VLR - 9/11/2
NRHP - 1/16/4

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

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 Downtown Portsmouth Historic District (124-5063)

other names/site number High Street Corridor Historic District
Portsmouth

2. Location

street & number Roughly bound by Interstate 264, Middle Street, Primrose Street, & Queen Street ☐ not for publication
city or town Portsmouth ☐ vicinity
state Virginia code VA county Portsmouth code 740 Zip 23704

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ 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 ☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered signi~~ficant ☐ nationally~~ ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official Date 12/2/03

Virginia Department of Historic Resources
State or Federal agency and bureau

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): _____

Date of Action _____

Signature of Keeper _____

5. Classification

Ownership of Property (Check as many boxes as apply)

- X private
- X public-local
- X public-State
- X public-Federal

Category of Property (Check only one box)

- ___ building(s)
- X district
- ___ site
- ___ structure
- ___ object

Number of Resources within Property

Contributing	Noncontributing	
229	67	buildings
1	1	sites
4	8	structures
1	0	objects
235	76	Total

Number of contributing resources previously listed in the National Register 9

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
DOMESTIC	Multiple dwelling
DOMESTIC	Secondary structure
DOMESTIC	Hotel
COMMERCE/TRADE	Business
COMMERCE/TRADE	Professional
COMMERCE/TRADE	Specialty store
COMMERCE/TRADE	Department store
COMMERCE/TRADE	Warehouse
COMMERCE/TRADE	Meeting hall
GOVERNMENT	City hall
GOVERNMENT	Fire station
GOVERNMENT	Post office
GOVERNMENT	Courthouse
RELIGION	Religious facility
RELIGION	Church School
RELIGION	Church-related residence
FUNERARY	Cemetery
FUNERARY	Mortuary
RECREATION AND CULTURE	Theater
RECREATION AND CULTURE	Monument/Marker
COMMUNICATIONS FACILITY	Communications facility
TRANSPORTATION	Rail-related

Current Functions (Enter categories from instructions)

Cat:	Sub:
DOMESTIC	Single dwelling
DOMESTIC	Multiple Dwelling
DOMESTIC	Secondary structure
DOMESTIC	Hotel
COMMERCE/TRADE	Business
COMMERCE/TRADE	Professional
COMMERCE/TRADE	Specialty store
COMMERCE/TRADE	Department Store
COMMERCE/TRADE	Warehouse
COMMERCE/TRADE	Meeting hall
COMMERCE/TRADE	Restaurant
EDUCATION	College
RELIGION	Religious facility
FUNERARY	Cemetery
FUNERARY	Mortuary
RECREATION AND CULTURE	Theater
RECREATION AND CULTURE	Monument/marker
RECREATION AND CULTURE	Museum
COMMUNICATIONS FACILITY	Communications facility
TRANSPORTATION	Auto-related

7. Description

Architectural Classification (Enter categories from instructions)

EARLY REPUBLIC: Federal
MID-19TH CENTURY: Greek Revival
LATE VICTORIAN: Second Empire, Queen Anne, Romanesque
LATE 19 and 20TH CENTURY REVIVALS: Beaux Arts, Colonial Revival, Classical Revival, Late Gothic Revival, Italian Renaissance
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman
MODERN MOVEMENT: Skyscraper, Other

Materials (Enter categories from instructions)

Foundation	BRICK, STONE, CONCRETE
Roof	METAL: tin, ASPHALT, ASBESTOS
Walls	WOOD: weatherboard, shingle, BRICK, STONE, METAL: tin, STUCCO, CONCRETE, SYNTHETICS: Vinyl
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)
COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance 1752-1952

Significant Dates
1752 – Founding of Portsmouth
1763 – First expansion of the town's boundaries, Thomas Veale's land
1803 – Portsmouth becomes the Norfolk County Seat
1858 – Portsmouth becomes an independent city
1909 – Second expansion, annexation of Scottsville and Prentis Place

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder
Cassell, Charles E.
Wentworth, W. D.
Williams and Tazewell
Williams, Coile and Blanchard
Taylor, James Knox
Wetmore, Joseph Alphonso
Yates and Boggs

See Continuation Sheet for other Architects

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

9. Major Bibliographical References

Bibliography
(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.
_X_ 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 97

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

	Zone	Easting	Northing		Zone	Easting	Northing
A	18	384110	4077460	C	18	383940	4077030
B	18	384110	4077310	D	18	383400	4076880

X 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: Kimble A. David, Architectural Historian
Organization _____ date: 11 June 2002
street & number P. O. Box 7638 telephone 757/623.3456
city or town: Norfolk state: VA zip code: 23509

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.

Architectural Description

Summary Architectural Description

The Downtown Portsmouth Historic District encompasses the original 1752 plan of the Town of Portsmouth and includes portions of expansions of the original boundaries dating to 1763 and 1909. The town is characterized by a grid-plan with streets of three distinct widths that were based upon town planning criteria established in 18th century Virginia towns. The primary roadway in the district is High Street, which is the main commercial corridor and was central to its development. Large scale buildings were constructed along High Street, such as turn of the 20th century churches of Gothic Revival, Residential development of the town was concentrated in the areas flanking High Street. Most buildings date to the years around the turn of the 20th century, when Portsmouth's population tripled. The need for additional housing and service-oriented buildings led to a decrease in lot size and higher density. The Downtown Portsmouth Historic District is an eclectic mix of late 19th and early 20th century architecture reflecting the growth and development of the 18th century town. Like other Virginia towns, Portsmouth's development has evolved, which culminates to its current appearance. The district retains its transitional character, but is primarily marked by early 20th century development.

Detailed Architectural Description

The City of Portsmouth was founded in 1752 by Colonel William Crawford who had subdivided his land along the Southern Branch of the Elizabeth River. The land was divided into rectangular lots divided by north-south and east-west roads covering approximately 65 acres. His purpose was to plan a town opposite the burgeoning Town of Norfolk located to the northeast, across the Elizabeth River, from his land. He planned space for a courthouse and main commercial corridors. He began to sell lots upon the division of the land. The town was expanded shortly thereafter upon the addition of land in 1763 owned by Thomas Veale.

Early Portsmouth was mainly concentrated in the blocks closest to the banks of the river, though its population did expand westward with some early residents purchasing lots farther from the city's hub. Many early dwellings are mostly found in the blocks east of Effingham Street. Not many remain due to later redevelopment, but early documentation reflects similar construction east of the proposed district, south of High Street.

The Olde Towne Historic District (124-0034), north of High Street, has been listed in the Virginia Landmarks Register and National Register of Historic Places and is mainly residential in nature. The

Downtown Portsmouth Historic District, located south of the existing district, reflects a more service-oriented character. The buildings along High Street are mainly commercial and those to the south have mixed residential, funerary, religious and government functions. The dwellings in the district are not as grand and fanciful as their counterparts north of High Street. They reflect the character of the middle and merchant classes that operated or worked at businesses along High Street. There is also a diverse religious population in the district reflected in many churches of almost every major denomination. The local government buildings were located in the district with the Norfolk County Courthouse (124-0006) and Portsmouth's City Hall buildings at High and Court Streets. It is also within the boundaries of the district that the African–American and Jewish populations lived, worked and practiced their religions in the late 19th and early 20th centuries.

The style of the buildings vary by time period, with a few remaining Federal and Greek Revival houses located at the east end of the plan. Later, at the turn of the 20th century, there are many revival styles, such as Classical, Renaissance, Gothic, and Romanesque. It is during the Reconstruction period that Portsmouth builds its grand churches that mark its skyline. Just prior to World War I, Portsmouth's development along High Street increased to include multi-story office buildings and multi-story hotels.

The blocks east of the proposed district along High Street were once similar to the blocks within the district. Most of these commercial buildings have been demolished, and have been replaced with modern office buildings and parking lots. The character of the blocks east of the proposed district is not consistent with the densely configured buildings from the late 18th to early 20th centuries within the district.

1750-1789—Colony to Nation

Portsmouth was planned in 1752. The earliest map shows Portsmouth with 15 blocks and approximately 65 acres at the east boundary of the lands of Colonel William Crawford. The plan was drawn by Gershom Nimmo, a local surveyor. The plan is a grid with two major roads of 100 feet in width that are oriented perpendicularly. These were the main roads within the community facilitating travel north-south and east-west, and would be the commercial corridors and more publicly traveled roads.

The plan is based upon early town planning that was established by the Royal government in Virginia. Early statutes of 1691 and 1709 dictated the size, road-orientation, and plan of Virginia towns. Crawford's plan was based upon the last statute passed in 1709. It decreed that the town contain 15 blocks, primary north-south and east-west roads, and ½-acre lot sizes. In looking at the 1752 plan, we see that this plan adheres to that statute. It is 15 blocks; 3 blocks wide and 5 blocks long. The blocks are divided by additional east-west lanes or alleys that are narrower than the secondary east-west roads, which allowed for 8 lots per block. High and Crawford (Craford) Streets are the widest and are perpendicularly oriented. High is the central east-west road and Crawford is the easternmost north-south road. In this plan, though, only

Crawford and Ferry (currently North) Streets are named.

The plan called for roads between 60 and 100 feet widths. Main streets, such as Court and High Streets have widths of 100 feet, while streets to the north, south, east and west of these were an average width of 60 feet. The alleys, like those directly behind High Street, were 32 feet wide, which facilitated the transport of goods to the commercial buildings along High Street.

Upon the addition of Thomas Veale's land in 1763 to the west, the plan continued its arrangement. The additional roads were laid out adhering the original 1752 plan. The additional land to the west extended to Dinwiddie Street. It was during this period that each block was also named for proposed buildings on site, such as Courthouse Square or for names known well in 18th century England and Virginia, such as Buckingham and Berkeley Squares. The street name origins are derived from streets named in Portsmouth, England. High Street was the commercial corridor in Portsmouth, England, which Crawford emulated for his town. Both Portsmouths were sea-faring towns with shipyards and played prominent roles in the shipping industry.

Portsmouth was inhabited and built up quickly. By 1780, there were over 100 buildings within the plan. Maps from the period, drawn by both French and English military personnel, show Portsmouth as a well-defined community and evenly populated by building arrangements.

The buildings within the plan were situated at the street with a sidewalk or walkway leaving the interior of the blocks open for yards. This building placement was maintained throughout Portsmouth's history in the district as buildings front the sidewalks.

Though no buildings remain from this period, the plan retains its original configuration and street pattern. The plan is intact with solely modification s to its treatment. Streets were paved and curbing was installed, but the grid-plan is intact.

1789-1830—Early National Period

There are only a few buildings remaining from this period. An early building of note is a single-family dwelling located at 300 High Street. This building dates from the turn of the 18th century and is characterized by an elevated basement story and progressively shorter stories from the first to third story. Its prominent corner lot and plain façade, stylistically, does not make it an excellent representation of Federal style architecture. It does, however, remain the most significant building in the district, due to its early date. The building has an elaborate Doric porch on the east elevation. The elevated basement is typical of this period and remains unlike many other houses that were lowered to modernize them in the late 19th century. The basement was probably not lowered due to the increasing importance of commercial

space along High Street. As many early buildings were demolished along High Street in the late 19th century to accommodate more modern commercial buildings, this building was adapted by converting the elevated basement into commercial space. The upper stories were reserved as residential until the early 20th century when they were converted to commercial space to satisfy the demand for increased commerce.

Another early antebellum house, which has been modified over the centuries, is the Captain Baird House, (818 Dinwiddie Street) located at the corner of Dinwiddie and South Streets. It was constructed in the 1820s as a single-family dwelling with an elevated brick basement-story, three-bay façade and side-gable roof. It has multiple additions and was eventually converted into a multiple-family dwelling with an elaborate brick basement, three-bay façade and side gable roof. The house has two elaborate projecting porches with closed gable roofs. The original building can be seen among the additions on its prominent corner location.

The earliest church in the district and in Portsmouth is Trinity Church (124-0028; 500 Court Street). The first church was erected on this site in 1762, it was then known as the Portsmouth Parish Church. This church was replaced by the current church in 1828-1830. It is very simple in style, and has a symmetrical façade and retains its original Greek Revival details. Its location is significant, as it rests on the block proposed for the placement of the primary church in Portsmouth. The corner locations at the intersection of High and Court Streets were prominent and would eventually be the location of the Courthouse, church, and significant commercial and domestic buildings in the 19th century, most of which have been demolished to accommodate new facilities.

1830 – 1860—Antebellum Period

In the period prior to the Civil War, the need for additional space within Portsmouth required the subdivision of the ¼-block lots. Most dwellings were constructed at either the interior portion of the lot or on the corner. The need for additional dwelling space due to the growth of the population, led many property owners to subdivide their lots into two to four lots, creating eight to sixteen lots per block, versus the original four. The buildings constructed during the Antebellum Period are narrower, reflecting the increased density that is achieved through the subdivision of property. This is best reflected in the Federal-style dwellings with their taller proportions and elevated basement stories.

The period prior to the Civil War showed additional development of Federal and Greek Revival single-family dwellings. Most Greek Revival dwellings have been demolished, but there are a number of Federal-style single-family dwellings remaining. Most are elevated-basement houses, with a full-story brick basement and brick chimney wall. An example of this type of dwelling is 426 South Street. It has a paired, brick chimney wall and elevated basement story. It is very typical of Federal-style architecture, with frame construction on the façade, rear, and one side elevation, and a brick chimney wall. Another example of

clustered Federal-style dwellings is located on County Street. 420 and 422 County Street date to this period and retain their elevated basement stories.

