Register:** Potential for local recognition.

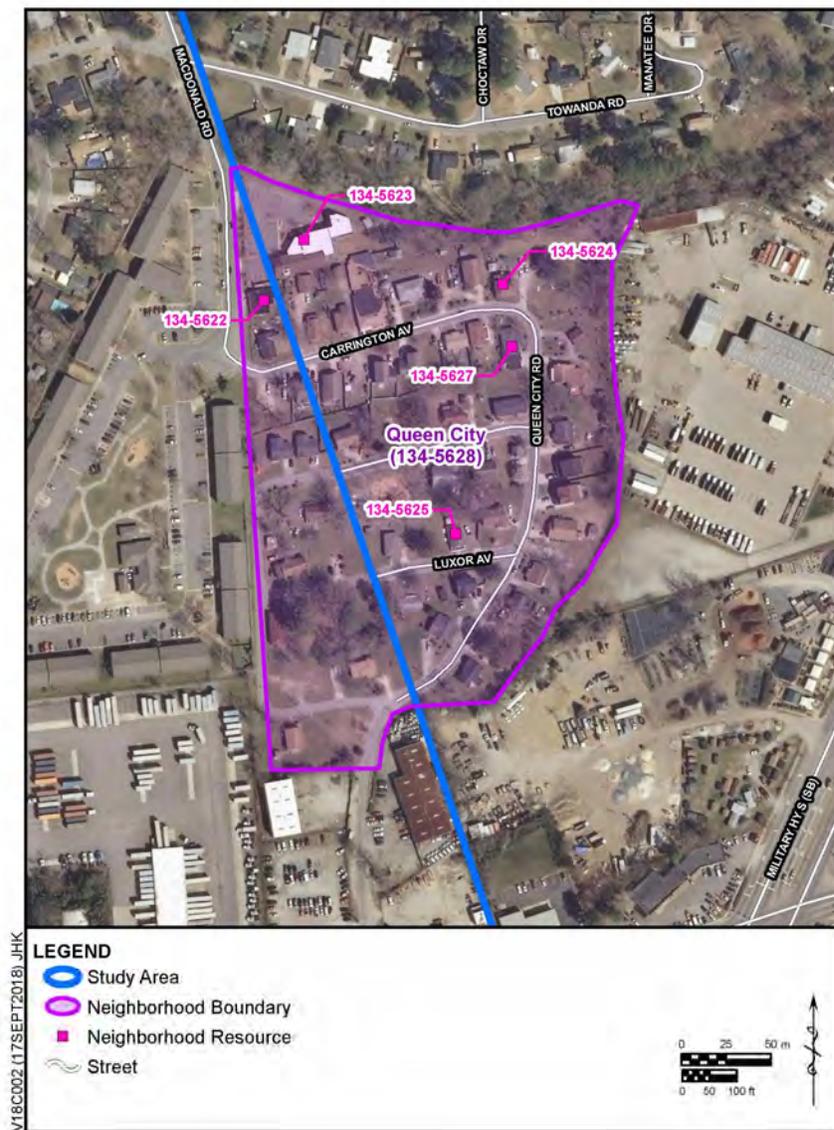


Figure 203. Aerial Photographs Showing General Boundaries of Queen City

**Neighborhood Setting:** Queen City is relatively isolated along the border between the City of Virginia Beach and the City of Chesapeake, surrounded by commercial development to the south and east. Despite the commercial and industrial character of the corridors along Providence Road and S. Military Highway, Queen City features grassy yards and mature trees. The northern edge of the community runs along a small creek, creating an additional natural barrier. There is a small pocket park, constructed in 1993, within the community that is maintained by the City of Virginia Beach (Holden 1996).

Queen City has limited access to adjacent highways and primary roads. The two entrance points are along the north-south axis formed by Queen City Road from Providence Road to Macdonald Road north. While the houses do not feature consistent setbacks, the majority have front yards and mature plantings. The driveways in the community are a mixture of gravel parking areas and paved concrete pads. There are no sidewalks.

**Neighborhood History:** Queen City was platted in 1904 over a portion of John Wise's farm, and the majority of the lots were sold to African Americans (Figure 204). At that time, the land was within both Norfolk and Princess Anne Counties. There were 103 lots along a small grid on just over 12 acres. The 1904 plat references Glen Carrington's yard, who may already have been living within the current neighborhood boundaries and may be the namesake of Carrington Avenue (Hawkins-Hendrix and Lucas 2017).

Queen City followed a common development pattern of early twentieth century African American communities as residents built a church and other community-oriented buildings to serve the growing population of the small enclave. The Greater St. Andrews African Methodist Episcopal Church was organized and constructed 1919. While several houses date from the 1930s, the majority of historic homes still extant in Queen City date from the post-World War II period. In 1948, there were 32 residences in Queen City with marsh land to the north and fields otherwise surrounding the community and seven additional residences were added by 1955 (USGS 1948a, 1955a). It was not until the 1960s that suburban neighborhoods developed to the north, east, and south (USGS 1965a).

The City of Virginia Beach included Queen City in the 1975 Target Neighborhood Program. When Queen City was evaluated for road, water and sewer upgrades, there were 33 houses and 106 residents within the neighborhood. The drop in housing stock from the 1950s and 1960s counts likely resulted from industrial development along Providence Road. The Target Neighborhood Program considered 12 houses uninhabitable. However, because of ongoing funding challenges, many improvements did not take place in the neighborhood until the 1990s. By the early 1990s, the city had installed water and sewer connections. In 1995, three houses were demolished and rebuilt, with two additional replacement construction projects in 1996. Additional demolitions took place to make way for new construction at that time (Holden 1996).

The community retains a pocket of commercial development now known as Harman's Market. These historically black-owned businesses, while no longer occupied, continue to physically represent the development trends of neighborhoods built prior to the end of segregation. Houses in Queen City are a mixture of Minimal Traditional, Compact Ranch, and vernacular forms (Figures 205 and 206).

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Queen City possesses overall good integrity with regard to location, setting, feeling and association. The community retains the setting and feeling of a small, post-World War II working-class African American subdivision, and retains the streets platted at the turn of the twentieth century. The lots are relatively uniform in size and mature trees stand in the rear yards. The neighborhood retains a moderate level of workmanship, design and materials as repairs and the addition of new windows or siding has taken place. Despite the demolitions and replacement construction that occurred in the 1990s and early 2000s, a sufficient number of historic resources remain intact.

The Queen City 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 the retention of structures related to African American operated commerce. Although residential demolition has taken place throughout the small community, its development over time is conveyed through the Greater St. Andrews African Methodist Episcopal Church, the residence at 1036 Carrington Street, and post-World War II residences along Queen City Road and Carrington Avenue. As an early- to mid-twentieth

century development, Queen City demonstrates a significant aspect of neighborhood planning and is an intact example of historic residential development for the African American community in Princess Anne County/City of Virginia Beach; therefore, the neighborhood is recommended potentially eligible under Criterion A. Research did not reveal associations with any historically significant persons at this time; therefore, the neighborhood is recommended not eligible under Criterion B. As a group of buildings, the resources in Queen City represent two periods of construction that are significant throughout the development of Virginia Beach: the 1920s boom and the post-World War II period. While Queen City has lost much of its early construction, the development of the 1950s is consistent with renewed development activity among historically rural African American communities in Princess Anne County/Virginia Beach. Queen City retains several buildings from the initial phase of development in the 1910s and 1920s, and residences from the mid-twentieth century demonstrate common architectural types. However, the retention of the church, while altered, on its original site and the preservation of the community store are architecturally significant. 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, Queen City'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 Queen City:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5622	Harmans Market and Carrington House, 1000 Carrington Avenue	1925	Commercial/No Style
134-5623	St. Andrews AME Church, 3012 Macdonald Road	1920	No Style
134-5624	House, 1036 Carrington Avenue	1915	Vernacular
134-5625	House, 1028 Luxor Avenue	1950	Minimal Traditional
134-5627	House, 2989 Queen City Road	1945	No Style

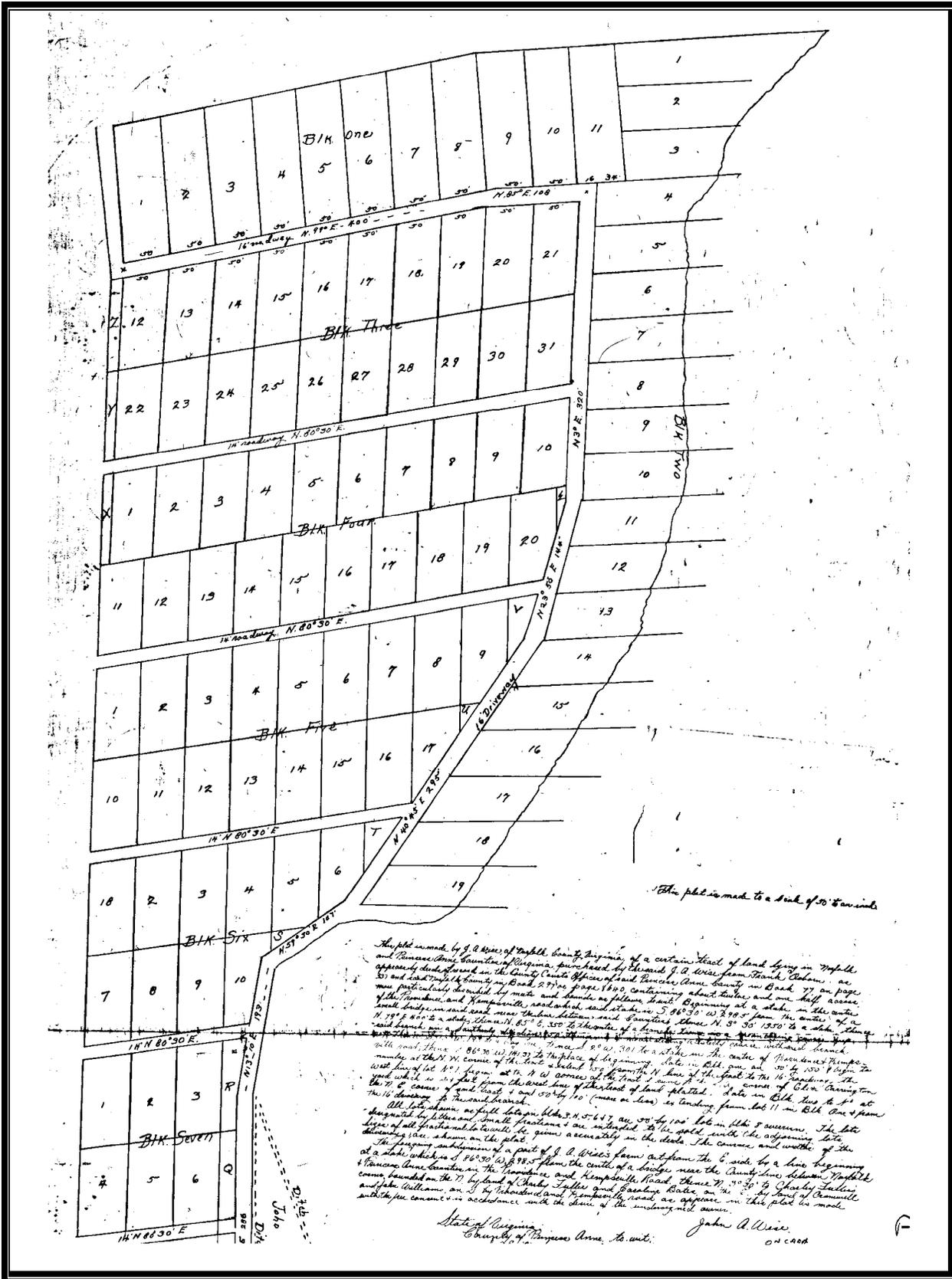


Figure 204. 1904 Plat of Queen City (Source: Virginia Beach GIS)



*Figure 205. Harman's Market, Located in the City of Chesapeake (1950), Macdonald Road (134-5622)*



*Figure 206. Vernacular residence (1915), 1036 Carrington Avenue (134-5624)*

# REEDTOWN

**Location:** Located in the Bayside area, Reedtown is generally bordered by Independence Boulevard on the west, the Wishart Cove neighborhood on the east, the Thoroughgood Town House development on the north, and the McDonald Nursery on the south (Figure 207).

**Construction Period:** 1902-1940

**Potential NRHP Historic District:** No

**Potential Virginia Beach Historical Register:** No

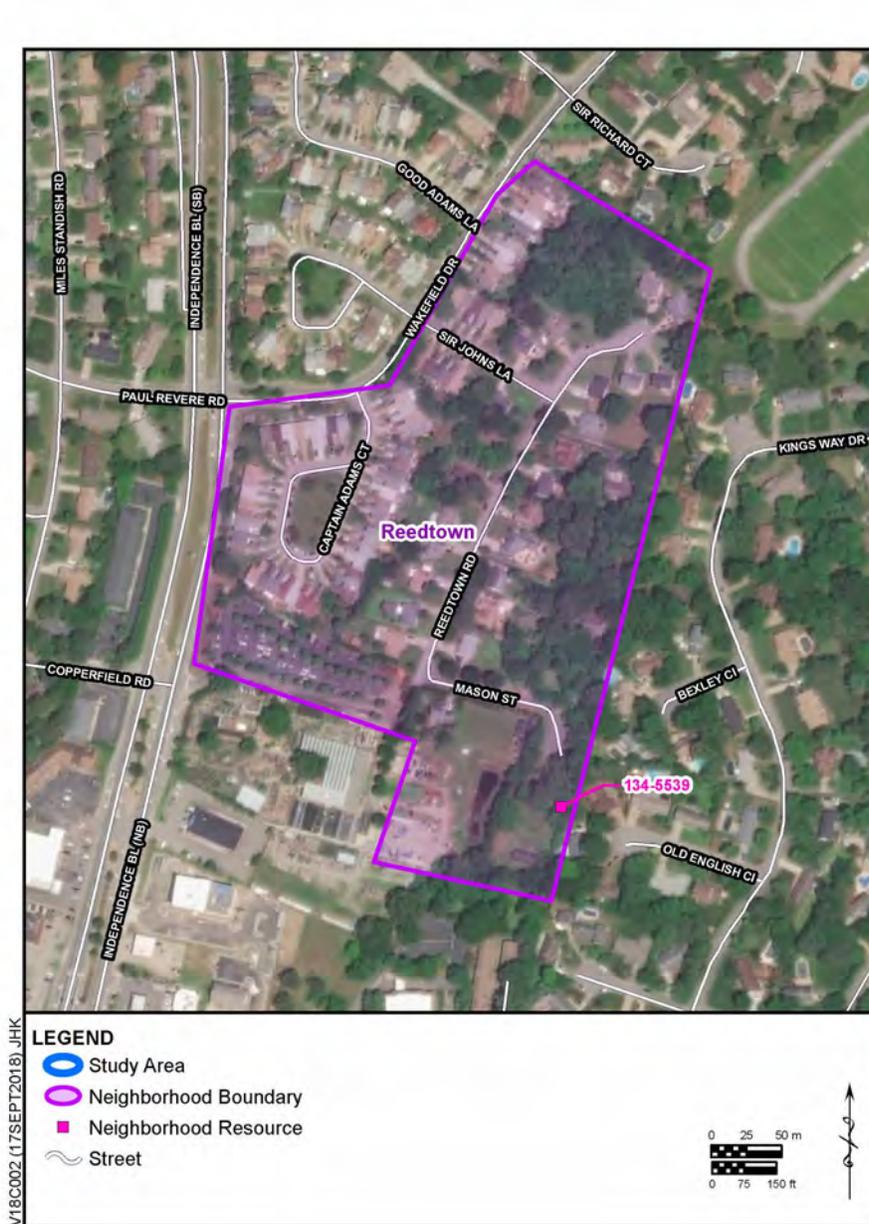


Figure 207. Aerial Map Showing General Boundaries of Reedtown

**Neighborhood Setting:** Reedtown is located northeast of the intersection of Independence Boulevard and Wishart Road. At present, the neighborhood is accessed from Independence Boulevard by Wakefield Drive and Sir Johns Lane. Reedtown Road is the main north-south corridor in the neighborhood, and dead-ends at Mason Street in the south. Parcel sizes vary from one-quarter of an acre to two-acres. Houses are set back from the road and feature open front yards and paved driveways. The area is not heavily wooded, but several mature trees are located throughout the neighborhood. Narrow fingers of the Lynnhaven River and Witch Duck Bay are located east of the neighborhood. A tall wooden privacy fence extends along the boundary between Reedtown and the upper-middle-class neighborhood of Wishart Cove (Figure 208).

**Neighborhood History:** In 1902, Joseph Reed purchased 30 acres of farmland formerly owned by George Smith. Reed, himself an African American farmer, sold one- and two-acre parcels to other African American residents who were farm laborers on surrounding farms owned by the Hudgins, Oliver, and Shelton families, and who worked on the water. There was no church, school, or social hall located in Reedtown, and nearby stores along Haygood Road were operated by white proprietors (Hawkins-Hendrix and Lucas 2017) (Figure 209).

The area remained a close-knit community, with successive generations of family members occupying the neighborhood lots. Reedtown has always been fairly small in scale and in 1980, it encompassed just 12 households in its original 30 acres and many of the residents were of low-income economic status (Lake 1980). In the 1980s, Reedtown was part of the City's Targeted Neighborhood Program, which brought long overdue infrastructure to the community including paved streets and water and sewer systems. Although welcome, the infrastructure, combined with the intense commercial and residential development surrounding Reedtown, made the area a focus for private redevelopment. In the late 1970s, a large townhouse development virtually erased the west and north sections of Reedtown. This modern intrusion into the neighborhood, as well as new subdivision and construction along Reedtown Road, has resulted in a modern appearance to the area (Starr 1996). Review of the City Real Estate Assessor's records indicate that only five of the extant resources in Reedtown date from before 1970: three from the 1930s, one from the 1940s, and one from the 1950s (Figure 210)

**National Register of Historic Places Integrity and Eligibility Evaluation:** Reedtown possesses a low level of all aspects of integrity. The few remaining individual historical resources retain a fair level of integrity with regard to design, materials, and workmanship, but a low integrity with regard to location, setting, feeling, and association.

Reedtown is recommended not eligible for listing as an NRHP historic district. Although the historic route of Reedtown is intact, the area does not reflect its historical development 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, Reedtown 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. The few remaining historic resources in Reedtown are examples of vernacular 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, Reedtown's eligibility under Criterion D cannot be assessed at this time. Significant land disturbance due to construction, roadwork, and infrastructure installation, has occurred in the area, limiting the likelihood of intact deposits.

**Properties Documented within the Neighborhood:** The following resource was recorded as a representative example of the dwellings in Reedtown:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5539	House, 4060 Mason St	1935	Vernacular



*Figure 208. Streetscape Looking North along Reedtown Road*

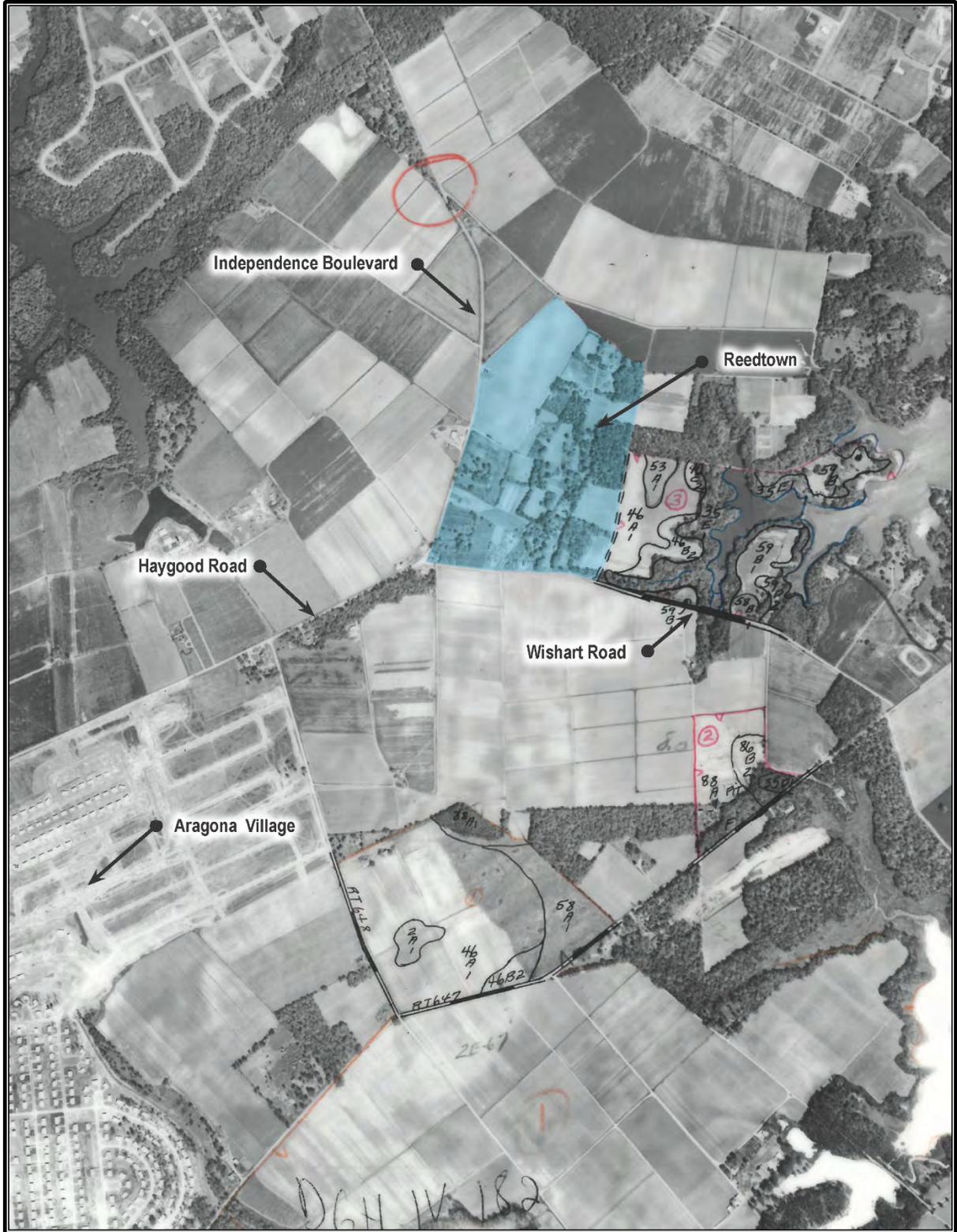


Figure 209. 1958 Aerial Photograph Showing Reedtown. Sections of the Burgeoning Aragona Village Development Located at Lower Left (Source: U.S. Department of Agriculture, DGH-IV-180)



*Figure 210. Vernacular House (1935), 4060 Mason Street (134-5539)*

# SEATACK

**Location:** Located in the Oceanfront area, Seatack is bordered on the north by Interstate-264, on the east and west sides by marshy land, on the south by parcels along Deer Creek Drive (Figure 211).

**Construction Period:** 1920s-1960s

**Potential NRHP Historic District:** Yes (VDHR #134-0969)

**Potential Virginia Beach Historical Register:** Potential for local recognition.

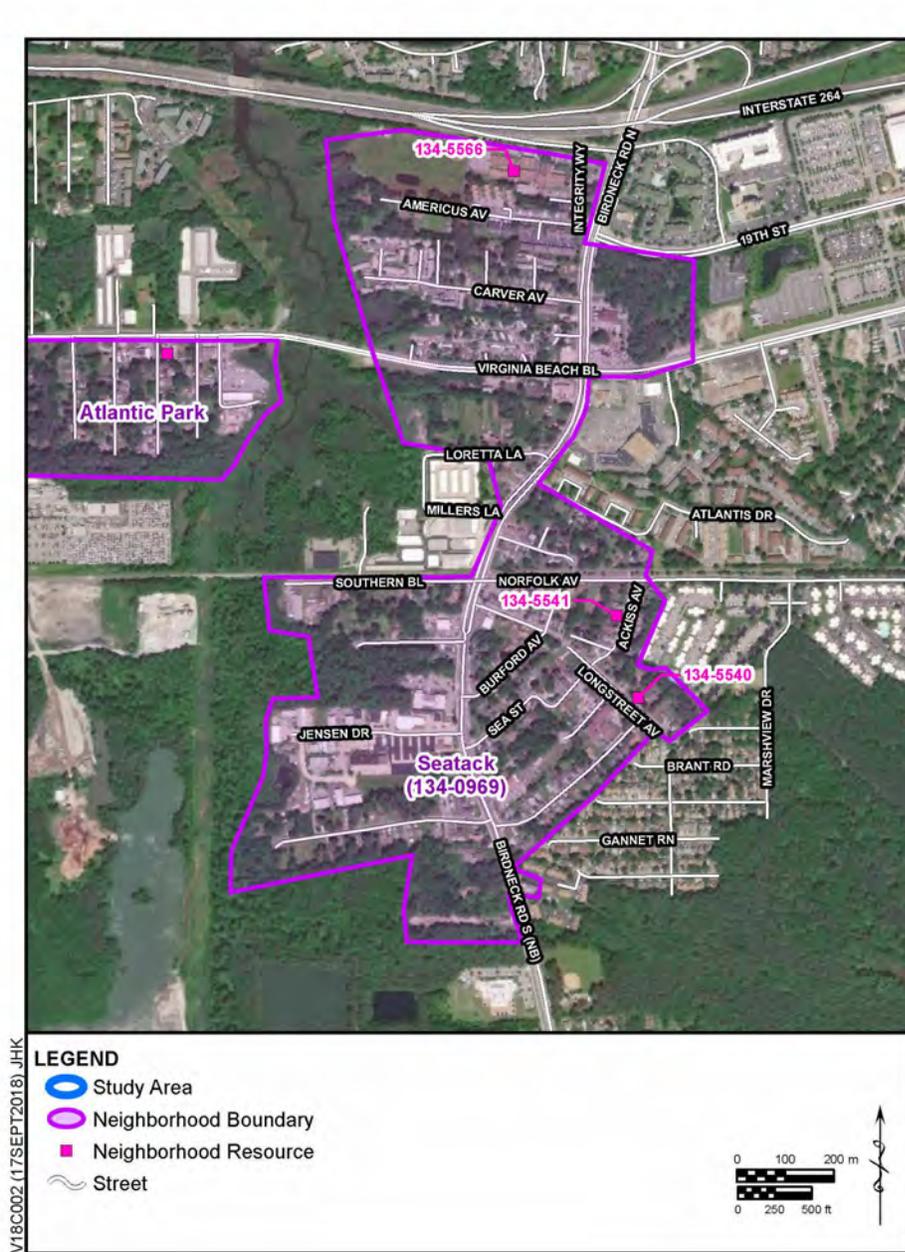


Figure 211. Aerial Map Showing General Boundaries of Seatack

**Neighborhood Setting:** Seatack is located about one-and-a-half miles west of the oceanfront. The neighborhood is centered on N. Birdneck Road and its intersections with Virginia Beach Boulevard and Norfolk Avenue. Interstate-264 extends across the northern end of the community. The area is a combination of residential, commercial, and industrial development. Parcel sizes within Seatack are not uniform; the area is an amalgam of various small-scale subdivisions that hold single-family and multi-family residences and businesses. Seatack reflects a diverse mix of styles, forms, and uses.

