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

VLR - 7/15/92
NRHP - 4/7/93

OMB No. 1024-0018

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 and 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 any 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 complete all items.

1. Name of Property

historic name **Driver Historic District**

other names/site number **VDHR File No. 133-693**

2. Location

street & number **Jct. SR 125 with SR 629** not for publication **N/A**
city or town **Suffolk** vicinity **N/A**
state **Virginia** code **VA** county **Suffolk (independent city)** code **800** zip code **23432**

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 _x_ locally. (___ See continuation sheet for additional comments.)

Julia Hildreth 3-1-95
Signature of certifying official Date
DIRECTOR, DIVISION OF SURVEY & REGISTER
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 commenting or other official 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 Keeper Date of Action

5. Classification

Ownership of Property (Check as many boxes as apply)

_x_ private
_x_ public-local
___ public-State
___ public-Federal

Category of Property (Check only one box)

___ building(s)
_x_ district
___ site
___ structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
20	4	buildings
0	0	sites
0	0	structures
0	0	objects
20	4	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:	Sub:
DOMESTIC	Single dwelling
RELIGION	Religious structure
TRANSPORTATION	Rail-related
COMMERCE	Store

Current Functions (Enter categories from instructions)

Cat:	Sub:
DOMESTIC	Single dwelling
RELIGION	Religious structure
COMMERCE	Store

7. Description

Architectural Classification (Enter categories from instructions)

EARLY REPUBLIC: Federal
LATE VICTORIAN: Queen Anne
LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Colonial Revival
Late Gothic Revival

Materials (Enter categories from instructions)

foundation BRICK
walls WOOD: weatherboard
BRICK
roof METAL
other

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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)

__ 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 a 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

Period of Significance **1820-1944**

Significant Dates **ca. 1887**

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation **N/A**

Architect/Builder **unknown**

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

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)
__ preliminary determination of individual listing (36 CFR 67) has been requested.
__ previously listed in the National Register
__ 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 Additional Data
_x_ State Historic Preservation Office
__ Other State agency
__ Federal agency
__ Local government
__ University
__ Other
Name of repository: _____

10. Geographical Data

Acreage of Property __15 acres__

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	365880	4076440	2	18	365980	4076390
3	18	365990	4076340	4	18	366090	4076180

___ See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title William T. Frazier/Ann McCleary/Nancy Shareff
organization Frazier Associates date July 1992
street & number 213 North Augusta Street telephone 703-886-6230
city or town Staunton state VA zip code 24401

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
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 the 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 Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

SUMMARY DESCRIPTION

The Driver Historic District is located at the intersection of Driver Lane and King's Highway, and contains twenty-four buildings. The twenty contributing buildings include eight residences, two churches, two school structures, a train depot, a lodge, an outbuilding, and five commercial structures. While most of the architecture reflects nationally popular styles of the turn of the century, there are several domestic examples of plan types that are carried over from earlier Tidewater forms. There are also four noncontributing buildings including two dwellings, and two stores. The common setback and spacing of the residences along with mature landscaping create a cohesive appearance to the Driver community that is centered around the group of country stores at Driver Lane and King's Highway.

ARCHITECTURAL ANALYSIS

While the area around Driver has a rich and interesting early history, the village contains no eighteenth-century buildings and there is only one early-nineteenth-century building. The earliest structure in Driver appears to be the Federal-style Parker House (133-188), located at 4223 Driver Lane. It was probably built between 1820 and 1840. This two-story, gable-roofed, frame dwelling has a typical side-passage, single-pile plan with a large exterior, beaded corner boards, and a large rear addition that dates from the late nineteenth century when the house was moved closer to the road.

The majority of Driver's buildings were constructed during the railroad era. The Norfolk and Carolina Railroad (now the Seaboard Coast Line) was built in the area around the late 1880s. It was at this time that a train depot and station master's house were built in the village. The railroad depot (133-198) at 3143 King's Highway is a one-story, three-bay, board-and-batten structure with a metal, gable roof. The building has diagonal-paneled batten doors, wide overhanging eaves, and corbeled flues. Next to this building is the station master's house (133-197) at 3129 King's Highway. This is a heavily altered, one-story, three-bay, wood-frame building with a hipped roof and corbeled flues.