An example of a remaining Greek Revival dwelling is 700 County Street at the corner of County and Green Streets. This elevated basement house has a wrap-around porch with Ionic columns. The façade is a typical three-bay with bracketed cornice. The elevated basement story on this dwelling appears to be lower than others, which may be attributed to the lowering of basements in the postbellum period.

The modernization of Federal and Greek Revival dwellings in the postbellum period is best illustrated in 801 Dinwiddie Street. This house, also called Vermillion Manor, was constructed on the outside of its lot on Dinwiddie Street at the corner of Dinwiddie and Columbia (formerly Crabbe) Streets. It has Queen Anne and Colonial Revival elements, but was originally a Federal-style house. The original Federal-style house had an elevated basement, 2-stories, three-bay façade and a side-gable roof. Constructed in 1840, it was "modernized" by its owners in the postbellum period. They lowered the basement, added a projecting, canted bay with Queen Anne motifs, and added various tracery and bracketing to the rooflines and porch. While the dwelling retains its Federal-core additional elements were added to mask its age.

In addition to remaining dwellings constructed during this period, the most significant building that remains is the Norfolk County Courthouse (124-0006) (400 High Street). The building was constructed on Courthouse Square at the intersection of High and Court Streets, which was the intended location for a courthouse in Colonel Crawford's plan. William R. Singleton designed the courthouse in 1846 in the Greek Revival style. Singleton was originally from Portsmouth but had relocated to St. Louis, Missouri. He returned briefly in the 1840s and was awarded the distinction of the courthouse commission. The building is constructed of brick with an elevated basement story providing administrative space and the courts, located on the first story. The façade is dominated by a monumental porch with Doric columns surmounted by a pediment, added after 1858. Originally the building had a lantern, which was removed in the 19th century, but recently replaced.

The placement of the courthouse at this location was strategic to the original plan of Portsmouth. The intersection of High and Court Streets were intended as the governmental and civic center with commerce dominating the dock area to the east. The "four corners" were to house a courthouse, market, church and jail. The only remaining buildings are the courthouse and church. The market and jail were replaced by commercial buildings in the early 20th century.

The building remained the Norfolk County Courthouse (124-0006) until 1963, when Norfolk County became the City of Chesapeake and the records were removed to the new civic center. It then became the Portsmouth museum. The building was listed in the National Register of Historic Places in 1970.

1865 – 1917—Reconstruction and Growth

During the Civil War, Portsmouth was not subjected to the destruction levied upon the City of Norfolk, across the river. While Norfolk burned, Portsmouth was spared destruction due to its surrender to the various armies that occupied it. Many buildings remained from the period prior to the Civil War. It would be the dramatic increase in population after the Civil War, at the turn of the 20th century that would change Portsmouth's appearance.

Additional dwellings were constructed in Portsmouth on the subdivided lots; either replacing outmoded buildings or new buildings on vacant parcels. Two interesting early Reconstruction houses are the dwellings at 604 Court Street and the Second Empire-style house at 721 South Street. Both have Second Empire elements, but the dwelling on South Street is more of a true Second Empire rowhouse with its three-bay façade and mansard roof. The house on Court Street has some interesting details including a bracketed cornice with recessed panels between each bracket and hooded windows on the second story.

Two dwellings of note in the Queen Anne-style are located at 434 South Street and 711 Washington Street. The house on South Street has a corner tower and gabled, two-story, canted-bay windows. The classic wrap-around porch articulates the corner emphasis of this building. Other elements of interest on this building are the polychromed roof shingles, shingling in the gables, and the elaborate corbelled brick chimney. The house on Washington Street has an eclectic facade. The canted bay on the north portion of the main facade with its limestone treated balconet counterbalances the large A-frame dormer located on the south portion of the façade. Each of the three roof dormers varies in size and roofline, which is reflective of the versatility of late Queen Anne architecture.

The most prevalent house style is a three-bay, frame dwelling on a brick foundation with bracketed cornice. These are found throughout the district. They have three-bay porches and incorporated stairs within one bay. They line the roadways and are most likely seen on Dinwiddie Street near Columbia and South Streets, on South Street, and Washington Street.

Upon the establishment of Portsmouth as a city in 1858, it required a building to serve the city administrative functions. The City Hall Building (509 Court Street) constructed near the intersection of High and Court Streets in 1878 on Court Street is in the Second Empire style. The building's distinctive mansard roof with clock faces has been partially obscured by a limestone façade applied from the second story to the curb of the mansard roof. It is located on Court Street near the intersection of High Street, near the Norfolk County Courthouse (124-0006) and Trinity Church.

Another government-related building within the district is the former United State Post Office (601 Court Street), located south of the City Hall building. It was designed by James Knox Taylor and constructed in

1907-1908. It is a strong classical building with a monumental portico. It replaced a small, Greek Revival temple-front building that was formerly located at the corner of High and Court Streets.

Most churches found in the district date to this period. Though the establishment of most churches dates to the early 19th century, their buildings date to the late 19th century. An early church is the First Presbyterian Church (515 Court Street), located on the corner of Court and King Streets. This church dates to 1877 and is the earliest existing Presbyterian Church in Portsmouth. Similar in style to Monumental United Methodist Church (124-0034-0039) located in the Olde Towne Historic District, this church has a tower on the southwest corner and a centrally placed entrance. The building is constructed of brick and has been parged. The distinctive corbelling on the raking cornice is similar to Monumental United Methodist Church (124-0034-0039).

One of the most prominent churches in the district is St. Paul's Catholic Church (134-5063-0008) (463 Washington Street) at the intersection of Washington and High Streets. Designed by noted Norfolk architects, Carpenter and Peebles in 1895, this Gothic Revival church was executed in granite. The church is on an east-west axis, consistent with church architecture from the Gothic period in Europe. Interesting details on the building are flying buttresses and traditional rounded apse. The copper spire has gothic tracery and is a prominent mark on the Portsmouth skyline. The parish house (518 High Street), located on the east of the church, was designed by Baltimore reverend, J. F. Donohue. This building is in character with St. Paul's Church as it is also constructed in the Gothic Revival style. Its three-bay facade is clad in rusticated granite.

Two other notable churches are the First United Methodist Churches south of High Street. The church first built a building in 1882 at 517 County Street, which was a large two-story church with a three-bay façade and large stained glass windows. The facade is simple with the major architectural details of stained glass windows and the corbelling on the cornice. The church was located in this building for only 25 years before a new church was constructed at the intersection of Washington and South Streets (812 Washington Street). The new church is in the Romanesque Revival style and is quite different from the modified Classical Revival style of the previous church. The new church is constructed of brick with a rusticated granite façade. There are limestone details on the church including limestone window surrounds, watertable, and a distinct checkerboard pattern below the southeast tower's belfry. It was also designed by J. E. R. Carpenter of Carpenter and Peebles, who had designed St. Paul's Catholic Church (134-5063-0008).

There are two significant African-American churches within the district boundaries, St. James Episcopal Church (928 Effingham Street) and Ebenezer Baptist Church (728 Effingham Street). These two churches are both located on the west side of Effingham Street, which was predominantly occupied by the late 19th and early 20th century-African-American population of Portsmouth. Both are more simplified than other

prominent churches within the district. St. James is a small brick Gothic Revival church and Ebenezer is a granite, Gothic Revival church. Architects are not known for either church, but it is known that Rev. Harvey Johnson, pastor of Ebenezer Church, designed the addition to the rear of the church.

In addition to churches within the district, other types of religious buildings are present. St. Joseph's Academy (517 King Street) and the Sisters of Charity Convent (600 Dinwiddie Street) are located on King Street at the intersection of Dinwiddie Street. The convent building dates to 1882, and once housed the school. The rectangular building was constructed of brick with varying brick details, such as a corbelled brick cornice and brick quoins. The St. Joseph's School, constructed in 1916 and located to the west of the convent, is also constructed of brick. The most prominent feature of this building is the large window openings and groupings, which allow increased lighting in the school building. It is brick with a three-bay facade and rounded arch door and window openings typical of the Colonial-Revival style.

In 1875, 10 years after the culmination of the Civil War, Portsmouth and Norfolk County erected a monument in honor of the Confederate dead. The monument was placed in the middle of Court Street north of the intersection of High Street adjacent to the Norfolk County Courthouse (124-0006). The monument is granite and was designed by Charles Cassell. It is an obelisk guarded by four uniformed men representing different branches of the military. Notable about the soldiers is the one located on the east side, who represents the navy. He faces east toward the ocean and honors the battles at sea. The significance of the solider is based in the association of Portsmouth to the Battle of the Monitor and Merrimac (iron-clad C.S.S. Virginia). The U.S.S. Merrimac was clad in iron at the Norfolk Navy Yard in Portsmouth, and renamed the C.S.S. Virginia.

Portsmouth' Masonic orders were very prominent at the turn of the 20th century and are reflected in the temples in the district. They vary in style from the Classical Revival temple at the intersection of High and Court Streets (467 Court Street) to the more simplified and later temple on Effingham Street (719 Effingham Street). The most ornate temple is the Pythian Castle (124-0046; 610 Court Street) at the intersection of Court and County Streets. This temple dominates the corner and has an open first story, which provided commercial space, and meeting space was reserved for the upper stories. The building is designed in the Romanesque Revival style and is constructed of brick with limestone details. It was listed in the National Register of Historic Places in 1980.

The early 20th century saw growth of the Young Men's Christian Association (YMCA) in this region. Two new buildings were constructed at roughly the same time in both Norfolk and Portsmouth. The architect selected for the design of both buildings was Louis Eugene Jallade. These new buildings replaced smaller dormitory style buildings with luxurious, grand buildings, which not only housed men but also provided recreation facilities. The YMCA building (527 High Street) replaced houses that were being demolished because of the increase in commercial building along this block of High Street. It is of Renaissance Revival

style with articulated windows and a massive cornice. A light well was provided to the rear for additional lighting in the dormitory windows on the upper stories. On the lower stories were a swimming pool and recreation rooms.

It is at the turn of the 20th century that High Street, which was planned as a main commercial corridor, develops into its primary function. The two main roads in Portsmouth were Crawford and High Streets. Most commerce in the 18th and 19th centuries was located at the east end of High Street, and along Crawford Street. As the growth in commerce and population occurred in the late 19th century, the need for additional commercial space prompted High Street to become predominantly commercial. Up until this point, it had been mixed, but mostly residential. In the early 20th century, residences were giving way to new commercial buildings. The new commercial buildings were placed along the street and currently define the streetscape of the district along High Street.

Commerce is the focus of the district. Commercial buildings date as early at the late 19th century, though as previously stated, there was an early domestic building converted to commerce along High Street. Most commercial buildings were constructed of brick and are two stories tall. Examples of basic brick commercial buildings with first story storefronts are the grocery at 436 Green Street and south side of the 600 block of High Street. These buildings have storefronts with living quarters or office space above. The decorative brick corbelling on the roofline are typical to the turn of the 20th century. More ornamental buildings can be found at 319 and 719 High Street. These buildings have limestone or granite facades, which are highly decorative for the predominantly brick façade building character of High Street. The storefronts are typically three-bay with a central, recessed entrance flanked by large, fixed glass, display windows. Most blocks on High Street retain their commercial feeling because they are lined with commercial buildings with dominant first story storefronts.

The one-block immediately to the south and north of High Street continue the commercial building that typifies High Street. These blocks have similar setbacks and building forms seen along High Street. Though only one-block deep, the buildings located along these blocks aim to take advantage of the pedestrian commercial traffic along High Street.

In addition to commercial buildings, there are two funerary buildings of note in the district. One, previously mentioned, 711 Washington Street, was converted from a single-family dwelling to a funeral parlor. The second, W. E. Johnson, Funeral Director, is located at 610 Green Street. It is adorned with a parapet articulated with finials at the facade ends. There is also a cast stone medallion with the original funeral director's name and building date. The first story elevation has a recessed entrance with canted bay. Similar in form to the commercial buildings lining High Street, this building is relegated to a predominantly residential block.

In 1909, Portsmouth doubled its boundaries again, with the annexation of Scottsville and Prentis Place. These neighborhoods were located in the former Norfolk County directly to the west and north of Portsmouth. They began to develop in the 19th century, continuing the street pattern set in the 1752 plan of Portsmouth. The area immediately to the west of Portsmouth was occupied primarily by industry and the African-American population. The boundary of this area was west of Effingham Street. The African-American churches discussed earlier are examples from this community. The churches are the few remaining historic buildings in that area, as it was redeveloped in the mid-20th century.

In addition to religious buildings, there are two remaining commercial buildings in the district that were constructed by the African-American community. The Tidewater Building (454 Green Street) and the Southern Aid Building (448 Green Street) are three-story commercial buildings with storefronts and offices above.

The conversion of High Street continues into the 20th century, finally terminating during World War II. At this point High Street is completely dominated by commercial buildings and has become the commercial focus of Portsmouth. These changes are not only illustrated in the addition of new commercial buildings, but the construction of movie houses that occupy prime locations and serve as the source of entertainment.

1917 – 1945—World War I to World War II

The increased building seen in the previous period ceases just prior to World War II. Most lots are occupied by early 20th century building types with remaining 19th century buildings that were not demolished for newer buildings. The character of these buildings is different in that they employ modern building techniques and materials. Their forms are also more modern using the streamlined details seen in early 20th century architecture. They are placed within the existing early 20th century building fabric, but maintain the setbacks and general forms of their predecessors.

There are no dwellings constructed during this period, since most dwellings have been constructed by 1920. This is due largely in part to the suburbanization of the surrounding areas of Portsmouth. Suburbs like Truxtun (124-0047) and Craddock (124-0037) are developed during World War I to house Norfolk Naval Shipyard workers and dock workers during the build up of the shipyard. This period is reserved for the construction of churches, commercial buildings, and theaters.