**Neighborhood History:** The name Seatack was first used to describe an area along the Atlantic oceanfront and is said to have been derived from a combination of “sea” and “attack,” stemming from a British attack on the shore during the War of 1812. An alternate derivation may come from the “tacking” ships performed as they headed south along the coast at this point (Virginia Beach Public Library 1996: 75). The area was the site of one of five lifesaving stations located along the oceanfront. The first Seatack station, built in 1878, was located on the west side of present-day Atlantic Avenue at 24<sup>th</sup> Street (formerly Indiana Avenue). In 1903, that station was replaced by a new station built on the east side of Atlantic Avenue. The station was active until 1969 when it was decommissioned and vacated by the U.S. Coast Guard. In 1979, the City of Virginia Beach acquired the structure, listed it on the NRHP, and moved the building about 100 yards south to its present location. The station currently serves as the Virginia Beach Surf & Rescue Museum (DHR #134-0047).

During the early nineteenth century, Seatack was not the oceanfront resort of today’s Virginia Beach. It was not until the 1880s that recreational development began in earnest along the coastline. Prior to that, the Seatack area was occupied by farmers and fishermen, many of whom also served as lifesavers and surfmen. As the area became desirable for development, these residents moved away from the oceanfront. Additional research could confirm the ownership of the oceanfront property, which was sold to the Virginia Beach Development Company, and the ethnicity of residents, leaseholders, and tenants.

Sometime after the turn of the twentieth century, a “new” Seatack neighborhood was established around the intersection of Virginia Beach Boulevard and Birdneck Road (labeled “Seatack Road” on the 1948 Virginia Beach USGS quadrangle). Some historical records indicate that this area may have been known previously as “Chatham.” In 1883, the Norfolk and Virginia Beach Electric Railroad Company’s line, later the Norfolk, Virginia Beach and Southern Railroad, extended east-to-west through the area and paralleled Front Street (present-day Southern Boulevard/Norfolk Avenue) and a station was built at Seatack in the early twentieth century.

Previous architectural survey in the City of Virginia Beach identified the Seatack neighborhood as an intact, early-twentieth-century, historically African American neighborhood that held potential as an NRHP historic district (Frazier 1992:103). At the time of that survey, the neighborhood boundaries were drawn to extend to the oceanfront. For purposes of this study, however, survey has focused on the community on either side of Birdneck Road, where the largest concentration of historic buildings is located. Other neighborhoods have developed between present-day Seatack and the oceanfront, such as Shadowlawn, which presents difficulties when discussing developmental history and historical associations.

Today, Seatack continues to serve as one of Virginia Beach’s significant African American communities. The presence of two churches, including the historically significant Mt. Olive Baptist Church (310 North Birdneck Road, VDHR #134-0567), the Seatack Elementary School, and pockets of dwellings and commercial buildings make up the core of the historic neighborhood. Because many of the older buildings had already been recorded, the present effort focused on resources that had not yet been documented in VDHR’s V-CRIS database. The majority of historic resources within Seatack appear to date from about 1920 through 1960.

Among the resources documented during this study was the Seatack Elementary School, which in 1952 opened as the first consolidated school in the city for African American students. The building has been adaptively reused and now houses the Virginia Beach Law Enforcement Training Academy (Figure 212). Several Minimal Traditional and vernacular houses in the neighborhood also were recorded (Figure 213).

In the 1980s, Seatack was part of the City of Virginia Beach's Target Neighborhood Program, and under that program received investment of long overdue infrastructure upgrades. Although residents greatly benefitted from the program, the upgrades also made Seatack a focus of private redevelopment. In recent years, numerous industrial businesses (e.g., self-storage units) and new multi-family and single-family residential development have replaced some of the historic buildings. Since Seatack, like the Oceana neighborhood to the west, stands in the crash zone for nearby Oceana Naval Air Station, the city has also undertaken demolition of some of Seatack's historic houses in an effort aimed at lowering residential density (Reed 1996).

**National Register of Historic Places Integrity and Eligibility Evaluation:** The Seatack community retains a good-to-fair level of overall level of integrity. As described above, Seatack's integrity with regard to location, setting, feeling, and association has been impacted by developmental pressures, beginning with the community's transition from the oceanfront in the late 1880s to its current inland location during the twentieth century. As a group, the extant historic resources in the community possess a sufficient level of integrity of design, materials, and workmanship to convey their historical appearance and character

As noted, the 1992 architectural survey of the city identified Seatack as an NRHP-eligible historic district (Frazier 1992). That effort documented several historic buildings near the intersection of N. Birdneck Road and Virginia Beach Boulevard, as well as areas to the south. In describing the area, the authors noted:

Seatack presently contains several small gable-front bungalows and two churches of historical significance. Of these properties, the survey recorded a typical dwelling; the largest, and most significant dwelling; and an early-twentieth-century church.... The Seatack community is significant as an intact, early twentieth century black community (Frazier 1992:8, 12).

In their evaluation of Seatack, the authors stated:

Seatack is a more sparsely-settled community than Oceana [which was also recommended as an NRHP-eligible historic district], but it still preserves a strong sense of cohesion among the surviving structures. Seatack contains the only two black churches recorded in this survey, both early-twentieth-century masonry structures with crenelated side towers. The majority of the houses are one- or 1 1/2-story frame bungalows, typical of more modest vernacular housing forms, and date from the first half of the twentieth century. This district would contain approximately twenty contributing buildings, largely domestic properties (Frazier 1992:103).

The authors recommended Seatack as district eligible for listing in the NRHP under Criteria A and C.

The present study confirms Seatack's NRHP eligibility. Despite the demolition of or significant alterations to some of the historic resources documented in 1992, the community retains a sufficient number of resources and a sufficient level of integrity to convey its historical appearance and character. Such resources include two churches, a school, and several historic dwellings and commercial buildings that date from the early and mid-twentieth century. The district is recommended eligible under Criteria A and C in the areas of Community Planning and Development, Ethnic Heritage: African American, Social History and Other: Civil Rights Movement. For these reasons, Seatack also qualifies for listing individual properties to the Virginia Beach Historical Register.

Additional field survey would fully confirm the exact number of surviving historic architectural resources in the community, resulting in a justifiable NRHP historic district boundary. Additional background research, including obtaining oral history from longtime residents and former residents, would inform a more fully developed statement of significance.

**Properties Documented within the Neighborhood:** The following resources were recorded as representative examples of the buildings in Seatack:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5566	Former Seatack Elementary School, 411 Integrity Way	1952	Colonial Revival/Stripped Classicism
134-5540	House, 1060 Longstreet Avenue	1950	Minimal Traditional
134-5541	House, 117 Ackiss Avenue	1940	Vernacular



*Figure 212. Former Seatack Elementary School (1952), 411 Integrity Way (134-5566)*



*Figure 213. Minimal Traditional-style House (1950), 1060 Longstreet Avenue (134-5540)*

# SHADOWLAWN

**Location:** Located just west of the Virginia Beach oceanfront and north of Rudee Inlet, Shadowlawn is bounded to the east by Lake Holly and to the south by Lake Rudee. The western boundary roughly follows a tidal creek north to Norfolk Avenue. The neighborhood ends to the north along Norfolk Avenue. The community is organized along a grid and significant neighborhood streets include Rudee Avenue, Caribbean Avenue, Cypress Avenue, Mediterranean Avenue, and Baltic Avenue (Figure 214).

**Construction Period:** 1920s-1960s

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

**Potential Virginia Beach Historical Register:** Potential for local recognition; additional survey could determine individually eligible resources.



Figure 214. Aerial Map Showing General Boundaries of Shadowlawn.

**Neighborhood Setting:** Shadowlawn is organized along a grid plan and surrounded by water on three sides, including the creek running north from Lake Rudee. The community features small, usually grassy, yards with mature trees. The tree canopy remains intact along sections of the neighborhood that have not experienced significant infill construction. The majority of homes have a consistent setback from the street and have concrete or gravel drives. Home sites adhere to the grid even along the waterways. The southwest portion of the waterfront along Lake Rudee has been extensively developed for commercial and marine use.

**Neighborhood History:** Shadowlawn was originally platted as Shadowlawn Heights in 1924 (Figure 215). The plat shows the majority of cross streets are named for cities and towns in North Carolina while the north-south arteries continue names used in adjacent communities like Lakewood. The commercial center along Norfolk Avenue and the Norfolk Southern Railroad developed during the early 20<sup>th</sup> century, but fewer than 30 residences had been constructed along the grid by 1948 (USGS 1948b).

The community developed rapidly in the post-World War II period, especially along Norfolk Avenue and adjacent to Lake Holly. Sections remained wooded, especially to the southwest (USGS 1955b). Development continued into the 1960s. However, throughout the 1990s and 2000s, there has been significant townhouse development and continued infill throughout the neighborhood.

Houses are typically one- or two-stories with small porches or stoops. Housing styles throughout the community include Minimal Traditional, Craftsman, Vernacular, Colonial Revival, and Ranch (Figures 216 and 217).

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Shadowlawn possess integrity of association and design but significant infill has taken place throughout the community impacting setting, feeling, and materials. While the community has retained the small commercial center along Norfolk Avenue, it has also experienced significant modifications over time. Additional survey is recommended in Shadowlawn to identify any additional potentially significant historic resources at the local level.

Shadowlawn is recommended not eligible for listing as an NRHP historic district. While the neighborhood was platted in 1924, it remained sparsely populated until the 1950s and 1960s. As a result, it does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach relating to either the pre- or post-World War II expansion of Virginia Beach. It is worth noting, however, that many neighborhoods that were platted during the 1920s construction boom were not fully developed until the mid- and late-twentieth century. This development pattern creates a neighborhood with a historic street plan, but inconsistently developed housing. Therefore, the neighborhood is recommended not eligible under Criterion A. The neighborhood is not known to be directly associated with any persons of historic significance. As a result, it is not eligible under Criterion B. Additionally, despite a physically disparate collection of early-twentieth century resources, the majority of residences throughout the community are relatively common examples of mid-twentieth century housing types. Therefore, the community is not eligible under Criterion C. Archaeological investigations have not taken place in the area, therefore, Shadowlawn'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 Shadowlawn:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5629	Commercial Building, 604-641 Norfolk Avenue	1900; 1940	Commercial/Colonial Revival
134-5630	House, 511 Delaware Avenue	1950	Minimal Traditional
134-5631	House, 533 Carolina Avenue	1923	Craftsman
134-5632	House, 631 Carolina Avenue	1953	Minimal Traditional





*Figure 216. Minimal Traditional residence (1950), 511 Delaware Avenue (134-5630)*



*Figure 217. Craftsman residence (1923), 533 Carolina Avenue (134-5631)*

# THALIA

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

**Location:** Thalia (also known as Thalia Village) is located south of Virginia Beach Boulevard and north of Bonney Road, with the exception of a small section south of Bonney Road along S. Fir Avenue and Floridays Way. Significant neighborhood streets include Southern Boulevard and Dutch Street. Segments of the north-south streets, including Fir Avenue, Thalia Road, and Budding Avenue, are all given north or south designations based on their intersection with the former railroad line (Figure 218).

**Construction Period:** 1940s-1960s

**Potential NRHP Historic District:** No.

**Potential Virginia Beach Historical Register:** No.

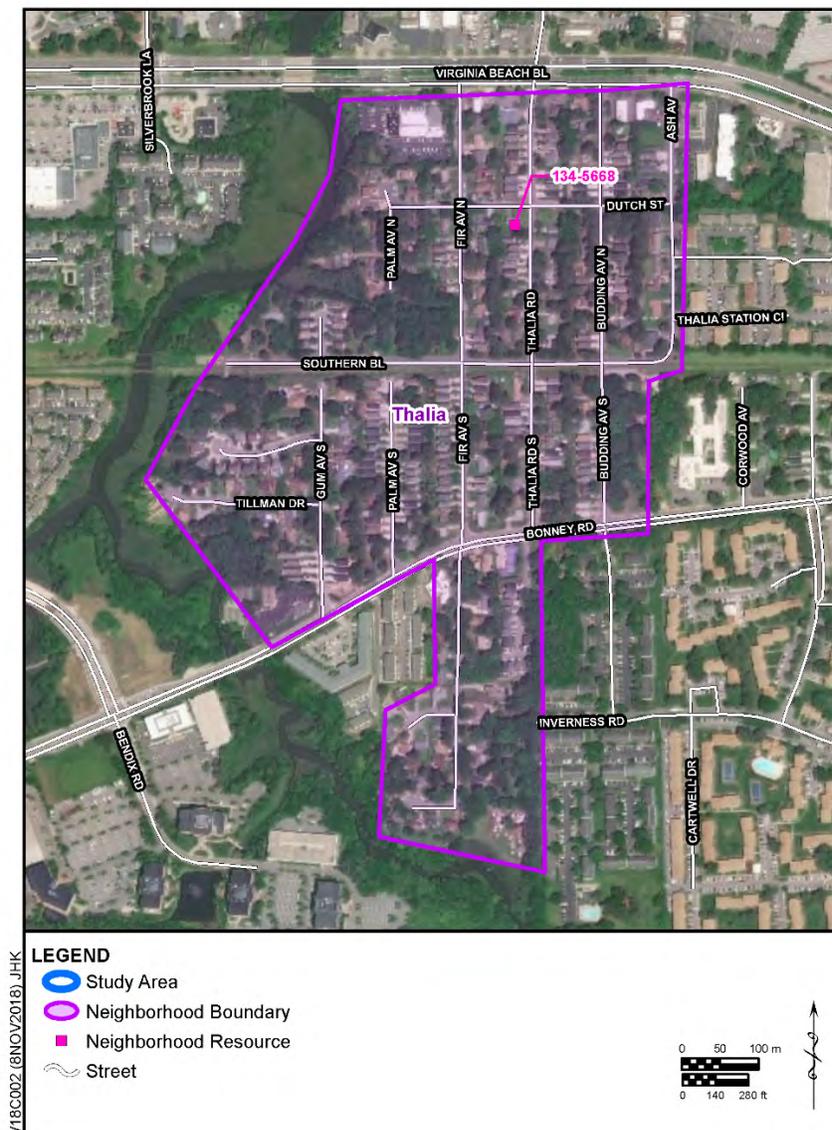


Figure 218. Aerial Map Showing General Boundaries of Thalia.

**Neighborhood Setting:** Thalia is organized along a grid plan located immediately south of Virginia Beach Boulevard and bisected by the now-abandoned Norfolk Southern Railroad. Southern Boulevard runs along the former east-west railroad corridor, which is still kept clear of shrubs and trees. The community has a mixture of lots with some featuring a heavy tree canopy and mature trees throughout, while others feature large, grassy yards. The houses with either concrete or gravel driveways, and houses typically face the north-south neighborhood streets. The community is roughly bisected north-south along Thalia Road. The lots are relatively small, with the exception of a few double lots. Thalia Creek runs along the community's western edge, and a small creek once ran east-west just north of the railroad, creating some of the low-lying areas within the modern community.

**Neighborhood History:** Thalia was originally platted in 1893 on either side of the Norfolk, Albemarle, and Atlantic Railroad, which later became Norfolk Southern. The northern terminus was Virginia Beach Boulevard and the southern terminus was Bonney Road. The street names derived from tree specimens such as Elm, Maple, and Ash (Figure 219). Aerials from 1937 show the area largely as farmland with a small airport west of the Thalia; however, the airport appears to be gone by the time a new set of aerials were created in 1949. Tidewater Victory Memorial Hospital (VDHR # 134-0605), a tuberculosis hospital, was constructed in 1937 to the northeast, just across Virginia Beach Boulevard. A separate building for the care of African American patients was located immediately north of the main building (Norfolk Virginian n.d.) (Figure 220). The hospital and grounds became Camp Thalia in 1942 to serve soldiers during World War II. The installation was renamed Camp Ashby in 1944 as a prisoner of war camp, particularly for German soldiers (Matray 2013). Despite the early plat, only four houses are visible along what is likely modern N. Thalia Road and S. Thalia Road in 1948, with an additional cluster of seven houses along Virginia Beach Boulevard (USGS 1948c). The grid was not visible at that time, and much of the land was wooded. In a 1949 aerial, the neighborhood is visible immediately south of the former Tidewater Victory Memorial Hospital that had become part of Camp Thalia/Camp Ashby (Figure 221).

The neighborhood rapidly expanded after World War II, likely due to its proximity to commercial development and the re-development of Camp Thalia/Camp Ashby. By 1955, the street grid was in place and over 60 residences lined the streets. Additionally, there was a row of residences south of Bonney Road, but no established road extended south at that time. Farther east of the neighborhood, additional commercial development began after the widening of Virginia Beach Boulevard (Norred 2018).

By the late 1950s and 1960s, suburban development intensified north of Virginia Beach Boulevard creating the Thalia Manor, Thalia Shores, Lynn Shores, Thalia Gardens, and Thalia Acres communities. The area featured two schools: Princess Anne High School and Thalia Elementary. The continued growth led to ongoing residential development throughout the area, as well as within the boundaries of the original Thalia neighborhood. Recent development in the 2000s has led to significant infill and replacement of homes dating from the post-World War II period.

The majority of historic architectural resources in Thalia are one-story Minimal Traditional or Ranch houses. There are several duplexes within the community along Ash Avenue, one of the few streets to retain its originally platted name. Houses are clad in brick veneer or aluminum siding, with replacement vinyl siding also commonplace (Figure 222).

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Thalia possess integrity of association and design but significant infill has taken place throughout the community impacting setting, feeling, workmanship and materials. The infill properties are two stories, which is out of keeping with the character of the mid-century housing stock that is overwhelmingly one story. Many homes have been significantly remodeled with replacement sheathing and windows. Likewise, residences continue to be demolished for new two-story housing.

Thalia is recommended not eligible for listing as an NRHP historic district. While the neighborhood was platted in 1893, it remained sparsely populated until the 1950s and 1960s. Despite its growth during the significant suburban development of the mid-twentieth century, the neighborhood no longer retains sufficient integrity to convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach relating to

the post-World War II residential growth of Virginia Beach. Additionally, any historic commercial development along Virginia Beach Boulevard has been lost to road expansion and re-development. Therefore, the neighborhood is recommended not eligible under Criterion A. The neighborhood is not known to be directly associated with any persons of historic significance. As a result, it is not eligible under Criterion B. Additionally, the residences throughout the community are relatively common examples of mid-twentieth century housing types. Therefore, the neighborhood is not eligible under Criterion C. Archaeological investigations have not taken place in the area, therefore, Thalia'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 Thalia:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5668	House, 133 Thalia Road (N. Thalia Road)	1950	Minimal Traditional





*Figure 220. Tidewater Victory Memorial Hospital (134-0605), above, and the African American patient building, below, under construction (Source: Norfolk Virginian n.d.)*

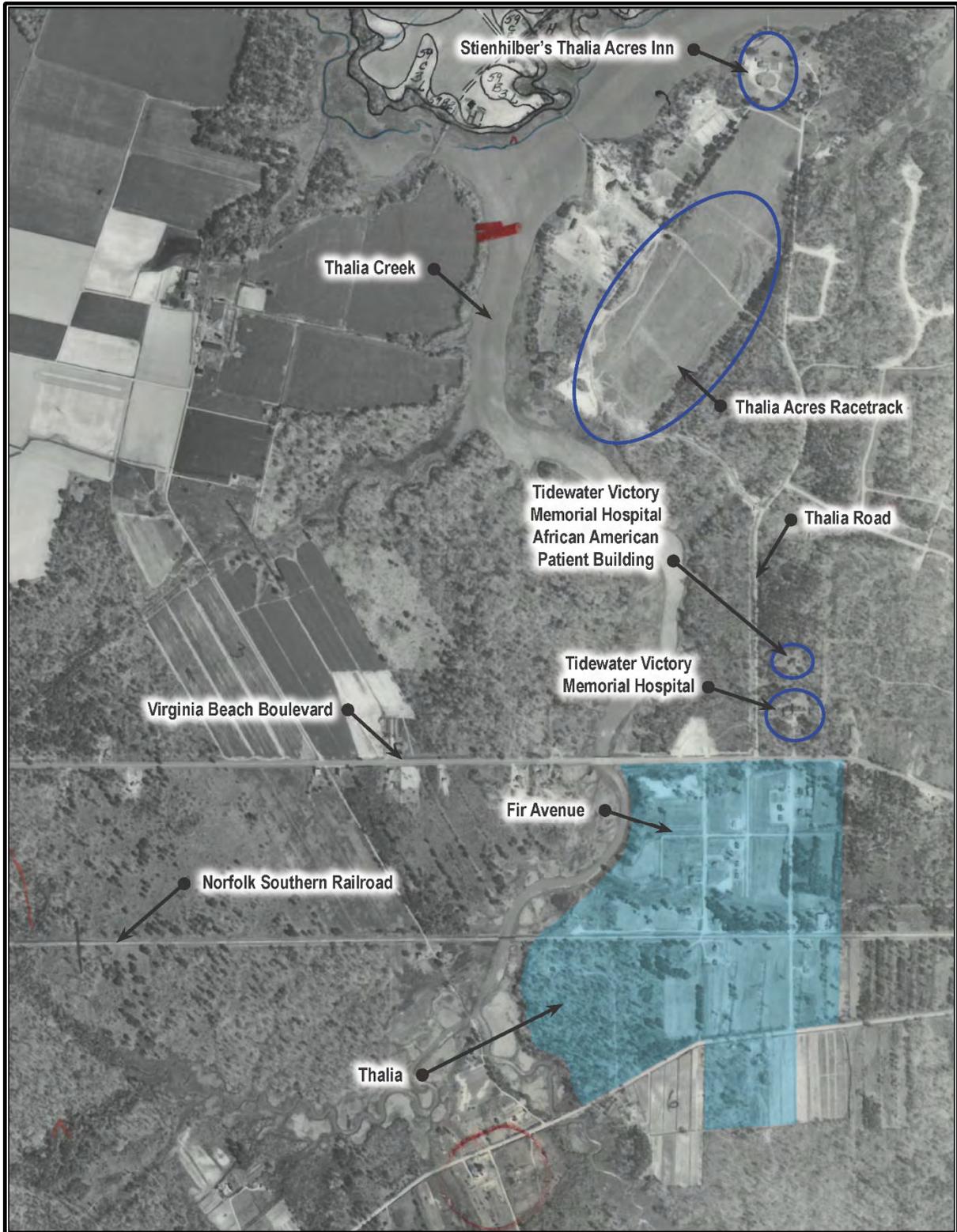


Figure 221. 1949 Aerial Photograph Showing Initial Development in Thalia Neighborhood (Source: U.S. Department of Agriculture, DGH-2E-67)



*Figure 222. Minimal Traditional residence (1950), 133 Thalia Road (134-5668)*

# THALIA ACRES

**Location:** Thalia Acres is located north of Virginia Beach Boulevard and east of Princess Anne High School. The neighborhood is bounded to the west and south by Thalia Creek, a branch of the Lynnhaven River, the Thalia Farms neighborhood to the north, and Thalia Road to the east. Significant neighborhood streets include Cedar Lane, Suber Drive, Lynnville Crescent, and Thalia Road. The entrance to Thalia Acres is marked by two brick posts with inscribed stone plaques framing the neighborhood's southern entrance at Cedar Lane and Thalia Road (Figure 223).