The railroad expanded the market for local farm products and created new jobs in the area. This, in turn, caused the need for more housing. Several houses in the community were built between 1880 and 1920. Gable roofs, boxed cornices, and front porches are common on these vernacular, two-story, wood-framed residences. Most of the dwellings have two-over-two windows or six-over-six windows, and several houses have sidelights and a transom. A good example is the Brannon House (133-183), which was built at 4301 Driver Lane, circa 1892. This two-story, frame I-house has the typical central-passage plan, gable roof, and shouldered, exterior end brackets, sawn balusters, and chamfered posts.

Another popular local house type of this era was the frame, three-bay, hip-roofed, side-passage-plan dwelling. An example of this type with a double-pile plan is located on King's Highway (133-200) across from the railroad depot. This house's two exterior, shouldered, end chimneys are a common local feature carried over from earlier designs. The early side-passage plan type with gable roof and three bays is carried over the design of the turn-of-the-century frame residence at 4233 Driver Lane (133-186).

As the community grew, residents built commercial establishments, churches, and schools. Several of the early stores in Driver, which were built between 1910 and 1930, still exists.

All are located at the intersection of King's Highway and Driver Lane. Large display windows, shed roofs, and single levels are common features on these buildings. Arthur's Store (133-192) at 3118 King's Highway, is a one-story, gable-roofed, frame building clad with German siding. It retains much of its interior fittings as well as its original display windows with metal grilles and transoms, and its double entry doors. A variation of the early-twentieth-century commercial building is Randy's Rods (133-194) across the street. It is similar to Arthur's but is executed in brick. Its storefront has been enclosed but its brick corbeled cornice remains. A third interesting commercial building is located at this intersection; the Driver Variety Store (133-189) retains its original storefront and corner entrance highlighted by a large porte-cochere. Across the road is located a quonset hut, one of few such buildings found within Suffolk.

The two contributing churches were built between 1890 and 1910. These buildings are quite ornate for rural ecclesiastical structures of that period in the region. The Beech Grove United Methodist Church (133-185) at 4257 Driver Lane, has a slate gable roof, a central, pointed-arched, stained-glass window with Gothic tracery, and single, arched, lancet windows on each side. Its bell tower has octagonal spire, pointed-arched openings, and second-story, circular, stained-glass windows. The Berea Congregational Christian Church (133-196) located at 4109 Driver Lane, is a frame structure with a one-story, hip-roofed narthex with tripartite stained glass, and central entry porch with a gavel adorned with interlacing vertical and horizontal stickwork. It is also pierced by thirteen cut-out motifs representing Christ and his twelve disciples. The east gavel contains a large, pointed-arch, stained-glass window with a quatrefoil motif. It is one of the finest and most interesting Gothic Revival designs of Suffolk's rural churches.

A county school complex was built in Drive around 1926, and the two buildings that remain reflect the Colonial Revival style. The Dejarnette High School (133-191) located at 4268 Driver Lane is a two-story, three-bay, brick structure with a hipped roof. The building has a Colonial Revival porch with Doric columns, exposed rafters and a plain cornice. Decorative features on the building include a brick belt course, exposed rafters, a centered, second-story, three-part window, and an entry transom and sidelights. Next to this building is a structure that was used as the Driver Home Economics Building (133-228). This structure was also constructed of brick, with three bays, a hipped roof, and a Colonial Revival porch. It is one story and has front entrance framed by pilasters and a transom. The design of both of these buildings relates to numerous other such facilities built in the 1920s throughout Suffolk's rural villages.

In 1938, the 1856 Masonic lodge was replace following the traditional form. The Harmony Lodge #149 (133-199), built next to Arthur's Store on King's Highway, is a wood-framed, two-story, three-bay structure. Its gable front facade contains a classically inspired entry porch with a pedimented roof supported by Roman Doric columns. The central bay of the second floor contains the sign and emblem for the organization.

Several of the commercial buildings and houses within the district are vacant and will need extensive rehabilitation if they are not to be lost to neglect. Several others have seen inappropriate remodeling that compromise the architectural integrity of their design. With the increasing growth in the northern sector of Suffolk there will be pressures within the district to rehabilitate as well as to replace a number of these structures.

BUILDING INVENTORY
(* Designates noncontributing properties)

133-0693

Driver Lane

-0001 4109 Driver Lane, Berea Congregational Christian Church
133-196: Church; ca. 1891 with later additions; wood frame; 1 story; 3-bay, symmetrical facade; large semicircular colored glass window over entrance; entry porch gable has ornate stickwork representing Christ and his 12 disciples; three-part front windows; slate roof; reflects Gothic Revival and Queen Anne influences.

-0002 4113 Driver Lane
*Residential; ca. 1960-1980; 1-story, brick, ranch-style house; noncontributing.

