124-47

Form No. 10-300 REV. (9/77)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Truxtun Historic District

AND/OR COMMON

2 LOCATION

STREET & NUMBER
Roughly bounded on the east by the west side of Frederick Blvd.; on the south by the rear property lines of the 2200 block of Portsmouth Boulevard, of the 3300 block (east side) of Deep Creek Blvd., and of (See Continuation Sheet #1)

__NOT FOR PUBLICATION

CITY, TOWN
Portsmouth

__ VICINITY OF

CONGRESSIONAL DISTRICT
Fourth (Robert W. Daniel, Jr.)

STATE
Virginia

CODE
51

COUNTY
(in city)

CODE
740

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	X COMMERCIAL	__PARK
__STRUCTURE	X BOTH	__WORK IN PROGRESS	__EDUCATIONAL	X PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	X RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
Multiple Ownership

STREET & NUMBER

CITY, TOWN

__ VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Portsmouth City Hall

STREET & NUMBER

CITY, TOWN
Portsmouth

STATE
Virginia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Joint Survey by Office of City Planning, Portsmouth, Virginia, and Virginia Historic Landmarks Commission

DATE
1979-1980

__FEDERAL X STATE __COUNTY X LOCAL

DEPOSITORY FOR SURVEY RECORDS
Office of City Planning, Portsmouth, Va.

CITY, TOWN
Portsmouth

STATE
Virginia

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	X ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Truxtun is located on a forty-three-acre tract which was considered "a proper one for negro development; since the land between it and the navy yard was already occupied by negroes...and this class of occupancy would naturally expand toward Truxtun and eventually include it." In this manner, confrontations between and intermingling of blacks and whites would be avoided.[1] The land slopes gently to the south, yet appears flat. Located at almost sixteen feet above mean low water level, the area is high enough above the neighboring creek to the southeast to allow for surface drainage. The soil is heavy but not impervious.

Streets

The plan was utilitarian at best with a conventional grid street pattern grouped around two existing major roads (Key Road and Deep Creek Boulevard); a few platted streets, and existing residences (see Figure 1). At the time of construction, all streets were provided with gravel sidewalks, while only two streets (Portsmouth Boulevard and Manly Street) received eight-foot-wide gravel lanes (nine-inch gravel depth). Curbs and gutters were not included in the original plan.[2] Also, a planting strip was provided between the sidewalk and the roadbed where a combination of small and large trees was planted. All housing units were placed eleven feet apart from one another, which is a higher density than elsewhere in the city. In order to alleviate the impression of high density, a staggered setback was used with a varied treatment of the planting strip between the sidewalk and the roadbed (see Figure II).[3]

Today, all minor streets except Manly and a section of Dahlia Street have been widened, paved, and provided with curbs, gutters, and sidewalks. The latter two streets are currently having new pavement and curbs and gutters installed. The new roadbed will be thirty feet from face-of-curb to face-of-curb.[4]

Portsmouth Boulevard is a major four-lane, east-west arterial while Frederick Boulevard, forming the eastern boundary of Truxtun, is a divided four-lane highway providing direct access to I-264. Deep Creek Boulevard, a four-lane thoroughfare, cuts across the eastern portion of the neighborhood.

Truxtun is a community built for the pedestrian. Access to the navy yard was to be provided by street car with the future possibility of a small railroad station on the west side of the existing railroad between Deep Creek Boulevard and Portsmouth Boulevard (see Figure 1).[5] Ultimately, the railroad station was not provided, and today frequent buses serve the community. On-street parking is prevalent in the area. Area streets are pleasantly shaded by large mature shade trees and smaller crape myrtles. The grassy strips as well as the yards are unevenly maintained with a general trend towards good maintenance on Hobson Street and Portsmouth Boulevard and with Manly Street at the other end of the scale.

Non-Residential Land Uses

The intersection of Deep Creek and Portsmouth boulevards forms a natural nucleus in the community. Portsmouth gives direct access to the navy shipyard, while Deep Creek Boulevard connects with downtown Portsmouth. Originally, prime sites were set aside at the crossroads for a church, a school, and a community house.[6] Only the school was completed. Named the Truxtun School, this educational facility opened in October 1920. Until 1968, the building functioned as a neighborhood school, and there was a definite tie with the

(See Continuation Sheet #1)

8. Significance

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	X community planning	___ landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	X architecture	___ education	X military	___ social/ humanitarian
___ 1700–1799	___ art	___ engineering	___ music	___ theater
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

Specific dates 1918–1920 **Builder/Architect** U. S. Housing Corporation

Statement of Significance (in one paragraph)

The Truxtun Historic District was the first wartime government housing project constructed exclusively for blacks in the United States. Named for Thomas Truxtun, an early naval hero, the forty-three-acre neighborhood was developed during World War I to accommodate the growing work force at the Norfolk Naval Shipyard in Portsmouth. Also significant for its exhibition of the planning standards of the United States Housing Corporation, the federal agency which financed and built the project, Truxtun was conceived by Project Architect R. E. Mitchell, Town Planner H. P. Kelsey, and the Housing Corporation as a model village for the nation's black citizens. Architecturally, the residential portion of the district is characterized by close-knit, five-room structures with jerkinhead roofs, so arranged that a repeated pattern is almost indiscernible. Though having undergone moderate alterations since the 1920s, Truxtun retains much of its original character.