**Construction Period:** 1940s-1960s

**Potential NRHP Historic District:** No.

**Potential Virginia Beach Historical Register:** No.

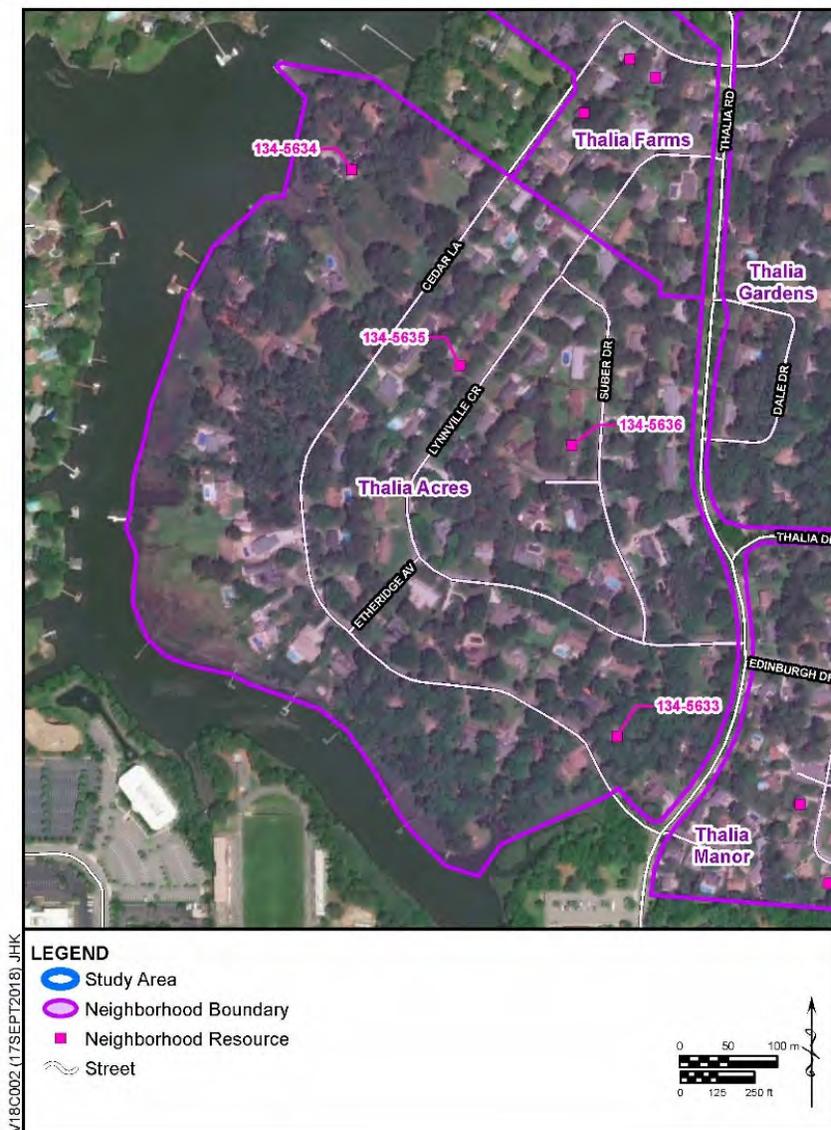


Figure 223. Aerial Map Showing General Boundaries of Thalia Acres.

**Neighborhood Setting:** Thalia Acres features lots with large, grassy front yards and mature trees. There are decorative and foundation plantings throughout the neighborhood. The majority of homes are consistently set back from the street, and there are no sidewalks. Residences along the waterfront tend to vary in setback, and the lots are very deep to the west along Cedar Lane.

**Neighborhood History:** Thalia Acres was platted in five sections during the 1950s, with the final section subdivided in 1958 (Figure 224). However, development in the neighborhood dates to the 1940s when J. H. Spivey opened Thalia Acres Racetrack as a horse racing facility during World War II. The c. 1943 horse racing facility, along with several residences and Stienhilber's Thalia Acres Inn, which opened in 1939, are visible in a 1949 aerial (Figure 225). The horse track allowed some land development to take place while housing construction was limited during World War II (Norred 2018). Thalia Road north of Virginia Beach Boulevard was created at that time, along with Thalia Point Road and Cedar Lane.

The neighborhood rapidly expanded after World War II, likely due to its proximity to commercial development and the re-development of Camp Thalia/Camp Ashby. Willis Wayside Furniture moved into the former Tidewater Victory Memorial Hospital (VDHR #134-0605) building in 1950 (Hodies 2018). Farther east of the neighborhood, additional commercial development began after the widening of Virginia Beach Boulevard (Norred 2018). Prior to the merger of Princess Anne County and Virginia Beach, Thalia Acres and the associated neighborhoods within the area were all described as being in Norfolk, but along Virginia Beach Highway (Virginia Beach Boulevard), which emphasizes the development and annexation pressures between Norfolk and Virginia Beach during the 1950s and early 1960s (Virginia Beach Sun 1955).

Ranch homes dominated the new development in Thalia Acres. The houses, typically with attached garages, were clad in brick veneer with either side-gable or hipped rooves (Figures 226 and 227). The majority featured porches. Wayside Homes published a sales pamphlet advertising home designs specifically for Thalia-area developments in the late 1950s and 1960s, and additional research is necessary to evaluate the significance of Wayside Homes. Advertising indicates that the company may have built houses on speculation north of Virginia Beach Boulevard within Thalia Acres and adjacent Thalia Manor, and may have been active in other subdivisions as well (Wayside Homes n.d.).

By the late 1950s and 1960s, suburban development intensified north of Virginia Beach Boulevard creating the Thalia Manor, Thalia Shores, Lynn Shores, and Thalia Gardens neighborhoods to the east of Thalia Acres. The area featured two schools: Princess Anne High School and Thalia Elementary. The continued growth led to the creation of the Thalia Volunteer Fire Station in 1965 (VDHR #134-5412). The Thalia Garden Club, which was very active throughout the area, raised \$3,000 in 1968 to create the current brick entrance columns with a moveable-type sign at the entrance to Thalia Road, north of Virginia Beach Boulevard. The club received an award from Sears Roebuck and Company for the improvements (Virginia Beach Beacon 1968). Recent development in the 2000s has led to significant infill and replacement of homes dating from the post-World War II period.

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Thalia Acres possess an overall high level of integrity for association, design, feeling, setting, materials and workmanship, with the exception of lots along Thalia Creek that have been redeveloped or infilled during the late twentieth and early twenty-first centuries. Some houses have converted garages to living space, but the majority retain their original claddings, doors, and garage doors.

Although it retains relatively good integrity, Thalia Acres is recommended not eligible for listing as an NRHP historic district. The neighborhood is a relatively common example of a small, isolated residential neighborhood with a variety of Ranch houses featuring both hipped and side-gabled rooves. There are several Colonial Revival residences in the neighborhood as well. Thalia Acres 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 for the period of rapid suburban growth during the mid-twentieth century;

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 Thalia Acres 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, Thalia Acres' 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 Thalia Acres:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5633	House, 404 Cedar Lane	1965	Ranch
134-5634	House, 541 Cedar Lane	1949	Colonial Revival
134-5635	House, 4357 Lynnvilke Crescent	1963	Ranch
134-5636	House, 517 Suber Drive	1962	Ranch

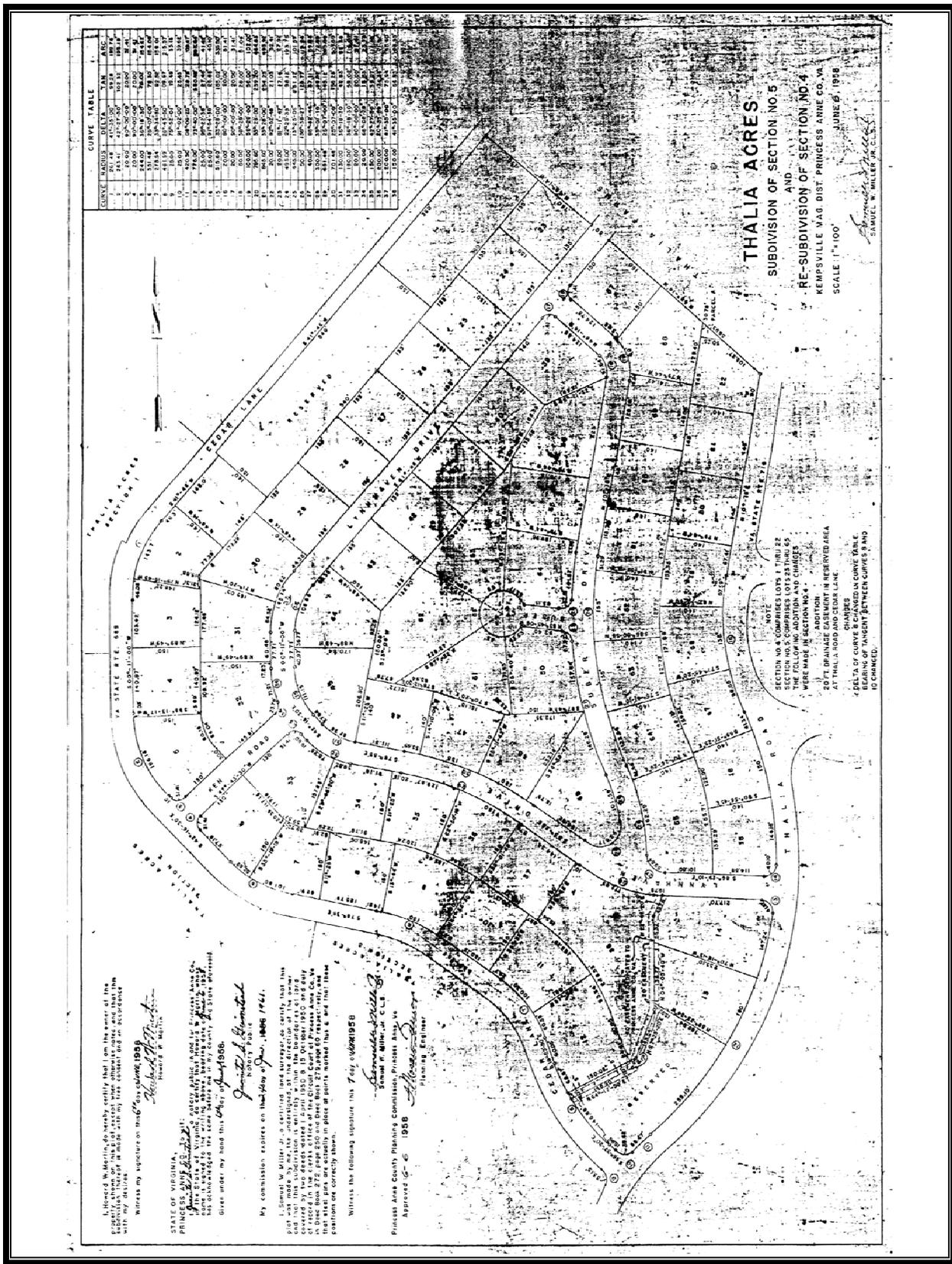


Figure 224. 1958 Plat of Thalia Acres – Sections 4 and 5 (Source: Virginia Beach GIS)

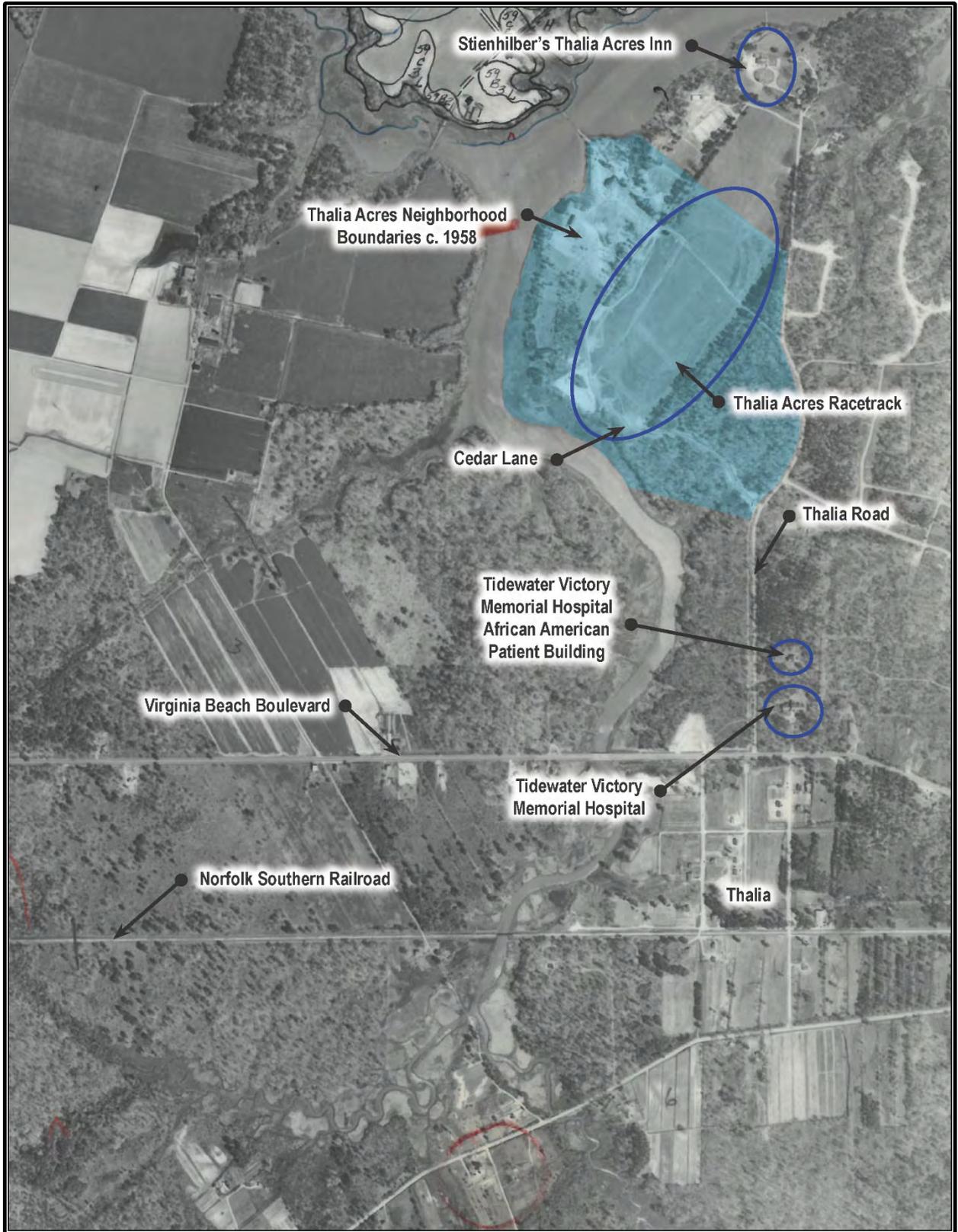


Figure 225. 1949 Aerial Photograph Showing Initial Development in Thalia Acres (Source: U.S. Department of Agriculture, DGH-1E-67)



*Figure 226. Ranch-style residence (1962), 517 Suber Drive (134-5636)*



*Figure 227. Ranch-style residence (1963), 4357 Lynnville Crescent (134-5635)*

# THALIA FARMS

**Location:** Thalia Farms is located north of Virginia Beach Boulevard and east of Princess Anne High School. The neighborhood is bounded to the west by Thalia Creek, a branch of the Lynnhaven River, the Steinhilber's (Thalia Acres Inn) Restaurant property to the north, and Thalia Road to the east. The Thalia Acres neighborhood is immediately south of Thalia Farms. Significant neighborhood streets include Thalia Point Road, Cedar Lane, Lynnville Crescent and Thalia Road (Figure 228).

**Construction Period:** 1940s-1960s

**Potential NRHP Historic District:** No.

**Potential Virginia Beach Historical Register:** No.

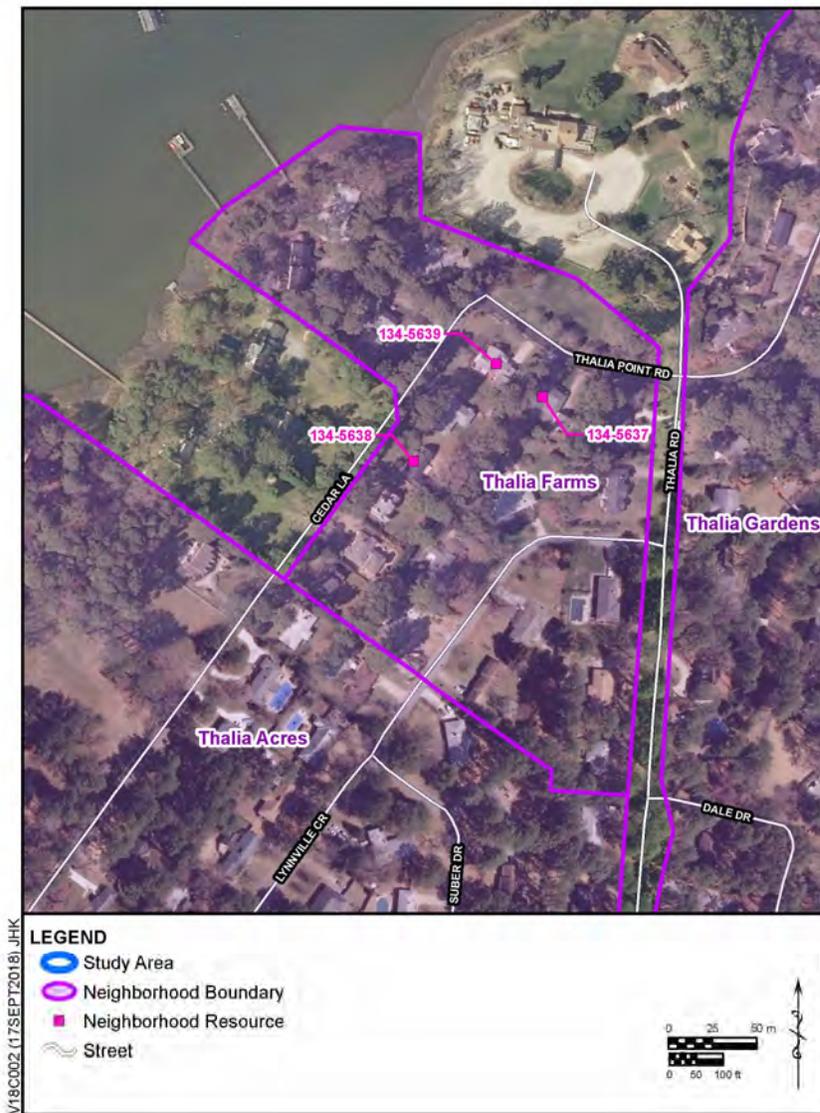


Figure 228. Aerial Map Showing General Boundaries of Thalia Farms.

**Neighborhood Setting:** Thalia Farms features lots with grassy front yards and mature trees. There are decorative and foundation plantings throughout the neighborhood, and the properties along the waterfront are significantly wooded. The majority of homes are consistently set back from the street, and there are no sidewalks. Residences along the waterfront tend to vary in setback, and the lots are very deep to the west along Cedar Lane.

**Neighborhood History:** On May 4<sup>th</sup>, 1950, A. S. Corbin and Genevieve Corbin sold the property that became Thalia Farms to J. W. Dean and Clarence Suber, who created Thalia Farms, Inc. to develop the neighborhood. Thalia Farms was platted in 1951, concurrent with the development of the Thalia Acres neighborhood to the south (Figure 229). Land along the southern portion of the neighborhood appears also to have been cleared for the Thalia Acres Racetrack in the 1940s, but little additional improvements took place in this section. Steinhilber's Thalia Acres Inn Restaurant is located immediately north of the neighborhood. The horse track allowed some land development to take place while housing construction was limited during World War II (Norred 2018).

The neighborhood rapidly expanded after World War II with significant construction in both Thalia Acres and Thalia Farms. Thalia Farms features primarily Ranch and Minimal Traditional homes. There was little differentiation in the character of houses or streets between Thalia Acres and Thalia Farms, especially along Linville Crescent, which was platted as Lynnhaven Drive in the Thalia Farms plat. The Ranch houses, typically with attached garages, were clad in brick veneer with either side-gable or hipped rooves (Figure 230).

By the late 1950s and 1960s, suburban development intensified north of Virginia Beach Boulevard creating Thalia Manor, Thalia Shores, Lynn Shores, and Thalia Gardens to the east of Thalia Acres and Thalia Farms. The area featured two schools: Princess Anne High School and Thalia Elementary. The continued growth led to the creation of the Thalia Volunteer Fire Station. However, Thalia Farms does not appear to have created its own neighborhood signage, unlike other subdivisions in the immediate area.

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Thalia Farms possess an overall high level of integrity for association, design, feeling, setting, workmanship, with the exception of several large additions to the rear of houses along Cedar Lane and Thalia Point Road. Buildings feature some replacement materials, including vinyl siding and windows.

Although it retains relatively good integrity, Thalia Farms is recommended not eligible for listing as an NRHP historic district. The neighborhood is a relatively common example of a small, isolated residential neighborhood with a variety of Minimal Traditional and Ranch houses. Thalia 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 for the period of rapid suburban growth during the mid-twentieth century; 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 Thalia Farms lack distinctive architectural features. As typical Ranch and Minimal Traditional 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, Thalia 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 Thalia Farms:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5637	House, 505 Thalia Point Road	1956	Ranch
134-5638	House, 624 Cedar Lane	1950	Ranch
134-5639	House, 636 Cedar Lane	1953	Ranch

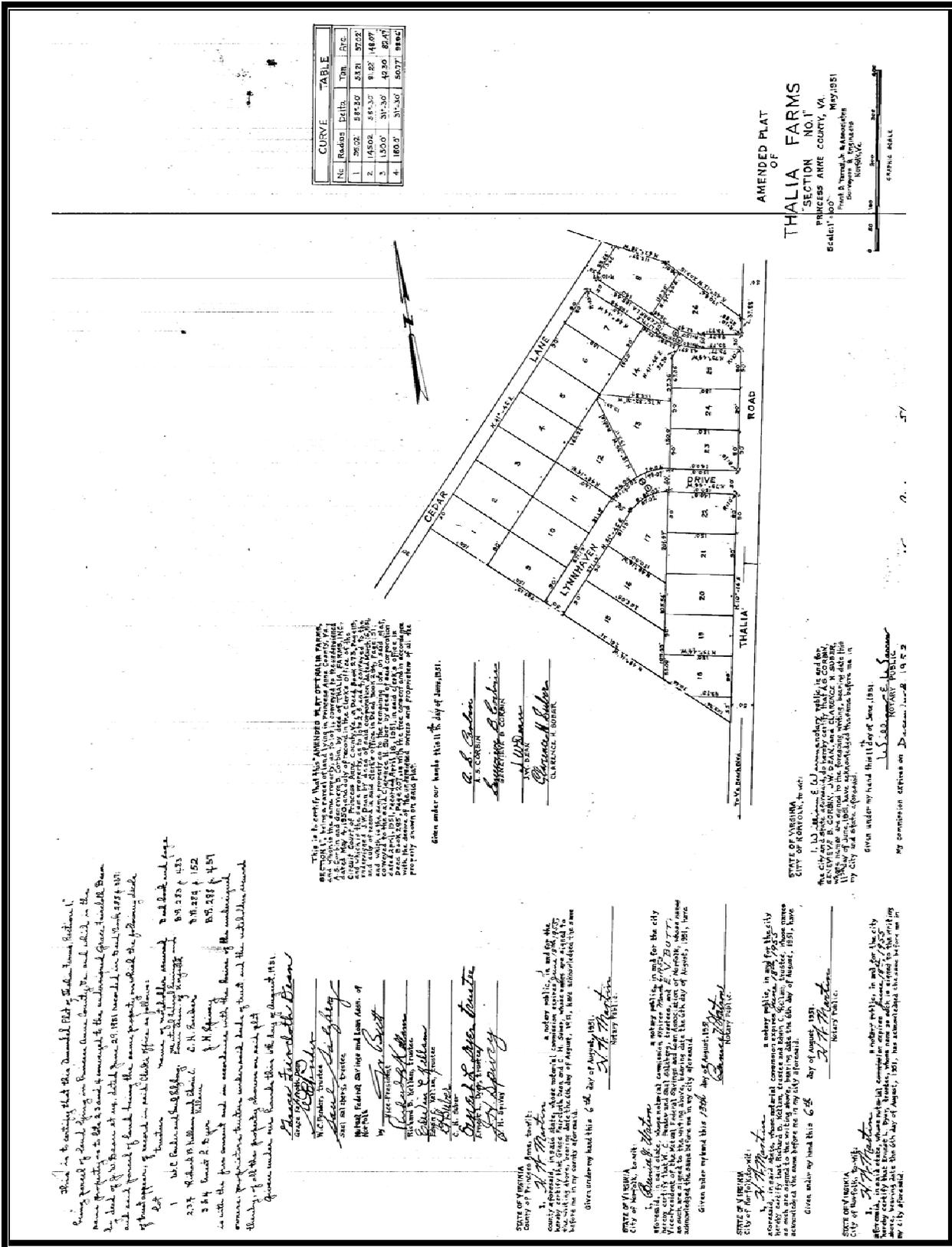


Figure 229. 1951 Plat of Thalia Farms (Source: Virginia Beach GIS)



*Figure 230. Ranch-style residence (1953), 636 Cedar Lane (134-5639)*

# THALIA GARDENS

**Location:** Thalia Gardens is located north of Virginia Beach Boulevard and east of Steinhilber's (Thalia Acres Inn) Restaurant. The neighborhood is bounded to the west, north, and east by creeks flowing south from the Lynnhaven River. Thalia Drive creates the community's southern border while Thalia Road defines the western edge south of the Steinhilber's Restaurant property. The Thalia Gardens neighborhood is between Thalia Farms and Thalia Acres to the west and Lynn Shores to the east. Significant neighborhood streets include Thalia Point Road, Thalia Drive, Dale Drive, Greenwood Drive and Glen Drive (Figure 231).