-0003 4114 Driver Lane
133-195: Residential; ca. 1870-1900; wood frame with weatherboard; 2 stories; 3-bay, symmetrical facade; metal, gable roof; vernacular porch with elaborately scrolled and carved brackets; entry transom and sidelights; rear addition; decorated vernacular I-house.

-0004 Corner of Driver Lane and King's Hwy., Randy's Rods
133-194: Commercial; ca. 1920-1936; all stretcher brick; 1 story; 3-bay, symmetrical facade; metal, flat roof; windows added; vernacular commercial.

-0005 King's Highway and Driver Lane, Driver Trading Post
133-193: Commercial; ca. 1920-1930; wood frame with German siding; stepped parapet false front; 1 story; 4-bay, asymmetrical facade; metal, gable roof; exposed rafters; remodeled storefront; vernacular commercial.

-0006 Corner of Driver Lane and King's Hwy., Driver Variety Store
133-189: Commercial; ca. 1915-1930; wood frame with weatherboard; 1 story; 2-bay, asymmetrical facade; metal, shed roof; 3/3 display windows with transoms; unusual corner entry with porte-cochere; vernacular commercial. Built by Brinkley family.

-0007 4223 Driver Lane, Parker House
133-188: Residential; ca. 1820-1840; wood frame with weatherboard; side-hall plan; 2 stories; 3-bay, symmetrical facade; composition shingle, gable roof; vernacular porch; beaded corner boards; double-shouldered, end chimneys; vernacular Federal; late-19th-century ell; 1-story, north addition.

-0008 4225 Driver Lane
133-187: Residential; ca. 1890-1915; wood frame with artificial siding; 2 stories; 3-bay, composition shingle, hipped roof; entry porch with turned posts; corbeled, interior flue; gable-roofed, west addition; vernacular.

-0009 4233 Driver Lane
133-186: Residential; ca. 1890-1915; wood frame with weatherboard; 2 stories; 3-bay facade; composition shingle, gable roof; remodeled, vernacular porch; side-passage plan; entry sidelights and transom; 2-story, rear ell; vernacular.

-0010 4245 Driver Lane
*Residential; ca. 1960-1980; 1-story, brick, ranch-style house; noncontributing.

-0011 4257 Driver Lane, Beech Grove Methodist Episcopal Church
133-185: Church; ca. 1890-1915; 1 story; 4-bay, asymmetrical facade; stained-glass window with Gothic tracery; bell tower with octagonal spire and pointed-arched openings; large west-side parish hall added; Gothic Revival.

-0012 4265 Driver Lane
133-184: Residential; ca. 1900-1920; wood frame with artificial siding; 2 stories; 3 bays; metal, gable roof; vernacular, screened porch with turned posts; corbeled, interior flue; vernacular.

-0013 4268 Driver Lane, Dejarnette High School
133-191: School; ca. 1926; all stretcher brick; 2 stories; 3-bay, symmetrical facade; composition shingle, hipped roof; Colonial Revival; exposed rafters; entry transom and sidelights; brick belt course; Colonial Revival.

-0014 4268 Driver Lane, Driver Home Economics Building
133-228: School; ca. 1926; all stretcher brick; 1 story; 3-bay, symmetrical facade; composition shingle, hipped roof; Colonial Revival entry; Roman Doric columns on brick piers; entrance framed by pilasters and transom; batten shutters; brick wing addition; Colonial Revival.

-0015 4301 Driver Lane, Brannon House
133-183: Residential; ca. 1890-1900; wood frame with asbestos shingles; 2 stories; 5-bay, symmetrical facade; metal gable roof; vernacular porch; molded cornice; decorative brackets; shouldered chimneys; vernacular I-house.
-gable-roofed frame smokehouse.

King's Highway

-0016 King's Highway and Driver Lane, Quonset Hut
133-648: Commercial; ca. 1930-1940; wood frame with corrugated metal; front garage door; front windows; vernacular commercial.

-0017 3118 King's Highway, Arthur's Store
133-192: Commercial; ca. 1925; wood frame with German siding; 1 story; 6-bay, asymmetrical facade; metal, gable roof; original display windows with metal grilles and transoms; double doors with transoms; exposed rafters; very original interior; vernacular commercial.

-0018 3126 King's Highway, Harmony Lodge #149
133-199: Lodge; ca. 1938; wood frame with artificial siding; 2 stories; 3-bay, symmetrical facade; metal, gable roof; front portico; boxed cornice with returns; vernacular.

