NPS Form 10-900
(Rev. 11-90)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties or districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable" For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to compete all items.

1. Name of Property

Historic name: RIVERVIEW VDHR File Number 122-0823

Other names/site number:

2. Location

Street & Number: Bounded by LaVallette Avenue, Beach Avenue on the Lafayette River, and the rear property lines of buildings fronting Columbus Avenue [ ] Not for Publication

City or town: Norfolk [ ] Vicinity

State: Virginia Code: VA County: Norfolk Code: 710 Zip Code: 23504

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [ ] does not meet the National Register criteria. I recommend that this property be considered significant [ ] nationally [ ] statewide [ ] locally. ([ ] See continuation sheet for additional comments.)

M Catherine Henson 6/30/99

Signature of certifying official/Title Date

Virginia Department of Historic Resources

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. ([ ] See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is:

[ ] entered in the National Register.
( ) see continuation sheet
[ ] determined eligible for the National Register
( ) see continuation sheet
[ ] determined not eligible for the National Register
[ ] removed from the National Register
[ ] other, (explain:)

Signature of the Keeper Date of Action

5. Classification

Ownership of Property	Category of Property	No. Resources within Property		
		Contributing	Noncontributing	
[X] Private	[ ] Building(s)	200	52	Buildings
[ ] Public-Local	[X] District	0	0	Sites
[ ] Public-State	[ ] Site	0	0	Structure
[ ] Public-Federal	[ ] Structure	0	0	Objects
	[ ] Object	200	52	Total

Name of related multiple property listing
N/A

Number of contributing Resources previously listed in the National Register 0

6. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
DOMESTIC/Single Dwellings	DOMESTIC/Single Dwellings
DOMESTIC/Multiple Dwellings	DOMESTIC/Multiple Dwellings
DOMESTIC/Secondary Structure	DOMESTIC/Secondary Structure

7. Description

Architectural Classification (enter categories from instructions)

LATE VICTORIAN/Queen Anne
LATE VICTORIAN/Shingle Style
LATE 19th & 20th CENTURY REVIVALS/Colonial Revival
LATE 19th & 20th CENTURY REVIVALS/Tudor Revival
LATE 19th & 20th CENTURY REVIVALS/Mission-Spanish Colonial Revival
LATE 19th & 20th CENTURY MOVEMENT/Bungalow/Craftsman
MODERN MOVEMENT/Ranch Style

[X] See continuation sheet

Materials (enter categories from instructions)

foundation: Brick/Concrete/Stone
walls: Brick/Wood: Weatherboard; Synthetics: Asbestos/Vinyl; Concrete; Metal: Aluminum
roof: Asphalt; Stone: Slate; Asbestos; Metal
other:

Narrative Description

Describe the historic and current condition of the property on one or more continuation sheets

[X] See continuation sheet

8. Statement of Significance

Applicable National Register Criteria

(Mark x in one or more boxes for the criteria qualifying the property for National Register listing.)

[X] **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

[ ] **B** Property is associated with the lives of persons significant in our past.

[X] **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

[ ] **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark x in all the boxes that apply.)

[ ] **A** owned by a religious institution or used for religious purposes.

[ ] **B** removed from its original location.

[ ] **C** a birthplace or grave.

[ ] **D** a cemetery.

[ ] **E** a reconstructed building, object, or structure.

[ ] **F** a commemorative property.

[ ] **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE
COMMUNITY PLANNING & DEVELOPMENT

Period of Significance

1895-1930

Significant Dates

1895
1899
1900
1906

Significant Person

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Charles J. Calrow

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

[X] See continuation sheet

9. Major Bibliographic References

[X] See continuation sheet

Previous documentation on file (NPS):

[ ] preliminary determination of individual listing (36 CFR 67)
[ ] previously listed in the NR
[ ] previously determined eligible by the National Register
[ ] designated a National Historic Landmark
[ ] recorded by Historic American Buildings Survey #_____
[ ] recorded by Historic American Engineering Record #_____

Primary location of add. data:

[X] State SHPO office
[ ] Other State agency
[ ] Federal agency
[X] Local government
[ ] University
[ ] Other

Specify repository:

_____

10. Geographical Data

Acreage of property 97 acres

UTM References: Norfolk North Quadrangle, Virginia

	Zone	Easting	Northing
1	/1 /8 /	/3/8/5/8/0/0/	/4/0/8/2/2/2/5/
2	/1 /8 /	/3/8/6/2/4/0/	/4/0/8/2/2/6/0/
3	/1 /8 /	/3/8/6/2/2/0/	/4/0/8/2/6/4/5/
4	/1 /8 /	/3/8/5/9/4/0/	/4/0/8/2/8/6/0/

[X] See continuation sheet

Verbal Boundary Description

[X] See continuation sheet

Boundary Justification

[X] See continuation sheet

11. Form Prepared By

Name/title Laura V. Trieschmann and Christopher V. Novelli, Architectural Historians
Organization E.H.T. Traceries Inc. Date March 1999
Street & Number 5420 Western Avenue Telephone (301) 656-5283
City or Town Chevy Chase State Maryland Zip code 20815

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name See attached list of property owners
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of the Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

General Architectural Characteristics

Developed primarily during the first quarter of the twentieth century, Riverview emerged as a suburban community north of the growing downtown area of Norfolk, Virginia. The neighborhood was composed of several individually platted tracts. Real estate developers recognized the financial prospects of Riverview, inspired by its location on the Lafayette River and direct accessibility to the streetcar. Each of the tracts was subdivided for the future development of grand single-family dwellings surrounded by spacious landscaped parcels, fronting a diagonal system of tree-lined streets. The earliest dwellings constructed in Riverview exhibited the fashionable revival and American movement architectural styles and forms. Yet, development was slow, hindered by growing real estate demands and the lack of amenities servicing the area. Thus, Riverview was further subdivided to encourage the construction of modest dwellings on smaller lots during the 1910s and 1920s. The combination of less ornate dwellings and the occasional apartment building fostered unification of the sparely developed individual subdivisions; thus, creating a single neighborhood known as Riverview. The ninety-seven acres of the Riverview neighborhood contain 251 properties, all of which are domestic resources. Of the properties within the historic district, 197 contribute to the significance, while only 54 are non-contributing.

The secluded neighborhood of Riverview is bounded by the Lafayette River to the north and east, Lafayette Park to the south, and the transportation/commercial corridor of Granby Street to the west. A result of the individual plats established at the turn of the twentieth century, Riverview is bisected by as a series of diagonal streets stemming from the north-south axis of Columbus Avenue. The six streets branch off Columbus Avenue to the northwest, terminating at Holly Avenue. Holly Avenue, one of the last streets improved by dwellings, was laid out to follow the curved topography created by the Lafayette River. To the west of Columbus Avenue, the four bisecting streets intersect with Granby Street, a major north-south transportation route connecting Riverview to downtown Norfolk.

Development in Riverview (pre-1900)

The earliest development in Riverview occurred on the three blocks of Tract 1 south of 41st Street. The property, owned by the children of C.C. Cruser, was not formally platted, but subdivided into building lots and sold individually to residents of Norfolk's upper class. The imposing dwellings were sited on prominent corner lots, and exhibited the high-style

architectural ornamentation fashionable during the last five years of the nineteenth century. Of the three documented examples of domestic resources erected prior to 1900, the LaVallette House illustrates the stylistic detailing commonly employed in Riverview during this period. Located at 140 LaVallette Avenue, the two-and-a-half-story Queen Anne style dwelling was completed in 1895. The wood frame house features the asymmetrical massing, typical canted bays, and complex roofline of the Queen Anne style. The full-width front porch is finished with Colonial Revival style Ionic columns, an alteration linked by the original turned balusters. The jetty of the projecting gable of canted bay on the east elevation has pendants and scrolled brackets. The side porch, retaining its original detailing, has thin turned posts with brackets and balusters. Indicating the location of the interior stair are the asymmetrically placed single and paired openings on the east elevation. Characteristic of the Queen Anne style, the openings are filled with multi-light stained glass in 1/1 double-hung wood sashes.

Less ornate examples, stylistically diluted by subsequent renovations, include the houses at 109 East 39th Street (1900) and 110 East 39th Street. Given an approximate date of 1893, the dwelling at 110 East 39th Street has a rectangular plan with a central entry. The two-story, five-bay wide building is constructed of wood frame with a side gable roof. Two interior end chimneys pierce the roof; the corbel-capped chimney on the east elevation is original. The symmetrical façade and detailed pilaster frontispiece of the main entry are extant features identifying the structure's original Colonial Revival style. The full-width front porch has Tuscan posts linked by a metal balustrade.

Of particular note is the freestanding single-family dwelling at 4127 Columbus Avenue. The vernacular building was originally constructed in circa 1861 on property utilized in 1907 for the Jamestown Exhibition. The building was moved on a barge to its present location in Riverview when exhibition construction began. Once relocated, the wood frame structure was renovated to exhibit minimal detailing indicative of the Colonial Revival style, including the Tuscan columns of the wrap-around porch.

Development in Riverview (1901-1912)

The second phase of development occurred primarily in the adjacent subdivision of Riverview Park, platted in 1900 with $4,000 as the minimum for construction costs. City water and sewer lines reached the area in 1902 and the first building permits were issued the following year. Fifty-eight single-family dwellings were erected in the period between 1901 and 1912, with the

greatest concentration dating from 1907 and 1912. In Riverview Park specifically, thirty-five dwellings had been erected by 1910, as opposed to only three buildings in Riverside Park.

The first houses in Riverview Park were located toward the northern end, on spacious double or triple sized lots. Grand in scale, the dwellings displayed the high-style ornamentation and structural forms that were fashionable during the early twentieth century. The majority of the houses built during this period were designed in the Colonial Revival and Queen Anne styles, interspersed with examples of the Shingle, Craftsman, Tudor Revival, and Spanish Colonial styles. Several of the dwellings are not highly ornate examples of the fashionable architectural styles, rather vernacular interpretations. The dwellings featured creative combinations of building forms commonly associated with the high styles, as well as a substantial number of bungalows. Built on brick foundations, the typical building stands two- to two-and-a-half stories, and featured timber-frame structural systems. The dwellings were typically accentuated by imposing gable, hipped, or gambrel roofs, corner towers, and porches embellished with decorative wood shingles, turned balusters, and denticulated cornices. Resources that best exemplify the diversity of architectural styles and forms in Riverview between 1901 and 1912 are located at 301 East 42nd Street, 238 East 39th Street, 224 East 41st Street, and 272 East 39th Street.