The expansion of activities and personnel at the Norfolk Naval Shipyard after the outbreak of World War I rapidly depleted the supply of available housing in Portsmouth. To accommodate the expanding work force, the United States Housing Corporation undertook the construction of two housing projects in the Portsmouth area.[1] For the exclusive use of white workers and their families, the Corporation planned and developed a community named Cradock on a tract of land directly south of the naval yard.[2] For the site of the black community of Truxtun, the federal planners purchased a forty-three-acre parcel of land to the west of the shipyard.[3] The decision to segregate the two housing projects accorded with federal policy established by Woodrow Wilson early in his presidency.[4]

As the first and possibly the only wartime community built expressly for blacks, Truxtun represented a significant landmark in the Housing Corporation's undertakings. At the opening ceremony on May 25, 1919, L. K. Sherman, President of the Housing Corporation characterized Truxtun as a unique

> opportunity...an experiment. A model village of 250 houses located in pleasant surroundings, built by the government and turned over to the exclusive use of the negro citizen. It is an experiment that will be watched....It has the hope of all friends of justice and fair-play and has also the doubt and skepticism of many....I trust you will compel for Truxtun the respect and esteem of your neighbors and that you will furnish an example to the nation for other towns like this.[5]

Unlike Cradock, where drainage became a major problem, all of the forty-three acres acquired for the development of Truxtun were physically suitable for lots and streets. When the work of the federal planners began, the site of Truxtun was still largely an open field.[6] Of the three or four existing houses, which the Housing Corporation let stand, the most interesting was the Victorian mansion owned by John A. Codd, former chairman of the Norfolk County Board of Supervisors.[7] Built in 1880, the structure

(See Continuation Sheet #4)

9. Major Bibliographical References

Comstock, William Phillips. The Housing Book. New York: William T. Comstock Co., N.D. (1915?).

"Fire Rakes Truxtun School", The Ledger-Star, February 12, 1968.

(See Continuation Sheet #6)

10. Geographical Data

Acreage of nominated property 43 acres

Quadrangle name Norfolk South, Va. Quadrangle scale 1:24000

UMT References

	Zone	Easting	Northing
A	18	381540	4075370
B	18	381750	4075140
C	18	381580	4074960
D	18	381380	4074940
E	18	381050	4074950
F	18	380980	4075180
G			
H			

Verbal boundary description and justification Beginning at the southwest corner of Deep Creek Boulevard and Frederick Boulevard; thence southeasterly along the west right-of-way of Frederick Boulevard to its intersection with the south right-of-way of Portsmouth Boulevard; thence south 110 feet; thence westerly approximately 600 feet to the west right-of-way of

List all states and counties for properties overlapping state or county boundaries

(See Continuation Sheet #7)

state	code	county	code

state	code	county	code

11. Form Prepared By

(1) Virginia Historic Landmarks Commission, 221 Governor Street, Richmond, Virginia 23219 (804) 786-3144 and

name/title Lisbeth Lund Coker, Urban Planner

organization Office of City Planning date April 1980

street & number One High Street telephone (804) 393-8836

city or town Portsmouth state Virginia 23702

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national X state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

Tucker Hill, Executive Director

title Virginia Historic Landmarks Commission date APR 15 1980

For HCRS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: date

Chief of Registration

2. LOCATION

20-84 (south side) Manly St.; on the west by a vertical line connecting the west property lines of 81 and 84 Manly St., 2717 and 2722 Portsmouth Blvd., and 79 and 80 Hobson St.; and on the north by the rear property lines of 3-79 (north side) Hobson St. and of the north side of Dewey St.

7. DESCRIPTION

community.[7] Following a fire in February of 1968, the building was enlarged and converted into a city-wide Secondary Education Center for the physically and mentally handicapped.[8] The school ceased to be the center of the community activities.

Thirty-five small businesses were planned for a stretch of Deep Creek Boulevard.[9] Today, small businesses are found in the western section of the intended block, while residents occupy the remainder of the block between Downes and Bagley streets. In addition, small businesses have located on the intended site for the community house and part of the church site. These businesses tend to be specialized, serving a larger area rather than offering services and goods for the immediate neighborhood as originally envisioned (see Figure III). The turnover of storekeepers is high, and there are some vacancies at present.

The large triangle surrounded by the three boulevards was originally set aside for open space for Truxtun and anticipated surrounding residential development.[10] Currently, it contains a mixture of occupied and vacant one-story commercial structures of generally unattractive appearance such as several garages, a body shop, and a junk yard. In addition, the parcel relates neither physically nor functionally to the surrounding neighborhood due to the heavily trafficked lanes surrounding the area. Owned by the Norfolk and Portsmouth Beltline, the land is leased to various businesses. The City is presently considering restoring the triangle to community use.

The Truxtun Houses

The Truxtun houses were all derived from one five-room plan (see Figure IV) which was rotated and modified to create four distinctly different exterior elevations (see Figures V-VIII and Figures IX-XII). A unified yet interesting appearance was created.[11] The jerkinhead roofs within peculiarly flattened gable ends are characteristic of Truxtun. In the original plan, a play of roof lines was accomplished by using Type B houses (gable roof) as a buffer between Types C and J houses (jerkinhead roofs) (see Figure XIII). Type E houses, the duplex units, were mainly located on corner lots which tend to be naturally wider due to the increased street frontage.

The original, unexpanded single-family homes have a base square footage of 432 square feet with a half story above. The original duplexes, also 1½ stories, range from 840 to 864 square feet. Some duplexes have been turned into single units and many single units

(See Continuation Sheet # 2)

7. DESCRIPTION

have been expanded to as much as 792 square feet base footage. The average lot size is 38'x 100' for single-family units and 48'x 100' for duplexes.[12]

In all, two hundred detached units (Types B, C, and J) and fifty semi-detached units (Type E) were constructed.[13] This housing stock has remained fairly stable. One hundred ninety-two original single units and forty-eight duplex units are standing today. Approximately 10 percent have maintained the original siding and have roof shingles similar to those originally used (see Figure XIV).[14] The most prevalent modifications of the remaining 90 percent consist of new siding, new roof shingles, modified and/or rebuilt porches, and side or rear one- and two-story additions. The original colors were basically dark, lightened up by a few white houses, blinds, and porches.[15] Today, the area displays a mixture of dark-colored tar paper, white asbestos shingles, and brightly painted original siding. The newest addition consists of white or pastel-colored aluminum or vinyl siding.