-0019 3130 King's Highway
*Residential/commercial; ca. 1950-1960; 1-story, frame structure; noncontributing.

-0020 3128 King's Highway
*Commercial; ca. 1950-1960; 1-story, frame building; noncontributing.

-0021 3132 King's Highway
133-200: Residential; ca. 1870-1900; wood frame with weatherboard; 2 stories; 3-bay, symmetrical facade; composition shingle, hipped roof; renovated, vernacular porch; double-shouldered chimneys; rear addition; vernacular.

-0022 3129 King's Highway, Station Master's House
133-197: Residential; ca. 1890; wood frame with artificial siding; 1 story; 3-bay, symmetrical facade; composition shingle, hipped roof; enclosed front porch; corbeled flues; large 2-story addition; vernacular.

-0023 3143 King's Highway, Driver Railroad Depot
133-198: Train depot; ca. 1890; wood frame with board-and-batten siding; 1 story; 3-bays, metal, gable roof; diagonal-paneled batten doors; wide overhanging eaves; corbeled flues; large additions; vernacular.

STATEMENT OF SIGNIFICANCE

Driver is an excellent example of a well-preserved, small, rural community located in the northeastern part of former Nansemond County, now the city of Suffolk. Located at the intersection of two important travel arteries, the roads from Suffolk to Portsmouth and from Richmond to Norfolk, this became a crossroads community by the eighteenth century. Early structures dating from the seventeenth century (now demolished) included a tavern, a free school, and the parish church built directly east of the crossroads. The Berea Church was constructed by the eve of the Civil War. The present-day village emerged in the late nineteenth century, with the construction of the railroad, when the community was renamed Driver, or Driver's Station. Architecturally the village has two significant churches, an interesting collection of small country stores, and several domestic examples of plan types that reflect the continuing influence of earlier Tidewater dwelling forms.

HISTORICAL BACKGROUND

Driver is located in the northeastern part of the former Nansemond County, now part of the city of Suffolk, west of the Nansemond River. This small community developed in the eighteenth century as a crossroads trading center at the intersection of two important roads, the Suffolk-Portsmouth Road and the King's Highway, which connected Norfolk and Richmond. Driver is located on a 1635 land grant to colonial governor Richard Bennett who lived nearby.[1]

Originally known as Persimmon Tree Orchard, the crossroads contained a tavern and stagecoach stop in the eighteenth century. Stage service had already been established along the Suffolk-Portsmouth Road. This settlement was located half way between these two burgeoning commercial centers with one-day travel to each. The parish church for the East, or Lower Parish was originally built in 1643 on Bennett's Creek about half a mile east of Driver. Rebuilt in 1737-8, the Bennett's Creek Church remained the center of Episcopal worship in this parish through the eighteenth century.[2]

In 1731, an early free school was established on the outskirts of this community. Local resident John Yeates, described as a philanthropist and civic-minded individual, built two schools in what was called the Lower Parish for the use of his children and neighboring families. His will included an endowment to continue operations of these two schools, one at Driver and one at Belleville, to be funded through the "rents of his lands and the heirs of his Negroes to maintain them". The endowment funded building construction, teachers' salaries, a library, and free textbooks for the poor. In 1841, the original one-room building was replaced by a two-story structure with a private school on the second floor and a public education facility on the first level. With the emancipation of slaves, the income from the land ceased, and the property was sold by the Virginia legislature in 1866. The school continued in use by Nansemond County until 1920.[3]

The small settlement continued to be a center of commercial trade during the antebellum period. In the decades before the Civil War, Tony Pugh, a freed slave, operated a popular tavern near Driver. Also near this community and on the Suffolk-Portsmouth Road was Hargroves Tavern, the site of annual slave auctions. In 1858, a small Christian congregation, with members from the Upper Parish of Nansemond County, established the

Berea Church in this community. The church constructed its first church building at the eve of the Civil War.[4]

The present-day community of Driver evolved at the turn of the twentieth century as a depot stop along the new Norfolk and Carolina Railroad, later called the Atlantic Coast Line, which came through Nansemond County by 1887. The Atlantic Coast Line Railroad (today part of the Seaboard Coast Line) extended its tracks to Driver. The railroad depot, located at the railroad intersection with King's Highway, and the adjacent station master's house, still survive.[5]