**Construction Period:** 1950s-1960s

**Potential NRHP Historic District:** No.

**Potential Virginia Beach Historical Register:** No.

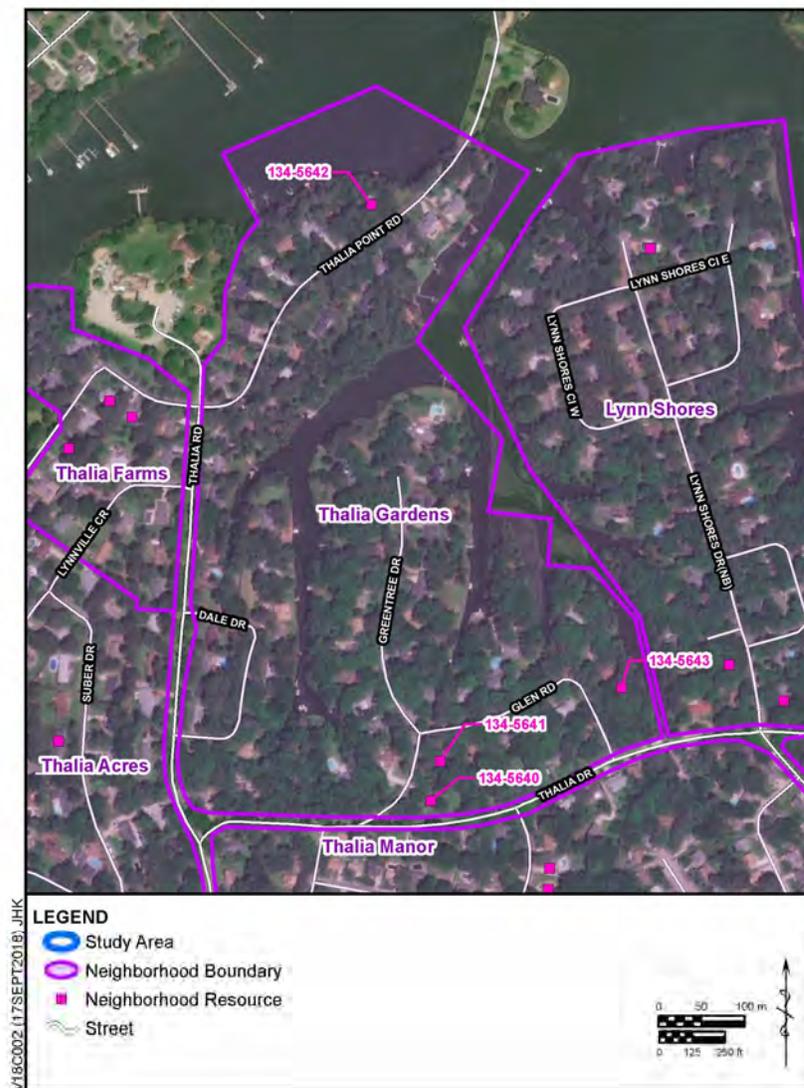


Figure 231. Aerial Map Showing General Boundaries of Thalia Gardens.

**Neighborhood Setting:** Thalia Gardens is characterized by large, mature trees and curving roads that create medians at the intersection of Greenwood Drive and Glen Road and within the cul-de-sac at the northern end of Greenwood Drive. Both medians are lined in brick. Most of the lots are irregular because of the waterways surrounding the points of land. There appears to have been rock infill along Thalia Point Road to gain access to additional land to the north.

**Neighborhood History:** Thalia Gardens was platted in two sections. The first plat, the section surrounded by the Lynnhaven River and north of Thalia Drive, was first recorded in 1948 and revised in 1951. The second section along Thalia Point Road (then Little Cedar Lane) and immediately northeast of Steinhilber’s Thalia Acres Inn, was subdivided in 1954 (Figures 232 and 233). At that time, the neighborhood road did not continue to two small islands now incorporated into Thalia Point Road. Similar to Thalia Acres and Thalia Farms, the concept for the neighborhood began in the 1940s, and the construction of Greenwood Drive and Glen Road are visible in the 1949 United States Department of Agriculture aerial (DGH-1E-67) (Norred 2018).

The neighborhood rapidly expanded after World War II in the 1950s and 1960s, paralleling development throughout the Thalia area. The homes in Thalia Gardens were a mixture of Ranch, Split-level, and Minimal Traditional and the majority of residences had immediate access to the water along at least one section of their parcel (Figure 234). Parcels extend into the water, creating privately-owned sections of the waterway for residents to install boat docks and other amenities.

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Thalia Gardens possess good integrity for association, design, feeling, and setting. However, workmanship and materials have been compromised over time by the implementation of replacement exterior cladding, vinyl windows, and additions.

Although it retains integrity, Thalia Gardens is recommended not eligible for listing as an NRHP historic district. The neighborhood is a relatively common example of a small, isolated residential neighborhood with a variety of Minimal Traditional, Split-level and Ranch houses. Thalia Gardens 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 for the period of rapid suburban growth during the mid-twentieth century; 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 Thalia Gardens lack distinctive architectural features. As typical Ranch, Split-level and Minimal Traditional 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, Thalia Gardens’ 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 Thalia Gardens:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5640	House, 600 Greentree Drive	1952	Ranch
134-5641	House, 604 Greentree Drive	1956	Ranch
134-5642	House, 640 Thalia Point Road	1956	Alphabet Ranch
134-5643	House, 4004 Glen Road	1953	Compact Ranch

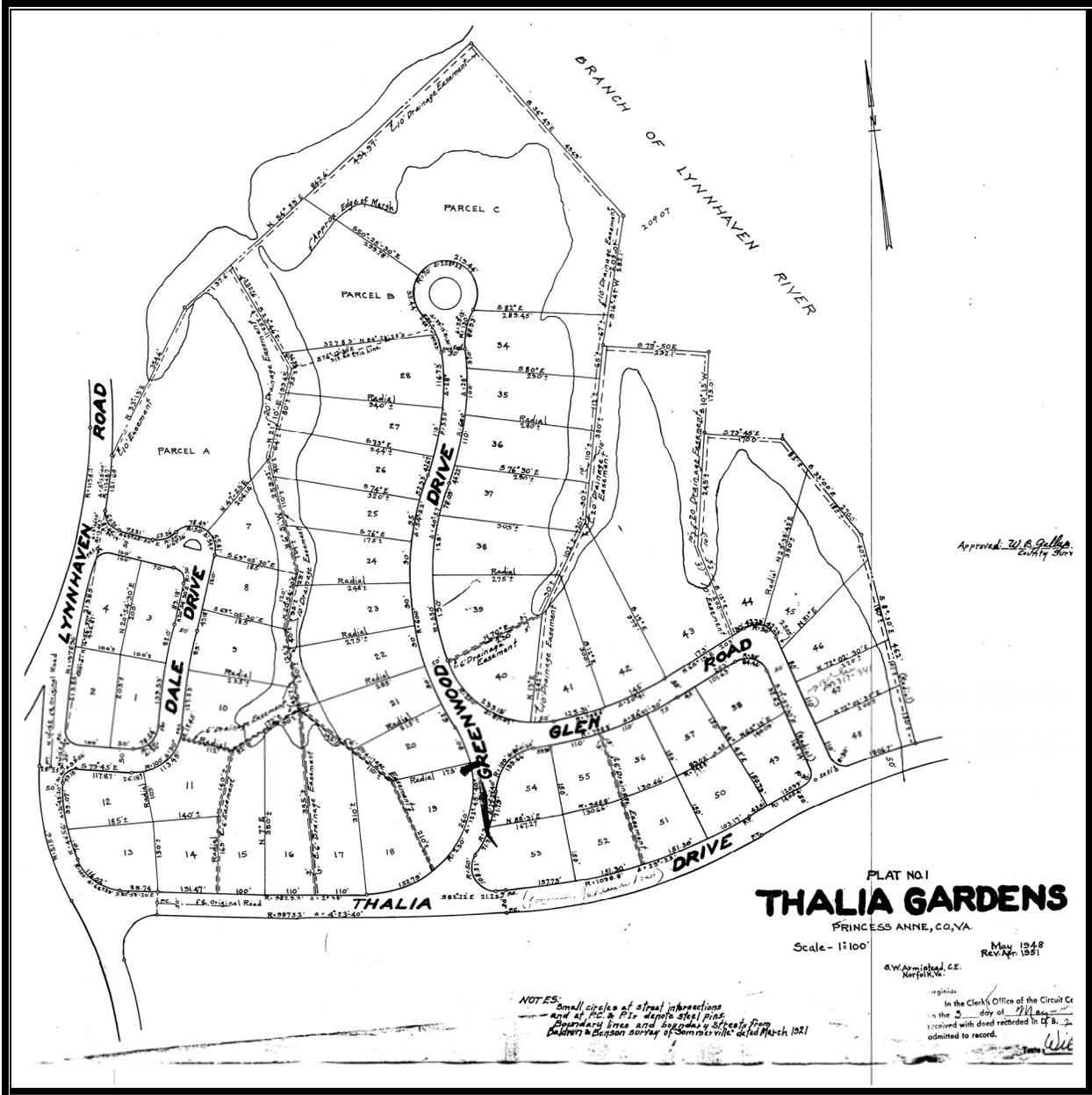


Figure 232. 1948 (Revised 1951) Plat of Thalia Gardens – Section 1 (Source: Virginia Beach GIS)

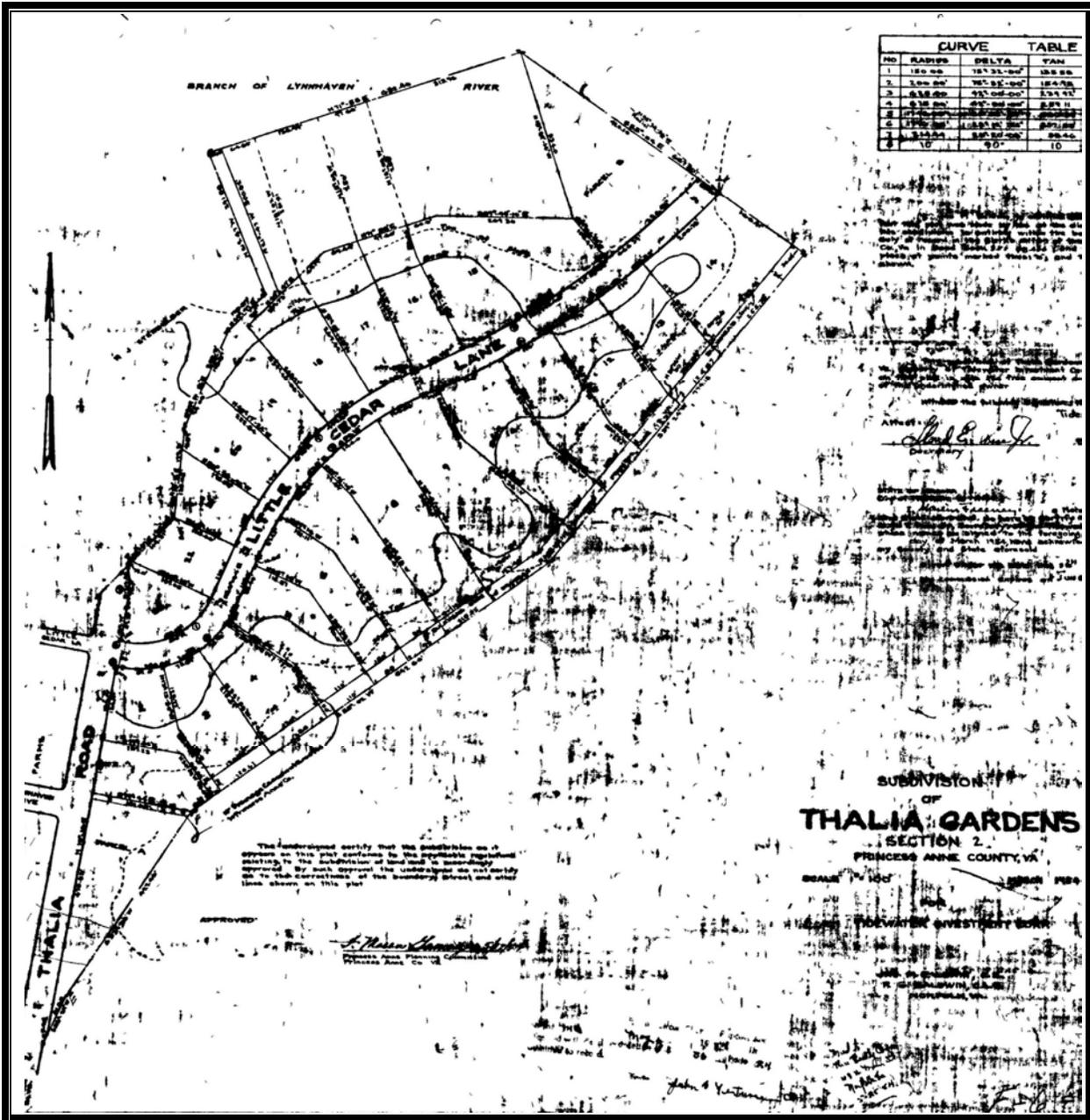


Figure 233. 1954 (Revised 1951) Plat of Thalia Gardens - Section 2 (Source: Virginia Beach GIS)



*Figure 234. Alphabet Ranch residence (1956), 640 Thalia Point Road (134-5642)*

# THALIA MANOR

**Location:** Thalia Manor is located north of Virginia Beach Boulevard and east of Princess Anne High School. The neighborhood is bounded to the west by Thalia Road, to the North by Thalia Drive, to the east by Lynn Shores Drive. The neighborhood's southern border is along the boundaries of Thalia Forest and Thalia Manor Townhomes, two subdivisions that occurred later than the majority of the development in the Thalia area. Significant neighborhood streets include Robbins Lane, Edinburgh Drive, Bryan Lane, Rundel Lane, Clintwood Lane, and Rumford Lane (Figure 235).

**Construction Period:** 1955-1960s

**Potential NRHP Historic District:** No.

**Potential Virginia Beach Historical Register:** Additional survey recommended for potential local recognition.



Figure 235. Aerial Map Showing General Boundaries of Thalia Manor.

**Neighborhood Setting:** Thalia Manor is platted along a rough grid with streets that occasionally curve to accommodate plats that were not subdivided along the standard lot size at the time of sale. The lots are much smaller than other subdivisions and are comparable to those south of Virginia Beach Boulevard in the first Thalia neighborhood. There are no sidewalks. While many houses have mature trees in the rear yards, Thalia Manor features flat, grassy yards and has less tree coverage than adjacent neighborhoods also developed in the mid-twentieth century.

**Neighborhood History:** Thalia Manor was constructed over portions of the World War II-era installation Camp Thalia that became Camp Ashby as it transitioned to a German prisoner of war camp (Matray 2013). The last remaining barracks located on Patton Lane dating to the World War II period were demolished in 2017, just prior to the beginning of this survey. Thalia Manor was platted in 1955 as a large suburban development that had smaller lots and homes than the other Thalia neighborhoods north of Virginia Beach Boulevard (Figure 236). Significantly, Thalia Manor did not feature waterfront property or other amenities.

Thalia Manor, while platted at one time, was developed in sections by different contractors or agents. Plats reveal that Wayside Homes purchased lots in Thalia Manor and may have been responsible for constructing some of the residences in the community. Because of the association with local builders, Thalia Manor is recommended for additional research. By the late 1950s and 1960s, suburban development intensified north of Virginia Beach Boulevard and the area featured two schools: Princess Anne High School and Thalia Elementary. The neighborhood was nearing completion by 1965 (USGS 1965b).

The majority of historic architectural resources in Thalia Manor are a mixture of modest mid-century housing types including Compact Ranch, Split-level, and Minimal Traditional. Houses are clad in brick veneer or aluminum siding, with replacement vinyl siding also commonplace (Figures 237 and 238). Recent development in the 2000s has led to significant infill and replacement of homes dating from the post-World War II period.

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Thalia Manor possess a moderate level of integrity for association, setting, and design but significant infill has taken place throughout the community impacting feeling, workmanship and materials. The infill properties are much larger two story residences, which is out of keeping with the character of the mid-century housing stock. Many homes have been significantly remodeled with replacement sheathing and windows. Likewise, residences continue to be demolished for new two-story housing.

Although it retains moderate integrity, Thalia Manor is recommended not eligible for listing as an NRHP historic district. The neighborhood is a relatively common example of an isolated residential neighborhood with a variety of Minimal Traditional, Split-level and Ranch houses. Thalia Manor does not demonstrate a significant aspect of suburban development or planning and does not convey important aspects of World War II development due to the loss of all historic barracks related to Camp Thalia/Camp Ashby. Additionally, the neighborhood does not convey a significant aspect of historic residential development in Princess Anne County/City of Virginia Beach for the period of rapid suburban growth during the mid-twentieth century. 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 Thalia Manor lack distinctive architectural features. As typical Ranch, Split-level and Minimal Traditional 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, Thalia Manor'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 Thalia Manor:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5644	House, 408 Bryan Lane	1950	Split-Foyer
134-5645	House, 409 Robbins Lane	1957	Minimal Traditional
134-5646	House, 473 Lynn Shores Drive	1962	Alphabet Ranch
134-5647	House, 4161 Rundel Lane	1957	Minimal Traditional
134-5648	House, 4160 Rundel Lane	1957	Ranch
134-5649	House, 520 Bryan Lane	1957	Minimal Traditional
134-5650	House, 512 Bryan Lane	1957	Minimal Traditional
134-5651	House, 516 Bryan Lane	1959	Minimal Traditional



Figure 236. 1955 Plat of Thalia Manor (Source: Virginia Beach GIS)



*Figure 237. Single-family residence (1962), 473 Lynn Shores Drive (134-5646)*



*Figure 238. Minimal Traditional residence (1957), 520 Bryan Lane (134-5649)*

# THALIA SHORES

**Location:** Thalia Shores is located north of Virginia Beach Boulevard and east of Princess Anne High School and at the western end of Thalia Drive. The neighborhood is bounded to the west, north, and east by creeks flowing south from the Lynnhaven River. Lynn Shores Drive creates the community's southern border. The Thalia Shores neighborhood is bordered by Lynn Shores neighborhood to the west and Thalia Manor to the southwest. Significant neighborhood streets include Thalia Drive, Shadow Lane, Pinetree Drive and Piney Point (Figure 239).

**Construction Period:** 1952-1960s

**Potential NRHP Historic District:** No.

**Potential Virginia Beach Historical Register:** Additional survey recommended for potential local recognition.

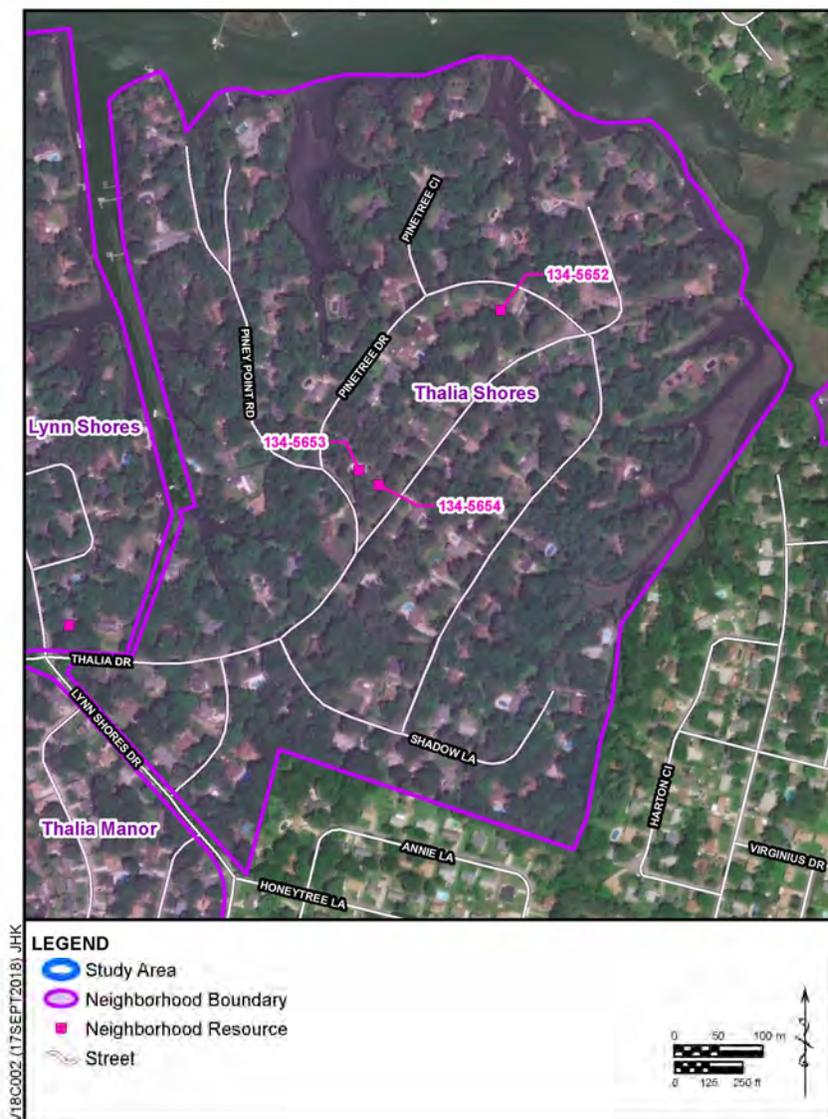


FIGURE 239. Aerial Map Showing General Boundaries of Thalia Shores.

**Neighborhood Setting:** Thalia Shores is characterized by large, mature trees and curving roads without sidewalks. Most of the lots are irregular because of the waterways surrounding the points of land. The houses are uniformly set back from the neighborhood streets and feature grassy yards where the tree canopy allows. The houses have paved driveways, typically concrete, and few outbuildings. Any outbuildings are small sheds located to the rear of the residences. Streets typically end in cul-de-sacs.

**Neighborhood History:** Thalia Shores was platted in 1952 during the same period as Thalia Acres, Thalia Farms, Thalia Gardens, Lynn Shores, and Thalia Manor (Figure 240). Unlike the other communities, Thalia Shores includes cul-de-sacs rather than looped streets to accommodate the narrow spits of land extending into the Lynnhaven River. While other sections of the Thalia area were cultivated or utilized during World War II, it appears that the land that became Thalia Shores remained forested as of the 1958 aerial from the United States Department of Agriculture (DGH-1V-167). As a result, the community features stands of large trees that likely pre-date the neighborhood's construction.

The neighborhood rapidly expanded after World War II in the 1950s and 1960s, paralleling development throughout the Thalia area. The homes in Thalia Shores are primarily Ranch and Modern residences, and the majority of lots had immediate access to the water along at least one section of their parcel (Figures 241 and 242). Parcels extend into the water, creating privately-owned sections of the waterway for residents to install boat docks and other amenities. Thalia Shores is unique in the Thalia area for the inclusion of a few Modern-style homes, which appear to have been rare throughout Princess Anne County/Virginia Beach. While it does not characterize the neighborhood as a whole, those individual properties warrant additional survey.

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Thalia Shores possess good integrity for association, design, feeling, and setting. However, workmanship and materials have been moderately compromised over time by the implementation of replacement exterior cladding, vinyl windows, and additions.

Although it retains integrity, Thalia Shores is recommended not eligible for listing as an NRHP historic district. The neighborhood is a relatively common example of a small, isolated residential neighborhood with a variety of Modern and Ranch houses. While the inclusion of the Modern style is notable, it does not demonstrate a significant aspect of suburban development or planning or convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach for the period of rapid suburban growth during the mid-twentieth century; 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 Thalia Manor lack distinctive architectural features as a collection, and there are not enough Modern residences to constitute a significant collection of the architectural style. The area, therefore, is not eligible under Criterion C. Archaeological investigations have not taken place in the area, therefore, Thalia Manor' 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 Thalia Shores:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5652	House, 709 Pinetree Drive	1959	Ranch
134-5653	House, 745 Pinetree Drive	1958	Modern
134-5654	House, 3860 Thalia Drive	1957	Ranch

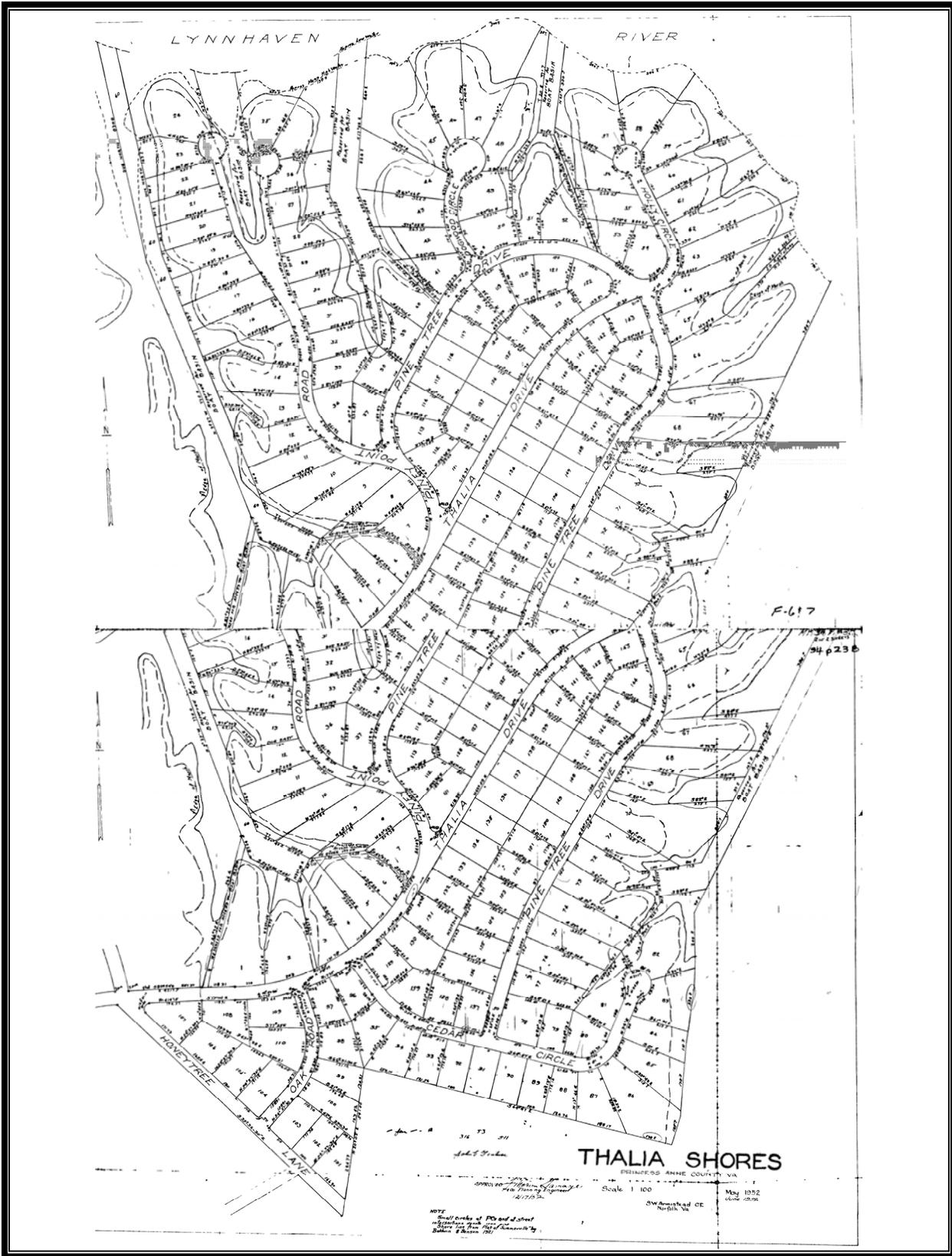


Figure 240. 1952 Plat of Thalia Shores (Source: Virginia Beach GIS)



*Figure 241. Modern residence (1958), 745 Pinetree Drive (134-5653)*



*Figure 242. Ranch residence (1957), 3860 Thalia Drive (134-5654)*

# THOROUGHGOOD

**Location:** Located along the western branches of the Lynnhaven River and east of Pleasure House Road, the Thoroughgood neighborhood is defined by Thoroughgood Cove and Lake Charles to the west, Chandler Lane to the south, and a nearly straight property boundary running from Two Woods Road to Curtiss Drive. The neighborhood boundaries narrow dramatically to the community entrance at the western end off of Pleasure House Road. Significant neighborhood streets include: Thoroughgood Drive, Collier Lane, Whitehorne Road, Country Club Circle, Arrowhead Point, Maycraft Road, Pecan Grove Road, and Thoroughgood Lane (Figure 243).