Dating from 1903, the Gordon House at 301 East 42nd Street was the third house to be erected in Riverview Park. A massive two-story, three-bay wide dwelling, the structure is constructed of wood frame with a cross gable roof. Colonial Revival in style, the imposing building features a prominent Palladian window on the façade, a Tuscan-columned wrap-around porch, and leaded windows. The openings have highly detailed architraves of wood frame. In contrast to the high-style ornamentation, the structure is clad with narrow, square-butt wood shingles.

Another excellent early example of the Colonial Revival style is found at 224 East 41st Street. Dating from 1913, the building is a two-stories in height and two bays wide with the plan of a Foursquare. The brick structure is one of only eight examples of masonry construction dating from this period in Riverview. High-style Colonial Revival elements include quoins, fluted Ionic columns, single-light transom and sidelights, and beveled stone lintels with keystones. The imposing hipped roof is edged by the prominent cornice, and pierced by front gable dormers. The dormers, indicative of the style, have open gables with cornice returns and multi-sash double-hung windows.

The house at 238 East 39th Street, constructed in 1911, is a late example of the Queen Anne style. The wood frame structure exhibits many of the hallmark features of associated with the style, such as a wrap-around porch, canted bays, projecting gables enclosed by ogee molded cornices, and a conical corner tower. The wood-shingle cladding and Tuscan columns on the porch indicate the influence of the Colonial Revival, a style more commonly illustrated when then dwelling at 238 East 39th Street was constructed.

Unique for its interpretation of the Spanish Colonial style, the Lawrence Waring House at 272 East 39th Street is a two-and-a-half-story, three-bay wide house with a symmetrical façade. Covered by a low-pitched hip roof, the structure is square in form. Eclectic Spanish elements include the terra-cotta pantile roof, stucco cladding, wide overhanging eaves, and wall dormers capped by triple segmentally arched openings and parabolic parapets with coping. Indicative of the style, the first story entry is recessed from the plane of the structure, accessible through the segmentally arched porch.

Development in Riverview (1913-1929)

To improve lot sales, the minimum price requirement for new construction was lowered from $4,000 to $3,000. This encouraged a tremendous jump in construction after 1913, with over twice as many buildings erected that year than the year before. Even though the minimum cost requirements for new construction had been lowered, large dwellings continued to be constructed after 1913, featuring combinations of traditional styles and forms. Construction was further encouraged by a shift to single lots rather than the double- and triple-sized lots of the previous decades. Most of the residential design during this period consisted of single-family houses, built for middle- and upper-middle-class residents. For the period between 1913 and 1921, Riverview experienced a building boom with the construction of 121 domestic resources. The greatest concentration of dwellings, a total of 55, was erected in 1918.

In Riverview, while the Queen Anne style was most popular during the first decade of the twentieth century, only a few vestigial traces of the style lingered into the following decade. Individual forms and features such as the wrap-around porch, canted bay, and multi-paned upper sash windows were integrated with materials and features characteristic of other styles such as the Colonial Revival or Craftsman – the most popular styles during this period. The American Foursquare also became a popular form, embellished with Craftsman, Colonial Revival, and Shingle-style detailing.

The Craftsman style bungalows at 231 East 41st Street (1918), 240 East 39th Street (1918), and 300 East 40th Street (1922) are outstanding examples of this form and style. The wood frame buildings feature the horizontal massing, ornamental brackets, brick pier supports, distinctive dormers, and ornamental balusters that typified the Craftsman style. Some of the rafter ends and brackets were milled in decorative shapes, seen on 240 East 39th Street and 231 East 41st Street. Diversity in stylistic elements includes the terra-cotta tile roof at 300 East 40th Street, and the wood shingle cladding the building at 231 East 41st Street. Another element to provide individuality to a resource is found in the balustrade, consisting of square posts, H-shaped supports, or a Classical motifs of eight spokes.

Representative of the thirty-four Colonial Revival style buildings erected during this period is the two-story brick and wood frame dwelling at 255 East 41st Street. Constructed in 1925, the building's side gambrel roof recalls the Dutch Colonial style illustrated in the seventeenth and eighteenth centuries and the Shingle style of the late nineteenth century. The first story of the building is constructed of brick, laid in six-course American bond, while wood shingles clad the second story. The fanlight transom, sidelights, 6/1 double-hung windows, and Tuscan column portico are other Colonial Revival features.

Five Tudor Revival style houses were built, reflecting popular national and regional architectural fashions. Perhaps best representative of this style in Riverview is the two-story masonry and wood frame house at 3900 Holly Avenue (1926). Style-defining features include the asymmetrical massing, half timbering on the upper story, semi-circular arched entry vestibule, and projecting front gable with flared eaves.

The Jamestown Exposition of 1907 had a decisive influence on residential building in Riverview, spurring the construction of several apartment houses during the early decades of the century. Representative of this new building type is the apartment building at 230 East 40th Street. Built in 1918, the four-story masonry apartment house features a U-shaped footprint that creates an open courtyard at the front of the building. While massive in scale, the apartment building displays much of the same architectural vocabulary that characterizes many of the adjacent single-family dwellings of the neighborhood. Three-bay wide porches that obscure the first three stories of the multiple-family building dominate the façade. The porches have denticulated cornices with plain entablatures held by paneled Tuscan posts and pilasters linked with square

balusters. The main block of the building is finished with brick quoins, three-light transoms, and 9/1 double-hung windows.

Subsequent Development (1930-present)

After 1929, the rate of new construction in Riverview began to decline. The Great Depression and World War II had a profound effect on construction, with only twelve houses erected between 1931 and 1945.[1] Many existing single-family residences were subdivided into boarding houses, apartments, or duplexes to meet wartime housing demands. Development resumed at a slow but steady pace after the War, and consisted of residential infill construction. The infill construction produced a maximum of one to three new domestic resources in any given year between 1931 and 1996. The exception occurred in 1963, when seven dwellings were erected on LaVallette Avenue, Holly Avenue, and East 40th Street. Curiously, there was no new construction between 1953 and 1963.[2]

New house forms began to infiltrate Riverview by the middle part of the century. The early twentieth century fondness for horizontality reflected in the bungalow found expression later in the century with the ranch house, and the two-story Colonial Revival was reduced to a single story Cape Cod with front gable dormers. Common idioms included the illusion of masonry construction by the application of brick facing and textured vinyl siding to mimic wood weatherboard. Stylistically, the infill housing generally respected the established architectural heritage of the community by adopting traditional features. Craftsman and Colonial Revival elements are commonly displayed, however, the interpretations are typically more vernacular than high style.

[1] This statistic includes only the extant resources.
[2] This statistic includes only the extant resources.

ADDRESS	DATE	ARCHITECTURAL DESCRIPTION	STATUS
105 Beach Avenue	1912	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
113 Beach Avenue	1921, 1994	2.5 story Other style hipped/gable roof, frame dwelling	Non-Contributing
115-121 Beach Avenue	1945	2.0 story Other style pyramidal roof, frame dwelling	Non-Contributing
125 Beach Avenue	1921	2.0 story Other style gable roof, frame dwelling	Contributing
129 Beach Avenue	1945	1.5 story Colonial Revival style gable roof, masonry dwelling	Non-Contributing
3811 Beach Avenue	1916	2.5 story Colonial Revival style hipped roof, masonry/frame dwelling	Contributing
3821 Beach Avenue	1923	2.0 story Other style gable roof, frame dwelling	Contributing
3837 Beach Avenue	1950	2.0 story Other style hipped roof, frame multiple dwelling	Non-Contributing
3839 Beach Avenue	1912	2.0 story Colonial Revival style gable roof, frame dwelling	Contributing
3843 Beach Avenue	1917	2.0 story Queen Anne style deck-on-hip roof, frame dwelling	Contributing
3901 Beach Avenue	1928	2.0 story Tudor Revival style gable roof, masonry dwelling	Contributing
4015 Beach Avenue	1929	1.5 story Bungalow/Craftsman style gable roof, masonry dwelling	Contributing
4115 Beach Avenue	1913	2.0 story Tudor Revival style jerkinhead roof, masonry/frame dwelling	Contributing
4161 Beach Avenue	1903	2.0 story Queen Anne style gable roof, frame dwelling	Contributing

3817 Columbus Avenue	1913	2.0 story Colonial Revival style gable roof, masonry dwelling	Contributing
3911 Columbus Avenue	1916	2.0 story Colonial Revival style hipped/center-gable roof, frame dwelling	Contributing
3923 Columbus Avenue	1915	2.0 story Colonial Revival style hipped/cross-gable roof, frame dwelling	Contributing
4001 Columbus Avenue	1937	2.0 story Colonial Revival style gable roof, frame dwelling	Non-Contributing
4002 Columbus Avenue	1927	2.0 story Colonial Revival style gable roof, frame dwelling	Contributing
4011 Columbus Avenue	1925	2.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
4017 Columbus Avenue	1909	2.0 story Colonial Revival style deck-on-hip/cross-gable roof, masonry dwelling	Contributing
4101 Columbus Avenue	1925	2.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
4105 Columbus Avenue	1918	2.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
4109 Columbus Avenue	1918	2.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
4114 Columbus Avenue	1931	1.5 story Tudor Revival style gable roof, frame dwelling	Contributing
4119 Columbus Avenue	1917	2.5 story Colonial Revival style hipped roof, masonry dwelling	Contributing
4123 Columbus Avenue	1912	2.5 story Colonial Revival style hipped roof, frame dwelling	Contributing
4127 Columbus Avenue	1861ca	2.0 story Colonial Revival style gable roof, frame dwelling	Contributing
203-205 Ethel Avenue	1964	1.0 story Other style hipped roof, masonry dwelling	Non-Contributing
211 Ethel Avenue	1917	2.0 story Queen Anne style hipped roof, frame dwelling	Contributing