The Gomley Chesed congregation had purchased the previously mentioned Methodist Church at 517 County Street. This reflects a change in the population distribution of Portsmouth. Most minority groups had been relegated to the western part of Portsmouth, including African-Americans and Jews. The Chevra Telim synagogue at 607 Effingham Street was constructed in the mid-1920s. This simple synagogue is designed in the Classical Revival style with a Tuscan-columned portico. It is constructed of brick and was

located in a once predominantly Jewish residential area. This building was constructed just prior to the migration of the Jewish population for the suburban areas of Portsmouth.

The High Street corridor was the focus of not only commercial interests but also of entertainment. Theaters dotted the blocks of High Street from the easternmost to the westernmost portion of the district. While there are no extant theaters predating the mid-20th century, the Art Deco and Art Moderne theaters that remain are a reflection of the heyday of Wartime theaters. The Commodore Theater (124-0101) at 421 High Street is an excellent example of Art Deco-theater architecture. With its vertical emphasis and decorative kiosk, it reflects the grandeur of the theater in the 1940s. Designed by John Zink it was listed on the National Register of Historic Places in 1997.

Other theaters of interest are the Colony Theater (430 High Street), northeast of the Commodore Theater (124-0101), and the Lyric Theater (907 High Street), in the western portion of the district. The Colony Theater was originally an Art Moderne theater with a polychrome facade and streamline articulated interior. It was renovated in the mid-1980s as a nightclub, and had most of the original interior removed and exterior obscured. The Lyric Theater was originally an African-American theater designed in the Art Deco style. Its adorned exterior parapet wall is a simplified Art Deco style. The walls are concrete block with parging to a smooth surface. The ticket window is to the west of the entrance doors with their streamline metal details. It is located west of Effingham Street near the African-American churches of the previous time period.

Another type of commercial building found in the district that was developed in the late 19th century is the department store. The department store was a large open store with multiple stories for various types of merchandise. Though none date to the late 19th century, Portsmouth has two that developed during World War I. An example of this type of building is Blumberg's Department Store. Located at 723 High Street at the intersection of Effingham Street, Blumberg's has plate glass display windows on the first story and is enclosed by a façade treatment on the second story. The upper story is more open with banks of double-hung sash windows. As the store expanded into the neighboring building, the first story plate glass display windows were continued to create visual cohesion. Another example of a typical department store is F. W. Woolworth's at 316 High Street near Court Street, which has been converted into a restaurant.

The office or professional building appears in Portsmouth in the 1910s and 1920s. Two major office buildings located in the district are the New Kirn Building (341 High Street) and the Professional Building (545 High Street). Both are highly ornate. The Professional Building has a vertical emphasis with brick piers pierced by window openings. The crenellations on the roofline give the further emphasis to the verticality of the building above the first story. The first story consists of storefronts similar to others along High Street, which retains the character of the smaller commerce along the commercial corridor. The New Kirn Building uses similar characteristics, but has a horizontal emphasis, found in early 20th century

skyscrapers. The building has dark brick veneer walls on the street elevations and incorporates glazed panels between the window openings, which in contrast to the dark brick, refocuses the appearance from tall to broad. The later of the two, the Professional Building, constructed in 1929, uses revolutionary ideas for tall building construction established by such noted architects as Louis Sullivan.

The west end of the district highlights the transportation focus of High Street and its relationship to the waterfront. Originally, there were railroad tracks traveling down the center of High Street and along Queen Street to the waterfront. Ships docked there to ship goods transported by the Seaboard Airline Railroad. The tracks were removed in the 1940s, but the buildings at the west end of High Street in the historic district retain their industrial focus and contours of the original rail line. Examples of supply buildings are found in the 1000-block of High Street. The corner of 1028 High Street, located at the northeast corner of the intersection of High and Primrose Streets, is angled and comes to a point at the intersection. The rail line originally ran along the north side of this building, bisecting the block diagonally.

By the 1940s, most lots had been built upon and there were few open spaces for additional buildings. The continued change of the functional space caused the demolition or adaptation of early buildings. There are few buildings constructed after World War II in the historic district.

1945 – Present—The New Dominion

A large building campaign for a multi-story hotel occurred in 1946 at the corner of Dinwiddie and High Streets (507 High Street). Buildings were removed to accommodate this 7-story hotel building. The hotel's first story is dominated by commercial space, and the main entrance faces Dinwiddie Street on the south corner, which allowed for commercial space to occupy the north and northeast corner of the building along the main commercial corridor. Modern materials were used for construction with applied brick veneer on each elevation to insure the building in keeping with its surroundings. Details are simplified and classical.

Some late commercial buildings constructed in the district are characterized by Art Deco and Art Moderne influences. A store added during this period is the Mutual Drug Company (425 Effingham Street), which was constructed in 1946. It uses the rounded corner to accentuate its entrance. Raised brick banding along the roofline gives the building a horizontal emphasis. Located at the intersection of Effingham and County Streets, this store was constructed in the African-American community, who had migrated eastward in the downtown area due to the departure of many residents for the surrounding suburbs.

The rise of suburban communities in the 1950s led many residents to abandon the inner cities or downtown area for surrounding suburbs. The suburbs were developed in the early 20th century mainly to house the burgeoning population that was attracted to Portsmouth with its many shipbuilding and dock-related jobs.

In addition to the suburban development geared toward the workers, there were also communities being developed further on the fringes of the western boundaries of Portsmouth. Those that could afford to relocate from the downtown, vacated residences for less congested areas and the many improved qualities that the suburban areas offered. This abandonment of the urban center led to a decrease in lucrative commerce and the demise of the commercial core. In addition, urban renewal caused the demolition of numerous buildings in the commercial core, mostly at the east end of High Street. New building on the cleared sites redirected the focus to a new city-government complex and a few high-rise buildings. In addition to new buildings, former single-family dwellings had been subdivided into numerous units to house workers during World War II. The density rose in the downtown during the 1940s to a staggering number. In addition, former substandard African-American housing located west of Effingham Street was razed to make way for a new low-income housing project. During the interim between razing and construction, African-American residents were required to find housing in the surrounding areas. This changed the population balance of the earlier established community.

Recently, there has been an effort to revitalize the commercial core. This is being facilitated through the demolition of the low-income housing project, and construction of single- and multiple-family dwellings in the downtown south of High Street. These buildings are designed to be sensitive to the architectural character of the district. This renaissance has been occurring slowly in Portsmouth, but with the assistance of the local government has been accelerating to retain Portsmouth's historic character.

Conclusion

The Downtown Portsmouth Historic District retains its original plan and reflects the development of the area through 1952. It conveys its original setting and association with the retention of the 19th century buildings and subdivision of lots for the construction of 20th century buildings. Though some buildings have been removed and new development has been interspersed, the district remains historically and architecturally intact.

Resource Inventory

454 Chestnut Street
Property Type: Commercial Building
Date of Construction: 1950
Structural System: Concrete block-masonry
Stories: 1
Architectural Style: Modern Movement
Secondary Resource: Shed-Concrete block-masonry
CONTRIBUTING (1 - building)
CONTRIBUTING (1 - structure)

1 Columbia Court
Property Type: Single-family Dwelling
Date of Construction: 1995
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

3 Columbia Court
Property Type: Single-family Dwelling
Date of Construction: 1995
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

5 Columbia Court
Property Type: Single-family Dwelling
Date of Construction: 2001
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

7 Columbia Court
Property Type: Single-family Dwelling
Date of Construction: 1994
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

9 Columbia Court
Property Type: Single-family Dwelling
Date of Construction: 1994
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

11 Columbia Court
Property Type: Single-family Dwelling
Date of Construction: 1995
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

13 Columbia Court
Property Type: Single-family Dwelling
Date of Construction: 1995
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

15 Columbia Court
Property Type: Single-family Dwelling
Date of Construction: 1994
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

17 Columbia Court
Property Type: Single-family Dwelling
Date of Construction: 1995
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

19 Columbia Court
Property Type: Single-family Dwelling
Date of Construction: 1995
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

21 Columbia Court
Property Type: Single-family Dwelling
Date of Construction: 1999
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

23 Columbia Court
Property Type: Single-family Dwelling (foundation)
Date of Construction: 2002
Structural System: concrete block
Stories: 0
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - site)

25 Columbia Court
Property Type: Single-family Dwelling
Date of Construction: 1994
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

27 Columbia Court
Property Type: Single-family Dwelling
Date of Construction: 2001
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

29 Columbia Court
Property Type: Single-family Dwelling
Date of Construction: 1998
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

423 Columbia Street
Property Type: Single-family Dwelling
Date of Construction: 1892
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

425 Columbia Street
Property Type: Single-family Dwelling
Date of Construction: 1892
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

427 Columbia Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

429 Columbia Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in brick veneer
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

406 County Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

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417 County Street
J. S Crawford Apartment Building
Property Type: Multiple-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Queen Anne/Colonial Revival
Archtiect: Charles M. Major
CONTRIBUTING (1 - building)

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418 County Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

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420 County Street
Property Type: Single-family Dwelling
Date of Construction: 1820
Structural System: Wood-frame clad in vinyl siding
Stories: 2.5
Architectural Style: Mid-19th Century
CONTRIBUTING (1 - building)

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422 County Street
Property Type: Single-family Dwelling
Date of Construction: 1840
Structural System: Wood-frame clad in vinyl siding
Stories: 2.5
Architectural Style: Mid-19th Century
CONTRIBUTING (1 - building)

425 County Street
Property Type: Commercial Building
Date of Construction: 1945
Structural System: Concrete block-masonry with brick veneer façade
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

430 County Street
Property Type: Commercial Building
Date of Construction: 1958
Structural System: Concrete block-masonry with brick veneer façade
Stories: 1
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

431 County Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
Secondary Resource: Commercial Building--Brick-masonry
CONTRIBUTING (2 - buildings)

501-503 County Street
Property Type: Commercial Building
Date of Construction: 1945
Structural System: Concrete block-masonry with brick veneer façade
Stories: 2
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

511 County Street
County Square Apartments
Property Type: Multiple-family Dwelling
Date of Construction: 1986
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

519 County Street
Central Methodist Episcopal Church
Property Type: Church--religious facility
Date of Construction: 1880
Structural System: Brick-masonry
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

531 County Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Brick-masonry and wood-frame clad in vinyl siding
Stories: 3
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

700 County Street
Property Type: Single-family Dwelling
Date of Construction: 1850
Structural System: Wood-frame clad in aluminum siding
Stories: 2.5
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

710 County Street
Property Type: Commercial Building
Date of Construction: 1948
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

714 County Street
Property Type: Commercial Building
Date of Construction: 1949
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

720-722 County Street
Property Type: Commercial Building
Date of Construction: 1947
Structural System: Brick-masonry with parging
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

450 Court Street
Wilson Duplex
Property Type: Multiple-family Dwelling
Date of Construction: 1859
Structural System: Brick-masonry with parging
Stories: 1
Architectural Style: Greek Revival
CONTRIBUTING (1 - building)

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455 Court Street
B & L Building
Property Type: Commercial Building
Date of Construction: 1922
Structural System: Brick-masonry with brick veneer façade
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

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459 Court Street
Insurance Building
Property Type: Commercial Building
Date of Construction: 1922
Structural System: Brick-masonry with brick veneer façade
Stories: 3
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

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467 Court Street
Masonic Temple
Property Type: Meeting Hall
Date of Construction: 1930
Structural System: Brick-masonry with brick veneer façade
Stories: 4
Architectural Style: Beaux Arts
CONTRIBUTING (1 - building)

Court and High Streets
Portsmouth and Norfolk County Confederate Monument
Property Type: Monument
Date of Construction: 1875-1893
Structural System: granite
Stories: 0
Architectural Style: Classical Revival
Architect: Charles E. Cassell
NATIONAL REGISTER OF HISTORIC PLACES
CONTRIBUTING (1 - object)

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500 Court Street
Trinity Episcopal Church
Property Type: Church--religious facility
Date of Construction: 1762 (foundation), 1828-1830 (church), 1884 (renovation), 1893 (tower)
Structural System: Brick-masonry with parging
Stories: 1
Architectural Style: Greek Revival
Secondary Resources: Cemetery; concrete-block church--religious facility
Architect: W. D. Wentworth (1893), Williams, Coile and Blanchard (1954-1956), Williams and Tazewell (1961-1962)
NATIONAL REGISTER OF HISTORIC PLACES
CONTRIBUTING (1 - building)
CONTRIBUTING (1 - site)
NON-CONTRIBUTING (1 - building)

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509 Court Street
City Hall and Firestation
Property Type: City hall/firestation
Date of Construction: 1878
Structural System: Brick-masonry with limestone façade
Stories: 3.5
Architectural Style: Second Empire
CONTRIBUTING (1 - building)

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515 Court Street
First Presbyterian Church
Property Type: Church--religious facility
Date of Construction: 1877
Structural System: Brick-masonry with parging
Stories: 1
Architectural Style: Classical Revival
Secondary Resource: Church-religious facility--Concrete block-masonry
CONTRIBUTING (1 - building)
NON-CONTRIBUTING (1 - building)

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600 Court Street
Property Type: Commercial Building
Date of Construction: 1956
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

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601 Court Street
United States Post Office
Property Type: Post Office
Date of Construction: 1907-1909
Structural System: Brick-masonry with brick veneer façade
Stories: 2
Architectural Style: Classical Revival
Archtiect: James K. Taylor (1907-1909), James Alponso Wetmore (1931-1932), Yates and Boggs (1963-1964)
CONTRIBUTING (1 - building)