**Construction Period:** 1955-1960s, limited development after 1970

**Potential NRHP Historic District:** Yes. (VDHR #143-5659)

**Potential Virginia Beach Historical Register:** Potential for local recognition.



Figure 243. Aerial Map Showing General Boundaries of Thoroughgood.

**Neighborhood Setting:** Thoroughgood, while in the middle of significant suburban development along the western creeks of the Lynnhaven River, is relatively secluded due to the lack of streets connecting to suburban development to the north. Later developments to the south connect to Five Forks Road and Whitehorne Road. However, these roads do not serve as major thoroughfares, preventing significant traffic in the community, and preserving the quiet, isolated intention of the community's developers. Deed restrictions limit the introduction of fencing or other permanent divisions along lot lines, maintaining the neighborhood's wooded feel. There are established pine and oak trees throughout the parcels, and the residences are consistently setback from the road on flat, grassy yards. Those parcels along Lake Charles and Thoroughgood Cove also tend to be set back from the road uniformly, following deed restrictions. The Adam Thoroughgood House (VDHR #134-0033) is located along the waterfront at the neighborhood's eastern edge. The colonial-era manor home has been preserved, and has publically-accessible greenspace with large, historic magnolia trees and manicured grounds.

**Neighborhood History:** While the construction history of the property dates to the colonial period with the Adam Thoroughgood House (VDHR #134-0033) and the c. 1923 Skinner School for African American students near the neighborhood's entrance, the Thoroughgood neighborhood began in 1955 as James Collier, a local developer and investor, purchased farmland surrounding the historic structure. The Skinner School burned in 1954, and only the chimney remained from the building that had served students in Gracetown, Reedtown, Burton Station, Beechwood, and Lake Smith. After amassing over 500 acres that ultimately became several subdivisions, Collier platted Thoroughgood neighborhood in 1955 and deeded the Adam Thoroughgood House to the Adam Thoroughgood Foundation in August 1955 (Figure 244). Collier had developed Bayville Park just one year earlier. While that community targeted a lower income bracket, Thoroughgood was intended as an upper-middle class neighborhood. The houses throughout were a collection of Ranch homes and two-story Colonial Revivals or Split-Levels, and there were model houses open to the public. The sales office, still extant, was constructed just past the entrance off of Pleasure House Road. However, house construction for the earliest phases did not begin until after passing Collier Road heading east towards the waterfront (Spillman 2013).

Collier's plans called for a country club to be located near the Adam Thoroughgood House, an elementary school to be within the community boundaries, and a significant entrance with picket fencing along Pleasure House Road. The Thoroughgood neighborhood was marketed to upper-middle class professionals and promised wooded seclusion without farming activities or other commercial activity within the neighborhood (Spillman 2013). However, the two acres between Collier Road and Pleasure House Road, the location of the sales office for the development, were zoned for limited commercial construction in 1955 (Creasy 1969). Collier died suddenly in 1957, and the plans for the country club were never completed. However, Collier's plan was partially realized when Thoroughgood Elementary school was completed in 1958 to serve local students. As the community built out through the late 1950s to the 1960s, the large brick entrance gate with wrought iron letters was completed, and the western end developed gradually into the 1970s (Figures 245 and 246).

As a result, the community retained Collier's original intent for a wooded community, with local services including a school, and large yards with consistently maintained properties. The Thoroughgood Civic League and Thoroughgood Garden Club formed in 1957 to ensure the continued maintenance and development of the community's rural garden aesthetic.

Neighborhood residences are typically brick Ranch homes with some two-story Colonial Revival Houses in sections along Whitethorne Road and Thoroughgood Drive. Some houses feature chimneys and other details that recall the historic Adam Thoroughgood house. Some houses are clad in aluminum siding or other materials; however, few houses have replacement claddings or windows (Figures 247 and 248).

**National Register of Historic Places Integrity and Eligibility Evaluation:** Of the mid- to late-twentieth century waterfront communities reviewed during the course of survey, the Thoroughgood neighborhood appears to retain the highest level of overall integrity. The neighborhood has good integrity with regard to location, setting, and association. The original streets remain intact as platted without the addition of sidewalks or other modern interventions. Likewise, the area remains wooded throughout significant portions of the community. While the commercial development along the western edge is a slightly later development, it is in keeping with the

community's original zoning and the historic entrance and sales office are maintained, which is unique within the Princess Anne County/Virginia Beach area. The integrity of feeling within the neighborhood is good, and historic deed restrictions have been maintained. The individual resources within the Thoroughgood neighborhood possess good overall integrity of design, materials, and workmanship, with few alterations observed during the survey. Many houses retain their historic doors, windows, and garages.

The Thoroughgood neighborhood is recommended eligible for listing in the NRHP as a historic district. The community is an example of an intact, mid- to late-twentieth-century suburban residential development targeting the upper-middle class professional that retains its historical appearance and character. Additionally, Thoroughgood is an example of a community built on a historic farm that retained the original house for preservation while developing the former farmland. While historic farms were developed throughout the area, neighborhood planners used the history of the Thoroughgood House in street naming and as a marketing tool. Additionally, deed restrictions were implemented to maintain consistency throughout the neighborhood's construction and maintenance. Although deed restrictions were often used to prevent ownership by certain ethnic or racial groups, the Thoroughgood restrictions pertain to the character, size, quality, and use of the structures to be erected. For these reasons, Thoroughgood neighborhood qualifies for listing under Criterion A. James Collier, and his sons after his death in 1957, was the owner and developer of Thoroughgood, but he is not known to have made significant contributions to Princess Anne or Virginia Beach history; therefore, the neighborhood is not eligible under Criterion B. The neighborhood qualifies under Criterion C as a historic district. As a group, the historic resources in Thoroughgood represent a significant concentration of resources united historically by plan and physical development, although the individual resources may lack individual distinction. Past archaeological investigations have indicated the presence of Native American activity on the site and additional assessment would be warranted. Therefore, the neighborhood'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 Thoroughgood:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5655	House, 1701 Whitehorne Road	1953	Colonial Revival
134-5656	House, 4301 Thoroughgood Drive	1959	Colonial Revival
134-5657	House, 4212 Country Club Circle	1961	Ranch
134-5658	House, 4313 Thoroughgood Drive	1955	Ranch

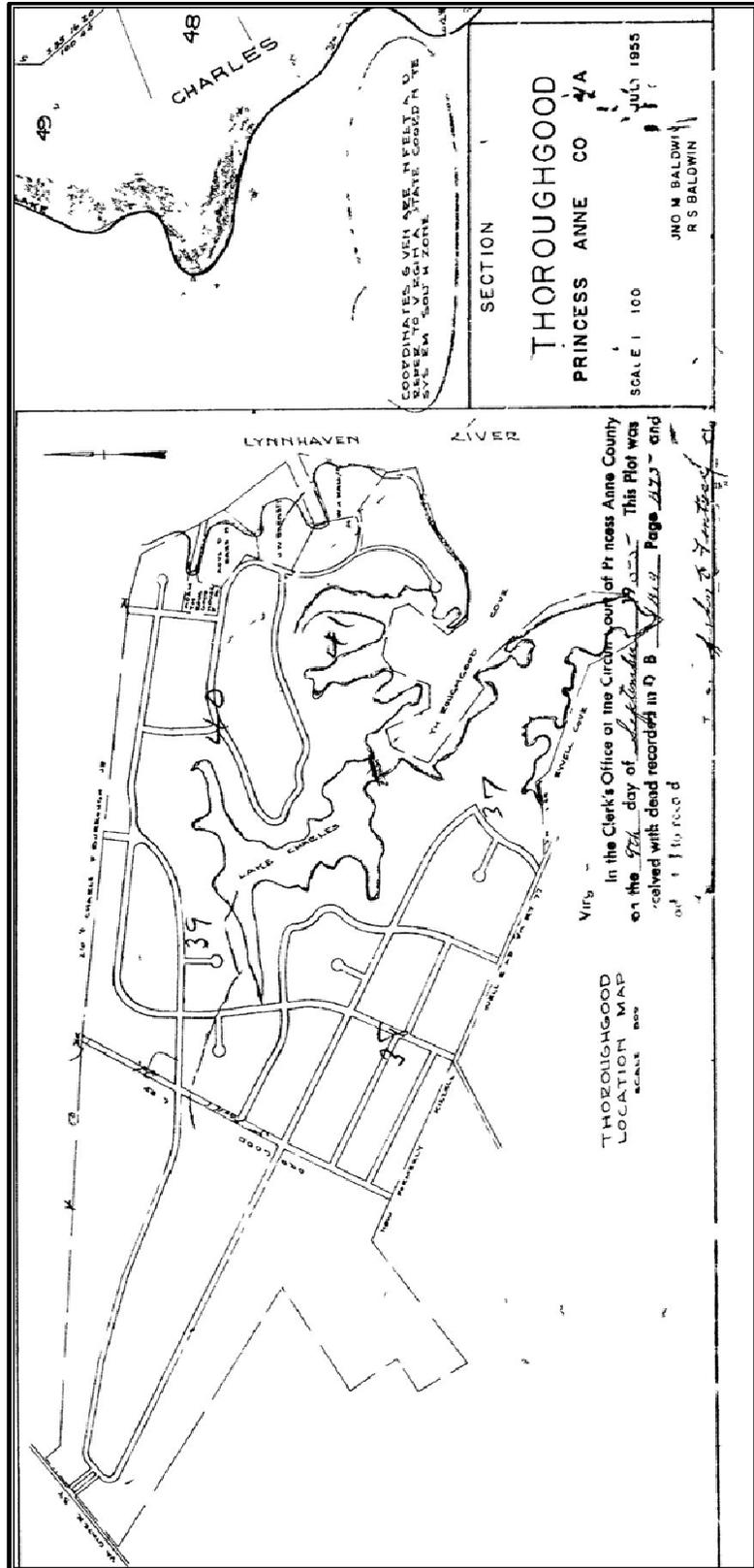


Figure 244. Detail from 1955 Plat of Thoroughgood showing first sections platted and the location of the Adam Thoroughgood House VDHR #134-0033 (Source: Virginia Beach GIS)



Figure 245. 1949 Aerial Photograph Showing Gracetown and the Future Location of Thoroughgood (Source: U.S. Department of Agriculture, DGH-2E-65)

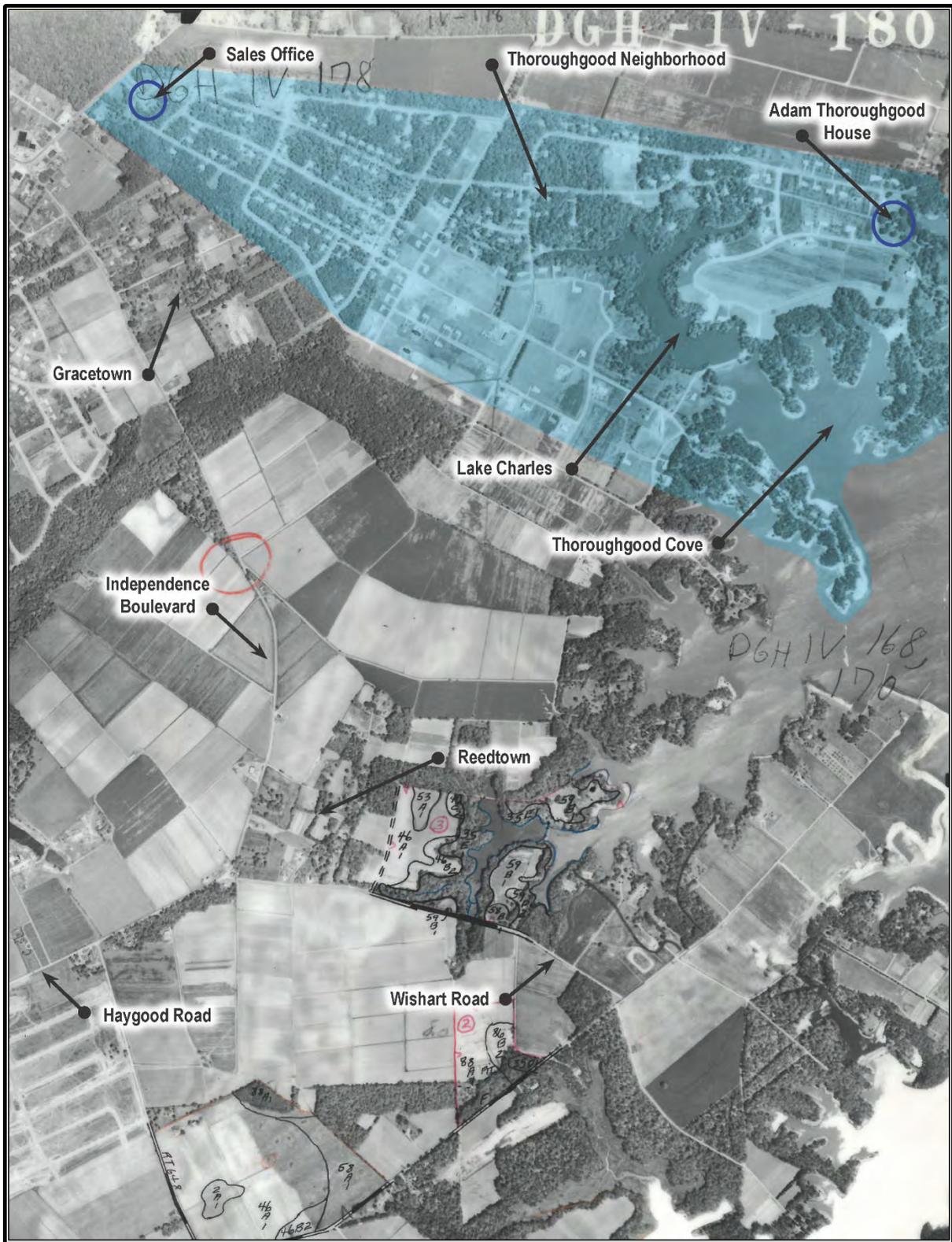


Figure 246. 1958 Aerial Photograph Showing Initial Development in Thoroughgood (Source: U.S. Department of Agriculture, DGH-1V-180)



*Figure 247. Colonial Revival residence with attached garage (1959), 4301 Thoroughgood Drive (134-5656)*



*Figure 248. Ranch-style residence with projecting chimney (1961), 4212 Country Club Circle (134-5657)*

# UBERMEER

**Location:** Located just north of the Virginia Beach oceanfront and the Cavalier Hotel, Ubermeer is part of Virginia Beach’s North End community that was platted in sections throughout the 1920s. The neighborhood is located between the Atlantic Ocean and Crystal Lake. The northern boundary is 58<sup>th</sup> Street and the neighborhood ends along the southern parcel lines of properties along the southern side of 51<sup>st</sup> Street. The neighborhood is bisected north-south along Atlantic Avenue. Significant neighborhood streets include: Atlantic Avenue, Holly Road, Ocean Front Avenue, and Lakeside Drive. All east-west streets are numbered beginning at 51<sup>st</sup> Street and running through to 58<sup>th</sup> Street (Figure 249).

**Construction Period:** 1920s-1960s

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

**Potential Virginia Beach Historical Register:** Potential for local recognition; additional survey could determine individually eligible resources.

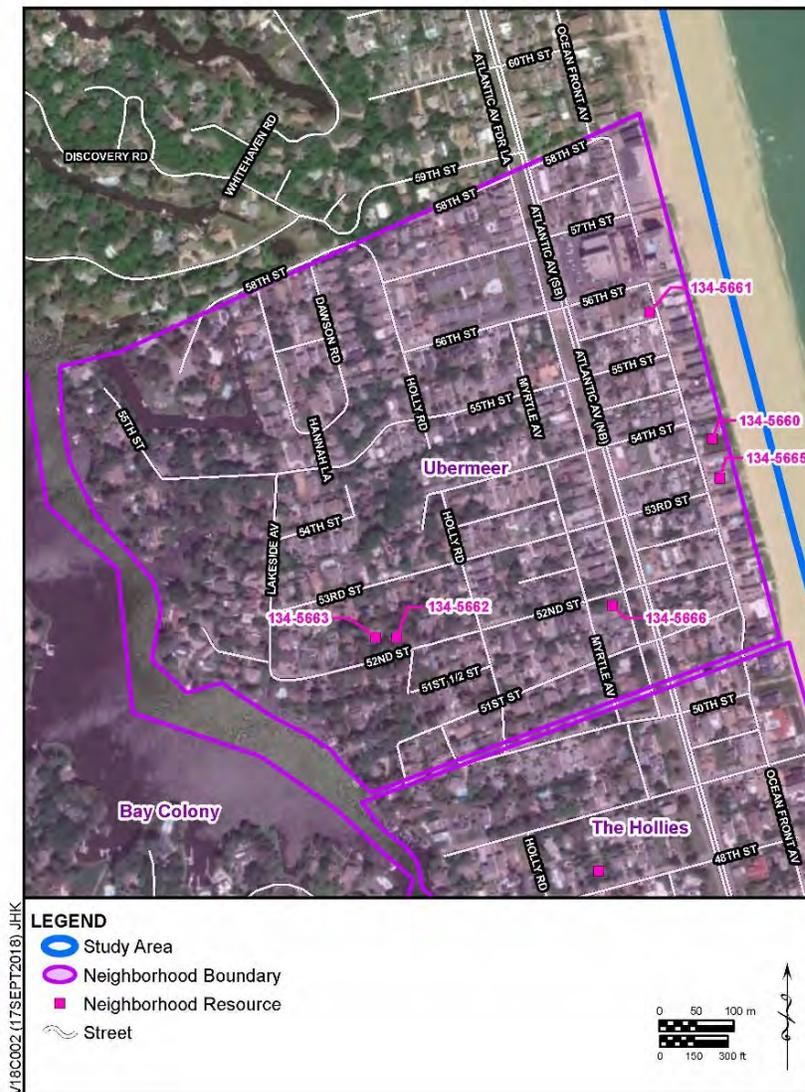


Figure 249. Aerial Map Showing General Boundaries of Ubermeer.

**Neighborhood Setting:** Ubermeer is located on a strip of land between Crystal Lake and the Atlantic Ocean, creating waterfront parcels on both eastern and western boundaries of the neighborhood. Atlantic Avenue is a major division within the community, both for travel and in character of the housing. The parcels east of Atlantic Avenue have few mature trees or decorative plantings and there is significant infill. The alleys are utilized heavily for access to properties to the rear of houses, likely serving as rentals. The flat land is sandy and houses are only slightly setback from the street. West of Atlantic Avenue, topography features rolling hills; there are significantly more trees, decorative plantings, and grassy yards. The houses appear to have a slightly deeper setback along some streets, especially closer to Crystal Lake. There are few sidewalks and the streets are narrow. A large, grassy median separates the western portion of Ubermeer from Atlantic Avenue.

**Neighborhood History:** Ubermeer was platted in 1926 on either side of the Norfolk Southern Railway that connected the Virginia Beach oceanfront to Cape Henry, completing a travel loop from Norfolk to Virginia Beach through Kempsville, then returning to Norfolk via Cape Henry (Figure 250). The community included 179 parcels for home sites and eventually expanded west to Crystal Lake. Atlantic Avenue ran east of the railroad. Martha Miller Masury and her husband, Dr. John Miller Masury, had inherited their wealth from the Masury Paint company and purchased the property from Susan Uber in 1905, lending the neighborhood its name. They created their estate, Lakeside (VDHR #134-0532) near Crystal Lake, in 1908. Martha Miller Masury did not re-subdivide the surrounding land until 1926. Martha and her son, Arthur, created the Masury Corporation to develop the lots east of Lakeside. Records indicate that at least 100 sales took place in the area, and as many houses were likely built (Spriggs 1997).

Some houses were built in Ubermeer during the 1940s and 1950s, but significant infill development has taken place from the 1980s to the present that has altered the character of the neighborhood. Additionally, the infill is high-density without yards or additional areas for maintaining the tree canopy. As a result, this has diminished the community's historic setting.

The houses in Ubermeer are a variety of styles including Colonial Revival, Vernacular, Mediterranean Revival, and Craftsman (Figures 251, 252 and 253). There is one Sears kit house located in the neighborhood. However, many houses have been significantly modified over time. Replacement materials, including vinyl siding, vinyl windows, and asphalt shingles are common.

**National Register of Historic Places Integrity and Eligibility Evaluation:** The resources in Ubermeer possess integrity of association and design, but significant infill has taken place throughout, impacting setting, feeling, workmanship and materials. While the community has retained significant buildings including the Masury House (VDHR #134-0523), the overall integrity of the neighborhood has diminished over time. The density and height of new construction has eliminated much of the tree canopy and does not conform to the setback characteristic of the community west of Atlantic Avenue. East of Atlantic Avenue, similar development has taken place, and a large hotel sits to the immediate north.

Ubermeer is recommended not eligible for listing as an NRHP historic district. While the neighborhood was platted in 1926 and retains several individually significant historic architectural resources, the community overall has diminished integrity from ongoing development in the late twentieth and early twenty-first centuries. As a result, it does not convey important aspects of historic residential development in Princess Anne County/City of Virginia Beach relating to either the pre- or post-World War II suburban expansion of Virginia Beach. Significant development has taken place in the past twenty years as well. This development pattern creates a neighborhood with a historic street plan, but inconsistently developed housing. Therefore, the neighborhood is recommended not eligible under Criterion A. While the neighborhood is associated with Margaret Miller Masury and her development of the land, additional research is necessary to verify if she was the only female developer along the Virginia Beach oceanfront. As a result, it is not recommended eligible under Criterion B at this time. Because the collection of early-twentieth century houses has diminished over time, and the mid-twentieth century housing is of relatively common styles, the community is not eligible under Criterion C. Archaeological investigations have not taken place in the area, therefore, Ubermeer'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 Ubermeer:

VDHR ID	Resource/Address	Date Constructed	Style/Form
134-5660	House, 100 54 <sup>th</sup> Street	1926	Colonial Revival
134-5661	House, 100 56 <sup>th</sup> Street	1920	Cottage with Craftsman Details
134-5667	House, 301 54 <sup>th</sup> Street	1934	Colonial Revival
134-5662	House, 401 52 <sup>nd</sup> Street	1937	Colonial Revival
134-5663	House, 407 52 <sup>nd</sup> Street	1937	Minimal Traditional
134-5665	House, 5302 Ocean Front Avenue	1936	Vernacular
134-5666	House, 5106 Atlantic Avenue	1942	Minimal Traditional

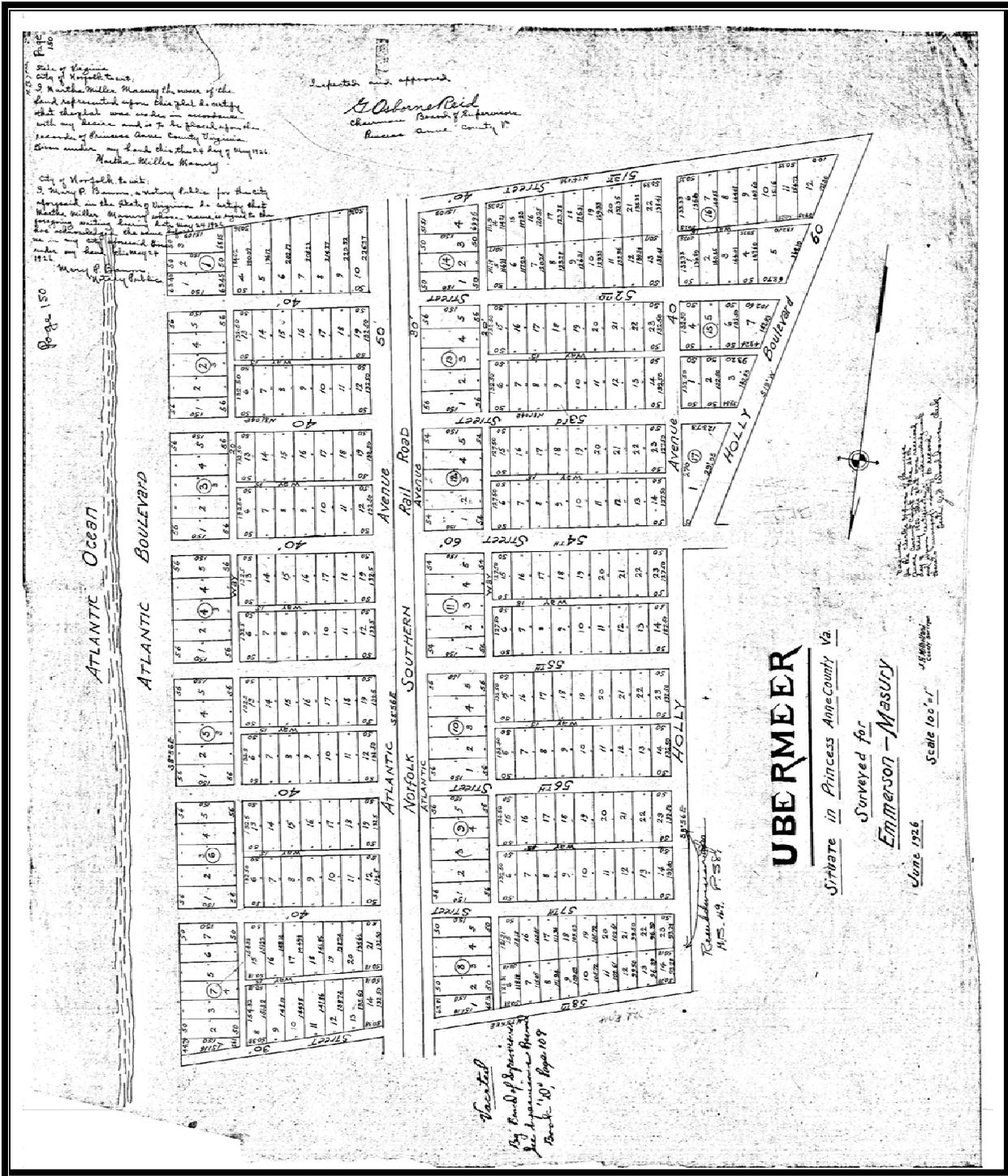


Figure 250. 1926 Plat of Ubermeer (Source: Virginia Beach GIS)



*Figure 251. Colonial Revival residence (1926), 100 54th Street (134-5660)*



*Figure 252. Minimal Traditional residence (1942), 5106 Atlantic Avenue (134-5666)*



*Figure 253. Colonial Revival residence (1934), 301 54th Street (134-5667)*

## VI. SUMMARY AND RECOMMENDATIONS

This study serves as an initial step in continuing to document the City of Virginia Beach's historic architectural resources. The preceding documentation should not be seen in isolation, but rather as a companion document to other ongoing planning and research efforts. Additionally, the data recorded within V-CRIS and through GIS mapping can be used at both the state and local level for infrastructure planning, future recognition, and community engagement. The documentation in this report assists in building a mid-twentieth century history of development in the former Princess Anne County and the City of Virginia Beach, while also demonstrating how planning during the early twentieth century influenced later growth mid-century.