213 Ethel Avenue	1918	1.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
215 Ethel Avenue	1973	1.0 story Other style gable roof, frame dwelling	Contributing
216 Ethel Avenue	1910	2.0 story Colonial Revival style gambrel roof, frame dwelling	Contributing
221 Ethel Avenue	1963	1.0 story Other style flat roof, masonry multiple dwelling	Non-Contributing
225 Ethel Avenue	1922	2.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
229 Ethel Avenue	1918	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
231 Ethel Avenue	1918	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
234 Ethel Avenue	1918	1.0 story Other style gable roof, frame dwelling	Contributing
235 Ethel Avenue	1918	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
236 Ethel Avenue	1917	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
237 Ethel Avenue	1918	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
238 Ethel Avenue	1907	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
240 Ethel Avenue	1918	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
241 Ethel Avenue	1916	2.0 story Other style gable roof, frame dwelling	Contributing
242 Ethel Avenue	1918	2.0 story Bungalow/Craftsman style gable roof, frame multiple dwelling	Contributing
244 Ethel Avenue	1918	2.0 story Bungalow/Craftsman style gable roof, frame multiple dwelling	Contributing
245 Ethel Avenue	1918	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
246 Ethel Avenue	1918	1.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
248 Ethel Avenue	1918	2.0 story Other style gable roof, frame dwelling	Contributing

249 Ethel Avenue	1918	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
250 Ethel Avenue	1918	2.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
252 Ethel Avenue	1918	1.0 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
253 Ethel Avenue	1918	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
257 Ethel Avenue	1918	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
258 Ethel Avenue	1918	2.0 story Colonial Revival style gable roof, frame dwelling	Contributing
104 Holly Avenue	1920ca	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
108 Holly Avenue	1920ca	2.0 story Other style gable roof, frame dwelling	Contributing
112 Holly Avenue	1915ca	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
120 A-B Holly Avenue	1965	1.0 story Other style hipped roof, masonry multiple dwelling	Non-Contributing
121 Holly Avenue	1994	2.0 story Colonial Revival style gable roof, frame dwelling	Non-Contributing
136 Holly Avenue	1963	1.0 story Other style gable roof, masonry multiple dwelling	Non-Contributing
3900 Holly Avenue	1926	2.5 story Tudor Revival style gable roof, masonry dwelling	Contributing
3904 Holly Avenue	1923	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
3912 Holly Avenue	1990	2.5 story Other style saltbox roof, frame dwelling	Non-Contributing
3916 Holly Avenue	1993	2.5 story Modern Movement gable roof, frame dwelling	Non-Contributing
3920 Holly Avenue	1918	2.5 story Other style hipped roof, frame dwelling	Contributing

4010 Holly Avenue	1952	1.5 story Colonial Revival style gable roof, frame dwelling	Non-Contributing
4014 Holly Avenue	1928	2.5 story Colonial Revival style gable roof, masonry dwelling	Contributing
4100 Holly Avenue	1950ca	1.5 story Other style gable roof, masonry dwelling	Non-Contributing
4101 Holly Avenue	1947	1.5 story Colonial Revival style gable roof, frame dwelling	Non-Contributing
130 LaVallette Avenue	1920	2.5 story Bungalow/Craftsman style hipped roof, masonry dwelling	Contributing
140 LaVallette Avenue	1895	2.0 story Queen Anne style hipped/cross-gable roof, frame dwelling	Contributing
214 LaVallette Avenue	1963	1.0 story Other style gable roof, masonry dwelling	Non-Contributing
224 LaVallette Avenue	1965	1.0 story Other style gable roof, masonry dwelling	Non-Contributing
230 LaVallette Avenue	1949	1.0 story Other style gable roof, masonry dwelling	Non-Contributing
234-236 LaVallette Ave.	1964	1.0 story Other style hipped roof, masonry multiple dwelling	Non-Contributing
240 LaVallette Avenue	1973	1.0 story Other style gable roof, frame dwelling	Non-Contributing
244 LaVallette Avenue	1973	1.0 story Other style gable roof, frame dwelling	Non-Contributing
250 LaVallette Avenue	1918	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
254 LaVallette Avenue	1918	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
256 LaVallette Avenue	1918	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
260 LaVallette Avenue	1918	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing

200 Lucile Avenue	1908	2.5 story Queen Anne style hipped/cross-gable roof, frame dwelling	Contributing
201 Lucile Avenue	1948	1.5 story Colonial Revival style gable roof, masonry dwelling	Non-Contributing
202 Lucile Avenue	1918	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
204 Lucile Avenue	1917	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
210 Lucile Avenue	1917	2.0 story Queen Anne style gable roof, frame dwelling	Contributing
214-216 Lucile Avenue	1918	2.0 story Bungalow/Craftsman style flat roof, masonry multiple dwelling	Contributing
218-220 Lucile Avenue	1913	2.5 story Colonial Revival style deck-on-hip roof, frame multiple dwelling	Contributing
222-224 Lucile Avenue	1913	2.0 story Colonial Revival style gambrel roof, masonry multiple dwelling	Contributing
225 Lucile Avenue	1966	1.0 story Other style hipped roof, masonry dwelling	Non-Contributing
226 Lucile Avenue	1926	2.0 story Colonial Revival style gable roof, frame dwelling	Contributing
230 Lucile Avenue	1922	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
231 Lucile Avenue	1966	1.0 story Other style gable roof, masonry dwelling	Non-Contributing
232 Lucile Avenue	1915	2.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
234-236 Lucile Avenue	1918	2.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
238 Lucile Avenue	1913	2.0 story Queen Anne style hipped/gable roof, frame dwelling	Contributing
240 Lucile Avenue	1913	2.0 story Other style gable roof, frame dwelling	Contributing
242 Lucile Avenue	1913	2.0 story Colonial Revival style hipped/gable roof, frame dwelling	Contributing
244 Lucile Avenue	1913	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
246 Lucile Avenue	1917	2.5 story Colonial Revival style hipped roof, frame dwelling	Contributing

248 Lucile Avenue	1915	2.0 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
250 Lucile Avenue	1915	2.0 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
252 Lucile Avenue	1918	2.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
253 Lucile Avenue	1923	2.0 story Colonial Revival style gambrel roof, frame dwelling	Contributing
254 Lucile Avenue	1918	2.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
256 Lucile Avenue	1918	2.5 story Bungalow/Craftsman style gable/hipped roof, frame dwelling	Contributing
260 Lucile Avenue	1913	2.0 story Colonial Revival style gable roof, frame dwelling	Contributing
264 Lucile Avenue	1921	2.0 story Bungalow/Craftsman style hipped/gable roof, frame dwelling	Contributing
267 Lucile Avenue	1913	2.0 story Bungalow/Craftsman style hipped roof, frame multiple dwelling	Contributing
271 Lucile Avenue	1919	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
275 Lucile Avenue	1908	2.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
276 Lucile Avenue	1913	2.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
277 Lucile Avenue	1918	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
279 Lucile Avenue	1918	2.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
280 Lucile Avenue	1903	1.5 story Queen Anne style gable roof, frame dwelling	Contributing
283 Lucile Avenue	1923	2.0 story Other style gable roof, frame dwelling	Contributing
285 Lucile Avenue	1920	2.5 story Bungalow/Craftsman style hipped roof, masonry dwelling	Contributing
300 Lucile Avenue	1986	2.0 story Other style gable roof, frame dwelling	Non-Contributing
302 Lucile Avenue	1986	2.0 story Other style gable roof, frame dwelling	Non-Contributing

304 Lucile Avenue	1986	2.0 story Other style gable roof, frame dwelling	Non-Contributing
305 Lucile Avenue	1920	3.0 story Bungalow/Craftsman style flat roof, masonry multiple dwelling	Contributing
306 Lucile Avenue	1984	2.0 story Other style gable roof, frame dwelling	Non-Contributing
311 Lucile Avenue	1940	2.0 story Colonial Revival style gable roof, frame multiple dwelling	Contributing
107 East 39th Street	1915	2.0 story Queen Anne style hipped/gable roof, frame multiple dwelling	Contributing
109 East 39th Street	1900	2.0 story Colonial Revival style gable roof, frame dwelling	Contributing
110 East 39th Street	1893	2.0 story Colonial Revival style gable roof, frame dwelling	Contributing
111 East 39th Street	1913	1.5 story Bungalow/Craftsman style gable roof, frame multiple dwelling	Contributing
113 East 39th Street	1913	2.5 story Bungalow/Craftsman style gable roof, frame multiple dwelling	Contributing
114 East 39th Street	1906	2.5 story Colonial Revival style gable roof, frame dwelling	Contributing
115 East 39th Street	1913	2.0 story Bungalow/Craftsman style gable roof, frame multiple dwelling	Contributing
117 East 39th Street	1923	1.5 story Bungalow/Craftsman style gambrel roof, frame dwelling	Contributing
120 East 39th Street	1916	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
122 East 39th Street	1918	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
124 East 39th Street	1918	2.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
125 East 39th Street	1918ca	2.0 story Other style gable roof, frame multiple dwelling	Contributing
126 East 39th Street	1918	2.0 story Colonial Revival style hipped roof, frame dwelling	Contributing
127 East 39th Street	1918ca	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing

128 East 39th Street	1918	1.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
200 East 39th Street	1911	2.5 story Queen Anne style gable roof, masonry dwelling	Contributing
201 East 39th Street	1918	2.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
207 East 39th Street	1915	2.5 story Bungalow/Craftsman style hipped roof, masonry dwelling	Contributing
208 East 39th Street	1920	2.5 story Bungalow/Craftsman style hipped roof, masonry dwelling	Contributing
212 East 39th Street	1910	2.5 story Colonial Revival style hipped roof, frame dwelling	Contributing
213 East 39th Street	1912	2.5 story Bungalow/Craftsman style hipped roof, masonry dwelling	Contributing
216 East 39th Street	1918	2.5 story Colonial Revival style gable roof, frame dwelling	Contributing
218 East 39th Street	1917	2.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
219 East 39th Street	1907	2.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
220 East 39th Street	1913	2.5 story Queen Anne style hipped roof, frame dwelling	Contributing
223 East 39th Street	1931	1.5 story Tudor Revival style gable roof, frame dwelling	Non-Contributing
224 East 39th Street	1913	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
228 East 39th Street	1912	1.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
229 East 39th Street	1918	2.5 story Bungalow/Craftsman style gable roof, masonry dwelling	Contributing
231 East 39th Street	1919	2.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
237 East 39th Street	1910	2.5 story Colonial Revival style hipped/gable roof, frame dwelling	Contributing
238 East 39th Street	1911	2.5 story Shingle Style hipped/cross-gable roof, frame dwelling	Contributing
239 East 39th Street	1921	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing

240 East 39th Street	1918	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
244 East 39th Street	1906	2.0 story Colonial Revival style gambrel roof, frame dwelling	Contributing
247 East 39th Street	1919	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
248 East 39th Street	1910	2.5 story Colonial Revival style hipped roof, masonry dwelling	Contributing
251 East 39th Street	1918	2.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
252 East 39th Street	1906	2.0 story Colonial Revival style gambrel roof, frame dwelling	Contributing
255 East 39th Street	1918	2.5 story Bungalow/Craftsman style gable roof, masonry dwelling	Contributing
256 East 39th Street	1909	2.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
257 East 39th Street	1952	1.5 story Colonial Revival style gable roof, frame dwelling	Non-Contributing
259 East 39th Street	1914	2.5 story Colonial Revival style gable roof, masonry dwelling	Contributing
260 East 39th Street	1907	2.5 story Colonial Revival style hipped roof, frame dwelling	Contributing
261 East 39th Street	1908	2.0 story Colonial Revival style hipped roof, masonry dwelling	Contributing
264 East 39th Street	1910	2.5 story Bungalow/Craftsman style hipped/cross-gable roof, frame dwelling	Contributing
265 East 39th Street	1918	1.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
268 East 39th Street	1906	2.0 story Bungalow/Craftsman style gambrel roof, frame dwelling	Contributing
269 East 39th Street	1934	2.5 story Tudor Revival style gable roof, masonry dwelling	Non-Contributing
272 East 39th Street	1913	2.5 story Spanish Colonial style pyramidal roof, masonry dwelling	Contributing

301 East 39th Street	1928	2.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
309 East 39th Street	1915	2.5 story Colonial Revival style hipped roof, frame dwelling	Contributing
315 East 39th Street	1951	1.5 story Tudor Revival style gable roof, masonry dwelling	Non-Contributing
114 East 40th Street	1928	1.0 story Tudor Revival style gable roof, masonry dwelling	Contributing
124 East 40th Street	1972	2.0 story Other style gable roof, frame multiple dwelling	Non-Contributing
127 East 40th Street	1945ca	2.5 story Colonial Revival style hipped roof, masonry multiple dwelling	Non-Contributing
201 East 40th Street	1918	1.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
203 East 40th Street	1938	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Non-Contributing
205 East 40th Street	1906	2.5 story Tudor Revival style gable roof, frame dwelling	Contributing
211 East 40th Street	1915	2.5 story Colonial Revival style gable roof, frame dwelling	Contributing
212 East 40th Street	1908	2.5 story Queen Anne style hipped roof, frame dwelling	Contributing
213 East 40th Street	1918	1.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
214 East 40th Street	1963	1.0 story Other style gable roof, frame multiple dwelling	Non-Contributing
220 East 40th Street	1963	1.0 story Other style gable roof, frame multiple dwelling	Non-Contributing
221 East 40th Street	1921	2.5 story Colonial Revival style hipped roof, frame dwelling	Contributing
224 East 40th Street	1912	2.5 story Queen Anne style hipped/cross-gable roof, frame dwelling	Contributing
225 East 40th Street	1976	1.0 story Other style gable roof, masonry dwelling	Non-Contributing

229 East 40th Street	1912	2.5 story Colonial Revival style hipped roof, masonry/frame dwelling	Contributing
230 East 40th Street	1918	4.0 story Colonial Revival style flat roof, masonry multiple dwelling	Contributing
233 East 40th Street	1918	2.5 story Colonial Revival style hipped roof, frame dwelling	Contributing
237 East 40th Street	1918	1.5 story Colonial Revival style hipped roof, frame dwelling	Contributing
240 East 40th Street	1987	2.0 story Colonial Revival style gable roof, frame dwelling	Non-Contributing
241 East 40th Street	1920	3.0 story Colonial Revival style flat roof, masonry multiple dwelling	Contributing
242 East 40th Street	1941	2.0 story Colonial Revival style gable roof, frame dwelling	Non-Contributing
243 East 40th Street	1915	1.0 story Bungalow/Craftsman style hipped/gable roof, frame dwelling	Contributing
244 East 40th Street	1905	2.5 story Queen Anne style hipped/cross-gable roof, frame dwelling	Contributing
245 East 40th Street	1963	1.0 story Other style hipped roof, masonry multiple dwelling	Non-Contributing
248 East 40th Street	1905	2.5 story Colonial Revival style hipped/center-gable roof, frame dwelling	Contributing
252 East 40th Street	1907	2.5 story Queen Anne style hipped roof, frame dwelling	Contributing
257 East 40th Street	1915	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
259 East 40th Street	1990	1.5 story Other style gable roof, frame dwelling	Non-Contributing
261 East 40th Street	1911	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
263 East 40th Street	1918	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
264 East 40th Street	1915	2.5 story Colonial Revival style hipped roof, masonry dwelling	Contributing
265 East 40th Street	1914	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
268 East 40th Street	1914	2.5 story Colonial Revival style hipped roof, masonry/frame dwelling	Contributing

300 East 40th Street	1922	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
306 East 40th Street	1905	1.5 story Queen Anne style gable roof, frame dwelling	Contributing
308 East 40th Street	1904	2.0 story Colonial Revival style gable roof, frame dwelling	Contributing
309 East 40th Street	1941	2.0 story Colonial Revival style gable roof, frame dwelling	Non-Contributing
115 East 41st Street	1925	4.0 story Spanish Colonial flat roof, masonry multiple dwelling	Contributing
116 East 41st Street	1920	2.0 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
120 East 41st Street	1922	2.0 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
202 East 41st Street	1918	2.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
205 East 41st Street	1905	2.5 story Colonial Revival style hipped roof, masonry/frame dwelling	Contributing
207 East 41st Street	1941	1.5 story Colonial Revival style gambrel roof, frame dwelling	Non-Contributing
208 East 41st Street	1926	2.0 story Colonial Revival style gambrel roof, frame dwelling	Contributing
214 East 41st Street	1902	2.5 story Colonial Revival style hipped roof, frame dwelling	Contributing
220 East 41st Street	1908	2.5 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
224 East 41st Street	1913	2.5 story Colonial Revival style hipped roof, masonry dwelling	Contributing
226 East 41st Street	1967	2.0 story Colonial Revival style gable roof, frame multiple dwelling	Non-Contributing
227 East 41st Street	1911	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
229 East 41st Street	1913	2.5 story Bungalow/Craftsman style gable roof, masonry/frame dwelling	Contributing

230 East 41st Street	1915	2.5 story Colonial Revival style gable roof, frame dwelling	Contributing
231 East 41st Street	1918	1.5 story Bungalow/Craftsman style gable roof, frame dwelling	Contributing
235 East 41st Street	1996	1.5 story Other style gable roof, frame dwelling	Non-Contributing
239 East 41st Street	1908	2.0 story Queen Anne style hipped/cross-gable roof, frame dwelling	Contributing
241 East 41st Street	1920	2.5 story Bungalow/Craftsman style hipped roof, masonry dwelling	Contributing
245 East 41st Street	1913	2.5 story Colonial Revival style hipped roof, frame dwelling	Contributing
254 East 41st Street	1967	1.5 story Colonial Revival style gable roof, masonry dwelling	Non-Contributing
255 East 41st Street	1925	2.5 story Colonial Revival style gambrel roof, frame dwelling	Contributing
259 East 41st Street	1918	1.0 story Bungalow/Craftsman style hipped roof, frame dwelling	Contributing
207 East 42nd Street	1927	1.5 story Colonial Revival style gambrel roof, frame dwelling	Contributing
210 East 42nd Street	1950	1.5 story Colonial Revival style gable roof, frame dwelling	Non-Contributing
211 East 42nd Street	1921	1.5 story Tudor Revival style gable roof, frame dwelling	Contributing
214 East 42nd Street	1920	2.0 story Colonial Revival style hipped roof, frame dwelling	Contributing
217 East 42nd Street	1903	2.0 story Colonial Revival style gable roof, frame dwelling	Contributing
218 East 42nd Street	1905	2.5 story Queen Anne style hipped/gable roof, masonry dwelling	Contributing
221 East 42nd Street	1910	2.5 story Colonial Revival style gable roof, frame dwelling	Contributing
222 East 42nd Street	1905	2.5 story Other style gable roof, frame dwelling	Contributing
226 East 42nd Street	1903	2.5 story Colonial Revival style deck-on-hip roof, frame dwelling	Contributing

227 East 42nd Street	1908	2.5 story Colonial Revival style hipped roof, frame dwelling	Contributing
233 East 42nd Street	1953	1.5 story Colonial Revival style gable roof, frame dwelling	Non-Contributing
237 East 42nd Street	1970	1.0 story Colonial Revival style hipped roof, frame dwelling	Non-Contributing
241 East 42nd Street	1970	1.0 story Colonial Revival style gable roof, frame dwelling	Non-Contributing
301 East 42nd Street	1903	2.0 story Colonial Revival style gable roof, frame dwelling	Contributing
304 East 42nd Street	1903	2.5 story Colonial Revival style hipped roof, frame dwelling	Contributing
310 East 42nd Street	1963	1.0 story Other style hipped roof, frame dwelling	Non-Contributing

STATEMENT OF SIGNIFICANCE

Riverview is a compact suburban neighborhood located north of downtown Norfolk, Virginia. Occupying approximately ninety-seven acres, the neighborhood is bounded on the north and east by the Lafayette River, on the south by Lafayette Park and on the west by Granby Street. In 1875, the area now known as Riverview was divided into five tracts that made up the neighborhood subdivisions of Riverview Park and Riverside Park, a portion of the Cruser Place subdivision, and the property deeded to heirs of Cornelius C. Cruser. Between 1890 and 1900, each neighborhood was subdivided with housing lots and platted by individual real estate companies. The 1898 extension of the streetcar, which eventually encircled the subdivision, proved to be one of the greatest amenities afforded residents of Riverview. Initially catering to the upper-middle-class and leading members of Norfolk's business community, the neighborhood was improved with a significant concentration of large residential buildings displaying the high-style architecture fashionable at the turn of the century. Yet, development was slow at the onset, prompting developers to build more modest dwellings on smaller lots to attract middle-class citizens. By the second quarter of the twentieth century, the subdivisions had grown into a single, interconnected suburban neighborhood, united historically and aesthetically by stylistic interpretation, plan, and physical development. Over the years, the subdivisions lost their separate identities, becoming singularly linked as the residential neighborhood of Riverview.