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604 Court Street
Property Type: Single-family Dwelling
Date of Construction: 1870
Structural System: Wood-frame clad in weatherboard
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

606 Court Street
Property Type: Commercial Building
Date of Construction: 1950
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

610 Court Street
Pythian Castle
Property Type: Meeting Hall
Date of Construction: 1880
Structural System: Brick-masonry
Stories: 3
Architectural Style: Romanesque Revival
Secondary Resource: Business/Commerce-Brick-masonry
Architect: Edward Overman (1897-1908), Hanbury and Company (1983-1984) renovation
NATIONAL REGISTER OF HISTORIC PLACES
CONTRIBUTING (1 - building)

451 Dinwiddie Street
Property Type: Commercial Building
Date of Construction: 1961
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

455 Dinwiddie Street
Property Type: Commercial Building
Date of Construction: 1965
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

461 Dinwiddie Street
Property Type: Commercial Building
Date of Construction: 1935
Structural System: Brick-masonry with brick veneer façade
Stories: 1
Architectural Style: Colonial Revival
CONTRIBUTING (1 - building)

464 Dinwiddie Street
Property Type: Commercial Building
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding and brick veneer façade
Stories: 2
Architectural Style: Classical Revival/Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

465 Dinwiddie Street
Property Type: Commercial Building
Date of Construction: 1953
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

600 Dinwiddie Street
Sisters of Charity Convent
Property Type: Church--religious residence
Date of Construction: 1876
Structural System: Brick-masonry with brick veneer façade
Stories: 3
Architectural Style: Late 19th and Early 20th Century Revivals
CONTRIBUTING (1 - building)

601 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in weatherboard
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

603 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

605 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

609-611 Dinwiddie Street
Property Type: Multiple-family Dwelling
Date of Construction: 1987
Structural System: Wood-frame clad in vinyl siding and brick veneer façade
Stories: 2
Architectural Style: Colonial Revival
NON-CONTRIBUTING (1 - building)

615 Dinwiddie Street
Property Type: Commercial Building
Date of Construction: 1958
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

708 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

710 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in asbestos siding
Stories: 2
Architectural Style: Classical Revival
Secondary Resource: Secondary Structure-Wood-frame
CONTRIBUTING (1 - building)
NON-CONTRIBUTING (1 - structure)

713 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

715 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in aluminum siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

716 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

718 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

719 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

720 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1840
Structural System: Wood-frame clad in weatherboard
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

721 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Queen Anne
CONTRIBUTING (1 - building)

723 Dinwiddie Street
Property Type: Multiple-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in weatherboard
Stories: 1
Architectural Style: Colonial Revival
CONTRIBUTING (1 - building)

800 Dinwiddie Street
Property Type: Multiple-family Dwelling
Date of Construction: 1930
Structural System: Brick-masonry with brick veneer façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
Secondary Resource: Secondary Structure-Metal-frame
Secondary Structure-Wood-frame clad in vinyl siding
CONTRIBUTING (1 - building)
NON-CONTRIBUTING (2 - structures)

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801 Dinwiddie Street
Vermillion Manor
Property Type: Single-family Dwelling
Date of Construction: 1840
Structural System: Wood-frame clad in vinyl siding
Stories: 2.5
Architectural Style: Federal, Queen Anne/Colonial Revival
CONTRIBUTING (1 - building)

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804 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1865
Structural System: Wood-frame clad in asbestos siding
Stories: 2
Architectural Style: Mid-19th Century
CONTRIBUTING (1 - building)

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806 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

808 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

809 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1850
Structural System: Wood-frame clad in vinyl siding
Stories: 3
Architectural Style: Mid-19th Century
Secondary Resource: Secondary Structure-Wood-frame clad in weatherboard
CONTRIBUTING (1 - building)
CONTRIBUTING (1 - structure)

810 Dinwiddie Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2.5
Architectural Style: Queen Anne/Colonial Revival
CONTRIBUTING (1 - building)

818 Dinwiddie Street
Captain Baird House
Property Type: Single-family Dwelling
Date of Construction: 1820
Structural System: Wood-frame clad in weatherboard
Stories: 3.5
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

459 Effingham Street
Property Type: Commercial Building
Date of Construction: 1930
Structural System: Concrete block-masonry with parging
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

601 Effingham Street
Asral Goodman Furniture
Property Type: Commercial Building
Date of Construction: 1912
Structural System: Brick-masonry with brick veneer façade
Stories: 3
Architectural Style: Late 19th and Early 20th Century American Movements
Secondary Resource: Businesss/Commerce-Brick-masonry
CONTRIBUTING (1 - building)
NON-CONTRIBUTING (1 - building)

607 Effingham Street
Chevra Telim Synagogue
Property Type: Church--religious facility
Date of Construction: 1924
Structural System: Brick-masonry with brick veneer façade
Stories: 2
Architectural Style: Colonial Revival
CONTRIBUTING (1 - building)

617-619 Effingham Street
Property Type: Multiple-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

621-623 Effingham Street
Property Type: Multiple-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame, parged
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

625 Effingham Street
Mutual Drug Co., Inc.
Property Type: Commercial Building
Date of Construction: 1947
Structural System: Brick-masonry with brick veneer façade
Stories: 2
Architectural Style: Art Moderne
CONTRIBUTING (1 - building)

719 Effingham Street
Masonic Temple, PHA
Property Type: Meeting Hall
Date of Construction: 1947
Structural System: Brick-masonry with brick veneer façade
Stories: 3
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

728 Effingham Street
Ebenezer Baptist Church
Property Type: Church--religious facility
Date of Construction: 1893 (church), 1945 (education facility)
Structural System: Brick-masonry with brick veneer façade
Stories: 1
Architectural Style: Gothic Revival
Secondary Resource: Church-religious facility-addition-Concrete block-masonry
Architect: Harvey N. Johnson (1945)
CONTRIBUTING (2 - buildings)

730 Effingham Street
Colored Library
Property Type: Library
Date of Construction: 1945
Structural System: Brick-masonry
Stories: 1
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

900 Effingham Street
Texaco
Property Type: Road-related (vehicular-gas station)
Date of Construction: 1971
Structural System: Metal-frame with metal siding
Stories: 1
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

928 Effingham Street
St. James Episcopal Church
Property Type: Church--religious facility
Date of Construction: 1924
Structural System: Brick-masonry with rusticated granite façade
Stories: 1
Architectural Style: Gothic Revival
Secondary Resource: Church-religious facility-addition-Concrete block-masonry
CONTRIBUTING (2 - buildings)

436 Green Street
Bohlker and Company, Grocers
Property Type: Commercial Building
Date of Construction: 1890
Structural System: Brick-masonry with brick veneer façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

438 Green Street
Property Type: Multiple-family Dwelling
Date of Construction: 1900
Structural System: Brick-masonry
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

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448 Green Street
Southern Aid Building
Property Type: Commercial Building
Date of Construction: 1906
Structural System: Brick-masonry with brick veneer façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

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454 Green Street
Tidewater Building
Property Type: Commercial Building
Date of Construction: 1898
Structural System: Brick-masonry with brick veneer façade
Stories: 3
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

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468 Green Street
Property Type: Commercial Building
Date of Construction: 1950 c.
Structural System: Brick masonry
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

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527 Green Street
Zion Baptist Church
Property Type: Church--religious facility
Date of Construction: 1900
Structural System: Brick-masonry with brick veneer façade
Stories: 1
Architectural Style: Gothic Revival
CONTRIBUTING (1 - building)

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528 Green Street
H. Edward Whitaker Education Building/Zion Baptist Church
Property Type: Church--church school
Date of Construction: 1950
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

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600 Green Street
Property Type: Commercial Building
Date of Construction: 1913
Structural System: Wood-frame clad in aluminum siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

602-604 Green Street
Property Type: Multiple-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

605-607 Green Street
Property Type: Commercial Building
Date of Construction: 1957
Structural System: Concrete block-masonry with brick veneer
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

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608 Green Street
Property Type: Multiple-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

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610 Green Street
W. E. Johnson Funeral Director
Property Type: Mortuary
Date of Construction: 1898
Structural System: Brick-masonry
Stories: 2
Architectural Style: Classical Revival
Secondary Resource: Secondary Structure—Brick-masonry
CONTRIBUTING (1 - building)
CONTRIBUTING (1 - structure)

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613 Green Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in asbestos siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

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615 Green Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in asbestos siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

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400 Hatton Street
Property Type: Commercial Building
Date of Construction: 1920
Structural System: Brick-masonry with wood siding
Stories: 1
Architectural Style: Late 19th and 20th century American Movements
CONTRIBUTING (1 - building)

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300 High Street
Property Type: Mixed: dwelling and commerce
Date of Construction: 1800 ca.
Structural System: Brick-masonry, parged
Stories: 4
Architectural Style: Federal
CONTRIBUTING (1 - building)

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301 High Street
Property Type: Commercial Building
Date of Construction: 1973
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Modern Movement
Secondary Resource: Commercial building—concrete-block masonry with brick veneer
NON-CONTRIBUTING (2 - buildings)

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306 High Street
Property Type: Commercial Building
Date of Construction: 1940
Structural System: Concrete block-masonry with brick veneer
Stories: 2
Architectural Style: Modern Movement
Secondary Resource: Commercial Building-- Concrete block-masonry with brick veneer
CONTRIBUTING (2 - buildings)

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307 High Street
Land and Ruden, House Furnishings
Property Type: Commercial Building
Date of Construction: 1920
Structural System: Brick-masonry with rusticated granite façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

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309 High Street
Property Type: Commercial Building
Date of Construction: 1900
Structural System: Brick-masonry clad in synthetics
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
Seconary Resoruce: Commercial building—concrete-block masonry
CONTRIBUTING (1 - building)
NON-CONTRIBUTING (1 - building)

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310 High Street
Property Type: Commercial Building
Date of Construction: 1880
Structural System: Brick-masonry with limestone façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

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313 High Street
Property Type: Commercial Building/Multiple-family Dwelling
Date of Construction: 1987-1988
Structural System: Concrete block-masonry with brick veneer
Stories: 3
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

316 High Street
F. W. Woolworth & Company
Property Type: Department Store
Date of Construction: 1935
Structural System: Brick-masonry with brick veneer façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
Secondary Resource: Department Store—Concrete block-masonry
CONTRIBUTING (2 - buildings)

319 High Street
Levin Brothers Clothing
Property Type: Commercial Building
Date of Construction: 1930
Structural System: Brick-masonry with rusticated limestone façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

323 High Street
Property Type: Commercial Building
Date of Construction: 1900
Structural System: Concrete block-masonry with brick veneer façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

325-327 High Street
Property Type: Commercial Building
Date of Construction: 1930
Structural System: Concrete block-masonry with brick veneer façade
Stories: 2
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

326 High Street
Property Type: Commercial Building
Date of Construction: 1950
Structural System: Concrete block-masonry with brick veneer façade
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

340 High Street
Tidewater Community College Visual Arts Center
Property Type: Education -- college
Date of Construction: 1980
Structural System: Concrete block-masonry with brick veneer façade
Stories: 3
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

341 High Street
New Kirn Building
Property Type: Businesss/commerce
Date of Construction: 1912-1914
Structural System: Concrete block-masonry clad in brick veneer
Stories: 5
Architectural Style: Beaux Arts
Architect: Benjamin F. Mitchell
CONTRIBUTING (1 - building)

400 High Street
Norfolk County Courthouse
Property Type: Courthouse
Date of Construction: 1845-1846 (courthouse), 1894 (clerk of court)
Structural System: Brick-masonry
Stories: 2
Architectural Style: Greek Revival
Secondary Resource: Romanesque Revival, Brick-masonry clerk of court
Architect: William R. Singleton (1845-1846), Lee and Diehl (1914), Hanbury and Company (1978-1982)
NATIONAL REGISTER OF HISTORIC PLACES
CONTRIBUTING (2 - buildings)

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421 High Street
Commodore Theater
Property Type: Theater-movie house
Date of Construction: 1945
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Art Deco
Architect: John J. Zink
NATIONAL REGISTER OF HISTORIC PLACES
CONTRIBUTING (1 - building)

425-429 High Street
Property Type: Commercial Building
Date of Construction: 1932
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

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430 High Street
Colony Theater
Property Type: Theater-movie house
Date of Construction: 1945
Structural System: Concrete block-masonry with brick veneer façade
Stories: 3
Architectural Style: Art Deco
CONTRIBUTING (1 - building)

432-438 High Street
Property Type: Commercial Building
Date of Construction: 1920
Structural System: Brick-masonry
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

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433 High Street
Property Type: Commercial Building
Date of Construction: 1930
Structural System: Concrete block-masonry with parging
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

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442 High Street
Property Type: Commercial Building
Date of Construction: 1928
Structural System: Brick-masonry with parging
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

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500 High Street
J.A. Northington & Company, Inc./The Vanity Shoppe
Property Type: Commercial Building
Date of Construction: 1922
Structural System: Brick-masonry with brick veneer façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

507 High Street
Hotel Portsmouth
Property Type: Hotel
Date of Construction: 1945
Structural System: Concrete block-masonry clad in brick veneer
Stories: 7
Architectural Style: Colonial Revival
Secondary Resource: Commercial Building-- Concrete block-masonry clad in brick veneer
CONTRIBUTING (2 - buildings)

508-512 High Street
Property Type: Commercial Building
Date of Construction: 1910
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
Secondary Resource: Commercial Building, concrete-block with brick veneer façade
CONTRIBUTING (2 - buildings)

509-511 High Street
Property Type: Commercial Building
Date of Construction: 1940
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