### Distribution of Resources

Resources documented within this study were generally located along major thoroughfares that developed and expanded throughout the mid-twentieth century; the resources are divided, nearly in half, along Virginia Beach Boulevard. Other major roadways include Diamond Springs Road, First Court Road, Northampton Boulevard, Shore Drive, North Great Neck Road, Princess Anne Road, Little Neck Road and Indian River Road. Additionally, architectural resources were spread across the entirety of the City's northern half, from Queen City along the border with the City of Chesapeake, north to Chesapeake Beach and Ocean Park along the Chesapeake Bay, east to Ubermeer and The Hollies along the Atlantic Ocean, to Princess Anne Plaza, Kempsville, and New Light extending to the south.

This distribution not only shows the development of the oceanfront during the period of study, but also the influence of Norfolk's mid-twentieth century growth on surrounding counties. Many of the early tract neighborhoods, including Aragona Village, were bedroom communities for Norfolk as well as serving military families who worked in Princess Anne County, later the City of Virginia Beach. The 1963 merger between the City and the County encouraged a new wave of infrastructure developments oriented within those new boundaries. While still serving many commuters to Norfolk's military and commercial centers, Virginia Beach began to support an increasing number of residents with employment within the city. That growth relates to the rapid development along Virginia Beach Boulevard in the 1950s and into the 1960s.

### Age of Resources

The study's primary focus was to survey and evaluate identified neighborhoods within the City of Virginia Beach that had become 50 years of age or older since the completion of the last wide-spread survey by Frazier and Associates in 1992. In addition, 100 individual resources, including Virginia Beach Historical Register properties that had not yet been documented in V-CRIS, assisted in capturing resources significant to the period that were otherwise outside of the neighborhood boundaries. The survey documented 283 resources in total, the majority of which were constructed during the mid-twentieth century. The few outliers include historic late-nineteenth and early-twentieth century properties that had not been documented within the 1992 survey and facilitated the discussion of growth and change within Princess Anne County and the City of Virginia Beach.

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

In Total:

1880s-1890s – 5 resources	1900s – 2 resources	1910s – 5 resources
1920s – 18 resources	1930s – 34 resources	1940s – 39 resources
1950s – 100 resources	1960s – 78 resources	1970s – 2 resources

## Building Types

While properties relating to agricultural, military and resort histories dominated the resources previously recorded within the City of Virginia Beach, this survey focused largely on the domestic development that has come to characterize the City. The documented housing represents mid-twentieth century trends that occurred throughout the country during the post-World War II period. Virginia Beach's growth was at a scale that mirrors other large urban centers, in particular similar developments surrounding Washington D.C. As a result, the majority of buildings were single-family residences representing common styles and forms of the period including Ranch, Minimal Traditional, Split-Level, Split-Foyer and Contemporary. The Modern housing forms located within the course of the study are likely architect-designed and relatively uncommon in comparison with other styles.

While single-family residences were predominant, the survey also includes commercial buildings, religious structures, duplexes, apartment buildings, hotels, city pump stations, auto service stations, farm houses, restaurants, and healthcare services buildings. These other properties are in a range of styles including Commercial, Contemporary, Modern, and Colonial Revival as well as vernacular types.

## Condition of Resources

Resources across the survey were typically in good condition. However, it was noted that properties along waterways were particularly subject to alterations, modifications or demolition due to the increasing rarity of undeveloped land with water access in the City's northern half. Alterations including replacement cladding, vinyl windows, and additions were common. Because many neighborhoods feature narrow lots, infill development at a higher density was encountered in the majority of neighborhoods platted prior to the 1950s. Neighborhoods platted after 1950 experienced infill as well, but were not as subject to changes in historic lot size or density as developed during the historic construction period.

## Threats to Resources

Following is an assessment of potential threats to resources surveyed:

### *Storm Damage*

Given the coastal location of Virginia Beach with exposure to both the Atlantic Ocean and Chesapeake Bay, the City is susceptible to extreme weather events originating off the eastern coast of the United States. In addition, the Lynnhaven River supports a vibrant system of tidal creeks and development activities have created lakes throughout the municipality.

The floodplains in the City of Virginia Beach's northern half were developed throughout the mid-twentieth century. Marshes and other buffers were developed and non-permeable surfaces rapidly increased throughout the city with the expansion of roads and parking lots. The potential threats to historic mid-twentieth century resources are aptly described in the 2009 Flood Insurance Study for the City of Virginia Beach:

"The coastal areas of Virginia Beach are vulnerable to tidal flooding from major storms commonly referred to as hurricanes and northeasters. Both types of storms produce winds that push large volumes of water against the shore.

Hurricanes, with their high winds and heavy rainfalls, are the most severe storms that hit the area. The term "hurricane" is applied to an intense cyclonic storm originating in tropical or subtropical latitudes in the Atlantic Ocean just north of the equator. A study of the tracks of all tropical storms for which there is a record indicates

that, on an average of once a year, a tropical storm of hurricane force passes within 250 miles of the area and poses a threat to Virginia Beach. While hurricanes can affect the area from May through November, nearly 80 percent occur in the months of August, September, and October, with approximately 40 percent occurring in September. The most severe hurricanes to strike the area occurred in August 1933. Other notable hurricanes that caused significant flooding in Virginia Beach were those of September 1933, September 1936 and September 1960....

Another type of storm that can cause severe damage to the city is the northeaster. This is also a cyclonic-type storm and originates with little or no warning along the middle and northern Atlantic Coast. Northeasters occur most frequently in the winter, but can occur at any time. Accompanying winds are not of hurricane force, but are persistent, causing above-normal tides for long periods of time. The March 1962 northeaster was the worst to hit the study area. Other northeasters that caused significant flooding in Virginia Beach include those of March 1927, October 1948 and April 1956....

A tidal stage of major proportions occurred during the northeaster of March 6-8, 1962...The hardest hit sections of the city were Sandbridge Beach, the area from Rudee Inlet to 49<sup>th</sup> Street, North Virginia Beach above 57<sup>th</sup> Street, and Ocean Park on the Chesapeake Bay...the damage...was the greatest of any storm in the area due to the increased development along the shoreline...." (FEMA 2009).

Hurricanes and northeasters both result in large volumes of water being pushed into the Chesapeake Bay, Lynnhaven River, and other bays along the Atlantic Ocean which produces abnormal water levels throughout. Severity of flooding is dependent on a variety of factors, including the path of the storm, the topography of the area, the rate of rise of floodwater, depth and duration of flooding, exposure to wave action, and the extent to which damageable property has been placed in the floodplain; this is true of the entirety of Virginia Beach (FEMA 2009). During the study, surveyors regularly spoke with residents who had experienced flooding.

A copy of the Virginia Department of Emergency Management map indicating potential storm surge inundation levels, with the locations of surveyed neighborhoods overlaid is included as Figure 254.

### *Vacancy/Neglect/Structural Failure*

The resources more commonly subject to vacancy, neglect, and structural failure appear to be nineteenth-century structures, those along waterways, and commercial structures. This includes the Single Dwelling and Oyster Shed (VDHR #134-5464) located at 1805 Estates Court and the farm house (VDHR #134-5411) located at 1680 W Little Neck Road, both of which were boarded and abandoned at the time of survey. The Single Dwelling was demolished in the weeks following the completion of the survey phase of this project; however, the Oyster Shed remains intact as of December 2018. Some commercial structures, such as Harman's Market (VDHR #134-5622) in Queen City, have also been abandoned as retail competition and other factors impact shopping trends in historic neighborhoods.

Other notable influences include road expansion, commercial development pressure, and zoning changes, particularly in the demolition that occurred in Burton Station.

### *Deterioration*

While deterioration is linked with vacant resources, vacancy is not always the cause of deterioration. If property owners do not continue the upkeep of a property and it becomes deteriorated, it is more likely to be abandoned. A number of residences that were still inhabited appeared to be deteriorated, at least as observed from the right-of-way. While wholesale deterioration of inhabited buildings was rare, deterioration was most often observed in relation to specific building elements such as windows or cladding materials.



### *Alterations*

The majority of resources identified during the survey have been altered in some way, usually through construction of additions or the installation of replacement siding, windows and doors, which compromise the historic integrity of the building. While some replacement cladding materials can ultimately be removed and original materials beneath—if they remain—can often be rehabilitated or replaced with materials sympathetic to the original construction, other features are not so easily replaced. For example, the installation of replacement siding often required the removal of historic casework, which often was discarded. In all but rare circumstances, historic photographs of individual properties are not likely to exist, eliminating the possibility of recreating such features. The same is true of windows and doors. When replacement units were installed, the original components were often disposed of or otherwise removed from the property. While new units can be crafted, the loss of the original units still has the effect of diminishing the building's architectural integrity.

### *Development*

As Virginia Beach continues to be a popular vacation destination, as well as a military and commercial center, the potential for redevelopment of historic resources and neighborhoods remains high. This is true not only of properties located along the points and necks extending into the City's waterways but also of properties located in established neighborhoods that already offer ease of access to major roadways and other amenities. Infill development within historic communities is common as increased access to the City's water system, as well as drainage systems along land that could not be developed previously, increases land value and allows higher density. This is particularly apparent in communities like Reedtown, Gracetown, and Ocean Park.

Re-development also increases the frequency of demolition within communities. The proximity of Burton Station to the Norfolk International Airport makes the land a viable location for industrial development, and has resulted in significant demolitions throughout the neighborhood. Likewise, development often emphasizes new construction over rehabilitation of older structures to create new street patterns and other infrastructural changes.

## Recommendations

In recent years, the City of Virginia Beach has made important commitments to its historic preservation program. In 2008, the Virginia Beach City Council established the locality's first Historic Preservation Commission, which has become active and influential during its initial decade. Their research grant program has successfully involved private citizens in pursuing local historical research resulting in products such as the *History of African American Communities in Princess Anne County/Virginia Beach* by Edna Hawkins-Hendrix and Dr. Joanne Lucas and grants for six state historical highway markers.

The Council and City administration also supported seeking Certified Local Government (CLG) designation through the VDHR, which was achieved in 2016. This study is an outgrowth of the commitment to the CLG program. The City has also recently pursued several successful NRHP historic district nominations and demonstrates a clear readiness to follow up on the recommendations within this report.

This report includes a variety of recommendations to not only continue documenting those individual resources and neighborhoods that are NRHP-eligible, and also suggests potential programs to honor individual resources and neighborhoods at the local level. These recommendations include:

- Preparing a City-wide historic context for post-war suburbs
- Completing Intensive-Level Investigations
- Completing NRHP Nominations
- Expand the use of Tax Incentives
- Consider Conservation and Preservation Easements where possible
- Adding Resources to the Virginia Beach Historical Register
- Completing Multiple Property Submissions
- Completing Additional Reconnaissance-Level Survey
- Creating an ongoing Oral History Program
- Developing an Interpretive Signage Program at local pocket parks
- Continuing to expand Heritage Tourism and the Historic Highway Marker program
- Creating Public History and Art Outreach programs

### Historic Context for Postwar Suburbs

This project has highlighted the need for an overarching historic context for the suburban development that occurred in Princess Anne County and Virginia Beach following the end of World War II. This context is recommended to be completed before additional large-scale survey work or projects resulting in NRHP nominations for individual resources or neighborhoods dating to the mid-twentieth century. The resulting document would not only expedite procedures relating to cultural resource management and facilitate planning and construction timelines for infrastructure projects, but also position the City of Virginia Beach as a municipal leader in assessing the impact of historic suburban development. It is recommended that this historic context study for postwar suburbs be a new initiative within the next two years and that funds be sought immediately to begin the planning and solicitation process for the study.

A template for such a context can be found in the TRB study "A Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing" (Pettis et al.2012). The document would outline the various trends and important participants in that development and would provide a backdrop against which subsequent studies could assess the NRHP eligibility of residential developments and neighborhoods. At present, Virginia does not have a statewide context covering this period, and, to date, no Virginia municipality has developed its own context covering this period.

In producing such a context, the City of Virginia Beach may have the opportunity to access state funds through

the VDHR's cost-share program, the Certified Local Government program or through a strategic partnership with another state agency, such as the Virginia Department of Transportation. The context would provide planners and cultural resource practitioners with comprehensive background information needed for such evaluations. Comparable studies have been completed by Boulder, Colorado (Bryant and Schomig 2010), Charlotte, North Carolina (Wyatt and Woodard 2000), and Cleveland and Cuyahoga County, Ohio (Burden et al. 2017).

## Intensive-level Investigations

By nature of the project, no resources were surveyed at the intensive level as part of the current survey. However, a number of properties were identified that appeared to warrant additional investigation, including additional background research and physical documentation. The 27 properties considered individually eligible or potentially eligible (i.e. not part of a potential historic district) and 9 neighborhoods evaluated as potentially eligible as a result of this survey were:

### Individual Resources

- VDHR #134-0457 - Former Fire Station, 211 24<sup>th</sup> Street
- VDHR #134-5012 - St. Mark's AME Church and Parsonage
- VDHR #134-5381 - Kempsville Masonic Temple, 4869 Princess Anne Road
- VDHR #134-5382 - Oceana Lodge, 1760 Potters Road
- VDHR #134-5383 - Jefferson Manor Motel Apartments, 3300 Pacific Avenue
- VDHR #134-5388 - Albano Cleaners, 401 Laskin Road
- VDHR #134-5392 - The Linkhorn Apartment Building, 405 53<sup>rd</sup> Street
- VDHR #134-5393 - The Thomas Jefferson Apartment Building, 3301-3305 Arctic Avenue
- VDHR #134-5394 - Mediterranean Revival Dwelling, 3310 Arctic Avenue
- VDHR #134-5395 - Temple Emmanuel, 415-427 25<sup>th</sup> Street
- VDHR #134-5398 - Blue Marlin Motel, 2411 Pacific Avenue
- VDHR #134-5401 - Hardware Store, 600 Virginia Beach Boulevard
- VDHR #134-5404 - Gas Station, 409 Laskin Road
- VDHR #134-5408 - Shopping Center, 3010-3022 Virginia Beach Boulevard
- VDHR #134-5413 - Thalia Automotive Services, 4300 Virginia Beach Boulevard
- VDHR #134-5419 - Kings Grant Gas Station, 428 N Lynnhaven Road
- VDHR #134-5420 - Lynnhaven Masonic Lodge, 2959 N Lynnhaven Road
- VDHR #134-5423 - First Landing Auto Sales, 1605 Pleasure House Road
- VDHR #134-5441 - Virginia Beach Masonic Lodge, 2000 Arctic Avenue
- VDHR #134-5448 - (Boyd's, Bohn's, and Nixon's) Auto Sales, 623 Virginia Beach Boulevard
- VDHR #134-5449 - Best Choice Auto Sales, 857 Virginia Beach Boulevard
- VDHR #134-5453 - Advanced Auto Store, 5288 Princess Anne Road
- VDHR #134-5454 - Single Dwelling, 300 Bay Colony Drive
- VDHR #134-5455 - Single Dwelling, 4510 Holly Road
- VDHR #134-5464 - Single Dwelling and Oyster Shed, 1805 Estates Court
- VDHR #134-5465 - Steinhilber's Thalia Acres Inn Restaurant, 653 Thalia Road
- VDHR #134-5669 - Hawkins Restaurant, 1061 Newtown Road

### Neighborhoods

- VDHR #134-0969 - Seatack
- VDHR #134-5428 - Aragona Village
- VDHR #134-5577 - Doyletown
- VDHR #134-5582 - Eureka Park
- VDHR #134-5592 - Laurel Manor
- VDHR #134-5608 - L & J Gardens

- VDHR #134-5628 - Queen City
- VDHR #134-5659 - Thoroughgood
- VDHR #134-5672 - Chesapeake Beach

## National Register of Historic Places Nominations

As additional investigations are carried out in Virginia Beach, property owners should be encouraged to nominate their properties for listing in the Virginia Beach Historical Register and NRHP. Aragona Village (VDHR #134-5428), Doyletown (VDHR #134-5577), Eureka Park (VDHR #134-5582), L & J Gardens (VDHR #134-5608), Laurel Manor (VDHR #134-5592), Queen City (VDHR #134-5628), Seatack (VDHR #134-0969), Thoroughgood (VDHR #134-5659) and Chesapeake Beach (VDHR #134-5672), all of which retain significant collections of historic resources, should be considered prime candidates for listing to the NRHP as historic districts. While listing does not offer protection from demolition or inappropriate alterations, NRHP designation often has the effect of boosting community pride and identity and can contribute to local tourism and revitalization efforts. Listing also provides access to historic rehabilitation tax incentives and preservation grants for certain property owner and property types (e.g., non-profit organizations and income-producing properties). The first step in the listing process is typically the completion of an intensive-level survey, which facilitates the preparation of a Preliminary Information Form (PIF) that is reviewed by the VDHR staff. If the VDHR agrees that a property is eligible for listing, the property owner (or a consultant or other entity operating on their behalf) move forward with preparing the formal nomination materials.

## Tax Incentives

Tax incentives for the rehabilitation of NRHP-listed properties may be available to property owners from both the federal and state governments. Successful completion of the Historic Rehabilitation Tax Credit application, working within the Secretary of the Interior's Standards for the Treatment of Historic Properties, permits an income tax credit of 20% of the eligible rehabilitation expenses on income-producing properties through the federal government and 25% on both residential (owner-occupied) and income-producing properties through the state government. Income-producing establishments may be able to take advantage of the maximum tax credits of both the state and federal incentives, claiming credits of 45% of eligible rehabilitation expenses. Additional information can be located on the DHR's website at [http://www.dhr.virginia.gov/tax\\_credits/tax-credits/](http://www.dhr.virginia.gov/tax_credits/tax-credits/)

## Preservation and Conservation Easements

Preservation and conservation easements are a viable way for property owners to ensure the long-term preservation of their historic resources. The donation of development rights, in the form of an easement, places a permanent encumbrance upon the deed of the property that limits development or major alteration. The value of the easement can be deducted from federal income tax liability over a five-year period, and up to 50% of the easement value may be claimed as a credit on state income tax. Typically, private landowners apply for preservation easements through the VDHR's Easement Program, which is enabled by Virginia code sections 10.1-2204 (Historic Resources) and 10.1-1701 (Virginia Open Space Land Act). The Virginia Board of Historic Resources holds the easements and the program is administered by Easement Program staff within the VDHR. More information is available at [www.dhr.virginia.gov/easements/](http://www.dhr.virginia.gov/easements/). Donation of development rights can also lower property and inheritance taxes.

Additionally, conservation easements based on a property's ability to preserve open space or provide environmental benefits are administered through programs such as the Virginia Outdoors Foundation and the Land Trust of Virginia. Each property that has potential for easement consideration should undergo review to ascertain the best program for drafting an easement agreement.

## Virginia Beach Historical Register

Additional properties, both those potentially eligible to the NRHP and those with local significance that do not rise to the level required by the NRHP, should be considered for listing within the Virginia Beach Historical Register. These properties include:

- VDHR #134-5012 - St Mark's AME Church and Parsonage, 1740 Potters Road
- VDHR #134-5381 - Kempsville Masonic Temple, 4869 Princess Anne Road
- VDHR #134-5382 - Oceana Lodge (Prince Hall F&AM), 1760 Potters Road
- VDHR #134-5386 - George's Oceanfront Barbershop & Salon, 400 32nd Street
- VDHR #134-5387 - Former Seapines Post Office (Smartmouth Brewing Pilot House), 313 32nd Street
- VDHR #134-5388 - Albano Cleaners, 401 Laskin Road
- VDHR #134-5392 - The Linkhorn Apartment Building, 405 33rd Street
- VDHR #134-5393 - The Thomas Jefferson Apartment Building, 3301-3305 Arctic Avenue
- VDHR #134-5394 - Dwelling (Mediterranean Revival), 3310 Arctic Avenue
- VDHR #134-5395 - Temple Emmanuel, 415-427 25th Street
- VDHR #134-5398 - Blue Marlin Motel, 2411 Pacific Avenue
- VDHR #134-5401 - Hardware Store, 600 Virginia Beach Boulevard
- VDHR #134-5404 - Gas Station (Sunoco), 409 Laskin Road
- VDHR #134-5408 - Shopping Center, 3010-3022 Virginia Beach Boulevard
- VDHR #134-5411 - Single Dwelling, 1680 W Little Neck Road
- VDHR #134-5413 - Thalia Automotive Services, 4300 Virginia Beach Boulevard
- VDHR #134-5418 - Prince of Peace Lutheran Church, 424 Kings Grant Road
- VDHR #134-5419 - Exxon Gas Station (Kings Grant), 428 N Lynnhaven Road
- VDHR #134-5420 - Lynnhaven Masonic Lodge, 2959 N Lynnhaven Road
- VDHR #134-5422 - London Bridge Shopping Center, 315 N Great Neck Road
- VDHR #134-5423 - First Landing Auto Sales, 1605 Pleasure House Road
- VDHR #134-5441 - Virginia Beach Masonic Lodge, 2000 Arctic Avenue
- VDHR #134-5448 - (Boyd's, Bohn's, and Nixon's) Auto Sales, 623 Virginia Beach Boulevard
- VDHR #134-5449 - Best Choice Auto Sales, 857 Virginia Beach Boulevard
- VDHR #134-5452 - Carrow Baptist Church, 5545 Susquehanna Drive
- VDHR #134-5453 - Advanced Auto Store, 5288 Princess Anne Road
- VDHR #134-5454 - Single Dwelling, 300 Bay Colony Drive
- VDHR #134-5455 - Single Dwelling, 4510 Holly Road
- VDHR #134-5465 - Steinhilber's Restaurant, 653 Thalia Road
- VDHR #134-5467 - Commercial Building, 3829 Shore Drive
- VDHR #134-5479 - Cottages, 4489 Lookout Road
- VDHR #134-5490 - Single Dwelling, 4417 Lee Avenue
- VDHR #134-5513 - Mears House, 1205 Old Kempsville Road
- VDHR #134-5669 - Hawkins Restaurant, 1061 Newtown Road

## Multiple Property Submissions

Multiple Property Submissions (MPS) are another vehicle for assessing a group of resources for eligibility for listing in the NRHP. This format is used exclusively to document resources that are thematically connected but disparately located. One such MPS that may be worth considering as additional initiatives are considered is one related to African American churches in the City. Such churches, which are rarely individually eligible for listing in the NRHP, provide an opportunity to collectively document and assess the contribution of these property types and their histories to the City's heritage. In preparing an MPS, a Multiple Property Documentation Form (MPDF)

is completed, which provides a comprehensive context statement related to the thematic listing; individual resources are then submitted on NRHP forms under the umbrella of the MPDF.