The proposed district of Riverview meets the following National Register of Historic Places criteria, and is significant under the themes of architecture and community planning/development with the period of significance extending from 1895 to 1930:

> **Criterion A: That are associated with events that have made a significant contribution to the broad patterns of our history.**

In 1839, the area that would become Riverview consisted of a ninety-seven-acre tract of land belonging to Michael Hendron. In 1875, Hendron's heirs divided the property into five tracts. Tract 1, located between Columbus Avenue and Granby Street, became part of the development

of Cruser Place. Tracts 2, 3, and 4 became Riverview Park, and to the south, Tract 5 was developed as Riverside Park. Architectural and landscape features that made the five tracts desirable for investment included their waterfront location, the establishment of the City Park (now Lafayette Park) to the south in 1892, and the installation of gas and electric lines. The Granby Street streetcar line made the Riverview tract easily accessible to downtown, and essentially opened the area for suburban development.

The southern half of Tract 1 began to be subdivided and improved by heirs of C.C. Cruser in the 1890s. This was carried out by several individuals acting independently, and constitutes the earliest development in Riverview. Tracts 2, 3, 4, and 5 were bought and sold as investment property, and remained undeveloped for over twenty years. While Riverside Park was the first of the three planned subdivisions to be platted, it was the last to receive substantial development. The plat for Riverside Park was officially filed in 1899, followed one year later, in 1900, by the platting of Riverview Park. Riverview Park was originally envisioned as a suburban neighborhood catering to upper class residents. However, construction of such grand housing was minimal. To increase lot sales, the housing requirements were lowered; thus opening the community for the construction of more modest buildings set on a narrower single lot. With the laying of roads and the installation of service amenities by the turn of the twentieth century, Cruser Place was platted in 1906. Cruser Place was composed of the northern half of Tract 1 and a large portion of land west of Granby Avenue, outside of the proposed Riverview Historic District.

Criteria C: That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Riverview is an architecturally cohesive community that features primarily freestanding single-family dwellings designed in a variety of late nineteenth and early-twentieth-century styles. Some of the earlier houses, the majority built shortly after 1900, were highly ornamented, and sited on spacious lots. These buildings were constructed primarily along Holly Avenue, and

exhibited high-style Queen Anne and Colonial Revival features, including wrap-around porches, complex roof configurations, bracketing, denticulated cornices, and an array of ornamental cladding materials.

As the real estate market demanded, several of the original landowners purchased additional lots, improving them with smaller houses designed to appeal to middle-class residents. Consequently, larger numbers of smaller, less ornamented houses were built in the neighborhood during the second decade of the twentieth century. The most predominant house forms were bungalows and American Foursquares with Colonial Revival and Craftsman detailing. More modest interpretations of the Queen Anne style were also built, as well as Tudor Revivals and Spanish Colonials.

Suburban Development in Norfolk

Created from Norfolk County in 1682, the City of Norfolk is located along the eastern seaboard in Tidewater Virginia. It is bounded to the east by the City of Virginia Beach, the cities of Chesapeake and Portsmouth to the south and west, respectively, and to the north by the Elizabeth River and the Chesapeake Bay. Originally a borough, Norfolk achieved city status in 1845 with a total land area that encompassed 1.3 square miles.

The city's most significant period of growth began during the French and Indian War (1754-1763), when the population grew from 1,000 to 6,000 by the time of the American Revolution (1775-1783). Following the Revolutionary War, Norfolk emerged slowly as streets became lined with elegantly styled Federal townhouses. With the hostilities between France and England beginning in 1793, Norfolk resumed a role as an important seaport, prospering through the supply of ships for both countries. This significant role, interrupted numerous times throughout the nineteenth century, became stabilized after the Civil War (1861-1865). Thus, the city of Norfolk grew into a major port of trade with cotton, corn, flour, peanuts, tobacco, wheat, timber, and coal becoming its main exports. Long-time area merchants and newcomers to the city re-opened Norfolk to the cotton trade, making it one of the two largest cotton ports in the nation during the Reconstruction and Growth Period (1865-1917). Additionally, lumber and shingle

mills, along with other commercial and industrial ventures, ensured the area's continued stability and encouraged the physical and residential growth of the city northward from the commercial core along West Freemason Street.

Along with the post-Civil War economic growth came an increasing population and expanding city boundaries. In the period between 1870 and 1914, Norfolk saw substantial changes in its residential character, growing from a small urban, port town to an expanding city with many outlying suburban communities. This suburban growth, induced in part by the electric streetcar established in 1894, occurred in phases beginning after Reconstruction and continuing well into the mid-twentieth century.

In the late nineteenth and early twentieth centuries, Norfolk underwent five significant boundary expansions, in 1887, 1890, 1902, 1906, and 1911, increasing the city's area from 1.3 to nine square miles. The first boundary expansion to occur since 1845 was in 1887, when the city annexed Brambleton, a residential community separated from Norfolk by Newton's Creek. The acquisition of Brambleton increased the city's population and encouraged future city annexations. In 1890, Atlantic City was added, which, unlike the established residential community of Brambleton, was primarily undeveloped land that attracted developers wishing to improve housing for the growing population.

The expansion of Norfolk during the late nineteenth century mirrored that of many cities throughout the country, as the development of the streetcar became synonymous with the expansion of city boundaries and suburban growth. The electric streetcars that had replaced the original horse-drawn cars enabled the suburban development to extend farther and farther outside the city in accordance with the greater speed afforded by the electric cars. Major players in these expanding suburbs were often real estate development companies that laid out and advertised "planned" residential neighborhoods on the outskirts of major cities. The earliest of these outlying planned communities, such as Llewellyn Park in New Jersey (laid out in 1855), were firmly established upper-class neighborhoods. Yet, with the growth of electric streetcar systems in the 1880s and 1890s, greater numbers of middle-class subdivisions began to ring American cities.

Popular plans during this period include those based upon the romantic landscape ideas of A.J. Downing, Alexander Davis, and Frederick Law Olmsted. These ideas included the exploitation of the natural landscape, subdivision of land into large building sites, and the laying of roads in curvilinear patterns that appear to follow the natural contours of the terrain. Other plans continued the existing grid plan with provisions for tree-lined avenues and regularly placed parks. After the 1893 Columbian Exposition, City Beautiful plans based upon Beaux-Arts theories emphasized grid plans diagonally cut by broad avenues which terminated with civic buildings and public monuments. By 1910, nearly every major American city had built at least one such development.[3]

In Norfolk, this transformation first began in 1866, when the first street railway franchise was granted to the Norfolk City Railroad Company. In 1869, the company had laid the first tracks along Main Street, later to be extended along Church and Granby streets reaching the residential areas north of the city. By 1894, the most desirable areas for development were those located along the rapidly expanding electric streetcar lines, which replaced the original horse-drawn lines of the 1860s. Expansion of the city spurred by this modern form of transportation occurred primarily after the turn of the twentieth century with the annexation of numerous tracts of platted land. Park Place, which included an 1890s suburb of the same name north of the city, was annexed in 1902; the port town of Berkley in 1906; and, in 1911, the unimproved tract of Lambert's Point and the small community of Huntersville.

Norfolk investors, encouraged by the rapidly expanding transportation system, underwrote dozens of suburban improvement companies during this period. In 1890 alone, fifty-eight land and improvement companies were chartered in Norfolk. The first, and most significant residential development in Norfolk of this period, was the city's first planned suburb of Ghent. Originally a 220-acre tract of mostly rural land, Ghent was subdivided in 1890 by the newly established Norfolk Company and developed with freestanding, single-family dwellings that appealed to middle- and upper-income residents. Following the development of Ghent, several

[3] Virginia Historic Landmark Commission Staff, "National Register of Historic Places Inventory – Nomination Form: Ghent Historic District, Statement of Significance," June 1979, p. 1.

suburban residential communities began to take shape, including Riverview Park (1900), Lafayette Residence Park (1902), Colonial Place (1904), Ballentine Place (1909), and Winona (1909).

The explosion of suburban real estate interests and a limited clientele caused stiff competition among the various suburbs. Thus, the expansion of many of these suburban neighborhoods was limited during the early 1900s through the 1910s. During World War I, Norfolk's location and prosperous industries made the port city an obvious center for military and civilian production. The expansion of wartime industry in the World War I to World War II Period (1917-1945) greatly impacted the city's suburban development as an influx of workers swelled the city's population. This created a demand for housing that lead to the rapid platting of numerous suburbs in the early years of the twentieth century.

Physical Make-up of Suburban Norfolk

Most of Norfolk's late nineteenth and early twentieth century suburban developments shared common design features. Many were laid out with a grid-like street system combined with semi-circular roads or crescents designed to take full advantage of waterfront tracts. Each neighborhood featured landscaped streets with medium-sized dwelling houses surrounded by modest yards. Primarily designed by architects from Baltimore and Norfolk, suburban house forms were repeated throughout the residential neighborhoods, making streetscapes in one subdivision almost indistinguishable from the next.

The size and character of Norfolk's turn of the twentieth century domestic architecture reflected the influence of nationwide trends in middle-class family size and the declining availability of domestic servants. For this reason, houses in the earliest suburbs such as Ghent and Park Place differed markedly in size and elaboration from those in the later, farther-out neighborhoods of Colonial Place and Riverview Park.

In general, the residential architecture of the turn of the twentieth century in Norfolk consisted of

Late Victorian Queen Anne-style dwellings, the American Foursquare form that revived the applied detailing of the late eighteenth and early nineteenth centuries, and the well-built bungalows commonly ornamented with Craftsman-style adornments. Colonial Revival-style dwellings, influenced by the architecture of the 1907 Jamestown Exposition in Norfolk, were also prevalent in many of Norfolk's early suburbs. In addition to influencing the residential architectural styles, the Jamestown Exposition also encouraged the construction of a new building type in Norfolk: the apartment house. Built to accommodate the influx of visitors and workers created by the Exposition, many of these apartment buildings went up in established suburban neighborhoods serviced by the electric streetcar lines.