Although inexpensive, the general construction of the Truxtun houses was good. Piers served as foundations with four- inch brick curtain walls giving the appearance of a continous foundation. Because the siding used on the houses was about 24 percent waste and full of knots, it was felt afterwards that it would have been better to use a somewhat more expensive siding which had less waste and fewer knots. Generally, what was saved in the original cost of lumber was more than compensated for by an increase in labor cost and in a loss of material.[16]

While no building condition survey has been undertaken, building officials estimate that approximately half of the dwellings in Truxtun do not meet present electrical and plumbing codes. Apparent from a "windshield inspection" are exterior maintenance problems such as peeling paint.

1970 census data show that homes in Truxtun have lower monetary values than the overall figure for the City of Portsmouth or other black communities. This is due to the small, relatively old units. On the other hand, incomes are higher than city averages for blacks. Yet, many choose to remain. There is a high home ownership quota (66 percent), and 56 percent of the households have resided in the same units for twenty years or more.[17]

Surrounding Land Uses

Since the completion of Old Truxtun in 1920, the surrounding areas have been filled in with compatible residential areas to the south, west and north, while the east side is bordering on industrial uses. The residential expansion was accomplished by extending the secondary streets in the district in all directions (see Figure III).[18]

(See Continuation Sheet # 3)

7. DESCRIPTION

Rehabilitation Efforts

In conclusion, time has brought changes to Truxtun. Once a self-contained community, the neighborhood has been absorbed into the urban fabric of the city. The former neighborhood school has been turned into a special city-wide facility, and the local stores serve a city-wide clintele. The houses, although basically sound, are in need of repair ,and many residents are elderly. Yet, despite the pressures from surrounding areas, many of the original plan elements have been preserved. The close-knit structures with their distinct roof lines and familiar facades still convey a strong sense of the community's original architectural character. Looking towards extensive changes in ownership during the next decade, it became very important to establish a course of action acceptable to residents and in harmony with the comprehensive plan for the city. Towards this goal, a neighborhood plan was developed by local residents and city representatives. A further step in this direction was the local historic designation for Truxtun and the introduction of an effective rehabilitation program. In this manner, the vitality of a neighborhood with a unique link to Portsmouth's past can hopefully be preserved for future generations.

LLC

(see Continuation Sheet # 8 for Inventory)

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[1]H. Hubbard, ed., Report United States Housing Corporation: Houses, Site Planning and Utilities. Volume II. (Washington, D.C.: Government Printing Office, 1919), p. 287.
[2]Ibid., p. 289.
[3]Ibid., p. 288.
[4]Engineering Department, City of Portsmouth, Va., November 1979.
[5]Hubbard, loc. cit.
[6]Ibid.
[7]Office of City Planning, Records (Portsmouth, Va., November 1979).
[8]School Board, Records (Portsmouth, Va., October 1979).
[9]Hubbard, op. cit., Table VI, p. 405.
[10]Ibid., p. 288.
[11]Ibid., p. 289.
[12]Office of City Planning, Portsmouth, Va., Old Truxtun Neighborhood Plan - 1979. (Portsmouth, Va., 1979), p. 16.
[13]Hubbard, op. cit. p. 287.
[14]Office of City Planning, Portsmouth, Va., Old Truxtun Neighborhood Plan - 1979, p. 16.
[15]Hubbard, op. cit., p. 289.
[16]Ibid.
[17]Office of City Planning, Records (Portsmouth, Va., May 1979).
[18]Ibid.
[19]Ibid., November 1979.

8. SIGNIFICANCE

still stands at 3325 Deep Creek Boulevard and is presently used as a two-family dwelling.[8] Working around these existing features, the Housing Corporation planned residential lots for 42 percent of the tract, other buildings for 20.3 percent, public grounds for 9.4 percent, and streets and alleys for the remaining 28.3 percent.[9] Accommodations for 253 families were projected (203 in detached houses, 50 in semi-detached houses), but total housing capacity when construction was completed fell three families short of this estimate.[10]

All 250 units had five rooms. Estimating that a household would include five members as well as boarders, the Housing Corporation planned to house 1,265 people in Truxtun at a density of 5.9 families per gross acre. The average lot acre per family was 3,127 square feet.[11] The Housing Corporation assumed costs of $4,499.60 per family in Truxtun as compared to costs of $4,930.54 per family in Cradock.[12] The federal government was to act as landlord, collecting a monthly rent of $17.50 per family.[13]

In developing the overall plan for Truxtun, the Housing Corporation saw the intersection of Deep Creek Boulevard and Key Road as the natural center of the community, as these highways extended far into the outlying area and would serve as the main arteries for future development (see Figure I). Around this crossroad were to be grouped the church, the community house, and the school, while Deep Creek provided a good location for small local stores.[14] In addition to thirty-five stores, the original plan called for a theater, a church, a school, and a garage.[15] The three most important individual sites were left for the most important and largest buildings: the school, the church, and the community house.[16] Of these three, only the school was completed. The Norfolk and Portsmouth Beltline Railroad was expected to provide passenger transportation for the neighborhood; therefore, space was left for a small railroad station between Deep Creek Boulevard and Key Road on the west side of the existing railroad tracks. The large triangle between the two major streets in the heart of the community was planned as a public open space. While the Housing Corporation felt that this parcel was somewhat large for the few houses originally constructed, the area was deemed appropriate for subsequent surrounding housing development.[17]

Climate also played an important role in the layout of the community. To provide the best exposure to the wind, a major consideration since the houses were being set fairly close together, the minor streets were run east and west in a conventional grid pattern.[18] Gravel sidewalks were provided on all streets while only two streets (Key Road and Manly Street) were provided with eight-foot-wide gravel lanes.