Themes recommended for MPS consideration within the City include African American churches, automobile-related services, historic commercial corridors such as the ViBe district, social halls (masonic temples and African American lodges), multi-family housing and architecture related to the resort industry along Virginia Beach. Those properties include:

- VDHR #134-5381 - Kempsville Masonic Temple, 4869 Princess Anne Road
- VDHR #134-5382 - Oceana Lodge (Prince Hall F&AM), 1760 Potters Road
- VDHR #134-5383 - Jefferson Manor Motel Apartments, 3300 Pacific Avenue
- VDHR #134-5388 - Albano Cleaners, 401 Laskin Road
- VDHR #134-5392 - The Linkhorn Apartment Building, 405 53<sup>rd</sup> Street
- VDHR #134-5393 - The Thomas Jefferson Apartment Building, 3301-3305 Arctic Avenue
- VDHR #134-5398 - Blue Marlin Motel, 2411 Pacific Avenue
- VDHR #134-5401 - Hardware Store, 600 Virginia Beach Boulevard
- VDHR #134-5404 - Gas Station, 409 Laskin Road
- VDHR #134-5413 - Thalia Automotive Services, 4300 Virginia Beach Boulevard
- VDHR #134-5419 - Kings Grant Gas Station, 428 N Lynnhaven Road
- VDHR #134-5420 - Lynnhaven Masonic Lodge, 2959 N Lynnhaven Road
- VDHR #134-5423 - First Landing Auto Sales, 1605 Pleasure House Road
- VDHR #134-5441 - Virginia Beach Masonic Lodge, 2000 Arctic Avenue
- VDHR #134-5448 - (Boyd's, Bohn's, and Nixon's) Auto Sales, 623 Virginia Beach Boulevard
- VDHR #134-5449 - Best Choice Auto Sales, 857 Virginia Beach Boulevard
- VDHR #134-5453 - Advanced Auto Store, 5288 Princess Anne Road

## Additional Comprehensive Survey

Additional survey of Virginia Beach at the reconnaissance level is recommended to further enhance the coverage of survey in the City in terms of geography as well as property types, architectural styles, and time periods. The present survey recorded only a fraction of the historic architectural resources in the City. The City has already scheduled a survey of its southern half to follow this project, and that survey will provide additional information on the survey efforts that should take place city-wide. Neighborhoods that were not deemed NRHP-eligible also warrant additional survey for individually eligible properties for NRHP-listing or possible inclusion on the Virginia Beach Historical Register. Those neighborhoods include:

- Beechwood: VDHR #134-5545 - House, 4716 First Court Road
- Birdneck Point: VDHR #134-5497 - House, 940 Cardinal Road
- The Hollies
- Lakewood
- Linkhorn Park
- Newsome Farm
- Pinewood: VDHR #134-5573 - House, 430 Lake Drive and  
VDHR #134-5575 - House, 403 Lake Drive
- Shadowlawn
- Thalia Manor
- Thalia Shores: VDHR #134-5653 - House, 745 Pinetree Drive
- Ubermeer

## Oral History Program

Oral History initiatives supported by the Virginia Beach Historic Preservation Commission have already resulted in significant documentation of history throughout the City. This report is indebted to the work of Edna Hawkins-Hendrix and Dr. Joanne Lucas in *History of African American Communities in Princess Anne County/Virginia Beach*. Building on this already established initiative, it is recommended that an Oral History program be created in partnership with the Virginia Beach Public Library as a repository for all recordings and documentation. By creating an ongoing program, the initiative can be advertised and involve history professionals, avocational historians, the general public, and local students. The Oral History Program could become a node for training in interviewing and recording, as well as building information repositories for future reporting and analysis.

## Interpretive Signage Program

Interpretive signage is a means to embed the landscape with historical information that would otherwise not be immediately accessible to a passerby. Pocket parks throughout the city are prime locations to create interpretive signage or markers honoring community history, whether or not historical architectural fabric remains in that location. These markers could be implemented on a case-by-case basis or as a holistic program with a unified design concept. Interpretive signage is particularly recommended for those communities that lack entrance signs or other gateway markers. Themes for interpretive signage include: neighborhood growth, African American heritage, and the development of highways throughout the area.

## Heritage Tourism and Historical Highway Markers

Heritage tourism initiatives can increase awareness of the City's history and heritage. Such initiatives can be simple, such as the creation of an interpretive sign as described above, and directed at a singular property or area or can be comprehensive in scale and address the full geography of the City, as would be the case with a City-wide heritage tourism plan. Some of these initiatives have already been implemented along with oceanfront signage and memorials. Of the areas surveyed for this project, Chesapeake Beach, The Hollies, Ubermeer, Aragona Village, and Seatack, appear to be ready candidates for heritage tourism initiatives. Those initiatives include walking and biking tours produced to highlight historic development and architectural character. Heritage tourism could also be incorporated into publicly trafficked areas such as marinas or integrated into the City's efforts to promote recreational activities such as biking, boating, and fishing. While similar activities and signage already exist along several trails, the former railroad corridor along Atlantic Avenue is a particularly fitting place for additional programming, especially with the re-development of the Cavalier Hotel increasing visitation throughout that corridor.

At present, the City of Virginia Beach has 16 State Historical Highway Markers that commemorate people, places, or events of regional, statewide, or national significance. Several of the properties documented in this survey may be appropriate sites for additional markers. For instance, the 1952 Seatack Elementary School (for its association with the history of African American schools), the former Police and Fire Station on 24<sup>th</sup> Street (1928), and the commercial strip along Norfolk Avenue in Shadowlawn are good candidates for markers.

## Public History and Art Outreach Programming

In addition to the established heritage tourism initiatives, Virginia Beach is particularly well suited for public history and art outreach programming that honors the community's development and history. Historic commercial corridors are a prime location for installing murals that pay tribute to community histories. A mural program has already been initiated within the ViBe district and has the potential for continued expansion in other locations within the City. Virginia Beach has a growing art-tourist demographic, particularly drawn to the Boardwalk Art Show and activities through the Museum of Contemporary Art-Virginia Beach, the Atlantic Wildfowl Heritage Museum (decoy painting), as well as numerous galleries and studios. Murals and other arts programming facilitate dialogue and events that draw both tourists and local community members alike.

The recommended programs are not exclusively based in the visual arts. Inviting performers, poets, musicians, and dancers to participate in community history initiatives can engage community members that are otherwise not involved in heritage tourism or other activities. Art programming with a historical focus can also include all ages – elementary school students regularly participate in mural-making and music performance. Organizations with resources on creating public art engagement include:

- Americans for the Arts: Public Art
- The Virginia Commission for the Arts
- National Endowment for the Arts: Community Art

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## **APPENDIX A: VLR, NRHP, AND NHL PROPERTIES WITHIN VIRGINIA BEACH PRIOR TO SURVEY**

**Appendix A. Virginia Beach historic architectural resources listed on the Virginia Landmarks Registry (VLR), the National Register of Historic Places (NRHP), and the National Historic Landmarks (NHL) as of August 2018.**

\* indicates de-listing due to loss of structure or other impacts to integrity

DHR ID	Property Name(s)	Addresses	Primary Resource Type	Date	Evaluation Status
134-0246	Whitehurst House, Witch of Pungo House (Alleged)	1328 North Muddy Creek Road	Single Dwelling	1822	VLR Listing Removed*
134-0058	Fountain House	3067 West Neck Road	Single Dwelling	1810	VLR Listing
134-5088	Civilian Conservation Corps Parks in Virginia		Historic District	1930	VLR Listing
134-0011	Old Donation Farm	4136 Cheswick Lane	Single Dwelling	1830	NRHP Listing, VLR Listing
134-0015	Green Hill	1721 Lovetts Pond Lane	Single Dwelling	1791	NRHP Listing, VLR Listing
134-0016	The Hermitage	4200 Hermitage Road	Single Dwelling	1700	NRHP Listing, VLR Listing
134-0018	Adam Keeling House	3157 Adam Keeling Road	Single Dwelling	1735	NRHP Listing, VLR Listing
134-0022	Thomas Murray House	3425 South Crestline Drive	Single Dwelling	1791	NRHP Listing, VLR Listing
134-0025	Lynnhaven Parish Church, Old Donation Church	4449 Witch Duck Road North	Church/Chapel	1736	NRHP Listing, VLR Listing
134-0026	Pembroke Manor	520 Constitution Drive	Single Dwelling	1764	NRHP Listing, VLR Listing
134-0027	Pleasant Hall	5184 Princess Anne Road	Single Dwelling	1779	NRHP Listing, VLR Listing
134-0031	Francis Land House, Rose Hall	3131 Virginia Beach Boulevard	Single Dwelling	1805	NRHP Listing, VLR Listing
134-0034	Brick House, Upper Wolfsnare	Potter's Road	Single Dwelling	1759	NRHP Listing, VLR Listing
134-0035	Weblin House	5588 Moores Pond Road, 5588 Weblin Farm Road	Single Dwelling	c. 1700	NRHP Listing, VLR Listing
134-0037	James Wishart House, Lynnhaven House	4405 Wishart Road	Single Dwelling	1725	NRHP Listing, VLR Listing
134-0047	Seatack Life Saving Station	2401 Atlantic Avenue	Coast Guard Station	1903	NRHP Listing, VLR Listing
134-0066	de Witt Cottage	1113 Atlantic Avenue	Single Dwelling	1895	NRHP Listing, VLR Listing
134-0079	Cape Henry Light Station, Cape Henry Light	583 Atlantic Avenue	Lighthouse	1881	NRHP Listing, VLR Listing
134-0099	Seashore State Park Historic District	2500 Shore Drive	Park	1933	NRHP Listing, VLR Listing
134-0413	Camp Pendleton-National Guard Training Site Historic District	501 General Booth Boulevard	Historic District	1911	NRHP Listing, VLR Listing

134-0503	Cavalier Hotel	4200 Atlantic Avenue	Hotel/Inn	1927	NRHP Listing, VLR Listing
134-0532	Crystal Club, Greystone Manor/Masury House	515 Wilder Road	Single Dwelling	1906	NRHP Listing, VLR Listing
134-0600	Bingham House	1500 Southwick Road	Single Dwelling	1932	NRHP Listing, VLR Listing
134-0968	Oceana Historic District	First Colonial Road, Oceana Boulevard North, Southern Boulevard, Virginia Beach Boulevard	Historic District	1900	NRHP Listing, VLR Listing
134-5002	Shirley Hall	1109 South Bay Shore Drive	Single Dwelling	1940	NRHP, VLR Listing
134-5299	Virginia Beach Courthouse Village and Municipal Center Historic District	North Landing Road - Alt Route 165, Princess Anne Road - Alt Route 149	Historic District	1793	NRHP, VLR Listing
134-0002	Bayville Farm	4139 First Court Road	Single Dwelling	1827	NRHP and VLR Listing Removed*
134-0007	Cape Henry Lighthouse	583 Atlantic Avenue	Lighthouse	1792	NHL, NRHP, VLR Listing
134-0033	Adam Thoroughgood House	1636 Parrish Road	Single Dwelling	1719	NHL, NRHP, VLR Listing
134-0660	Fort Story Historic District		Historic District	1916	Federal Det. Of Eligibility

## **APPENDIX B: INVENTORY FORMS**

(ON ENCLOSED COMPACT DISC)

## APPENDIX C: RESOURCE INVENTORY LIST

## Individual Resources

VDHR ID	Address	GPIN	Resource Name	Construction Date (ca.)	CRA NRHP Eligibility Recommendation
134-0475	211 24th Street	24270995880000	Former Fire Station	1925	Potentially Eligible
134-0970	4800 First Court Road	14793560580000	Morning Star Baptist Church	1892	Not Eligible
134-5012	1740 Potters Road	24077401850000 24077328770000	St Mark's AME Church and Parsonage	1960	Potentially Eligible
134-5380	4327 Indian River Road	14743478340000	City Pump Station (near Stumpy Lake)	1975	Not Eligible
134-5381	4869 Princess Anne Road	14760647390000	Kempsville Masonic Temple	1957	Potentially Eligible - MPS
134-5382	1760 Potters Road	24076490820000	Oceana Lodge (Prince Hall F&AM)	1960	Potentially Eligible
134-5383	3300 Pacific Avenue	24280208350000	Jefferson Manor Motel Apartments	1963	Potentially Eligible
134-5384	3200 Pacific Avenue	24189296750000	Office Building (Leesa Mattress)	1964	Not Eligible
134-5385	316 32nd Street	24189282150000	Verizon Building	1956	Not Eligible
134-5386	400 32nd Street	24189262450000	George's Oceanfront Barbershop & Salon	1920	Not Eligible
134-5387	313 32nd Street	24189286420000	Former Seapines Post Office (Smartmouth Brewing Pilot House)	1957	Not Eligible
134-5388	401 Laskin Road	24189178460000	Albano Cleaners	1966	Potentially Eligible - MPS
134-5389	3006 Arctic Avenue	24189178460000	Creative Jewelry Center	1966	Not Eligible
134-5390	323-329 Laskin Road	24189199860000	Commercial Retail Buildings	1955	Not Eligible
134-5391	315-321 Laskin Road	24280109870000	Commercial Retail Buildings	1955	Not Eligible
134-5392	405 33rd Street	24189247310000	The Linkhorn Apartment Building	1965	Potentially Eligible - MPS
134-5393	3301-3305 Arctic Avenue	24189267360000	The Thomas Jefferson Apartment Building	1953	Potentially Eligible - MPS
134-5394	3310 Arctic Avenue	24189249750000	Dwelling (Mediterranean Revival)	1922	Potentially Eligible
134-5395	415-427 25th Street	24179988040000 24179988850000 24179989940000	Temple Emmanuel	1960	Potentially Eligible

VDHR ID	Address	GPIN	Resource Name	Construction Date (ca.)	CRA NRHP Eligibility Recommendation
134-5396	700 21st Street	24178797920000	Princess Anne Tackle Shop	1956	Not Eligible
134-5397	210 25th Street	24270999540000	Office Building	1953	Not Eligible
134-5398	2411 Pacific Avenue	24271907160000	Blue Marlin Motel	1965	Potentially Eligible - MPS
134-5399	4910 Ocean Front Avenue	24189808540000	Dwelling (Shingle style beach house)	1932	Not Eligible
134-5400	4802 Atlantic Avenue	24188873200000	City Pump Stations	1965	Not Eligible
134-5401	600 Virginia Beach Boulevard	24179687030000	Hardware Store	1954	Potentially Eligible
134-5402	7707 Atlantic Ave	24196738010000	Duplex	1964	Not Eligible
134-5403	7709 Atlantic Ave	24196728580001 24196728580002	Duplex	1964	Not Eligible
134-5404	409 Laskin Rd	24189168430000	Gas Station (Sunoco)	1948	Potentially Eligible - MPS
134-5407	1033 Little Neck Road	14887459060000	Lynnhaven United Methodist Church	1918	Not Eligible
134-5408	3010-3022 Virginia Beach Boulevard	14971587390000	Shopping Center	1960	Potentially Eligible
134-5409	712 Little Neck Road	14888050790000	St. Nicholas Catholic Church	1965	Not Eligible
134-5410	1476 Five Hill Trail	14897169060000	Single Dwelling	1913	Not Eligible
134-5411	1680 W Little Neck Road	14896263620000	Single Dwelling	1882	Not Eligible
134-5412	333 Thalia Road (formerly 407 N. Thalia Rd)	14778596180000	Thalia EMS Station No. 15	1965	Not Eligible
134-5413	4300 Virginia Beach Boulevard	14778594360000	Thalia Automotive Services	1965	Potentially Eligible - MPS
134-5414	4124 Ewell Road	14789958630000	Single Dwelling	1906	Not Eligible
134-5415	4153 Ewell Road	14799000950000	Single Dwelling	1918	Not Eligible
134-5416	1400 Ewell Road	14785909870000	Bayside Presbyterian Church	1964	Not Eligible
134-5417	3651 Hill Breeze Road	14885962340000	Single Dwelling	1977	Not Eligible
134-5418	424 Kings Grant Road	14970781450000	Prince of Peace Lutheran Church	1967	Not Eligible

VDHR ID	Address	GPIN	Resource Name	Construction Date (ca.)	CRA NRHP Eligibility Recommendation
134-5419	428 N Lynnhaven Road	14970639530000	Exxon Gas Station (Kings Grant)	1964	Potentially Eligible - MPS
134-5420	2959 N Lynnhaven Road	14971694370000	Lynnhaven Masonic Lodge	1965	Potentially Eligible - MPS
134-5421	2801 Virginia Beach Boulevard	14974573210000	Foundry United Methodist Church	1940	Not Eligible
134-5422	315 N Great Neck Road	24070517200000 24070600520000	London Bridge Shopping Center	1951-1971	Not Eligible
134-5423	1605 Pleasure House Road	14792472410000	First Landing Auto Sales	1950	Potentially Eligible - MPS
134-5424	1920 Pleasure House Road	14794600450000	Bayside Baptist Church	1950	Not Eligible
134-5425	2843 Virginia Beach Boulevard	14974535840000	Single Dwelling	1940	Not Eligible
134-5441	2000 Arctic Avenue	24270860640000	Virginia Beach Masonic Lodge	1947	Potentially Eligible - MPS
134-5442	932 Bay Colony Drive	24183758560000	Colonial Revival dwelling	1950	Not Eligible
134-5443	1108 Gunston Road	24182790520000	Single Dwelling	1960	Not Eligible
134-5444	207 53rd Street	24188906766120	Single Dwelling	1920	Not Eligible
134-5445	304 53rd Street	24187953670000	Single Dwelling	1936	Not Eligible
134-5446	207 66th Street	24196398540000	Single Dwelling	1925	Not Eligible
134-5447	200 78th Street	24196708850000	Single Dwelling	1930	Not Eligible
134-5448	623 Va Beach Blvd	24179664650000	(Boyd's, Bohn's, and Nixon's) Auto Sales	1968	Potentially Eligible - MPS
134-5449	857 Va Beach Blvd	24178610640000	Best Choice Auto Sales	1950	Potentially Eligible - MPS
134-5450	5047 Euclid Rd	14679522270000	Single Dwelling	1934	Not Eligible
134-5451	5204 Princess Anne Road/Overland Road	14666963130000 14667917160000	Kempsville Baptist Church and Cemetery	1957/1898	Not Eligible
134-5452	5545 Susquehanna Dr	14670084230000	Carrow Baptist Church	1966	Not Eligible
134-5453	5288 Princess Anne Road	14665937870000	Kempsville Auto Care Center	1965	Potentially Eligible - MPS
134-5454	300 Bay Colony Dr	24188706790000	Single Dwelling	1945	Potentially Eligible
134-5455	4510 Holly Road	24188732320000	Single Dwelling	1950	Potentially Eligible

VDHR ID	Address	GPIN	Resource Name	Construction Date (ca.)	CRA NRHP Eligibility Recommendation
134-5456	229 Bay Colony Dr	24188755190000	Single Dwelling	1930	Not Eligible
134-5457	233 Bay Colony Dr	24188745670000	Single Dwelling	1955	Not Eligible
134-5464	1805 Estates Court	14991453900000	Single Dwelling and Oyster Shed	1820	Eligible
134-5465	653 Thalia Road	14789000180000	Steinhilbers Restaurant	1935	Potentially Eligible
134-5466	3769 E. Stratford Road	14893877590000	Ocean Park Volunteer Rescue Squad	1965	Not Eligible
134-5467	3829 Shore Drive	14892896310000	Commercial Building	1963	Not Eligible
134-5468	2113 Pleasure House Road	14793762010000	Waffletown Restaurant	1950	Not Eligible
134-5469	2032 Pleasure House Road	14794616770000	Commercial Building	1964	Not Eligible
134-5470	2529 Fentress Ave	15706159460000	Single Dwelling	1949	Contributing, Chesapeake Beach Neighborhood Historic District
134-5471	2512 Fentress Ave	15706157830000	Duplex	1935	Contributing, Chesapeake Beach Neighborhood Historic District
134-5472	4531 Lookout Road	15706154754531	Duplex	1935	Contributing, Chesapeake Beach Neighborhood Historic District
134-5473	2517 Fentress Ave	15706147870000	Single Dwelling	1935	Contributing, Chesapeake Beach Neighborhood Historic District
134-5474	2509 Fentress Ave	15706147610000	Single Dwelling	1935	Contributing, Chesapeake Beach Neighborhood Historic District
134-5475	4600 Lookout Road	15706146430000	Restaurant and Single Dwelling	1930/1935	Contributing, Chesapeake Beach Neighborhood Historic District
134-5476	4601 Lookout Road	15706134770000	Single Dwelling	1935	Contributing, Chesapeake Beach Neighborhood Historic District

VDHR ID	Address	GPIN	Resource Name	Construction Date (ca.)	CRA NRHP Eligibility Recommendation
134-5477	4528 Pleasure Ave	15706167410000	Single Dwelling	1930	Contributing, Chesapeake Beach Neighborhood Historic District
134-5478	2444 Pleasure House Road	15705027250000	Chesapeake Volunteer Fire Department	1962	Not Eligible
134-5479	4489 Lookout Road	15707111590000	Cottages	1945	Contributing, Chesapeake Beach Neighborhood Historic District
134-5480	4532 Lookout Road	15706155890000	Single Dwelling	1935	Contributing, Chesapeake Beach Neighborhood Historic District
134-5481	4498 Lookout Road	15707114040000	Commercial Building, formerly Single Dwelling	1945	Contributing, Chesapeake Beach Neighborhood Historic District
134-5482	4494 Lookout Road	15707114510000	Green Parrot Restaurant	1965	Contributing, Chesapeake Beach Neighborhood Historic District
134-5483	4497 Lookout Road	15707102660000	Zia Marie Restaurant	1950	Contributing, Chesapeake Beach Neighborhood Historic District
134-5484	4533 Lee Ave	15706039670000	Single Dwelling	1945	Contributing, Chesapeake Beach Neighborhood Historic District
134-5485	2460 Fentress Ave	15706039670000	Single Dwelling	1945	Contributing, Chesapeake Beach Neighborhood Historic District
134-5486	4400 Lee Ave	15707190430000	Single Dwelling	1930	Contributing, Chesapeake Beach Neighborhood Historic District
134-5487	4443 Lookout Road	15707180750000	Single Dwelling	1935	Contributing, Chesapeake Beach Neighborhood Historic District
134-5488	4447 Lookout Road	15707180120000	Duplex	1947	Contributing, Chesapeake Beach Neighborhood Historic District

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134-5489	4449 Lookout Road	15707170330000	Duplex	1950	Contributing, Chesapeake Beach Neighborhood Historic District
134-5490	4417 Lee Ave	15708007940000	Single Dwelling	1930	Contributing, Chesapeake Beach Neighborhood Historic District
134-5491	805 Cavalier Dr	24185620800000	Single Dwelling	1930	Not Eligible
134-5492	1140 Crystal Lake Drive	24186772750000	Single Dwelling	1930	Not Eligible
134-5493	8600 Oceanfront Ave	25105180470000	Single Dwelling	1934	Not Eligible
134-5494	167 Pinewood Rd	24187630840000	Single Dwelling	1930	Not Eligible
134-5524	1909 Indian River Road	24131271110000	Single Dwelling	1930	Not Eligible
134-5664	5105 Holly Road	24187980480000	Single Dwelling	1921	Not Eligible
134-5667	301 54th Street	24187948740000	Single Dwelling	1934	Not Eligible
134-5668	133 Thalia Road (N. Thalia Road)	14778496240000	Single Dwelling	1950	Not Eligible
134-5669	1061 Newtown Road	14688391400000	Hawkins Restaurant	1948	Potentially Eligible

## Neighborhood Resources

VDHR ID	Resource Name	GPIN	Date	Street Address	City	CRA NRHP Historic District Recommendation
	<i>Acredale</i>					<i>No NRHP-Eligible Historic District</i>
134-5510	House, 1154 Old Kempsville Rd	14664063210000	1950	1154 Old Kempsville Rd	Virginia Beach	Not Eligible
134-5511	House, 1168 Old Kempsville Rd	14664042320000	1950	1168 Old Kempsville Rd	Virginia Beach	Not Eligible
134-5512	House, 1204 Old Kempsville Rd	14664020820000	1950	1204 Old Kempsville Rd	Virginia Beach	Not Eligible
134-5513	House, 1205 Old Kempsville Rd	14664013870000	1877	1205 Old Kempsville Rd	Virginia Beach	Not Eligible
	<i>Aragona Village (134-5428)</i>					<i>Potentially Eligible Historic District</i>
134-5429	House, 320 Aragona Blvd	14771589220000	1956	320 Aragona Blvd	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5430	House, 324 Aragona Blvd	14771589180000	1956	324 Aragona Blvd	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5431	House, 509 Aragona Blvd	14771752090000	1956	509 Aragona Blvd	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5432	House, 505 Oxgate Ln	14770823020000	1960	505 Oxgate Ln	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5433	House, 708 Aragona Blvd	14781093660000	1959	708 Aragona Blvd	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5434	House, 728 Houdon Ln	14782018250000	1961	728 Houdon Ln	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5435	Aragona Christ Presbyterian Church	14781076000000	1964	709 Aragona Blvd	Virginia Beach	Contributing, Potentially Eligible Historic District
	<i>Arrowhead</i>					<i>No NRHP-Eligible Historic District</i>
134-5461	House, 5632 Susquehanna Dr	14670110660000	1962	5632 Susquehanna Dr	Virginia Beach	Not Eligible
134-5507	House, 247 E. Chickasaw Rd	14579145200000	1960	247 E. Chickasaw Rd	Virginia Beach	Not Eligible