The Riverview Area Prior to Suburban Development (1837-1895)

Prior to its subdivision as a residential neighborhood, the site later known as Riverview was a peninsula of undeveloped rural land that extended into Tanner's Creek (now known as the Lafayette River). Although not evident from modern maps, a branch of the Lafayette River once meandered inland along the west side of the peninsula, west of Granby Street. Penetrating inland as far south as present-day LaVallette Avenue, this inlet was filled in with land and subsequently platted as residential subdivisions.

The earliest known reference to the Riverview area was an 1837 bill of sale for a ninety-seven-acre tract of land from John T. Thorowgood [sic] to Samuel Smith. The land was described as "bound by Tanner's Creek on the east and north, by the land of Wentworth Micks to the west, and on the south by that of John Williamson."[4] Smith was a sailmaker by trade, and it is not known whether he or his family farmed the property or rented it out. Having paid $800 for the land, Smith sold the property in July 1839 to Michael Hendren for $1,200. In 1851, Hendren conveyed a portion of the land to the Indian Poll Drawbridge Company, which erected a toll bridge along the major transportation route of Church Street (now known as Granby Street). Extending northward from downtown Norfolk, Granby Street was the primary thoroughfare providing access to the Riverview area. In 1854, Hendren sold a parcel of land west of Indian

[4] Pat Spriggs, "Riverview: A History of Its Development & Early Residents," Old Dominion University, April 1991, p. 4.

Poll Road (Granby Street) to his son-in-law, Cornelius C. Cruser. This tract was later platted as part of the adjacent development of Cruser Place.[5] Cruser had a house on his property near the present location of the Granby Street bridge. The building was said to have been framed in Staten Island, New York, brought to Norfolk on an oyster boat, and finished at the site.

Four years after the death of Michael Hendren in 1871, his children petitioned the court for permission to divide the land. Consequently, the property was partitioned into five tracts. Tract 1 became part of Cruser Place, Tracts 2, 3, and 4 became Riverview Park, and Tract 5 was developed as Riverside Park.

Development of Riverview (1895-1930)

One of the major impetuses for development of the area was the expanding municipal and transportation improvements that were beginning to make the Riverside neighborhood attractive to Norfolk residents. Even though the Norfolk City Railroad Company had been incorporated in 1866, construction of the streetcar system did not actually begin until 1870. Granby Street, which runs along the western edge of Riverview, was a principal downtown thoroughfare, and one of the first streets in Norfolk to receive streetcar service. These early streetcars were small, horse-drawn vehicles with four wheels. The Norfolk City Railroad Company went out of business in 1873 because of a lack in patronage, and was succeeded by a company that adopted the same name. Thus, by 1875, the cars were back on the tracks, and public transportation began to grow steadily. This increase in ridership prompted the establishment of a steam-operated line to Ocean View, a route built by the Norfolk and Ocean View Narrow Gauge Railroad Company in 1879. Street railroad expansion throughout the city of Norfolk began to increase at an even greater pace by the early 1890s with the use of electrification in 1894. By 1898, a streetcar line had been extended along Granby Street, an electrified route that ran northward from downtown Norfolk and passed just to the west of Riverview before crossing the Lafayette River. Part of the Granby Street line looped around Riverview, following Holly Street and Lucille Avenue. This extension provided a transportation route directly into Lafayette Park, a city park established in 1892.

[5] Spriggs, p. 5.

The Cruser Property

When Michael Hendren's property was partitioned in 1875, his son-in-law, Cornelius C. Cruser, was designated as the recipient of Tract 1, the 41.72-acre parcel of land north of Lafayette Park. Tract 1 of Riverview, located between Granby Street and Columbus Street, was adjacent to the large parcel of property west of Granby Street that Cruser had previously purchased from Hendren in 1854. The original purchase extended west from Granby Street to the adjacent development of Colonial Place. Cruser, having immigrated to Norfolk County from Staten Island, New York, had started a thriving oyster business that serviced the region between Gloucester County and New York City. With the purchase of the undeveloped property, however, Cruser began to dabble with real estate investments.

In September 1891, while retaining a larger portion for himself, Cruser divided three blocks on Tract 1, south of 41st Street, among his six children. Each block was dissected horizontally into halves numbered 1 through 6. Immediately upon receiving the parcels, Cruser's heirs began selling the lots, with and without improvement, for a significant profit. The transactions constitute the earliest subdivision and development of the Riverview area. For example, in 1894, William S. Cruser conveyed two lots within the block between East 39th and East 40th Streets. Purchaser Elizabeth O. Reed appears to have had one of the first domestic resources erected in the neighborhood on the street referred to as Reed's Lane (also seen as Reid Avenue). Furthermore, Reed was responsible for the construction of houses at 110 East 39th Street (c. 1893) and 114 East 39th Street (1906). These were the only two houses that had been built on that side of the block prior to 1910. One of the most prominent dwellings in this area was sited on property sold by Hansford T. Cruser in 1895 to attorney William B. Barton. Known as LaVallette House in honor of Barton's wife, the Queen Anne style dwelling stands at the corner of LaVallette Avenue and Columbus Street. Hansford Cruser's own house, originally on Granby Street, was subsequently moved around the corner in 1900 to face LaVallette Avenue.

Recognizing the investment opportunities made by his children, Cornelius Cruser platted his landholding in 1906 as Cruser Place. The plat, applied for by the Cruser Place Company,

included Cruser's remaining portions of Tract 1 (two blocks on the land east of Granby Street north of 41st Street), and fourteen blocks to the west of Granby Street. The streets running east-west were originally named after Cruser and his sons; however, between 1908 and 1928, the streets were reconceived as extensions of the east-west roads from the adjacent community of Colonial Place, and the street names of that subdivision were used instead. The fourteen blocks west of Granby Street never developed as planned and today most of the streets were transformed into driveways for Granby Street businesses.

By 1910, the Cruser property was beginning to show signs of significant residential development. Twenty single-family houses had been constructed, most facing either Granby Street or Columbus Avenue -- six houses stood on the two blocks north of East 41st Street that were part of Cruser Place, and fourteen dwelling had been built on the three blocks deeded to the Cruser heirs. By 1928, thirty-two more single-family houses had been erected. Some of the last developments included multiple-family housing, specifically the Lydia Roper Home at 127 East 40th Street (between 1910 and 1928), and the apartment house at 115 East 41st Street (1925).

Riverside Park

The parcel of land developed as Riverside Park was formerly Tract 5 of the 1875 partition. This 11.76-acre parcel was deeded to Michael Hendron's son, Frank (Francis) Hendron, and was conveyed six times before being sold to C. Westly Fentress in 1897 for $9,000. Fentress and his brother Richard B. Fentress founded Riverside Park and platted it in 1899 with narrow 25x100 foot lots; lots at the western ends of the blocks were triangular. Riverview Park bound this wedge-shaped development to the north, Lafayette Park to the south, and the Lafayette River to the east.

Although Riverside Park was platted before Riverview Park and Cruser Place, it was the last of the three-platted subdivisions to receive substantial development. Even though Ethel Avenue had been drawn on the 1899 plat, the road was not laid until the 1920s. Furthermore, only three houses had been constructed in the neighborhood prior to 1910: two facing Beach Avenue, and one on LaVallette Avenue near its intersection with Lucille Avenue. Few lots were sold, and in

1912, Fentress defaulted on his loans. The remaining lots were sold at foreclosure, and eventually conveyed in clusters to several real estate companies. Forty-nine lots to the west were conveyed to the City Park Land Corporation, which drew its name from the adjacent City Park. Four of these lots, now designated as 250, 254, 256, and 260 LaVallette Avenue, contain dwellings that, as oral history submits, had been moved down the river from an Army base either near Fredericksburg or Newport News by 1925. The modest structures are believed to had been erected as officer's housing during World War I, although no such form with weatherboard siding and dormers was identified in the comprehensive study of Army standardized housing.[6] Twelve lots fronting LaVallette Avenue, near its intersection with Lucile Avenue, were sold to the Female Orphan Society as the future site of an orphan's home. The property was not improved, however, until the latter part of the twentieth century when infill housing was constructed.

Construction was sparked in Riverside Park by the subdivision of the larger lots into affordable parcels aimed at the middle- to upper-middle class rather than the upper-lass residents of the city. This encouraged construction of modest single-family dwellings on narrow, rectangular lots. To mask the reduced lot size, the divisions were made at angles and the buildings sited northeast to southwest. The overwhelming building form utilized in Riverside Park was the bungalow, known for its horizontality, porches, and economical use of space. By 1928, thirty-eight more single-family dwellings had been constructed in Riverside Park.

Riverview Park

Riverview Park was the largest of the neighborhood developments that together came to be known as Riverview. From the partition in 1875 until its platting as Riverview Park in 1900, Tracts 2, 3, and 4 had several individual owners, but were never divided into smaller units. The tracts of Riverview Park were wedge-shaped so that each of the original heirs received, as nearly as possible, not only the same amount of land, but also the same amount of shorefront and riparian rights. This division resulted in the present configuration of diagonal streets that branch

[6] Bethanie C. Grashof, Georgia Institute of Technology, "A Study of United States Army Family Housing, Standardized Plans (PX-0001-5-0835)." May 1986

off to the northeast from Columbus Avenue, which runs north and south.

In 1886, the three tracts were reunited when Benjamin P. Sale bought the property from several of the Hendren heirs. The undeveloped thirty acres of property became increasingly attractive to investors. Consequently, Sale held onto the property for four years, and then, as the market value increased, sold the land in June 1890 to a group of Norfolk businessmen for $18,000. The investors consisted of James E. Barry, Solomon Hamburger, Michael Glennan (owner and editor of *The Virginian-Pilot*), L.D. Smith, and William Pannill (one of the developers of Ghent).[7] The new owners, in turn, sold the property to the North Norfolk Company. Incorporated in September 1890, the North Norfolk Company held the three Hendren tracts for eight years, selling them for $35,000 in October 1898. The officers of the purchasing company, American Real Estate Company, included Oliver D. Jackson, David R. Creecy, Jr., Edward W. Wolcott, and his brother Harry K. Wolcott.[8] The American Real Estate Company, incorporated in March 1897, held the property only one month before selling in November 1898 to the Riverview Park Company for $42,000. The Riverview Park Company had been incorporated for only two weeks, with O. D. Jackson serving as president.[9]

In 1900, the Riverview Park Company filed an official plat for the new suburb of Riverview Park. The proposed plan depicted the neighborhood's lot divisions, street layout, and open spaces. The western boundary was Columbus Avenue; the southern boundary was Tract 5 (Riverside Park); and Lafayette River bound the area to the north and east. Holly Avenue was laid out parallel to the river at a distance that allowed for back-to-back lots, and a shorefront street known as Beach Avenue. The new subdivision was composed of ten blocks totaling 176 lots, divided by streets that branched to the northeast from Columbus Avenue. Most of the lots were 50 feet wide and 110 feet deep; those at the western ends of the blocks were triangular. Within two years of the platting, work on Riverview Park's water lines, sewer lines, and streets had made construction of the first houses in the subdivision possible.