513 High Street
Property Type: Commercial Building
Date of Construction: 1946
Structural System: Concrete block-masonry with brick veneer
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

518 High Street
St. Paul's Catholic Church Rectory
Property Type: Religious residence
Date of Construction: 1913
Structural System: Brick-masonry with rusticated granite façade
Stories: 3
Architectural Style: Gothic Revival
Architect: Reverend J. F. Donohoe
NATIONAL REGISTER OF HISTORIC PLACES
CONTRIBUTING (1 - building)

525 High Street
H. C. Pollard Electric Company
Property Type: Commercial Building
Date of Construction: 1921
Structural System: Brick-masonry with brick veneer façade
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

527 High Street
Y.M.C.A.
Property Type: Commercial Building
Date of Construction: 1914
Structural System: Brick-masonry with brick veneer façade
Stories: 5
Architectural Style: Renaissance Revival
Architect: Eugene Louis Jallade
CONTRIBUTING (1 - building)

545 High Street
Professional Building
Property Type: Businesss/commerce
Date of Construction: 1929
Structural System: Concrete block-masonry clad in brick veneer
Stories: 7
Architectural Style: Skyscraper
Architect: Peebles and Ferguson
CONTRIBUTING (1 - building)

604 High Street
George Goldberg, Inc./Harry Friedman/Cooper's Inc.
Property Type: Commercial building
Date of Construction: 1926
Structural System: Brick-masonry
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

608 High Street
Max Steinman Furniture/E.M. Levitt Sporting Goods
Property Type: Commercial building
Date of Construction: 1900
Structural System: Brick-masonry with rusticated granite façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

609 High Street
Property Type: Commercial Building
Date of Construction: 1920
Structural System: Brick-masonry with brick veneer façade
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

610 High Street
Property Type: Commercial Building
Date of Construction: 1930
Structural System: Brick-masonry
Stories: 1
Architectural Style: Late 19th and 20th century American Movements
CONTRIBUTING (1 - building)

614 High Street
Property Type: Commercial Building
Date of Construction: 1930
Structural System: Brick-masonry
Stories: 1
Architectural Style: Late 19th and 20th century American Movements
CONTRIBUTING (1 - building)

615 High Street
Property Type: Commercial Building
Date of Construction: 1910
Structural System: Brick-masonry
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
Secondary Resource: Commercial Building—concrete-block masonry
CONTRIBUTING (2 - buildings)

619 High Street
Property Type: Commercial Building
Date of Construction: 1935
Structural System: Brick-masonry with rusticated limestone façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

620 High Street
Property Type: Commercial Building
Date of Construction: 1930
Structural System: Brick-masonry with synthetic façade
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

622 High Street
Antonio Festa, Shoemaker
Property Type: Commercial building
Date of Construction: 1907
Structural System: Brick-masonry
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

623 High Street
Property Type: Commercial Building
Date of Construction: 1930
Structural System: Brick-masonry
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
Secondary Resource: Commercial Building—concrete block
CONTRIBUTING (2 - buildings)

624 High Street
Moskowitz, Bertha, Dry Goods/Snyder, Ester Confectionery/Greco, Vincent, Shoemaker
Property Type: Commercial building
Date of Construction: 1910
Structural System: Brick-masonry
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

627 High Street
W. O. Daughtridge, Automobiles
Property Type: Commercial Building
Date of Construction: 1912
Structural System: Brick-masonry
Stories: 3
Architectural Style: Late 19th and Early 20th Century American Movements
Secondary Resource: Commercial Building—concrete-block masonry
CONTRIBUTING (2 - buildings)

630 High Street
Property Type: Commercial Building
Date of Construction: 1910
Structural System: Brick-masonry with parging
Stories: 3
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

631 High Street
Harry Shuman Furniture
Property Type: Commercial Building
Date of Construction: 1924
Structural System: Brick-masonry
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

632 High Street
Property Type: Commercial Building
Date of Construction: 1950
Structural System: Concrete block-masonry with parging
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

633 High Street
Central Motor Company
Property Type: Commercial Building
Date of Construction: 1927
Structural System: Brick-masonry with brick veneer façade
Stories: 3
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

634-636 High Street
Property Type: Commercial Building
Date of Construction: 1947
Structural System: Concrete block-masonry with parging
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

638 High Street
Property Type: Commercial building
Date of Construction: 1935
Structural System: Brick-masonry
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

700 High Street
Property Type: Commercial building
Date of Construction: 1904
Structural System: Brick-masonry
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

702 High Street
Property Type: Commercial Building
Date of Construction: 1920
Structural System: Brick-masonry with metal siding
Stories: 3
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

703 High Street
O and L Auto Supply Company
Property Type: Commercial Building
Date of Construction: 1935
Structural System: Brick-masonry with brick veneer façade
Stories: 4
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

706-708 High Street
Property Type: Commercial Building
Date of Construction: 1958
Structural System: Metal-frame with metal siding
Stories: 1
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

710 High Street
Mrs. Rebecca Reshefsky, Confectioner
Property Type: Commercial building
Date of Construction: 1910
Structural System: Brick-masonry
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

712 High Street
Mrs. Sarah Berman, Dry Goods
Property Type: Commercial building
Date of Construction: 1910
Structural System: Brick-masonry
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

714 High Street
Hyman Reshefsy, Dry Goods
Property Type: Commercial building
Date of Construction: 1902
Structural System: Brick-masonry
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

718-720 High Street
Property Type: Commercial Building
Date of Construction: 1960
Structural System: Concrete block-masonry with brick veneer façade
Stories: 1
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

719 High Street
Wm. Laderberg Department Store
Property Type: Commercial Building
Date of Construction: 1932
Structural System: Brick-masonry with rusticated granite façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

723 High Street
Property Type: Commercial Building
Date of Construction: 1920
Structural System: Concrete block-masonry
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

725 High Street
Samuel Lasting and Bro. Furniture
Property Type: Commercial Building
Date of Construction: 1914
Structural System: Brick-masonry with brick veneer façade
Stories: 3
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

726 High Street
Property Type: Commercial Building
Date of Construction: 1900
Structural System: Brick-masonry with metal siding
Stories: 2
Architectural Style: Late 19th and 20th Century American Movements
CONTRIBUTING (1 - building)

730 High Street
The Two Tailors/Altshul Dry Goods
Property Type: Commercial building
Date of Construction: 1910
Structural System: Brick-masonry
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

739 High Street
Blumberg's Department Store
Property Type: Department Store
Date of Construction: 1925
Structural System: Brick-masonry with brick veneer façade
Stories: 3
Architectural Style: Late 19th and Early 20th Century American Movements
Secondary Resources: Commercial building—concrete-block masonry
Commercial building—brick-masonry
CONTRIBUTING (3 - buildings)

801 High Street
Property Type: Commercial Building
Date of Construction: 1910
Structural System: Brick-masonry with synthetic façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

804 High Street
AT&T Building
Property Type: Communications Facility
Date of Construction: 1950
Structural System: Concrete block-masonry with brick veneer façade
Stories: 3
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

809 High Street
Morse-Parker Motor Supply, Inc.
Property Type: Specialty Store
Date of Construction: 1929
Structural System: Brick-masonry with brick veneer façade
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

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810 High Street
Property Type: Commercial Building
Date of Construction: 1941
Structural System: Brick-masonry with aluminum façade
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

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814 High Street
T. E. Gibson Furniture
Property Type: Commercial Building
Date of Construction: 1908
Structural System: Brick-masonry with brick veneer façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

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817 High Street
Property Type: Commercial Building
Date of Construction: 1941
Structural System: Concrete block-masonry with synthetic siding
Stories: 2
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

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818 High Street
Property Type: Commercial Building
Date of Construction: 1920
Structural System: Brick-masonry with brick veneer façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

822 High Street
Property Type: Commercial Building
Date of Construction: 1900
Structural System: Brick-masonry with parging
Stories: 2
Architectural Style: Late 19th and 20th century American Movements
CONTRIBUTING (1 - building)

823 High Street
Property Type: Commercial Building
Date of Construction: 1946
Structural System: Concrete block-masonry with synthetic siding
Stories: 2
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

825 High Street
Property Type: Commercial Building
Date of Construction: 1948
Structural System: Concrete-block with synthetic façade
Stories: 2
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

834 High Street
Hillman and Company
Property Type: Department Store
Date of Construction: 1920
Structural System: Brick-masonry with brick veneer façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

900-902 High Street
Property Type: Commercial Building
Date of Construction: 1925
Structural System: brick-masonry
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
Secondary Resource: Commerical Building—brick-masonry
CONTRIBUTING (2 - buildings)

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901 High Street
Samuel Berman, General Merchandise
Property Type: Commercial Building
Date of Construction: 1922
Structural System: Brick-masonry with brick veneer façade
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

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905 High Street
Property Type: Commercial Building
Date of Construction: 1920
Structural System: Brick-masonry with brick veneer
Stories: 1
Architectural Style: Late 19th and 20th century American Movements
CONTRIBUTING (1 - building)

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906 High Street
Paige Service and Sales Co., Inc.
Property Type: Commercial Building
Date of Construction: 1920
Structural System: Brick-masonry with brick veneer façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

907 High Street
Lyric Theater
Property Type: Theater
Date of Construction: 1945
Structural System: Concrete block-masonry
Stories: 1
Architectural Style: Art Deco
CONTRIBUTING (1 - building)

912-914 High Street
Property Type: Commercial Building
Date of Construction: 1917
Structural System: Brick-masonry with parging
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
Secondary Resource: Commercial Building--Concrete-block masonry
CONTRIBUTING (1 - building)
NON-CONTRIBUTING (1 - building)

915 High Street
Resh Motor and Distribution Co.
Property Type: Commercial Building
Date of Construction: 1920
Structural System: Brick-masonry with brick veneer façade
Stories: 3
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

917 High Street
W. C. Hughes Garage
Property Type: Commercial Building
Date of Construction: 1923
Structural System: Brick-masonry with brick veneer façade
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

922 High Street
Property Type: Commercial Building
Date of Construction: 1910
Structural System: Brick-masonry with parging
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
Secondary Resource: Commercial Building, Brick-masonry
CONTRIBUTING (2 - buildings)

926-928 High Street
Property Type: Commercial Building
Date of Construction: 1935
Structural System: Brick-masonry with parging
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

934 High Street
Norman Packing Company
Property Type: Commercial Building
Date of Construction: 1918
Structural System: Brick-masonry with brick veneer façade
Stories: 2
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

1000 High Street
Norman Packing Company
Property Type: Commercial Building
Date of Construction: 1920
Structural System: Brick-masonry with brick veneer façade
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

1020 High Street
Minter and Mason
Property Type: Warehouse
Date of Construction: 1938
Structural System: Brick-masonry with brick veneer façade
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

1028 High Street
Minter and Mason
Property Type: Warehouse
Date of Construction: 1917
Structural System: Brick-masonry with brick veneer façade
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
Secondary Resources: Warehouse—brick-masonry with parging
Warehouse—brick-masonry with parging
Warehouse—metal-frame with metal siding
CONTRIBUTING (3 - buildings)
NON-CONTRIBUTING (1 - building)

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310 King Street
Property Type: Commercial Building
Date of Construction: 1950
Structural System: Brick-masonry
Stories: 1
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

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426 King Street
Malvern Hills Retirement Home
Property Type: Multiple-family Dwelling
Date of Construction: 1983
Structural System: Concrete block-masonry with brick veneer façade
Stories: 5
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

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517 King Street
St. Joseph's Academy
Property Type: Church-related school
Date of Construction: 1916
Structural System: Brick-masonry with brick veneer façade
Stories: 3
Architectural Style: Late 19th and Early 20th Century American Movements
Secondary Resource: Church-related school—concrete-block masonry with brick veneer
CONTRIBUTING (2 - buildings)

600 King Street
First Lutheran Church
Property Type: Church--religious facility
Date of Construction: 1939
Structural System: Concrete block-masonry with brick veneer façade
Stories: 1
Architectural Style: Gothic Revival
CONTRIBUTING (1 - building)

610 King Street
Property Type: Commercial Building
Date of Construction: 1900
Structural System: Brick-masonry with parging
Stories: 2
Architectural Style: Late 19th and 20th century American Movements
CONTRIBUTING (1 - building)

714 King Street
Property Type: Commercial Building
Date of Construction: 1912
Structural System: Brick-masonry
Stories: 2
Architectural Style: Late 19th and 20th century American Movements
Secondary Resource: Commercial Building--Brick-masonry
CONTRIBUTING (2 - buildings)

705-711 and 715-719 London Boulevard
Property Type: Commercial Building
Date of Construction: 1987
Structural System: Concrete block-masonry with brick veneer
Stories: 2
Architectural Style: Modern Movement
Secondary Resource: Commercial Building--Concrete block-masonry with brick veneer façade
NON-CONTRIBUTING (2 - buildings)

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524 Middle Street
Property Type: Commercial Building
Date of Construction: 1974
Structural System: Concrete-block with brick veneer siding
Stories: 1
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

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453 Primrose Street
Property Type: Commercial Building
Date of Construction: 1955
Structural System: Concrete block-masonry with parging
Stories: 1
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

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465 Primrose Street
Property Type: Commercial Building
Date of Construction: 1930
Structural System: Metal-frame with metal siding
Stories: 1
Architectural Style: Modern Movement
Secondary Resource: Shelter/Canopy—metal-frame with flat metal roof
CONTRIBUTING (1 - building)
CONTRIBUTING (1 - structure)

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415 Queen Street
Property Type: Single-family Dwelling
Date of Construction: 1897
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Queen Anne/Colonial Revival
CONTRIBUTING (1 - building)