Curbs and gutters were not included in the original plan.[19] All housing units were placed eleven feet apart from one another, which is a higher density than elsewhere in the city for single-family detached units. In order to alleviate the impression of high density, a staggered setback was utilized with a varied treatment of the planting strip between the sidewalks and the roadbed (see Figure II).[20]

(See Continuation Sheet #5)

8. SIGNIFICANCE

To provide for additional variety, housing types were distributed nearly randomly throughout the development, porches of single-family homes were modified, and the generally dark shades of exterior colors were relieved by a few houses that were painted white. In reviewing the Truxtun project, the Housing Corporation felt the development provided a "very interesting appearance."[21]

An apparently smooth transition from government to private ownership occurred at the end of the war. The homes were sold by sealed bids to two black businessmen, who then resold them primarily to their original tenants. From the beginning, community residents aimed to improve the neighborhood through the instrument of elected committees that met weekly with the town manager to address such community needs as sanitation, law and order, and neighborhood improvement.[22]

The Harrison Ward Civic League served as a forum for voicing community needs until the late 1950s. With the end of the ward system, however, Truxtun was divided into two precincts with Portsmouth Boulevard as the dividing line between them. Neighborhood cohesiveness waned, and the community lacked a common organization until the formation of the Old Truxtun Community League during the summer of 1978.[23]

Of the three housing projects planned simultaneously and completed for wartime workers in the region, namely Truxtun and Cradock in Portsmouth and Hilton Village in Newport News, Virginia, Truxtun has probably suffered the most in terms of physical plant modification. Its borders never were clearly defined and the grid pattern of its streets was simply extended as adjacent residential areas were developed. Yet this transformation has not been so extensive as to obliterate the original planning and architectural characteristics of the district. Truxtun preserves the distinctive quality of its residential area and remains one of Portsmouth's most significant 20th-century landmarks.

LLC/RAC

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[1]James Ford, ed., Report United States Housing Corporation: Organization Policies and Transactions, Volume I (Washington, D.C.: Government Printing Office, 1920), pp. 371-2.

[2]Ibid., p. 373.

[3]H. Hubbard, ed., Report United States Housing Corporation: Houses, Site Planning and Utilities, Volume II (Washington, D.C.: Government Printing Office, 1919), p. 287.

[4]Arthur S. Link, Woodrow Wilson and the Progressive Era, 1910-1917 (New York: Harper and Row, 1954), pp. 63-66.

[5]"Great Crowd Sees Opening of Truxtun," Portsmouth Star, May 26, 1919.

[6]Hubbard, op. cit., p. 287.

[7]Lloyd Lewis, "Truxtun's 50-Year Image Bright," The Ledger-Star, August 27, 1968.

(See Continuation Sheet #6)

8. SIGNIFICANCE

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[8]Property Records, City of Portsmouth, Va.
[9]Hubbard, Table II, p. 395.
[10]Ibid., p. 287.
[11]Ibid., Table II, p. 395.
[12]Ibid., Table XI, p. 433.
[13]Office of City Planning, Portsmouth, Va., Old Truxtun Neighborhood Plan - 1979, p. 13.
[14]Hubbard, op. cit., p. 288.
[15]Ibid., Table VI, p. 405.
[16]Ibid., p. 288.
[17]Ibid.
[18]Ibid.
[19]Ibid., p. 289.
[20]Ibid., p. 288.
[21]Ibid., p. 289.
[22]Lewis, op. cit.
[23]Office of City Planning, Portsmouth, Va., Old Truxtun Neighborhood Plan - 1979, p. 13.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Ford, James, ed. Report United States Housing Corporation: Organization Policies and Transactions, Volume 1. U.S. Department of Labor, Bureau of Industrial Housing and Transportation. (Washington, D.C.: Government Printing Office, 1920).

"Great Crowd Sees Opening of Truxtun," The Portsmouth Star, May 26, 1919.

Hubbard, H., ed. Report United States Housing Corporation: Houses, Site Planning and Utilities, Volume II. U.S. Department of Labor, Bureau of Industrial Housing and Transportation. (Washington, D.C.: Government Printing Office, 1919).

Levin, John. "Truxtun: Neighborhood Endeavoring to Salvage Its Identity," The Ledger-Star, April 6 and 7, 1979.

Lewis, Lloyd. "Truxtun's 50-Year Image Bright," The Ledger-Star, August 27, 1968.

Office of City Planning, Portsmouth, Va. Old Truxtun Neighborhood Plan - 1979. August 1979, Portsmouth, Virginia. (Available at Office of City Planning, Portsmouth, Va.)

Office of City Planning, Portsmouth, Va., Staff Report on Cradock, Hilton Village and Truxtun, date unknown (available at Office of City Planning, Portsmouth, Va.).

10. GEOGRAPHICAL DATA - VERBAL BOUNDARY DESCRIPTION (continued)

Fitzgerald Street; thence southerly 450 feet; thence westerly approximately 630 feet to the east right-of-way of Deep Creek Boulevard; thence northerly approximately 150 feet; thence westerly along the rear lot line of properties fronting on Manly Street for a distance of 1,150 feet; thence northerly 355 feet to the south right-of-way of Portsmouth Boulevard; thence west along said right-of-way 50 feet; thence northerly approximately 180 feet; thence easterly approximately 80 feet; thence northerly approximately 255 feet to the rear lot line of properties fronting on Hobson Street; thence easterly along said property line to the center line of Downes Street; thence northwesterly along said center line approximately 175 feet; thence northeasterly to the center line of Bagley Street; thence northwesterly along said center line 20 feet; thence northeasterly to the west right-of-way line of Frederick Boulevard; thence southerly approximately 460 feet along the rear property line of properties fronting Bagley Street and to the south right-of-way of Deep Creek Boulevard; thence northeasterly along said right-of-way approximately 70 feet to Frederick Boulevard, the point of origin.