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[7] Spriggs, p. 11.
[8] Spriggs, p. 12.
[9] Spriggs, p. 13.

Christopher Randolph, owner of the Atlantic Hotel in downtown Norfolk, became the new president of the Riverview Park Company, and played a prominent role in the early development of the subdivision. In August 1902, he purchased ten lots from the Riverview Park Company for $10,250. Six months later, he bought thirty-one more lots for $7,750, eventually owning seventy-nine lots – almost half of the subdivision. As befitting the president of the company, Randolph was issued the first building permit for a $3,000 brick house in May 1903 (Permit #291). He was issued a second permit on May 19, 1903 for the construction of a wood frame house (Permit # 306). Based on historic maps, the house was located at 237 East 42nd Street, on the southwest corner of East 42nd and Holly Streets. A lavish Queen Anne style dwelling with an attached corner gazebo, the house was said to be the most elaborate ever built in the neighborhood; yet, Randolph never occupied the building. Two years after its construction in 1905, E.C. Hathaway, the assistant general manager of the Virginia Railway and Power Company, purchased the dwelling. Unfortunately, the elaborate dwelling is no longer extant. After suffering a major financial setback, Randolph sold twenty-one Riverview Park lots to local architect, Charles J. Calrow. Calrow, partner in the architectural firms of Breese, Ferguson & Calrow and Calrow, Wrenn & Tazewell to name just a few, appears not to have developed the lots, but sold them collectively. The last time that the Riverview Park Company appeared as a grantor in the Norfolk City deed index was in September 1905.

Like Randolph, a number of Riverview's earliest residents were leading members of Norfolk's business community. The third building permit in Riverview Park (#355) was issued to Terry Gordon, cashier and later the president of the Traders and Truckers Bank. He built the large Shingle style house at 301 East 42nd Street. After the bank failed in 1909, Gordon lost the house through foreclosure. It was then purchased at auction by Charles H. Consolvo, part owner of the Jefferson Hotel in Richmond, the Belvedere Hotel in Baltimore, and the Monticello Hotel in Norfolk.

During the first ten years, the Riverview Park neighborhood developed slowly. Original development contracts had specified that houses cost at least $4,000 – the typical price of a large architect-designed residence. However, after Calrow reduced the construction cost by $1,000,

development accelerated. By 1910, a total of thirty freestanding single-family dwellings had been built in Riverview Park. Most of these were two-story brick or wood frame buildings, and, while they were scattered throughout the subdivision, many tended to be grouped in clusters. Additionally, several of the larger dwellings were sited on double or quadruple lots. While many of Riverview's original residents were prominent Norfolk businessmen, by 1910, Riverview Park was developing as a middle-class neighborhood with large numbers of professionals and tradesmen. Residents of the neighborhood were employed as electricians, secretaries, bookkeepers, merchants, contractors and machinists, lawyers, upholsterers, plumbers, engineers, watchmakers, tailors, policemen, file clerks, and managers.

In October 1915, Christopher Randolph sold all of his remaining lots in Riverview Park to R. Lancaster Williams of Baltimore. Included in the sale were the houses at 226 East 42nd Street and 244 East 40th Street. The original deed lists 25-½ lots, while a correction filed in November 1916 indicates that 30-½ lots were sold to Williams, who had served as president of the Norfolk, Portsmouth, and Newport News [streetcar] Company, and later as vice president of the Virginia Railway and Power Company.

In addition to the freestanding domestic architecture improving the landscape of Riverview Park, two large brick apartment buildings were erected in the second decade of the twentieth century. The imposing Colonial Revival style buildings, standing in sharp contrast to the smaller scale single-family dwellings, represent the influences of the 1907 Jamestown Exposition on architecture in Norfolk. Built to accommodate the influx of visitors and workers created by the Exposition, the apartment building became a common site in established suburban neighborhoods serviced by the electric streetcar lines by the 1910s.

After 1925, the rate of new construction tapered off dramatically in Riverview Park with only eight dwellings built between 1926 and 1930. By 1928, most of Riverview Park had been developed. Yet, many of the tracts to the east of Holly Avenue remained undivided and unimproved.

Decline and Renewal (1930-1994)

With the sale of individual housing lots, the real estate companies responsible for the initial development of the subdivisions no longer held a controlling interest in the property. Consequently, the boundary established by each of the individual plats was blurred as the subdivided tracts became one neighborhood. Known collectively as Riverview, the residential area was defined by surrounding landscape, specifically the Lafayette River, Lafayette Park, and the major transportation route developing along Granby Street. The 1925 Unified Bus Ordinance greatly impacted future development of Riverview Park and its surrounding neighborhood by beginning the elimination of streetcar service. Service ceased throughout Norfolk by 1948.

Development after 1930 in Riverview was minimal, consisting primarily of infill housing built on the neighborhood's remaining empty lots. Reflecting the effects of the economic depression, only five single-family houses and one apartment building were built in Riverview between 1930 and 1940. The majority of this new construction was located on corner lots in Riverview Park. During World War II, construction in Riverview came to a halt, with no new construction between 1941 and 1945. During this time, many older single-family residences in Riverview and Norfolk's other older suburbs were converted into boarding houses, apartments, or twin dwellings to meet the wartime demand.[10] After the war, infill construction resumed, reaching a highpoint in the 1960s, only to decline over the following decades. Riverside Park, which had been slow to develop, received a higher percentage of infill housing than other areas of Riverview. This was particularly evident along LaVallette and Lucile Avenues on lots purchased by the Female Orphan Society as the future site of an orphan's home.

Commercial development, encouraged by the automobile, became the most substantial transition to affect the Riverview neighborhood. Historically developed as residential property, by 1950, the lots fronting the busy transportation route of Granby Street became part of a commercial corridor, with filling stations, stores, and a movie theater. This transformation anchored Granby

[10] Ariette Claflin, "Still spry after nearly a century," *The Virginian Pilot and the Ledger Star*, March 21, 1992, p. 5.

Street as the western boundary of Riverview, essentially screening the detached residential community from rapidly passing motorists.

By the mid-1960s, Riverview had begun to experience many of the same social and urban trends affecting older suburbs across America. As newer and more fashionable subdivisions were built farther from the city center, affluent white residents moved out of the older neighborhoods. In turn, the older suburbs became home to the many African-American families affected by urban renewal projects in the downtown area. In an attempt to meet the needs of the changing residential make-up of the neighborhood, the civic leagues of Riverview and the adjacent residential community of Colonial Place merged in 1965 to form the Colonial Place-Riverview Civic League. The new league developed programs and policies to reverse the physical decline of both neighborhoods and to promote racial stability.

To insure the neighborhood context of Riverview, the Norfolk City Council changed the zoning from a two-family residential district to a one-family residential district in 1969. The change, recommended by the civic league, meant that only single-family residences were allowed in the area, and no new duplex apartments or conversions to duplexes would be allowed. The civic league's efforts gained further support in 1973, when the City of Norfolk published a general development plan for "Colonial Place-Riverview," and both neighborhoods were named Conservation Districts by the Norfolk Redevelopment and Housing Authority. This allowed property owners to receive low interest loans and grants for rehabilitation and renovation to existing houses, with funding initially provided through Model Cities and later by revenue-sharing funds.[11]

In a further effort to improve the condition of Riverview's housing stock, in November 1973, the civic league implemented a new Occupancy Permit program that required units to be inspected when they became vacant, and receive a new occupancy permit before new families could move in.[12] Created by ordinance, this plan was the city's first effort to require housing inspections each time property changed hands, and was approved by both the Norfolk Redevelopment and

[11] Carper, p. 2.
[12] Debbie Odell, "Riverview in Norfolk revives a bit of the past," *Virginia Pilot*, February 9, 1985, D2.

Housing Authority and the City Council.[13] This was one of the many actions that increased the stability of the neighborhood and the confidence of house buyers, resulting in sharply increased property values between 1970 and 1973. Consequently, by 1978, the Colonial Place-Riverview area was regarded as a landmark in urban living – a successfully revitalized middle-class neighborhood with residents who took pride in their community.[14] By 1994, Riverview and Colonial Place were named a conservation district, with specific housing code standards and zoning requirements that facilitated preservation of the neighborhood.

[13] "Housing Upgrade Okayed by NHRA," *Virginia Pilot*, October 10, 1972.
[14] Carper, p. 1.