417-419 Queen Street
Property Type: Commercial Building
Date of Construction: 1954
Structural System: Concrete block-masonry
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

535 Queen Street
Property Type: Single-family Dwelling
Date of Construction: 1910
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
Secondary Resource: Secondary Structure-wood frame
CONTRIBUTING (1 - building)
NON-CONTRIBUTING (1 - structure)

709-711 Queen Street
Property Type: Commercial Building
Date of Construction: 1940
Structural System: concrete-block
Stories: 1
Architectural Style: Modern Movement
Secondary Resource: Warehouse—wood-frame construction clad in vinyl siding
CONTRIBUTING (1 - building)
NON-CONTRIBUTING (1 - building)

731 Queen Street
Property Type: Commercial Building
Date of Construction: 1976
Structural System: Concrete block-masonry with brick veneer façade
Stories: 1
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

827 Queen Street
Property Type: Commercial Building
Date of Construction: 1950
Structural System: Concrete block-masonry with brick veneer
Stories: 3
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

915 Queen Street
Central Motor Company Storage
Property Type: Warehouse
Date of Construction: 1925
Structural System: 5-course American bond Brick-masonry
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

917 Queen Street
Property Type: Commercial Building
Date of Construction: 1920
Structural System: Brick-masonry with parging
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

933 Queen Street
Property Type: Commercial Building
Date of Construction: 1930
Structural System: Brick-masonry with parging
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

935 Queen Street
Property Type: Commercial Building
Date of Construction: 1918
Structural System: Brick-masonry with parging
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
CONTRIBUTING (1 - building)

1013 Queen Street
Property Type: Commercial Building
Date of Construction: 1930
Structural System: Concrete block-masonry
Stories: 1
Architectural Style: Late 19th and 20th century American Movements
CONTRIBUTING (1 - building)

1015 Queen Street
George R. Debnam Building Supplies
Property Type: Warehouse
Date of Construction: 1910
Structural System: Wood-frame clad in vinyl siding
Stories: 1
Architectural Style: Late 19th and Early 20th Century American Movements
Secondary Resource: Warehouse—brick-masonry
CONTRIBUTING (2 - buildings)

426 South Street
Property Type: Single-family Dwelling
Date of Construction: 1850
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

430 South Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Queen Anne
CONTRIBUTING (1 - building)

434 South Street
Sherwood, C. S. House
Property Type: Single-family Dwelling
Date of Construction: 1913
Structural System: Wood-frame clad in vinyl siding
Stories: 2.5
Architectural Style: Queen Anne/Colonial Revival
Architect: Bejamin F. Mitchell
CONTRIBUTING (1 - building)

506-508 South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1910
Structural System: Wood-frame clad in vinyl siding
Stories: 2.5
Architectural Style: Queen Anne/Colonial Revival
Secondary Resource: Secondary structure—wood-frame clad in wood siding
CONTRIBUTING (1 - building)
NON-CONTRIBUTING (1 - structure)

514 South Street
Property Type: Single-family Dwelling
Date of Construction: 1886
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

516 South Street
Property Type: Single-family Dwelling
Date of Construction: 1890
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

617 South Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Queen Anne
CONTRIBUTING (1 - building)

619 South Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

620-622 South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1988
Structural System: Wood-frame with brick veneer façade
Stories: 2
Architectural Style: Queen Anne/Colonial Revival
NON-CONTRIBUTING (1 - building)

621-623 South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Queen Anne/Colonial Revival
CONTRIBUTING (1 - building)

624-626 South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1988
Structural System: Wood-frame with brick veneer façade
Stories: 2
Architectural Style: Queen Anne/Colonial Revival
NON-CONTRIBUTING (1 - building)

625-627 South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1987
Structural System: Wood-frame with brick veneer façade
Stories: 2
Architectural Style: Queen Anne/Colonial Revival
NON-CONTRIBUTING (1 - building)

628-630 South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1988
Structural System: Wood-frame with brick veneer façade
Stories: 2
Architectural Style: Queen Anne/Colonial Revival
NON-CONTRIBUTING (1 - building)

629 South Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Colonial Revival
CONTRIBUTING (1 - building)

632-634 South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1988
Structural System: Wood-frame with brick veneer façade
Stories: 2
Architectural Style: Queen Anne/Colonial Revival
NON-CONTRIBUTING (1 - building)

633 South Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2.5
Architectural Style: Colonial Revival
CONTRIBUTING (1 - building)

635 South Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2.5
Architectural Style: Queen Anne/Colonial Revival
CONTRIBUTING (1 - building)

636-638 South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1988
Structural System: Wood-frame with brick veneer façade
Stories: 2
Architectural Style: Colonial Revival
NON-CONTRIBUTING (1 - building)

640-642 South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1988
Structural System: Wood-frame with brick veneer façade
Stories: 2
Architectural Style: Queen Anne/Colonial Revival
NON-CONTRIBUTING (1 - building)

700 South Street
Property Type: Single-family Dwelling
Date of Construction: 1920
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

701-703 South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1892
Structural System: Wood-frame clad in vinyl siding
Stories: 2.5
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

704A-B South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1988
Structural System: Wood-frame with brick veneer façade
Stories: 2
Architectural Style: Queen Anne/Colonial Revival
NON-CONTRIBUTING (1 - building)

705 South Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Colonial Revival
CONTRIBUTING (1 - building)

706A-B South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1988
Structural System: Wood-frame with brick veneer façade
Stories: 2
Architectural Style: Queen Anne/Colonial Revival
NON-CONTRIBUTING (1 - building)

707-709 South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1987
Structural System: Wood-frame with brick veneer façade
Stories: 2
Architectural Style: Queen Anne/Colonial Revival
NON-CONTRIBUTING (1 - building)

708A-B South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1988
Structural System: Wood-frame with brick veneer façade
Stories: 2
Architectural Style: Queen Anne/Colonial Revival
NON-CONTRIBUTING (1 - building)

711 South Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Colonial Revival
CONTRIBUTING (1 - building)

712 South Street
Property Type: Single-family Dwelling
Date of Construction: 1988
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Queen Anne
NON-CONTRIBUTING (1 - building)

713 South Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

714 South Street
Property Type: Single-family Dwelling
Date of Construction: 1920
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Colonial Revival
CONTRIBUTING (1 - building)

715 South Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Colonial Revival
CONTRIBUTING (1 - building)

716 South Street
Property Type: Single-family Dwelling
Date of Construction: 1850
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

717 South Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

718 South Street
Property Type: Single-family Dwelling
Date of Construction: 1920
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Colonial Revival
CONTRIBUTING (1 - building)

721 South Street
Property Type: Single-family Dwelling
Date of Construction: 1894
Structural System: Wood-frame clad in vinyl siding
Stories: 2.5
Architectural Style: Second Empire
CONTRIBUTING (1 - building)

723 South Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

725-727 South Street
Property Type: Multiple-family Dwelling
Date of Construction: 1892
Structural System: Wood-frame clad in weatherboard
Stories: 2.5
Architectural Style: Colonial Revival
CONTRIBUTING (1 - building)

726 South Street
Fourth Baptist Church
Property Type: Church--religious facility
Date of Construction: 1993
Structural System: Concrete block-masonry
Stories: 2
Architectural Style: Modern Movement
Secondary Resource: Bell tower--Open concrete block
NON-CONTRIBUTING (1 - building)
NON-CONTRIBUTING (1 – structure)

451 Washington Street
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Wood-frame clad in asbestos siding
Stories: 2
Architectural Style: Colonial Revival
CONTRIBUTING (1 - building)

458 Washington Street
Property Type: Single-family Dwelling
Date of Construction: 1928
Structural System: Wood-frame clad in vinyl siding
Stories: 2
Architectural Style: Classical Revival
CONTRIBUTING (1 - building)

462 Washington Street
Property Type: Commercial Building
Date of Construction: 1942
Structural System: Concrete block-masonry with brick veneer façade
Stories: 2
Architectural Style: Modern Movement
CONTRIBUTING (1 - building)

463 Washington Street
St. Paul's Catholic Church
Property Type: Church--religious facility
Date of Construction: 1898
Structural System: Brick-masonry with rusticated granite
Stories: 1
Architectural Style: Gothic Revival
Archtiect: Carpenter and Peebles
Seoncary Resource: Church-religious school—concrete block
NATIONAL REGISTER OF HISTORIC PLACES
CONTRIBUTING (1 - building)
NON-CONTRIBUTING (1 - building)

500 Washington Street
Property Type: Commercial Building
Date of Construction: 1988
Structural System: Concrete block-masonry with brick veneer façade
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

514 Washington Street
First Lutheran Church Parish House
Property Type: Church--religious facility (parish house)
Date of Construction: 1950 c
Structural System: Concrete block-masonry
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

515-519 Washington Street
Property Type: Commercial Building
Date of Construction: 1966
Structural System: Concrete block-masonry with brick veneer façade
Stories: 1
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

600 Washington Street
Bank of Virginia
Property Type: Commercial Building
Date of Construction: 1955
Structural System: Concrete block-masonry
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

601 Washington Street
Property Type: Commercial Building
Date of Construction: 1967
Structural System: Concrete block-masonry with brick veneer façade
Stories: 1
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

609 Washington Street
Portsmouth Bus Station
Property Type: Transportation-related (vehicular-bus station)
Date of Construction: 1969
Structural System: Metal-frame with metal siding
Stories: 1
Architectural Style: Modern Movement
Secondary Resource: Transportation-related—concrete block shelter
NON-CONTRIBUTING (1 - building)
NON-CONTRIBUTING (1 – structure)

615 Washington Street
Washington Street Christian Church
Property Type: Church--religious facility
Date of Construction: 1909
Structural System: Brick-masonry with rusticated granite façade
Stories: 1
Architectural Style: Tudor Revival
Architect: Edward Overman
CONTRIBUTING (1 - building)

705 Washington Street
Property Type: Commercial Building
Date of Construction: 1955
Structural System: Concrete block-masonry with brick veneer façade
Stories: 1
Architectural Style: Colonial Revival
NON-CONTRIBUTING (1 - building)

708 Washington Street
Property Type: Single-family Dwelling
Date of Construction: 1995
Structural System: Wood-frame with brick veneer façade
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

711 Washington Street
Plummer, Hiram F. House
Property Type: Single-family Dwelling
Date of Construction: 1900
Structural System: Brick-masonry with brick veneer façade
Stories: 2.5
Architectural Style: Queen Anne
Seoncary Resource: Secondary Strucure—wood-frame clad in wood siding
CONTRIBUTING (1 - building)
NON-CONTRIBUTING (1 - structure)

712 Washington Street
Property Type: Single-family Dwelling
Date of Construction: 2000
Structural System: Wood-frame with brick veneer façade
Stories: 2
Architectural Style: Modern Movement
NON-CONTRIBUTING (1 - building)

812 Washington Street
Central Methodist Church
Property Type: Church--religious facility
Date of Construction: 1901-1903
Structural System: Brick-masonry with rusticated granite façade
Stories: 1
Architectural Style: Romanesque Revival
Secondary Resource: Church—religious school—Brick-masonry with granite façade
Archtiect: James E. R. Carpenter (1901-1903), Bejamin F. Mitchell (1914)
CONTRIBUTING (2 - building)

Statement of Significance (con't)

Architect/Builders:

Overman, Edward
Hanbury and Company
Singleton, William R.
Zink, John J.
Carpenter and Peebles
Donohue, Rev. J. F.
Carpenter, James E. R.
Mitchell, Benjamin F.
Jallade, Louis Eugene
Peebles and Ferguson
Lee and Diehl
Major, Charles M.
Williams, Coile and Blanchard
Johnson, Rev. Harvey N.
Nimmo, Gershom, surveyor

Narrative Statement of Significance

Summary Statement of Significance

The Downtown Portsmouth Historic District is the historic commercial core of the City of Portsmouth. Developed in 1752, Portsmouth has grown during the past 250 years, but has retained its original 18th century plan. The waterfront is a main focus of the community, as shipping was the primary means of transportation during the 18th and early 19th centuries. The waterfront would remain the focus during the 19th century as the railroad established a shipping route to the west from Portsmouth. The increasing Naval presence in the area led to additional growth in the 19th and 20th centuries. Portsmouth became an independent city in 1858, but remained the county seat of Norfolk County until 1963. The city retains early 20th century development along its historic commercial core and numerous dwellings associated with the 19th century and early 20th century. The district reflects is evolution from the mid-18th century and the development of a southeastern Virginia coastal port town.

Statement of Significance

The town of Portsmouth was founded in 1752 by Colonel William Crawford who subdivided a portion of his land along the southern branch of the Elizabeth River into rectangular lots divided by north-south and

east-west roads. His purpose was to lay out a town opposite the burgeoning Town of Norfolk located to the north of his land, across the Elizabeth River. The sale of lots began upon the division of the land and houses rose shortly thereafter.

The land's history dates to the settlement of Jamestown in 1607. Captain John Smith, on a venture to map the lands surrounding the established town, sailed down the Elizabeth River marveling at the lush greenery of the shores.

The first settler on the Portsmouth land was Captain William Carver, who was issued a land grant in the mid-1600s. Carver lost his land after he stabbed Thomas Gilbert at a dinner in 1672, and followed Nathaniel Bacon's Rebellion in 1676. He was captured, recalled to England, tried and hanged. His land was forfeited and given to Colonel William Crawford in 1715.

The contemporary boundaries of Colonel Crawford's plot of land were roughly I-264 to the south, the Elizabeth River to the east, the Naval Hospital (124-0036) to the north and Scott's Creek to the west. Crawford set aside the easternmost portion of his land as a planned town, which he named Portsmouth. History states that Crawford named the town after Portsmouth, England, his native city, but others state that he was born in Norfolk County, Virginia. According to Crawford's will, his native city was Plymouth, England, but this also has not been confirmed. Regardless, it is assumed that the town was named after Portsmouth, England due to the similarity in the street names.