7. DESCRIPTION -- Inventory (Below is an inventory of the buildings comprising the Truxtun Historic District. The entries are arranged alphabetically by the name of the street. Illustrations of the four basic house types found in the district and listed in the inventory are included with this nomination).

Bagley Street

8: brick; 1 story; flat roof. Vernacular. Early to mid-20th century.

10: Type J. 1-story addition to rear. Asbestos shingles.

12-14: Type E. Porch altered. Aluminum siding.

16: Type J. 1-story addition to rear. Porch altered. Bricktex siding.

18-20: Type E. Bricktex siding.

22: Vacant lot.

Deep Creek Boulevard

3026: frame; 1½ stories; gable roof with 2 gable dormers; 3 bays. Cape Cod . Ca. 1950.
3100: frame; 1 story; gable roof; central tower. Colonial Revival. 1935.
3106: frame; 2 stories; gable roof; 2 bays; 1-story, hipped-roof porch across facade. Builder's speculative house. Ca. 1910. Bricktex siding.

3110-12: Vacant lot.
3114-16: brick; 1½ stories; gable roof with 2 gable dormers; 3 bays with front gable-*
3118: Vacant lot with 1-story frame garage. *roof garage. Ranch Style. Ca. 1940.

3120: brick, 2 stories; flat roof. Mid-20th century.

3122-26: cinder block; 1 story; flat roof. Commercial vernacular. Ca. 1960.

3200: brick; 1 story; flat roof; 2 bays; corner entrance. Commercial vernacular. Ca. 1965.

3304-06: Vacant/Parking lot.

3310: (Mount Carmel Church): brick, 1 story; gable roof with 2 front towers. Neo-Gothic Revival. 1940. Rebuilt 1972. Located on site adjacent to originally designated church site.

3320: Type C. Porch altered. Bricktex siding.

(See Continuation Sheet # 9)

7. DESCRIPTION -- Inventory (continued)

Deep Creek Boulevard (continued)

3322: Type B. Porch enclosed. Bricktex siding.

3324: Type J. 1-story rear (west) addition. Retains original porch.

3325: (John A. Codd residence): frame; 2 stories; gable roof; end tower with conical roof. Queen Anne with Colonial Revival alterations. Ca. 1880. Porch altered. Aluminum siding. Codd was chairman of the Norfolk County Board of Supervisors around the time of Truxtun's development.

3329: brick (1st story) and frame (2nd story); gable roof; 3 bays. Cape Cod altered to 2 stories. Ca. 1950.

Dewey Street

1: Type J. 1-story addition to north. Bricktex siding.

2-4: Type E. Duplex. East side: Bricktex siding. West side: aluminum siding. Porch altered.

3: Type B. Porch screened in.

5: Type C. Porch replaced. Aluminum siding.

6: Type B. Porch altered. Asbestos siding.

7: Type B. Aluminum siding.

8: Type J. Porch altered. Aluminum siding.

9: Type J. Porch altered. Aluminum siding.

10: Type B. Porch altered. Aluminum siding.

11: Type B. 1-story addition to north. Bricktex siding.

12: Type C. 1-story addition to south.

13: Type J. Porch altered. Aluminum siding.

(See Continuation Sheet #10)

7. DESCRIPTION -- Inventory (continued)

Dewey Street (continued)

14: Type C. Original porch. Bricktex siding.

15: Type B. Porch altered. Bricktex siding.

16: Type B. Original porch. Bricktex siding.

17: Type C. 1-story addition to north. Porch replaced. 1st floor altered.

18: Type J. 2-story addition to south. Porch altered. Asbestos shingles.

19: Type B. Porch altered. Aluminum siding.

20: Type B. 1-story addition to south. Porch altered. Aluminum siding.

21: Type J. 1- and 2-story additions to north. Original porch. Aluminum siding.

22: Type C. 1-story addition to east. Porch enclosed. Bricktex siding.

24: Type C. Porch altered. Aluminum siding.

Downes Street

3011: See: 1 Hobson Street.

3013: frame; 2 stories; hipped roof; 2 bays; 1-story, hipped-roof entrance porch. Builder's house. Ca. 1910. Altered.

Hobson Street

1: Type J. Original porch. Tar paper covering.

3: Type B. Porch altered. Aluminum siding.

5: Type B. Porch altered. Aluminum siding.

6: brick; 1 story; gable roof; "L" plan. Ranch style. Ca. 1960.

7: Type J. Porch altered. Aluminum siding.

9: Type B. Original porch. Tar paper with asbestos shingles.

(See Continuation Sheet #11)

7. DESCRIPTION -- Inventory (continued)

Hobson Street (continued)

10: brick, 1½ stories; gable roof with 2 gable dormers; 3 bays; shed-roof entrance porch. Cape Cod. Ca. 1955.

11: Type B. Original porch. Asbestos shingles.

12-14: Type E. Original porch. Tar paper covering.

13: Type J. Original porch. Asbestos shingles.

15: Type B. Original porch. Asbestos shingles.

16: Type B. Original porch. Tar paper covering.

17: Type C. Porch altered. Asbestos shingles.

18: Type J. Original porch. Asbestos shingles.

19: Type B. Porch altered. Aluminum siding.

20: Type B. Original porch. Asbestos shingles.

21: Type J. Porch altered. Aluminum siding.

22: Type C. Porch altered. Asbestos shingles.

23: Type B. Porch altered. Asbestos shingles.

24: Type B. Original porch. Original siding.

25: Type C. Porch altered. Original wood siding.

26: Type C. Original porch. Original wood siding.

27: Type B. Porch altered. Tar paper siding.

28: Type B. Porch altered. Asbestos shingles.

29: Type J. Porch altered. Aluminum siding.

30: Type J. Porch altered. Original siding.