VDHR ID	Resource Name	GPIN	Date	Street Address	City	CRA NRHP Historic District Recommendation
134-5508	House, 5548 Pontiac Rd	14671230750000	1960	5548 Pontiac Rd	Virginia Beach	Not Eligible
134-5509	House, 5829 S. Ottawa Rd	14578210550000	1963	5829 S. Ottawa Rd	Virginia Beach	Not Eligible
134-5452	Carrow Baptist Church	14670084230000	1966	5545 Susquehanna Dr	Virginia Beach	Not Eligible
<i>Atlantic Park</i>						<i>No NRHP-Eligible Historic District</i>
134-5565	Commercial Building	24172578610000	1945	1345 Va Beach Blvd	Virginia Beach	Not Eligible
<i>Bay Colony</i>						<i>No NRHP-Eligible Historic District</i>
134-5514	House, 909 Brandon Rd	24183994530000	1959	909 Brandon Rd	Virginia Beach	Not Eligible
134-5515	House, 917 Brandon Rd	24183974540000	1962	917 Brandon Rd	Virginia Beach	Not Eligible
134-5516	House, 1300 Wythe Ln	24183962250000	1954	1300 Wythe Ln	Virginia Beach	Not Eligible
134-5517	House, 1401 Bruton Ln	24192083800000	1958	1401 Bruton Ln	Virginia Beach	Not Eligible
134-5518	House, 1505 E. Bayshore Dr	24192087020000	1960	1505 E. Bayshore Dr	Virginia Beach	Not Eligible
<i>Bayville Park</i>						<i>No NRHP-Eligible Historic District</i>
134-5520	House, 4436 Delco Rd	14797631470000	1955	4436 Delco Rd	Virginia Beach	Not Eligible
134-5521	House, 4520 Clyde St	14796673410000	1955	4520 Clyde St	Virginia Beach	Not Eligible
134-5522	House, 4601 Delco Rd	14796559300000	1955	4601 Delco Rd	Virginia Beach	Not Eligible
134-5523	House, 4613 Delco Rd	14796538110000	1955	4613 Delco Rd	Virginia Beach	Not Eligible
<i>Beechwood</i>						<i>No NRHP-Eligible Historic District</i>
134-5542	House, 4772 First Court Rd	14794512480000	1940	4772 First Court Rd	Virginia Beach	Not Eligible

VDHR ID	Resource Name	GPIN	Date	Street Address	City	CRA NRHP Historic District Recommendation
134-5543	House, 4760 Hook Ln	14794535700000	1930	4760 Hook Ln	Virginia Beach	Not Eligible
134-5544	House, 4708 Hook Ln	14795525180000	1940	4708 Hook Ln	Virginia Beach	Not Eligible
134-5545	House, 4716 First Court Rd	14795522050000	1911	4716 First Court Rd	Virginia Beach	Not Eligible
<b><i>Birdneck Point</i></b>						<b><i>No NRHP-Eligible Historic District</i></b>
134-5495	House, 708 Cardinal Rd	24185023790000	1940	708 Cardinal Rd	Virginia Beach	Not Eligible
134-5496	House, 804 Cardinal Rd	24184161440000	1950	804 Cardinal Rd	Virginia Beach	Not Eligible
134-5497	House, 940 Cardinal Rd	24183317020000	1952	940 Cardinal Rd	Virginia Beach	Not Eligible
134-5498	House, 901 Cardinal Rd	24183240820000	1955	901 Cardinal Rd	Virginia Beach	Not Eligible
134-5499	House, 809 Cardinal Rd	24184059220000	1954	809 Cardinal Rd	Virginia Beach	Not Eligible
<b><i>Burton Station</i></b>						<b><i>No NRHP-Eligible Historic District</i></b>
134-5463	House, 5852 Burton Station Rd	14588924020000	1951	5852 Burton Station Rd	Virginia Beach	Not Eligible
134-5568	House, 5871 Burton Station Rd	14587971040000	1956	5871 Burton Station Rd	Virginia Beach	Not Eligible
134-5569	House, 5875 Burton Station Rd	14587950760000	1950	5875 Burton Station Rd	Virginia Beach	Not Eligible
<b><i>Carolanne Farms</i></b>						<b><i>No NRHP-Eligible Historic District</i></b>
134-5503	House, 281 Citation Dr	14671098210000	1961	281 Citation Dr	Virginia Beach	Not Eligible
134-5504	House, 283 Citation Ct	14671088240000	1961	283 Citation Ct	Virginia Beach	Not Eligible
134-5505	House, 5509 War Admiral Rd	14661968150000	1960	5509 War Admiral Rd	Virginia Beach	Not Eligible
134-5506	House, 5512 War Admiral Rd	14671050480000	1960	5512 War Admiral Rd	Virginia Beach	Not Eligible

VDHR ID	Resource Name	GPIN	Date	Street Address	City	CRA NRHP Historic District Recommendation
	<i>Diamond Springs Homes</i>					<i>No NRHP-Eligible Historic District</i>
134-5462	House, 5520 Forest View Dr	14693671720000	1954	5520 Forest View Dr	Virginia Beach	Not Eligible
134-5525	House, 5533 Forest View Dr	14693569300000	1954	5533 Forest View Dr	Virginia Beach	Not Eligible
134-5526	Diamond Springs and Greenwood Park Civic League Building	14692605100000	1963	5652 Haden Rd	Virginia Beach	Not Eligible
134-5527	House, 5508 Aragon Dr	14694507230000	1955	5508 Aragon Dr	Virginia Beach	Not Eligible
	<i>Doyletown (134-5577)</i>					<i>Potentially Eligible Historic District</i>
134-5570	House, 250 Doyle Way	14973263670000	1940	250 Doyle Way	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5571	House, 248 Doyle Way	14973264330000	1940	248 Doyle Way	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5572	House, 247 Gimbert Drive	14973275520000	1940	247 Gimbert Drive	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5562	House, 253 Doyle Way	14973252940000	1940	253 Doyle Way	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5563	House, 231 Doyle Way	14973226350000	1940	231 Doyle Way	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5564	House, 239 Doyle Way	14973234990000	1940	239 Doyle Way	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5567	House, 209 Doyle Way	14972380470000	1940	209 Doyle Way	Virginia Beach	Contributing, Potentially Eligible Historic District
	<i>Eureka Park (134-5582)</i>					<i>Potentially Eligible Historic District</i>
134-5578	House, 2520 Lynnrivier Drive	14976464930000	1958	2520 Lynnrivier Drive	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5579	House, 2501 Haven Road	14977405800000	1958	2501 Haven Road	Virginia Beach	Contributing, Potentially Eligible Historic District

VDHR ID	Resource Name	GPIN	Date	Street Address	City	CRA NRHP Historic District Recommendation
134-5580	House, 2512 Haven Road	14976486830000	1958	2512 Haven Road	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5581	House, 208 N Lynnrivier Drive	14977424660000	1958	208 N Lynnrivier Drive	Virginia Beach	Contributing, Potentially Eligible Historic District
<b><i>Gardenwood Park</i></b>						<b><i>No NRHP-Eligible Historic District</i></b>
134-5528	House, 5556 Shadowwood Dr	14693306920000	1960	5556 Shadowwood Dr	Virginia Beach	Not Eligible
134-5529	House, 5529 Shadowwood Dr	14693361560000	1962	5529 Shadowwood Dr	Virginia Beach	Not Eligible
134-5530	House, 1532 Fawnwood Rd	14694356870000	1960	1532 Fawnwood Rd	Virginia Beach	Not Eligible
<b><i>Gracetown</i></b>						<b><i>No NRHP-Eligible Historic District</i></b>
134-5546	House, 1591 Eagleton Ln	14793312820000	1940	1591 Eagleton Ln	Virginia Beach	Not Eligible
134-5547	House, 1537 Eagleton Ln	14793256800000	1955	1537 Eagleton Ln	Virginia Beach	Not Eligible
134-5548	House, 1565 Frost Rd	14793360460000	1940	1565 Frost Rd	Virginia Beach	Not Eligible
134-5549	House, 1557 Eagleton Rd	14793248230000	1950	1557 Eagleton Rd	Virginia Beach	Not Eligible
<b><i>Great Neck</i></b>						<b><i>No NRHP-Eligible Historic District</i></b>
134-5550	House, 1418 Shoveller Ave	24082953080000	1940	1418 Shoveller Ave	Virginia Beach	Not Eligible
134-5551	House, 1433 Shoveller Ave	24082953080000	1945	1433 Shoveller Ave	Virginia Beach	Not Eligible
134-5552	House, 1521 Mill Dam Rd	24082980510000	1950	1521 Mill Dam Rd	Virginia Beach	Not Eligible
<b><i>The Hollies</i></b>						<b><i>No NRHP-Eligible Historic District</i></b>
134-5458	House, 303 45th Street	24188771380000	1948	303 45th Street	Virginia Beach	Not Eligible
134-5459	House, 225 Bay Colony Dr	24188756600000	1929	225 Bay Colony Dr	Virginia Beach	Not Eligible

VDHR ID	Resource Name	GPIN	Date	Street Address	City	CRA NRHP Historic District Recommendation
134-5460	House, 311 48th Street	24188820580000	1938	311 48th Street	Virginia Beach	Not Eligible
	<i>Kempsville Colony</i>					<i>No NRHP-Eligible Historic District</i>
134-5500	House, 700 Lord Nelson Dr	14667661030000	1955	700 Lord Nelson Dr	Virginia Beach	Not Eligible
134-5501	House, 716 Lord Nelson Dr	14667548400000	1955	716 Lord Nelson	Virginia Beach	Not Eligible
	<i>Kempsville Heights</i>					<i>No NRHP-Eligible Historic District</i>
134-5437	House, 301 Parry Rd	14678044570000	1957	301 Parry Rd	Virginia Beach	Not Eligible
134-5438	House, 237 Amberly Rd	14678143150000	1954	237 Amberly Rd	Virginia Beach	Not Eligible
134-5439	House, 245 Bowman Rd	14678103570000	1958	245 Bowman Rd	Virginia Beach	Not Eligible
134-5440	House, 5148 Overland Rd	14677118940000	1963	5148 Overland Rd	Virginia Beach	Not Eligible
	<i>Kempsville Manor</i>					<i>No NRHP-Eligible Historic District</i>
134-5519	House, 533 White Oak Dr	14668784720000	1955	533 White Oak Drive	Virginia Beach	Not Eligible
	<i>L &amp; J Gardens (134-5608)</i>					<i>Potentially Eligible Historic District</i>
134-5604	House, 1004 Dulcie Avenue	14589614360000	1963	1004 Dulcie Avenue	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5605	House, 1013 Dulcie Avenue	14589625590000	1967	1013 Dulcie Avenue	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5606	House, 1035 Fairlawn Avenue	14589655160000	1963	1035 Fairlawn Avenue	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5607	House, 5941-5949 Northampton Boulevard	14588700580000	1950	5949 Northampton Boulevard	Virginia Beach	Contributing, Potentially Eligible Historic District

VDHR ID	Resource Name	GPIN	Date	Street Address	City	CRA NRHP Historic District Recommendation
<i>Lake Shores</i>						<i>No NRHP-Eligible Historic District</i>
134-5536	House, 1913 Horseshoe Bend	14698668850000	1962	1913 Horseshoe Bend	Virginia Beach	Not Eligible
134-5537	House, 1909 Salk St	14697661550000	1957	1909 Salk St	Virginia Beach	Not Eligible
134-5538	House, 5129 S Lake Rd	14698519680000	1956	5129 S Lake Rd	Virginia Beach	Not Eligible
<i>Lake Smith</i>						<i>No NRHP-Eligible Historic District</i>
134-5553	House, 5397 Shell Road	14695256470000	1920	5397 Shell Road	Virginia Beach	Not Eligible
134-5554	House, 5393 Bayside Rd	14694224180000	1957	5393 Bayside Rd	Virginia Beach	Not Eligible
<i>Lakewood</i>						<i>No NRHP-Eligible Historic District</i>
134-5583	Fellowship of the Inner Light	24179584480000	1925	620 14th Street	Virginia Beach	Not Eligible
134-5584	House, 449 Lakewood Circle	24271515840000	1947	449 Lakewood Circle	Virginia Beach	Not Eligible
134-5585	House, 601 14th Street	24270506860000	1945	601 14th Street	Virginia Beach	Not Eligible
134-5586	House, 608 13th Street	24270501050000	1939	608 13th Street	Virginia Beach	Not Eligible
134-5587	House, 1217 Cypress Ave	24179581250000	1953	1217 Cypress Ave	Virginia Beach	Not Eligible
134-5588	House, 1201 Baltic Ave	24270583830000	1938	1201 Baltic Ave	Virginia Beach	Not Eligible
<i>Lark Downs</i>						<i>No NRHP-Eligible Historic District</i>
134-5502	House, 709 Churchill Dr	14669528120000	1969	709 Churchill Dr	Virginia Beach	Not Eligible
<i>Laurel Manor (134-5592)</i>						<i>Potentially Eligible Historic District</i>
134-5589	House, 1620 Bailey Lane	24088034970000	1955	1620 Bailey Lane	Virginia Beach	Contributing, Potentially Eligible Historic District

VDHR ID	Resource Name	GPIN	Date	Street Address	City	CRA NRHP Historic District Recommendation
134-5590	House, 1621 Bailey Lane	24088042680000	1955	1621 Bailey Lane	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5591	House, 1672 Laurel Lane	24078907030000	1955	1672 Laurel Lane	Virginia Beach	Contributing, Potentially Eligible Historic District
<i>Linkhorn Park</i>						<i>No NRHP-Eligible Historic District</i>
134-5593	House, 147 Pinewood Road	24187369550000	1921	147 Pinewood Road	Virginia Beach	Not Eligible
134-5594	House, 149 Pinewood Road	24187480160000	1924	149 Pinewood Road	Virginia Beach	Not Eligible
134-5595	House, 102 Willow Drive	24187336190000	1950	102 Willow Drive	Virginia Beach	Not Eligible
134-5596	House, 107 S Dogwood Rd	24186525140000	1947	107 S Dogwood Rd	Virginia Beach	Not Eligible
<i>Linier</i>						<i>No NRHP-Eligible Historic District</i>
134-5531	House, 1469 Carolyn Dr	24170963720000	1963	1469 Carolyn Dr	Virginia Beach	Not Eligible
134-5532	House, 1357 Carolyn Dr	24172917720000	1958	1357 Carolyn Dr	Virginia Beach	Not Eligible
134-5533	House, 1401 Carolyn Dr	24171986350000	1966	1401 Carolyn Dr	Virginia Beach	Not Eligible
134-5534	House, 945 Winwood Dr	24181105040000	1958	945 Winwood Dr	Virginia Beach	Not Eligible
134-5535	House, 1417 Laurel View Dr	24181002830000	1960	1417 Laurel View Dr	Virginia Beach	Not Eligible
<i>Little Neck</i>						<i>No NRHP-Eligible Historic District</i>
134-5559	House, 600 Johnson St	14877865350000	1956	600 Johnson St	Virginia Beach	Not Eligible
134-5560	House, 632 Johnson St	14878910570000	1957	632 Johnson St	Virginia Beach	Not Eligible
134-5561	House, 665 N Lynnhaven Rd	14878918870000	1957	665 N Lynnhaven Rd	Virginia Beach	Not Eligible

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<i>Lynn Shores</i>						<i>No NRHP-Eligible Historic District</i>
134-5597	House, 605 Lynn Shores Dr	14871835760000	1957	605 Lynn Shores Drive	Virginia Beach	Not Eligible
134-5598	House, 641 E Lynn Shores Circle	14881011190000	1920	641 E Lynn Shores Circle	Virginia Beach	Not Eligible
134-5599	House, 600 Lynn Shores Dr	14871854630000	1961	600 Lynn Shores Drive	Virginia Beach	Not Eligible
<i>Malibu</i>						<i>No NRHP-Eligible Historic District</i>
134-5555	House, 440 Mango Dr	14877646290000	1960	440 Mango Dr	Virginia Beach	Not Eligible
134-5556	House, 3645 Alcott Rd	14875554150000	1962	3645 Alcott Rd	Virginia Beach	Not Eligible
134-5557	House, 513 Malibu Drive	14876712700000	1962	513 Malibu Drive	Virginia Beach	Not Eligible
134-5558	House, 409 Catalina Ave	14876712700000	1962	409 Catalina Ave	Virginia Beach	Not Eligible
<i>New Light</i>						<i>No NRHP-Eligible Historic District</i>
134-5600	House, 1308 Ferry Point Road	14651922220000	1963	1308 Ferry Point Road	Virginia Beach	Not Eligible
134-5601	House, 1323 Church Street	14650819350000	1940	1323 Church Street	Virginia Beach	Not Eligible
134-5602	Mount Olivet Baptist Church	14650921330000	1955	1301 Church Street	Virginia Beach	Not Eligible
134-5671	House, 5465 Indian River Road	14651971330000	1964	5465 Indian River Road	Virginia Beach	Not Eligible
134-5603	New Light Baptist Church	14650948410000	1955	5549 Indian River Road	Virginia Beach	Not Eligible
<i>Newsome Farm</i>						<i>No NRHP-Eligible Historic District</i>
134-5609	House, 652 Lawrence Drive	14685036370000	1963	652 Lawrence Drive	Virginia Beach	Not Eligible
134-5610	House, 5440 Connie Lane	14685054680000	1940	5440 Connie Lane	Virginia Beach	Not Eligible

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134-5670	Cemetery, Newsome Farm	14684192840000	1870-present	Daniel Smith Road; Coffee Ct	Virginia Beach	Further Study Recommended
134-5611	House, 5521 Connie Lane	14684055390000	1933	5521 Connie Lane	Virginia Beach	Not Eligible
<i>Ocean Park</i>						<i>No NRHP-Eligible Historic District</i>
134-5612	House, 2236 Powhatan Ave	14893906880000	1946	2236 Powhatan Ave	Virginia Beach	Not Eligible
134-5613	House, 3853 Jefferson Boulevard	14892919490000	1950	3853 Jefferson Boulevard	Virginia Beach	Not Eligible
134-5614	Ocean Park Baptist Church	14894887400000	1950	3624 Dupont Circle	Virginia Beach	Not Eligible
134-5615	House, 2209 Dinwiddie Road	14895805560000	1937	2209 Dinwiddie Road	Virginia Beach	Not Eligible
<i>Pinewood</i>						<i>No NRHP-Eligible Historic District</i>
134-5573	House, 430 Lake Drive	24271407070000	1927	430 Lake Drive	Virginia Beach	Not Eligible
134-5574	House, 504 Lake Drive	24270487170000	1955	504 Lake Drive	Virginia Beach	Not Eligible
134-5575	House, 403 Lake Drive	24271439180000	1925	403 Lake Drive	Virginia Beach	Not Eligible
<i>Princess Anne Plaza</i>						<i>No NRHP-Eligible Historic District</i>
134-5576	House, 289 Appian Avenue	14878066930000	1960	289 Appian Avenue	Virginia Beach	Not Eligible
134-5616	House, 301 Appian Avenue	14878075920000	1962	301 Appian Avenue	Virginia Beach	Not Eligible
134-5617	House, 3404 Stancil Street	14878065290000	1960	3404 Stancil Street	Virginia Beach	Not Eligible
134-5618	House, 301 Corvette Lane	14970066120000	1963	301 Corvette Lane	Virginia Beach	Not Eligible
134-5619	House, 351 Hospital Drive	14971017390000	1962	351 Hospital Drive	Virginia Beach	Not Eligible
134-5620	House, 3505 Stancil Street	14877061800000	1962	3505 Stancil Street	Virginia Beach	Not Eligible

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134-5621	House, 300 Cassady Ave	14877089200000	1960	300 Cassady Ave	Virginia Beach	Not Eligible
<i>Queen City (134-5628)</i>						<i>Potentially Eligible Historic District</i>
134-5622	Harmans Market and Carrington House	14560400440000 - Virginia Beach 0203005000070 - Chesapeake	1925	1000 Carrington Ave	Chesapeake	Contributing, Potentially Eligible Historic District
134-5623	St Andrews AME Church	14560401780000	1920	3012 Macdonald Road	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5624	House, 1036 Carrington Ave	14560441440000	1915	1036 Carrington Ave	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5625	House, 1028 Luxor Ave	14560336220000	1950	1028 Luxor Ave	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5627	House, 2989 Queen City Road	14560440510000	1945	2989 Queen City Road	Virginia Beach	Contributing, Potentially Eligible Historic District
<i>Reedtown</i>						<i>No NRHP-Eligible Historic District</i>
134-5539	House, 4060 Mason Street	14785784940000	1935	4060 Mason Street	Virginia Beach	Not Eligible
<i>Seatack (134-0969)</i>						<i>Potentially Eligible Historic District</i>
134-5566	Former Seatack Elementary School	24175700960000	1955	411 Integrity Way	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5540	House, 1060 Longstreet Avenue	24176305670000	1950	1060 Longstreet Avenue	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5541	House, 117 Ackiss Ave	24175470740000	1940	117 Ackiss Ave	Virginia Beach	Contributing, Potentially Eligible Historic District
<i>Shadowlawn</i>						<i>No NRHP-Eligible Historic District</i>
134-5629	Commercial Building, 604-641 Norfolk Ave	24270422120000 24270412420000 24270402510000	1900; 1940	604-641 Norfolk Avenue	Virginia Beach	Not Eligible

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134-5630	House, 511 Delaware Ave	24271306570000	1950	511 Delaware Ave	Virginia Beach	Not Eligible
134-5631	House, 533 Carolina Ave	24270380580000	1923	533 Carolina Ave	Virginia Beach	Not Eligible
134-5632	House, 631 Carolina Ave	24270239470000	1953	631 Carolina Ave	Virginia Beach	Not Eligible
<i>Thalia Acres</i>						<i>No NRHP-Eligible Historic District</i>
134-5633	House, 404 Cedar Lane	14778792750000	1965	404 Cedar Lane	Virginia Beach	Not Eligible
134-5634	House, 541 Cedar Lane	14778902820000	1949	541 Cedar Lane	Virginia Beach	Not Eligible
134-5635	House, 4357 Lynnville Crescent	14778845470000	1963	4357 Lynnville Crescent	Virginia Beach	Not Eligible
134-5636	House, 517 Suber Drive	14778882160000	1962	517 Suber Drive	Virginia Beach	Not Eligible
<i>Thalia Farms</i>						<i>No NRHP-Eligible Historic District</i>
134-5637	House, 505 Thalia Point Road	14779905910000	1956	505 Thalia Point Road	Virginia Beach	Not Eligible
134-5638	House, 624 Cedar Lane	14778984610000	1950	624 Cedar Lane	Virginia Beach	Not Eligible
134-5639	House, 636 Cedar Lane	14779906120000	1953	636 Cedar Lane	Virginia Beach	Not Eligible
<i>Thalia Gardens</i>						<i>No NRHP-Eligible Historic District</i>
134-5640	House, 600 Greentree Drive	14870820670000	1952	600 Greentree Drive	Virginia Beach	Not Eligible
134-5641	House, 604 Greentree Drive	14870931080000	1956	640 Greentree Drive	Virginia Beach	Not Eligible
134-5642	House, 640 Thalia Point Road	14789093690000	1956	640 Thalia Point Road	Virginia Beach	Not Eligible
134-5643	House, 4004 Glen Road	14870894640000	1953	4004 Glen Road	Virginia Beach	Not Eligible

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	<i>Thalia Manor</i>					<i>No NRHP-Eligible Historic District</i>
134-5644	House, 408 Bryan Lane	14870751350000	1960	408 Bryan Lane	Virginia Beach	Not Eligible
134-5645	House, 409 Robbins Lane	14779750880000	1957	409 Robbins Lane	Virginia Beach	Not Eligible
134-5646	House, 473 Lynn Shores Drive	14871696180000	1962	473 Lynn Shores Drive	Virginia Beach	Not Eligible
134-5647	House, 4161 Rundel Lane	14779667570000	1957	4161 Rundel Lane	Virginia Beach	Not Eligible
134-5648	House, 4160 Rundel Lane	14779669950000	1957	4160 Rundel Lane	Virginia Beach	Not Eligible
134-5649	House, 520 Bryan Lane	14870768910000	1957	520 Bryan Lane	Virginia Beach	Not Eligible
134-5650	House, 512 Bryan Lane	14870766440000	1957	512 Bryan Lane	Virginia Beach	Not Eligible
134-5651	House, 516 Bryan Lane	14870767720000	1959	516 Bryan Lane	Virginia Beach	Not Eligible
	<i>Thalia Shores</i>					<i>No NRHP-Eligible Historic District</i>
134-5652	House, 709 Pinetree Drive	14873916610000	1959	709 Pinetree Drive	Virginia Beach	Not Eligible
134-5653	House, 745 Pinetree Drive	14872960530000	1958	745 Pinetree Drive	Virginia Beach	Not Eligible
134-5654	House, 3860 Thalia Drive	14872879260000	1957	3860 Thalia Drive	Virginia Beach	Not Eligible
	<i>Thoroughgood (134-5659)</i>					<i>Potentially Eligible Historic District</i>
134-5655	House, 1701 Whitethorne Road	14797329330000	1953	1701 Whitethorne Rd	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5656	House, 4301 Thoroughgood Drive	14798490030000	1959	4301 Thoroughgood Drive	Virginia Beach	Contributing, Potentially Eligible Historic District
134-5657	House, 4212 Country Club Circle	14799229210000	1961	4212 Country Club Circle	Virginia Beach	Contributing, Potentially Eligible Historic District

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134-5658	House, 4313 Thoroughgood Drive	14798347910000	1955	4313 Thoroughgood Drive	Virginia Beach	Contributing, Potentially Eligible Historic District
<i>Ubermeer</i>						<i>No NRHP-Eligible Historic District</i>
134-5660	House, 100 54th Street	24198070700000	1926	100 54th Street	Virginia Beach	Not Eligible
134-5661	House, 100 56th Street	24198045890000	1920	100 56th Street	Virginia Beach	Not Eligible
134-5662	House, 401 52nd Street	24187931810000	1937	401 52nd Street	Virginia Beach	Not Eligible
134-5663	House, 407 52nd Street	24187920890000	1937	407 52nd Street	Virginia Beach	Not Eligible
134-5665	House, 5302 Ocean Front Ave	24188988320000	1936	5302 Ocean Front Ave	Virginia Beach	Not Eligible
134-5666	House, 5106 Atlantic Ave	24188932140000	1942	5106 Atlantic Ave	Virginia Beach	Not Eligible