The original plan boundaries of Portsmouth were South Street, Court Street, North Street and midway between the blocks between Crawford and Water Streets. The plan was laid out in 1752 and drawn by Gershom Nimmo, a surveyor. The plan was a grid pattern with street width alternating between 60 and 100 feet. Additional 32-feet wide alleys were planned in an east-west orientation between the planned roads. Two of the major streets in Portsmouth were 100-feet wide. These streets were High Street, oriented east-west, and Crawford Street, oriented north-south. High Street bisected the plan, while Crawford Street was located on the easternmost portion of the plan.

Only two streets are noted, including Craford, currently Crawford Street, and Ferry Street, currently North Street. The blocks were delineated by letters and the lots were numbered one to eight. This town plan was common in Virginia in the 17th and early 18th centuries. Early plans, such as Yorktown, are based upon a grid plan and alternate street widths with a primary or main street bisecting the town. The primary street runs parallel to the waterfront and cross streets of alternating widths run perpendicular to the shore. The two major streets, the widest, intersected at the midpoint of the town creating a town center.

Statutes established in the 18th century dictated lot size and quantity. Lots were a half-acre, which subscribed to the Virginia statutes established in 1709 for town plans. In addition, the requisite number of

blocks was 15, which are also found in Crawford's plan.□ Crawford had only subdivided a portion of his lands and it was approved in 1752 by the General Assembly. The act approved the plan described as;

...a parcel of land, on the south side of Elizabeth River, opposite to the town of Norfolk, into one hundred and twenty-two lots, commodious streets, places for a court house, market, and public lands, for a town, by the name of Portsmouth, and made sale of most of the said lots, to divers person who are desirous to settle and build thereon speedily; and also that the said town lies very convenient for trade and navigation...□

With the town laid out, lots were sold and buildings were constructed on the parcels. In 1762, Colonel Crawford died without heirs, leaving the town of Portsmouth to develop on its own. Thomas Veale, who had inherited land from Colonel Crawford, added another large tract to the west of the town of Portsmouth, doubling the town in size. Roads were continued in the original fashion, alternating between 32, 66 and 100 feet wide. The roadways oriented east-west were also continued in their original pattern. The land made Portsmouth's boundaries North Street, Crawford Street, South Street and Chestnut Street. This additional land was developed soon after and lot sales occurred.

Lots were sold immediately upon the founding with the most desirable along the waterfront. The streets along the waterfront were first occupied followed by those farther west. The major roads also appear as most inhabited, such as Crawford, North, and High Streets. By the Revolution, most lots appear to be developed. According to two maps dating 1780 and 1781, building footprints appear on all blocks reflecting a balanced developed community.

In 1763, the town was also empowered to appoint nine trustees forming a government to oversee the town. The nine most prominent citizens were appointed including, Andrew Sprowle, Charles Stewart, Thomas Veale, Humphrey Roberts, David Purcell, Francis Miller, James Rare, and Amos Etheridge. Andrew Sprowle was thought to be the "headman" or leader of the group.□

The Revolutionary War brought military conflict to Portsmouth. Lord Dunmore, the English governor of Virginia had his warships anchored in the Elizabeth River. He declared martial law in Norfolk County in 1775. He used the shipyard of his friend and ally, Andrew Sprowle as a safe haven during his occupation of Portsmouth. He bombarded both Norfolk and Portsmouth in 1776 with cannon fire, which led to an uprising in Portsmouth. An angry mob of Portsmouth citizens set fire to Sprowle's house as he fled on board Dunmore's ship. Dunmore then took his campaign to Great Bridge where he was defeated. The defeat at Great Bridge and the bombardment of Norfolk left him weakened and unable to maintain his forces in the region. He was finally defeated at Gwynn's Point off Gloucester County in 1776.□

Upon the arrival of the Revolutionary forces in Portsmouth, they deemed Portsmouth an ally in the Revolutionary War and declared it a "hotbed of Toryism."□ Portsmouth fell under the occupation of

Minute Men after the Revolutionary, only to be occupied again, by Benedict Arnold in 1781. In addition, Lord Cornwallis was conducting raids of coastal cities in southeastern Virginia. American independence was delayed in this region until 1782, when the Virginia militia protected Portsmouth against further aggressors.

By 1783, Portsmouth was able to concentrate on civic matters, including levying taxes to provide for improvements. Improvements included the construction of a market at High and Court Streets and the annexation of the Gosport lands to the south in 1784. The Gosport lands were not connected to Portsmouth until 1789, when a bridge was constructed across the tidal creek dividing the two towns. The link to the Gosport lands was an important addition to Portsmouth, since this was the site of a shipyard begun in 1767 by Andrew Sprowle. Sprowle's lands were forfeited and he lost his shipyard to colonial Virginia during the Revolution due to his allegiance to Lord Dunmore. He was with Dunmore during his defeat and was hanged. The shipyard was commissioned by the United States government to maintain the naval fleet in 1794, and purchased by the United States government in 1801 to serve as an official Naval shipyard. The shipyard was appropriated $10,000.00 in 1803 for the construction of support buildings, which made employment available to the population of Portsmouth. In addition to the commercial shipping employment, this augmented Portsmouth's economy by providing additional jobs for its citizenry. The shipyard would have a major impact upon the citizens of Portsmouth throughout the 19th and 20th century as it would expand and increase activity with military conflict.

Portsmouth had become a well-defined town by the Revolution, having over 100 buildings and a well-defined plan. A map dating to 1780 shows the street grid pattern that was continued upon the purchase of Thomas Veale's land and numerous buildings interspersed within the grid. On the west end of the town are forts and armament storage to protect the west from a land invasion. Portsmouth's early boundaries are defined by tidal waters to the north, east and south, and the wooden Revolutionary War forts to the west.

By 1790, Portsmouth had grown to 300 buildings, and 1700 persons. Of this population, 1039 were white, 616 were slave and 47 were free blacks. The population would steadily grow and by 1810, there were over 2000 inhabitants.

In 1789, the Norfolk County court was removed from Norfolk due to Norfolk's incorporation as an independent city. It was relocated at Washington Point, currently Berkley. In 1802, the citizens of Portsmouth petitioned to have the court and prison moved from Washington Point to Portsmouth. They would provide the means to construct a new courthouse and jail. A building was constructed in 1803 at the northeast corner of High and Court Streets housing both a courthouse and jail. With the founding of the court in Portsmouth, development and additional government presence grew in Portsmouth. With the court came judges, attorneys, and citizens to appeal their cases from Norfolk County, which stretched through present day Chesapeake to the North Carolina-Virginia border. There was an influx of visitors on a monthly

basis, which fueled businesses in Portsmouth ranging from inns, taverns, to passenger boats.

In 1827 an additional Naval presence appeared in the form of the Naval Hospital (124-0036) to the north. The hospital was located at Tucker's Mill Point, on the site of Fort Nelson, a Revolutionary War fort. Also, work was underway at the Naval Shipyard to construct a dry-dock, the first of its kind, in the United States. Additional improvements were being made to the shipyard in the form of building construction, and the construction of a wall around the yard. The improvements at the shipyard were allocated at $500,000.00 per year for 6 years. The need for an additional labor force made the yard a steady employer for laborers. The influx of workers demanded a need for additional building in the vicinity of the shipyard, but also in the area of downtown Portsmouth, as it was the major commercial center of the town.

In addition to providing labor for the development of the shipyard, the opening of the dry-dock in 1833 brought ship building to the Naval Shipyard. The yard had been primarily developed by the 1830s and the new shipbuilding technology was put into effect during that period. This provided Portsmouth's citizens with more specialized labor and government wages. The impact on the surrounding area included the need for additional housing to support the increased workforce.

During the same period as the construction of the Naval Hospital (124-0036), the original Parish Church of Portsmouth, located on the southwest corner of High and Court Street, was in need of an enlargement to house the large congregation. The original 1761 chapel was razed and materials taken from Fort Nelson enabled the church to construct a new building. The building was constructed of various building materials, such as rubble and brick. It was stuccoed to hide the unsightly variety of construction materials. Construction was completed in 1830 and the church was reconsecrated.

The church property also contained Portsmouth's first cemetery. Notable 18th century and early 19th century Portsmouth citizens are interred in the graveyard. In 1833, the town government deemed that burials within the town boundaries were prohibited due to the fear of disease associated with death. They purchased a plot of land outside the city for a cemetery and named it Cedar Grove (124-0058).

Portsmouth's main economy was the shipping of goods from the wharves on the east end of the city. The vast forestlands to the south and west led to a growth in the lumber industry in Portsmouth. In addition, there were efforts underway in the early 1800s to establish a railroad company. The planned east terminus was Portsmouth, though Norfolk was vying for the terminus. The ease of running a rail line to Portsmouth, allowed it to become a major 19th century shipping port. Norfolk's bid for the railroad was delayed due to the obstacle of constructing a railroad bridge across the Eastern Branch of the Elizabeth River. The Portsmouth and Roanoke Railroad Company began laying tracks in 1834 between Portsmouth and the city of Suffolk.

The original railroad station terminus was located at the intersection of Chestnut Street and High Street. It was deemed that it was dangerous to run the rails to the waterfront, as it would put local citizens at risk. The need to move goods between the station and the waterfront led to the continuation of the rail in 1835 extending it to the east terminus of High Street. The rail was extended in the early 19th century, reaching Roanoke in 1846.

In addition to the shipping of coal from the mountainous region of Virginia, the railroad provided access for shipping goods, such as agricultural goods to the wharfs in Portsmouth for shipping to larger cities.

The farmers in Norfolk County were "truck farmers", which designates farmers who "truck" or transport their goods to market. In the period before the Civil War, truck farmers transported their goods via land routes to larger cities for shipping. From these locations, the goods could be transported via ship to other destinations on the Chesapeake Bay and Albemarle Sound. Upon the opening of the Albemarle and Chesapeake Canal, truck farmers were able to move their goods to market much faster.

Norfolk County's farmers' prosperity is attributed to the means of trucking goods via waterway and the maturation of crops one to two months earlier than those planted in the farms near the northern cities of Philadelphia, Baltimore, New York, and Boston. Via steamboat, the trip north was between 24 to 36 hours from farm to market in the northern cities. The earlier harvest times in Norfolk County created a balance between northern cities' local farmers and farmers in Norfolk County. Another advantage for Norfolk County farmers was the higher pricing of their goods in the northern markets. The prices were higher since goods were available earlier, which enabled farmers to retain level pricing with shipping.

Norfolk County was known as a "vast garden", along with surrounding counties in Virginia and North Carolina. The soil was very rich and provided a high yield for local farmers. In the 1890s, the magazine "Cornucopia" or "Southern Horn of Plenty" had attributed $5 million in the aggregate sale of market garden vegetables for one year. The magazine also noted that there was no other area in the United States that reflected such a high yield.

The railroad expanded the viability of the Portsmouth docks, by competing with Norfolk's waterfront for shipping. Portsmouth's waterfront was much more limited than Norfolk's due to the location of the Naval Shipyard and Naval Hospital (124-0036), which found Portsmouth's waterfront on the south and north, respectively. Though never being able to attain the same volume in shipping as Norfolk, Portsmouth was able to provide competition through the rail line access.

Portsmouth grew during this period, as well. The blocks east of Crawford Street were filled forming Water Street. This event added 40 additional feet to the town in 1831. Most lots were sold by 1839 and the location had become a fashionable residential area. Growth continued in Portsmouth at a steady rate,

leading to the population of 6500 inhabitants by 1840.

By 1841 the 1803 court building was in need of repair and a committee was appointed to evaluate the possibility of repair or construction of a new facility. Their decision was to sell the old court building and construct a new building on a new site. The proceeds from the sale of the original building would provide for a new building. In 1845, when their official decision was published, they solicited for an architect to design a new courthouse. William R. Singleton, a Portsmouth native, who had recently returned to Portsmouth from St. Louis, was awarded the design of the courthouse. It was constructed in 1846-1847 and was located on the northwest corner of High and Court Streets where the building remains today.

In addition to the new courthouse, the ferry landing was moved from the east end of North Street, formerly Ferry Street, where it had resided since 1705, to the head of High Street. This reorientation of traffic fulfilled the original plan of Portsmouth from 1752 to make High Street a commercial focal point. With the expansion of the Portsmouth and Roanoke Railroad to the waterfront, the character of the area changed. Additional wharves were constructed, and the shipping business was expanded. Warehouses were constructed along Water Street in 1850 to accommodate the increased traffic. Commerce also expanded in this area, as the market was moved from High and Court Streets to Crawford Street, south of High Street.

100 years after the town's creation, the governmental structure changed from a Board of Trustees to a Mayor and Council form. The area was also divided into two wards; Jackson and Jefferson Wards. Jackson Ward was located east of Court Street and Fourth Street, and the remaining area was Jefferson. This new form of government provided representation of both the wealthy who occupied the east end of the town and the middle-classes who occupied the west end of the town. It was believed that the new form of government adequately represented all citizens of Portsmouth.

In 1858, Portsmouth followed suit after the city of Norfolk and incorporated into a city. Its new form of government was not able to become active due to the outbreak of the Civil War.