31: Type B. Porch altered. Aluminum siding.

(See Continuation Sheet #12)

7. DESCRIPTION -- Inventory (continued)

Hobson Street (continued)

32: Type B. Porch altered. Asbestos shingles.

33: Type C. Porch altered. Asbestos siding.

34: Type C. Porch altered. Asbestos shingles.

35: Type B. Original porch. Tar paper covering.

36: Type B. Porch altered. Asbestos shingles.

37: Type J. Original porch. Aluminum siding.

38: Type C. Porch altered. Asbestos shingles.

39: Type C. Porch altered. Asbestos shingles.

40: Type B. Original porch. Original wood siding.

41: Type C. Porch altered. Asbestos shingles.

42: Type C. Porch altered. Asbestos shingles.

43: Type B. Porch altered. Asbestos shingles.

44: Type B. Porch altered. Asbestos shingles.

45: Type J. Porch altered. Asbestos shingles.

46-48: Type E. Original porch. Aluminum siding.

47: Vacant lot (used as parking lot).

49: Type J. Original porch. Asbestos shingles.

50-52: Type E. Porches altered. Asbestos shingles.

51: Type B. Porch altered. Aluminum siding.

53: Type C. Porch altered. Asbestos shingles.

54: Type B. Original porch. Asbestos shingles.

(See Continuation Sheet # 13)

7. DESCRIPTION -- Inventory (continued)

Hobson Street (continued)

55: Type J. Original porch. Bricktex siding.

56: Type J. Porch altered. Asbestos shingles.

57: Type B. Porch altered. Asbestos shingles.

58: Type B. Porch altered. Asbestos shingles.

59: Type B. Original porch. Tar paper covering.

60: Type J. Extensively altered.

61: Type J. Porch altered. Asbestos siding.

62: Type B. Original porch. Asbestos shingles and wood board.

63: Type B. Original porch. Tar paper covering.

64: Type B. Porch altered. Asbestos shingles.

65: Vacant lot.

66: Type J. Porch altered. Asbestos shingles.

67: Type J. Original porch. Asbestos shingles.

68: Type J. Original porch. Original wood siding.

69: Type B. Original porch. Asbestos shingles.

70: Type C. Porch altered. Asbestos shingles.

71: Type B. Original porch. Original wood siding.

72: Type J. Original porch. Asbestos shingles.

73: Type J. Porch altered. Asbestos shingles.

74: Type B. Porch altered. Asbestos shingles.

75: Type C. Porch altered. Asbestos shingles.

(See Continuation Sheet # 14)

7. DESCRIPTION -- Inventory (continued)

Hobson Street (continued)

76: Type J. Porch altered. Asbestos shingles.

77: Vacant lot.

78: Vacant lot.

79: Type J. Original porch. Asbestos shingles.

80: Type J. Porch altered. Weatherboard siding.

Manly Street

17: frame; 1½ stories; pyramid roof with central hipped dormer; 5 bays. Bungalow. Ca. 1945. Asphalt siding.

20: Type B. porch altered. Asbestos shingles.

21: frame; 2½ stories; front gable roof; 3 bays; 1-story porch addition across facade. Colonial Revival. Ca. 1900.

22: Type C. Original porch. Original wood covering.

23: Type J. Original porch. Tar paper siding.

24: Type C. Porch altered. Asbestos shingles.

25: Vacant lot.

26-28: Type E. Porch altered. Clapboard siding with central brick wall.

27: Vacant lot.

29: Type B. Porch altered. Tar paper covering.

30: Type B. Porch altered. Weatherboard siding.

31: Type J. Porch altered. Asbestos shingles.

32: Type J. Porch altered. Original wood siding.

33: Type B. Porch altered. Tar paper covering.

(See Continuation Sheet #15)

7. DESCRIPTION -- Inventory (continued)

Manly Street (continued)

34: Type B. Porch altered. Asbestos shingles.

35: Type C. Porch altered. Asbestos shingles.

36: Type C. Porch altered. Tar paper covering.

37: Type C. Porch altered. Asbestos shingles.

38: Type C. Porch altered. Asbestos shingles.

39: Type B. Porch altered. Tar paper covering.

40: Type C. Porch altered. Asbestos shingles.

41: Type J. Original porch. Original wood siding.

42: Type J. Porch altered. Tar paper covering.

43: Type B. Porch altered. Tar paper covering.

44: Type B. Porch altered. Tar paper covering.

45-47: Type E. Porch altered. Tar paper covering.

46-48: Type E. Porch altered. Tar paper covering.

49-51: Type E. Porch altered. Tar paper covering.

50-52: Type E. Original porch. Original wood siding.

53: Type B. Porch altered. Original wood siding.

54: Type B. Original porch. Aluminum siding.

55: Type J. Porch altered. Original wood siding.

56: Type J. Porch altered. Asbestos shingles.

57: Type B. Porch altered. Aluminum siding.

58: Type B. Porch altered. Aluminum siding.

59: Type C. Original porch. Tar paper covering. (See Continuation Sheet # 16)

7. DESCRIPTION -- Inventory (continued)

Manly Street (continued)

60: Type C. Porch altered. Aluminum siding.

61: Type C. Porch altered. Tar paper covering.

62: Type C. Porch altered. Asbestos siding.

63: Type B. Original porch. Asphalt shingles.

64. Type B. Original porch. Asbestos shingles.

65: Type J. Original porch. Original wood siding.

66: Type J. Porch altered. Original wood siding.

67. Type B. Porch altered. Vinyl siding.

68: Type B. Porch altered. Asbestos shingles.

69-71: Type E. Porch altered. Aluminum siding.

70-72: Type E. Porch altered. Asbestos shingles.

73: Type B. Porch altered. Aluminum siding.

74: Type B. Porch altered. Original wood siding.

75: Type J. Porch altered. Aluminum siding.