The village grew in the early twentieth century, largely as a commercial center along the new railroad. Most of the existing local resources date to this period. At this time, the settlement was renamed Driver, after E. J. Driver who operated a successful country store here. Driver became the center of a prosperous truck farming community, supplying vegetables to northern markets. With the emergence of the peanut industry in Nansemond County in the early twentieth century, area farmers also began raising peanuts. Entrepreneur Amedeo Obici, who established the Planters Peanut Company in Suffolk, built his large, ostentatious country home west of Driver in 1924.[6]

By 1930, Driver boasted a population of approximately two hundred residents. The town had several churches and commercial buildings, a Masonic lodge, a grange hall, and a new school complex. The Second Congressional District Agricultural High School, a coeducational institution, was established in Driver in the first decade of the twentieth century. A 1910 photograph shows a large two-story brick educational structure, with a massive central tower, and two brick dormitories, all now demolished. In 1913, William Jennings Bryan came to this school to speak.[7]

Around 1926, the county selected Driver as the location for a regional consolidated high school. The new school complex included a two-story, brick instruction building, a one-story home economics building, and a gymnasium, all constructed on the former Yeates school property. The school complex contributed to the growth of the village by creating job opportunities, which increased the demand for housing.

Today, Driver retains its small rural village character and historic integrity, with the majority of its buildings surviving intact. Agriculture continues to flourish in the surrounding area, but a number of recent subdivisions have been built in the vicinity. With its location in the more urbanized northern part of the city, this growth is expected to continue.

ENDNOTES

1. Kermit Hobbs and William A. Paquette, Suffolk: A Pictorial History, (Norfolk/Virginia Beach: The Donning Company Publishers, 1987), p. 153.

2. Hobbs and Paquette, p. 156; Virginia Historic Landmarks Commission, "National Register Nomination for Glebe Church," (Richmond: Unpublished manuscript, 1972), sections 7 and 8.

3. Hobbs and Paquette, p. 156; W. E. MacClenney, "A History of Suffolk County, Virginia, "in Nansemond River Power Squadron, "Flag Day 1986," (Suffolk, Virginia, 1986), p. 24.

4. Hobbs and Paquette, p. 153; Dr. N.G. Newman, Mabel H. Watson, and Hilda B. Mansfield, "History of Berea Congregational Christian Church, Suffolk, Virginia," (Suffolk: Unpublished manuscript, 1983), pp. 1-2.

5. Hobbs and Paquette, p. 77.

6. Hobbs and Paquett, pp. 101, 153; MacClenney, p. 24.

7. Hobbs and Paquette, p. 156; MacClenney, p. 24; Newman, Watson and Mansfield, p. 3.

MAJOR BIBLIOGRAPHICAL REFERENCES

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MacClenny, W. E. *Flag Day, Suffolk, Virginia, June 12, 1976.* Suffolk, Virginia: Nansemond River Power Squadron and Suffolk Bicentennial Commission, 1976.

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Suffolk-Nansemond Historical Society. "Information on the Churches in Suffolk Gathered by the Suffolk-Nansemond Historical Society for Exhibit on Suffolk Churches", Riddick's Folly, Suffolk Virginia.

Whichard Rogers Dey, ed. *The History of Lower Tidewater, Virginia.* 2 vols. New York: Lewis Historical Publishing Company, 1959.

Williams, R. Moore and Martin, John E. *Nansemond County and Suffolk, Virginia: History and Geography.* Suffolk, Virginia: Chamber of Commerce of Suffolk, Virginia, 1928.

UTM REFERENCES

A	18/365880/4076440
B	18/365980/4076390
C	18/365990/4076340
D	18/366090/4076180
E	18/366130/4076140
F	18/366040/4076040
G	18/365940/4075900
H	18/365840/4075900
I	18/365820/4076440

Verbal Boundary Description

The boundary of the Driver Historic District is shown on the accompanying tax parcel map entitled Sleepy Hole Borough - Insert 19B.

Boundary Justification

The Driver Historic District boundaries are drawn to include the contributing commercial and residential buildings concentrated near the intersection of Driver Lane and King's Highway and exclude the noncontributing structures and lots.

COMMONWEALTH OF VIRGINIA
DIVISION OF MINERAL RESOURCES

CHUCKATUCK QUADRANGLE
VIRGINIA
7.5 MINUTE SERIES (TOPOGRAPHIC)

DRIVER [illegible]
DISTRICT, [illegible]

A 18/365330 [illegible]
B 18/365[illegible]
C 18/365[illegible]
D 18/366[illegible]
E 18/366[illegible]
F 18/366040/[illegible]
G 18/365[illegible]
H 18/365[illegible]
I 18/365820/[illegible]