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10. Geographical Data

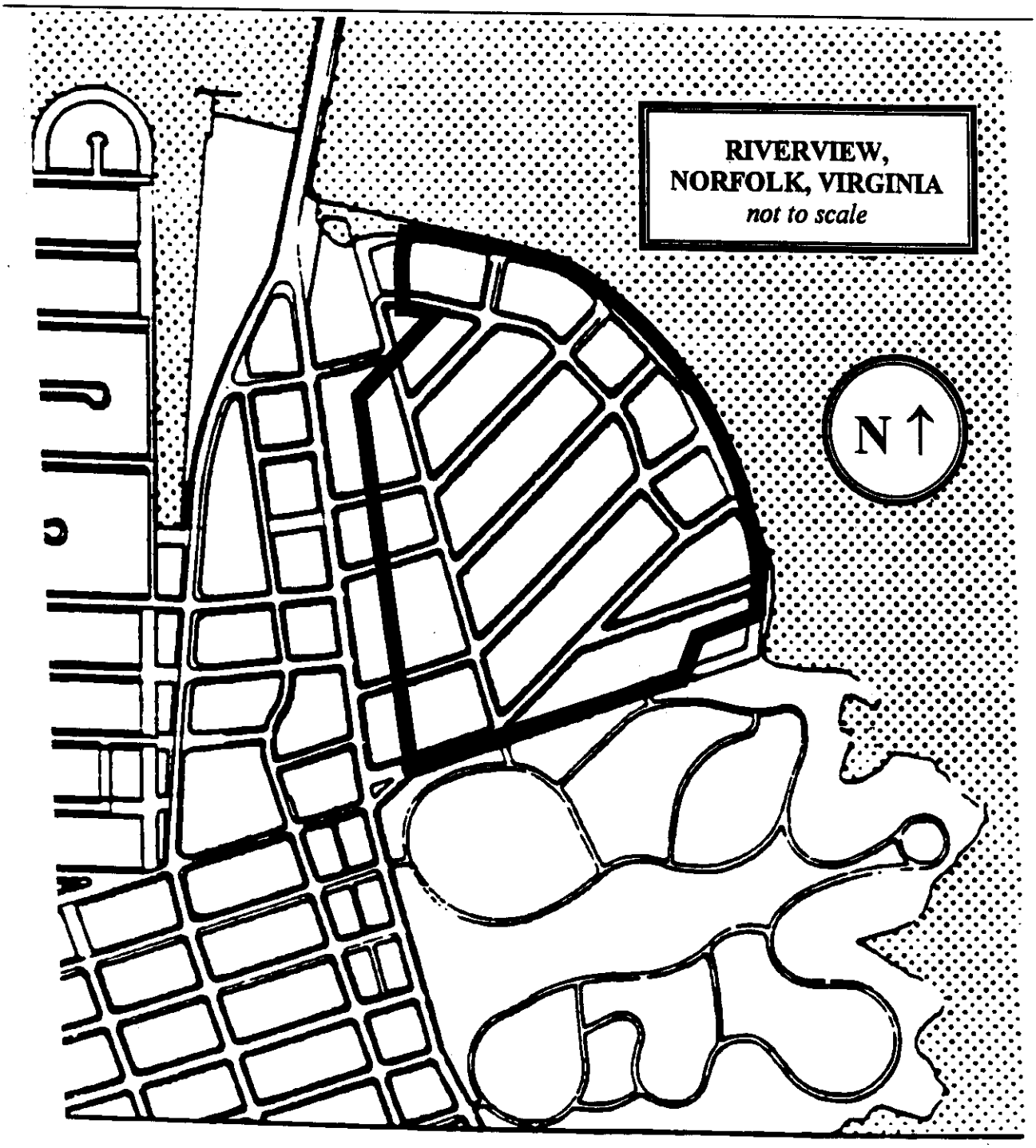
	Zone	Easting	Northing		Zone	Easting	Northing
5	/1 /8 /	/3/8/5/9/2/0/	/4/0/8/2/6/6/0/	6	/1 /8 /	/3/8/5/8/4/5/	/4/0/8/2/6/6/5/

Verbal Boundary Description

The boundary of Riverview begins on the north side of LaVallette Avenue, north of Lafayette Park. Moving eastward along LaVallette Avenue, the boundary turns north/northeast to Beach Drive. Properties fronting LaVallette Avenue at its intersection with Beach Drive are excluded. The boundary follows Beach Drive along the Lafayette River at a 30 degree angle until the road intersects with Columbus Avenue. It moves south along Columbus Avenue, including all properties fronting the avenue to East 42nd Street. At the intersection of the eastern portion of East 42nd Street and Columbus Avenue, the boundary turns west to include all those properties fronting Columbus Avenue, East 42nd Street, East 40th Street, East 39th Street. As the boundary runs south at Columbus Avenue and East 42nd Street, properties fronting Granby Street are excluded. See attached map.

Boundary Justification

The boundary of the Riverview Historic District are based on the three subdivision plats submitted in 1899 for Riverside Park, 1900 for Riverview Park, and 1906 for Cruser Place. The boundary includes the properties within the area that retain sufficient integrity and contain significant architectural components that combine to create the Riverview neighborhood.


RIVERVIEW,
NORFOLK, VIRGINIA
not to scale
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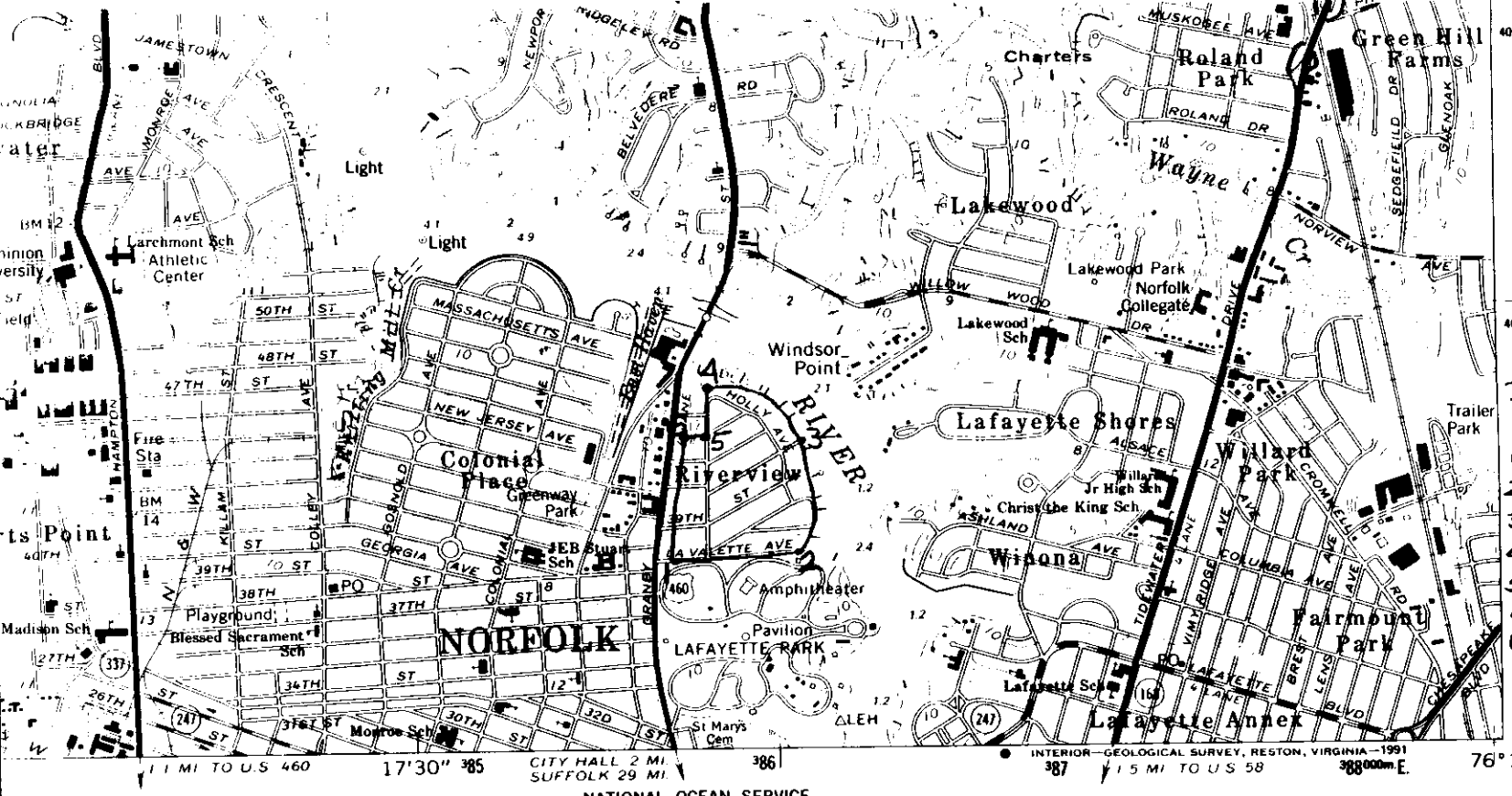

DEPTH GRADIENTS

Meters	Feet
0	0
5	16.4
10	32.8
15	49.2
20	65.6
25	82.0

Exposed at low tide

Maximum depth

RIVERVIEW, NORFOLK

1. 18/385800/4082225
2. 18/386240/4082260
3. 18/386220/4082645
4. 18/385940/4082860
5. 18/385920/4082660
6. 18/385845/4082665

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LE, MARYLAND 20852
, CHARLOTTESVILLE, VIRGINIA 22903
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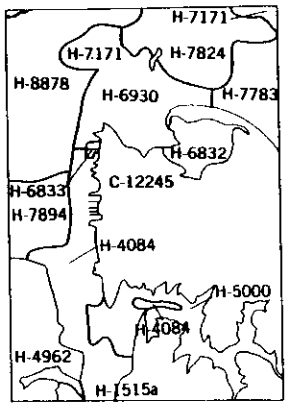
NATIONAL OCEAN SERVICE
HYDROGRAPHIC SURVEY INDEX



HYDROGRAPHIC SURVEY INFORMATION

SURVEY NUMBER	SURVEY DATE	SURVEY SCALE	SURVEY LINE SPACING (NAUT. MILES)
H-1515a	1882	1:10,000	.02-.06
H-4084	1919	1:10,000	.01-.07
H-4962	1930	1:10,000	.01-.08
H-5000	1929	1:10,000	.01-.09
H-6832	1943	1:10,000	.01-.04
H-6833	1943	1:2,500	.01-.02
H-6930	1944	1:5,000	.01-.04
H-7171	1947	1:10,000	.01-.03
H-7783	1949	1:10,000	.01-.07
H-7824	1950	1:10,000	.02-.06
H-7894	1951	1:10,000	.02-.08
H-8878	1966	1:10,000	.02-.09

NOS CHART 12245 DEC 1984 1:20,000

ROAD CLASSIFICATION

Heavy-duty — Light-duty

Medium-duty — Unimproved dirt

Interstate Route — U.S. Route — State Route

NORFOLK NORTH, VA.

36076-H3-TB-024

PHOTOINSPECTED 1989

1965

PHOTOREVISED 1986

BATHYMETRY ADDED 1986

DMA 5757 IV NE-SERIES V834

Revision shown in purple compiled in cooperation with Commonwealth of Virginia agencies from aerial photographs taken 1981 and other source data. This information not field checked. Map edited 1991