76: Type J. Porch replaced. Asbestos siding.

77: Type B. Porch altered. Aluminum siding.

78: Type B. Porch altered. Clapboard siding.

79: Type C. Porch altered. Clapboard siding.

80: Type C. Porch altered. Tar paper covering.

81: Type B. Original porch. Aluminum siding.

82: Type B. Porch altered. Tar paper covering.

84: Vacant lot.

(See Continuation Sheet #17)

7. DESCRIPTION -- Inventory (continued)

Portsmouth Boulevard

2203: Type C. Original porch. Tar paper covering.

2205: Type B. Porch altered. Aluminum siding.

2207: Type C. Porch altered. Asbestos shingles.

2209-11: Type E. Porch altered. Aluminum siding.

2213: Type C. Original porch. Original wood siding.

2215: Type B. Porch altered. Asbestos siding.

2217: Type B. Porch altered. Asbestos shingles.

2219-21: Type E. Original porches. Aluminum siding.

2223: Type C. Porch altered. Asbestos shingles.

2225: Type C. Porch altered. Asbestos shingles.

2227-29: Type E. Porch altered. Brick veneer facade.

2231: frame; 2½ stories; hipped roof with hipped dormer; 2 bays; 1-story, "L"-shaped porch. Builder's Colonial Revival house. Ca. 1910.

SE corner Portsmouth and Deep Creek boulevards (Truxtun Secondary Educational Center): brick; 1 story; flat and gable roofs. Original building named Truxtun School, was completed in 1919 as part of Truxtun's master plan. A fire in 1968 resulted in extensive renovation and the addition of 6 classrooms (completed in June 1970). In September 1970, the school was converted into a secondary educational center. In making this change, the city removed the neighborhood school concept stressed in Truxtun's original plan.

Triangular property bound by Portsmouth, Deep Creek, and Frederick boulevards: This property is currently owned by the Norfolk and Portsmouth Beltline Railroad. Five vacant structures in varying states of disrepair are located on this site. These include 23/10/, 23/14/, 2320, 2324, and 2330 Portsmouth Boulevard. With the exception of a centrally located junkyard, all other lots on this triangular site are vacant. None of the buildings on this triangular site contribute to the historic theme of the district.

(See Continuation Sheet # 18)

7. DESCRIPTION -- Inventory (continued)
Portsmouth Boulevard (continued)

23/10/: cinder block with brick veneer; 1 story; flat roof with front rectilinear parapet; 3 bays; 1-story, shed-roof porch across facade. Commercial vernacular. Ca. 1965.

23/14/: Shed used as garage.

2320: cinder block and corrugated tin; 1 story; gable roof; 2 bays. Commercial vernacular (car wash). Ca. 1965.

2324: cinder block; 1 story; flat roof. Commercial vernacular (gas station). Ca. 1960.

2330: cinder block; 1 story; flat roof; 3 bays. Commercial vernacular (gas station). Ca. 1965.

2400: (Tanker Gas Station): cinder block and steel; 1 story. Programmatic gas station in shape of railroad tank car.

2404-06: Vacant lot.

2408-10: brick; 1 story; flat roof; 6 bays. Commercial vernacular. Ca. 1960. Recessed store entrances. Plate-glass store fronts.

2412-14: Type E. Original porch. Original wood siding.

2415: frame; 1½ stories; gable roof with 2 gable dormers; 1-story porch across facade. Builder's house. Ca. 1915-20.

2416: frame; 1½ stories; gable roof; 2 bays; 1-story porch across facade. Builder's house. Ca. 1920.

2417-2419: brick; 1 story; flat roof; 4 bays. Commercial vernacular. Ca. 1940.

2418: Type J. Porch altered. Asbestos shingles.

2420: Type B. Porch altered. Tar paper covering.

2421-A: Vacant lot.

2421-B: Vacant lot.

2421-C: corrugated tin double garages on vacant lot.

2421: Type J. Original porch. Asbestos shingles.

(See Continuation Sheet # 19)

7. DESCRIPTION -- Inventory (continued)

Portsmouth Boulevard (continued)

2422: Type C. Porch altered. Asbestos shingles.

2500: Type C. Porch altered. Asbestos shingles.

2501-03: Type E. Porch altered. Tar paper covering.

2502: Type B. Porch altered. Asbestos shingles.

2504: Type J. Porch altered. Wooden shingles.

2505: Type B. Porch altered. Asbestos shingles.

2506: Type J. Porch altered. Tar paper covering.

2507: Type J. Porch altered. Asbestos shingles.

2508: Type B. Porch altered. Asbestos shingles.

2509: Type B. Porch altered. Tar paper covering.

2510: Type C. Porch altered. Asbestos shingles.

2511: Type C. Porch altered. Asbestos shingles.

2512: Type C. Original porch. Original wood siding.

2514: Type B. Porch altered. Asbestos shingles. Demolished. Vacant lot.

2516: Type J. Porch altered. Asbestos shingles.

2517: Type C. Porch altered. Wood shingles.

2518: Type B. Porch altered. Pressed-stone veneer. Asbestos shingles.

2519: Type J. Porch altered. Asbestos shingles.

2520-22: Type E. Porch altered. Aluminum siding.

2521: Type B. Original porch. Aluminum siding.

2523-25: Type E. Porch altered. Weatherboard siding.

(See Continuation Sheet #20)

7. DESCRIPTION -- Inventory (continued)

Portsmouth Boulevard (continued)

2600-02: Type E. Porch altered. Wood shingles.

2601-03: Type E. Porch altered. Original wood siding.

2604: Type C. Porch altered. Tar paper covering.

2606: Type J. Porch altered. Asbestos shingles.

2607: Type C. Porch altered. Asbestos shingles.

2608: Type C. Porch altered. Aluminum siding.

2609: Type J. Porch altered. Asbestos shingles.

2610: Type C. Porch altered. Asbestos shingles.

2611: Type C. Porch altered. Asbestos siding.

2612: Type C. Porch altered. Asbestos shingles.

2613-2615: Type E. Original porches. Asbestos shingles.

2614: Type B. Original porch. Asbestos shingles.

2616: Type J. Porch altered. Aluminum siding.

2617: Type B. Porch altered. Asbestos shingles.

2618: Type B. Original porch. Aluminum siding.

2621: Type J. Porch altered. Aluminum siding.

2623: Type B. Porch altered. Aluminum siding.

2701-03: Type E. Porch altered. Asbestos shingles.

2702: Type C. Porch altered. Asbestos shingles.

2704: Type C. Porch altered. Aluminum siding.

2706: Type B. Original porch. Aluminum siding.

(See Continuation Sheet # 21)

7. DESCRIPTION -- Inventory (continued)

Portsmouth Boulevard (continued)

2707: Type B. Original porch. Original wood siding.

2708: Type J. Porch altered. Wood clapboard.

2709: Type J. Porch altered. Aluminum siding.

2710: Type B. Porch altered. Original wood siding.

2711: Type B. Original porch. Original siding.

2713-15: Type E. Porch altered. Asbestos shingles.

2714: Type J. Porch altered. Aluminum siding.

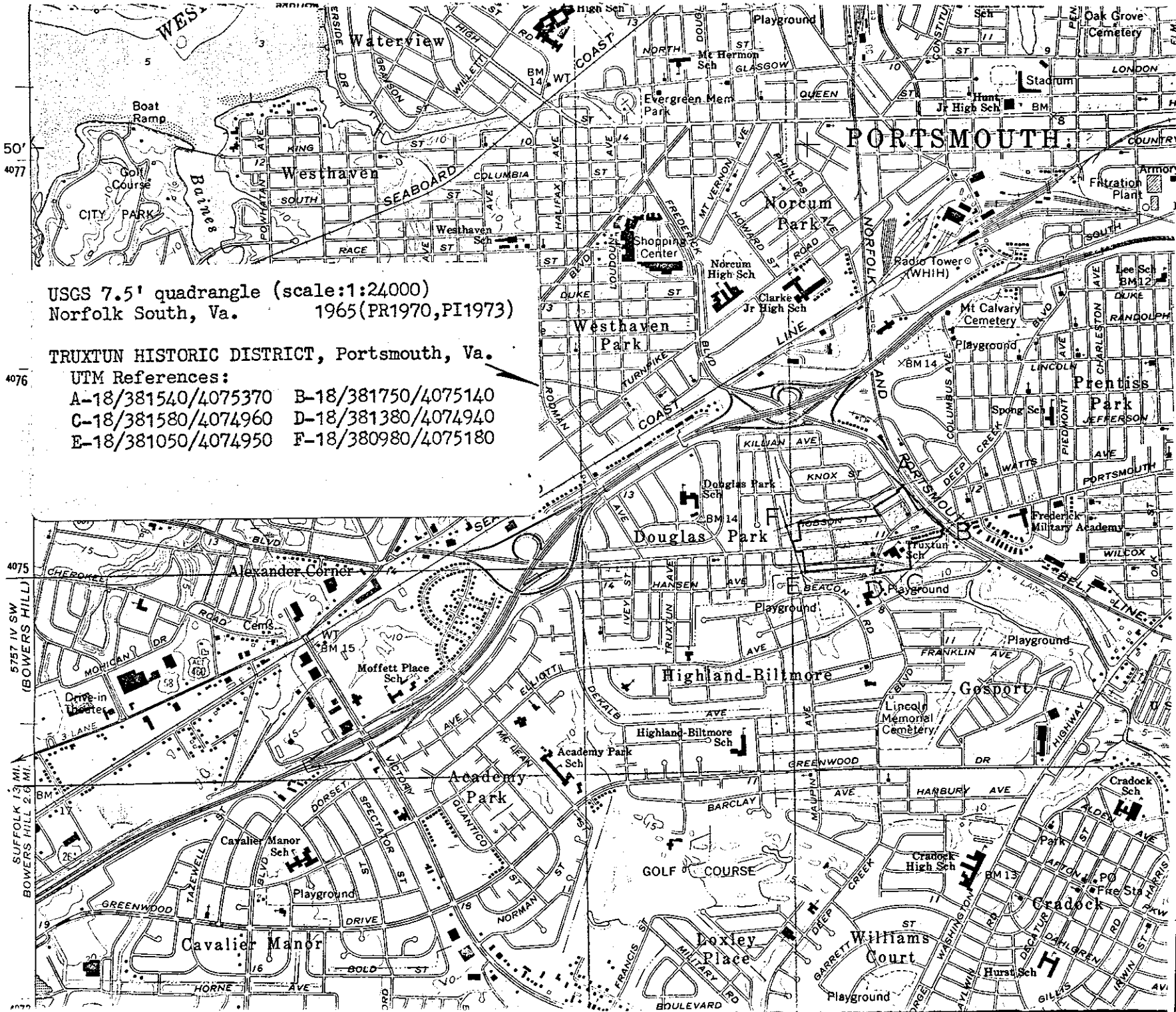
2716: Type B. Porch altered. Asbestos shingles.

2717: Type C. Original porch. Asbestos shingles.

2718: Type C. Porch altered. Asbestos shingles.

2720: Type C. Porch altered. Original wood siding.

2722: Vacant lot.



USGS 7.5' quadrangle (scale:1:24000)
Norfolk South, Va. 1965(PR1970,PI1973)

TRUXTUN HISTORIC DISTRICT, Portsmouth, Va.

UTM References:

A-18/381540/4075370 B-18/381750/4075140
C-18/381580/4074960 D-18/381380/4074940
E-18/381050/4074950 F-18/380980/4075180