The Civil War came to Portsmouth in 1861 and was focused mainly at the Norfolk Naval Shipyard. It was in that year that the Union forces set fire to the Navy Yard and evacuated Portsmouth. It was then occupied by Confederate troops. It was at the Navy Yard that the sunken ship United States Ship Merrimac was clad in iron and renamed the Confederate States Ship Virginia. The Confederate occupation of Portsmouth was brief, as Union troops retook the Navy Yard in 1862. Portsmouth remained under Union control until the war's end.□

Portsmouth's population was under martial law during the Civil War, which limited the amount of shipping and commerce that could be transacted. In addition to the economic impact, residents were required to allow the forces to use residences and business as the troops required. The Civil War years were difficult on

the citizens of Portsmouth, as many fled to the countryside, while others stayed to protect their interests. Unlike Norfolk, which was burned during the war, Portsmouth was spared and many of its buildings were used for Confederate or Union offices, headquarters, hospitals, or other functions.

Over a decade after the Civil War, Portsmouth was able to construct a new City Hall Building. The prominence of the intersection of High and Court Streets as a center of governmental business had been established in the early 19th century with the construction of the Norfolk County Courthouse (124-0006). The new City Hall building was constructed adjacent to the post office and was an imposing four-story building with a mansard roof and clock tower. Other than local church spires, like those of Monumental United Methodist Church (124-0034-0039) and the First Presbyterian Church, this would have been one of the tallest buildings in the downtown. It marks the stability of the newly formed government that was now finally given an opportunity to establish itself.

Portsmouth's population grew steadily over the period between 1860 and 1890, and from 9,500 inhabitants to 13,500. Most of the increase was due to the migration of the rural population to the urban centers after the Civil War. Employment opportunities on the docks and at the shipyard led many laborers to abandon the poverty of the rural South for coastal towns such as Norfolk and Portsmouth.

Coastal towns were attractive to many southerners due to the hearty shipping industry. Many rural farms were destroyed during the war and the southern economy was crippled. The lack of industry led many unskilled laborers to head to the industrial north to seek work. Though Norfolk and Portsmouth are considered southern port towns, the large shipping industry and the need to rebuild the shipyard offered many opportunities. This influx of new workers also facilitated the development of the town. New buildings were constructed to house additional workers.

The period between 1890 and 1920 saw increased activity at the Naval Shipyard. The need for more advanced military repair facilities led to the construction of two additional dry docks in 1899 and 1901. The shipyard was very active developing new buildings in addition to expanding its boundaries. The yard purchased an open tract of land to the west in 1904, known as the Schmoele Tract. By 1916 construction began on filling in the marshland along the waterfront and the expansion of the facility. The Schmoele Tract more than doubled the size of the existing yard, providing additional employment for the growing population in Portsmouth.

In addition to the migration of the southern rural population, immigration of Europeans is reflected in the diversity of names appearing in the city directories of this period. Immigrants established businesses along High Street on the fringes of the urban core, west of the waterfront. They ran small shops, such as bakeries, groceries and clothing shops. While only a small number of immigrants are seen by 1890, the number jumps dramatically by 1910, which is the height of the immigration period. The attraction of employment along

the waterfront gave many jobs, which fueled the economy and commerce along High Street. The dramatic increase in population during this period spawned building and the expansion of High Street as the main commercial core.

Portsmouth's skyline becomes more defined at the turn of the 20th century with the construction of numerous churches in the district. Though most congregations date to the early 19th century, their current buildings date to the late 1890s and early 1900s. This is due partly to fire and destruction of churches, such as St. Paul's Catholic Church (134-5063-0008), which was rebuilt in 1897 due to the destruction of its brick church by fire. Other churches are constructed, such as Central Methodist Church and Washington Street Christian Church, located on Washington Street. These congregations were able to raise enough funding to construct grand churches with granite facades. Their large congregations due to the population increase and the wealth afforded by adequate employment opportunities led to these major construction projects.

In addition to churches, schools were constructed in the downtown, though few are extant. The Green Street School, a public school was constructed south of High Street on Green Street. It served the local school-age population. Demolished in the mid-20th century, it was the last public school remaining east of Elm Street. Religious schools were constructed by St. Paul's Catholic Church (134-5063-0008) to support the Catholic school-age population. Both St. Paul's Catholic School (1897) and St. Joseph's Academy (1916) were located near the church.

The population of Portsmouth almost doubled between 1900 and 1910. In 1900, Portsmouth had a population of 17,500 inhabitants, but by 1910 the figure had increased to 33,200. During this period, Portsmouth annexed Scottsville and Prentis Place to the west and north, which was largely suburban in nature. The railroad had expanded along the waterfront with a spur that ran along Crawford Street and additional spurs constructed along London Street. Numerous shipping concerns defined the waterfront, with large wharves, docks and warehouses.

Commercial buildings were mainly concentrated in the 100-300 blocks of High Street in the earliest periods. In the late 19th century, commerce begins to expand westward along High Street. In the 500 block of High Street, there were small merchants mixed with residential buildings. By 1900, the residential buildings were giving way to modest commercial buildings. Commerce extended westward toward the western blocks of High Street, and by 1920, there were few residential buildings remaining. At the west end of High Street within the boundaries of the city of Portsmouth at Chestnut Street, there was the Seaboard Railroad car shop for the maintenance of railroad engines and cars. Commerce was making its way toward this once industrial area, spurned by the need for additional commercial space, which was an offshoot of the increase in population.

The construction of two and three story commercial buildings were common at the turn of the 20th century.

Most are constructed of brick, replacing some frame stores or dwellings. These brick buildings are characterized by storefronts on the first story and dwellings or office space for small concerns on the upper stories. This was a typical modest design since land was readily available for commercial concerns and development. Numerous buildings of this type and businesses including jewelers, grocers, dry goods, repair services, and furniture sales mark blocks.

Larger scale buildings such as the YMCA building and the New Kirn Building, constructed in 1914, are the dominant new-building construction in the first 20 years of the 20th century along High Street. These five story buildings were larger in scale and massing than the smaller commercial buildings of the same period, and are much more significant than their counterparts in size, massing and height. This large-scale building continued into the 1920s, with buildings such as the Professional Building, an office building, rising on High Street. Commercial buildings over three stories were rare in downtown Portsmouth and the development of the New Kirn and Professional Buildings marked a changed in construction methods. Modern construction using steel framing had been developed in the 19th century buy was not widely used until the early 20th century. It provided to be more economical for larger scale buildings and was fire safe which was still a concern in the early 20th century.

Portsmouth's growth is also reflected in the growth of the governmental buildings at the turn of the 20th century. In 1897, the County Courthouse received an annex to house court records. The post office, which originally was located at the southeast corner of the intersection of High and Court Streets, where the New Kirn Building is located, constructed a new facility on Court Street at King Street, which was more than twice the original post office size.

The 1910s were a major growth period in Portsmouth's population. World War I brought increased work at the Norfolk Naval Shipyard and the population of Portsmouth increased by 20,000 inhabitants. The need for war worker housing was so great in Portsmouth that many houses took in borders. The Federal Government seeing the need for additional housing constructed two communities nearby the city of Portsmouth in Norfolk County. The communities of Cradock (134-0037) and Truxtun (124-0047) were constructed during World War I to absorb the overflow and influx of war workers. The areas surrounding Portsmouth were growing rapidly in new developments. The impact to Portsmouth's commercial corridor is most evident into the 1920s. In addition to increased available employment, Portsmouth expanded its boundaries again by annexing Port Norfolk (124-0051) to the north and west of the city. This community had been developed at the turn of the 20th century and was a prominent neighborhood.

The 1920s were the greatest era of commercial development along High Street. This decade saw entire blocks of commercial buildings constructed and the expansion of services provided on site. The focus of High Street had become mostly commercial with a few remaining residential buildings. Most shops were specialty providing a wide range of services.

The 1930s and 1940s would solidify High Streets primary function as commercial. The last remaining residences were demolished on High Street to make way for commercial buildings and theaters, such as the Commodore Theater (124-0101). These 1903s and 1940s era buildings were late addition as most modest commercial buildings were constructed in the 1920s.

The African-American community was strong in Portsmouth during the early 20th century. A small community was located in Portsmouth as early as the Revolutionary War. During the 19th century, African Americans primarily occupied the west end of the city, west of Effingham Street, and in Lincolnsville, north of North Street. Effingham Street was a major north-south route connecting the Naval Shipyard and Naval Hospital (124-0036). As the east boundary of the community, churches were constructed facing the predominantly white neighborhood. These churches were built using funds from the community and are the most significant of the African-American buildings remaining from the early 20th century.

The African-American community continued to flourish during the 20th century. In addition to the churches, two other significant buildings remain from the mid-20th century. The small building adjacent to the Ebenezer Baptist Church at 730 Effingham Street was a public library for African-Americans funded by the African-American community. While small in scale, it illustrates the desire of the community to provide for its own services. In addition to the library, a movie house was constructed at 907 High Street at the west end of the district, just west of the intersection with Effingham Street. This Art Deco theater, along with some commercial buildings that have since been demolished, provided a commercial and entertainment core for the African-American community.

In addition to the entertainment, two commercial buildings were constructed between 1906 and 1907 on Green Street between the African-American churches and Lincolnsville. These buildings were the Southern Aid Building and Tidewater Building. The Southern Aid Society provided assurance or insurance policies to African-Americans. The Tidewater Building served as a meeting place for African-Americans. The building was constructed by a group of African-American entrepreneurs and housed small commercial concerns and offices. These buildings reflect the growth of the African-American community, and growing wealth of the community.

A thriving Jewish community also resided south of High Street. There were synagogues located on Effingham and County Streets. Prior to the construction of these buildings, 19th century Jews residing in Portsmouth were required to ferry to Berkley for temple. Most of the Jews in Portsmouth were of German descent, while the later immigrants were Russian. Immigrant Jews provided services along High Street including clothing and dry goods. The 1910 city directory illustrates the changes in character of the residents within the district and the owners of various commercial concerns. The increase in the Jewish population is quite evident in this period. By the 1920s, Jews began relocating to the suburban centers and

with the population relocation, came the abandonment of shops along High Street.

World War II had a major impact on Portsmouth due to the increased activity at the Naval Shipyard. The wartime workforce was 43,000 at the shipyard to support the 6800 ships that were overhauled, repaired, modified or converted. The flourish of employment attracted a large workforce to the vicinity of Portsmouth. Many buses transported workers from agricultural communities to the yard to support its employment needs.

The decline of High Street as a commercial center was precipitated by the relocation of many citizens to the suburban areas of Portsmouth. Numerous suburban style communities were developed in the post-World War II era. With the relocation of many inhabitants to suburban areas, the downtown retained its appearance from the 1920s and 1930s. Some building facades were modernized at the street level, but may retain their early 20th century appearance.

In addition to the trend of relocation to the suburbs, the tunnel connecting Portsmouth and Norfolk was opened in 1952. This provided easier access between the two cities, versus taking the traditional ferry, which landed at High Street. With the completion of the tunnel, traffic skirted downtown Portsmouth between Portsmouth and Gosport, and was able to continue to the suburbs located farther west.

Though the religious centers were still located in the downtown, many residents elected to move to the suburbs. Their ability to travel via automobile to church enabled them to maintain their link to the religious building. This is also seen today, as many church residents of the downtown churches travel via automobile to services and church activities.

Shopping areas were constructed in the burgeoning suburbs and the businesses on High Street saw a decline in patrons. Many stores closed or relocated to areas where patrons now lived. The steady vacating of the residential areas south and north of High Street by the middle classes also had a major impact on the businesses along High Street. Its clientele was now located in another area away from the commercial core and was required to take public transit or travel by automobile. With competition of new businesses closer to the suburbs, High Street continually declined as its patrons sought commerce elsewhere.

In the 1960s, the African-American neighborhood was demolished and the area was converted to low-income housing constructed through federal grants formed in the 1950s. During the intersession of housing, many African-Americans occupied houses east of Effingham Street that had been subdivided into multiple units during World War II to house temporary wartime workers.

The waterfront also changed during this period. The Seaboard Airline railroad relocated to Richmond and ceased the use of the wharves at Water Street. In 1963, the Norfolk County Courthouse (124-0006) finally

relocated to the City of Chesapeake near Great Bridge leaving another empty building on High Street. This, coupled with additional vacant buildings, led to the demolition of the older commercial buildings on the east end of High Street to make way for urban renewal and new buildings.

Numerous buildings were demolished in the 1960s and 1970s, including the blocks of High Street between Middle Street and the waterfront. In 1970, a new civic center was opened in Portsmouth on the south end of the waterfront, which shifted the focus of the governmental function to the city fringes.

In the late 1970s, an interest in preserving Portsmouth's history prompted the nomination of the blocks located north of High Street as the Olde Towne Historic District and it was listed in the National Register of Historic Places in 1970. These efforts led to an increased interest in preserving buildings within the downtown area and reviving the original downtown. The efforts have been marked by a slow development, but successes have been more apparent in recent years.

The Downtown Portsmouth Historic District is an example of an 18th century town that developed into the 21st century, while retaining its original plan. The historic character of its streets is still evident and the development and evolution has had a minimal impact on its nature. It retains integrity in terms of form, planning, and development. It meets National Register Criterion C (Architecture) for its association with Community Planning and Development, and Architecture. The district is an example of a southeastern port city that has evolved over 250 years.

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Geographical Data (con't)

UTM References (con't)

	Zone	Easting	Northing
E	18	383070	4077380
F	18	383070	4077450
G	18	383530	4077550
H	18	383600	4077550

Verbal Boundary Description

See attached map.

The Downtown Portsmouth Historic District encompasses the following plate and parcel numbers (Plate number – Parcel Number):

6 - 87	7 - 12.1	13 - 1	13 - 26	13 - 52	13 - 94	18 - 77	18 - 123
6 - 88	7 - 13	13 - 2	13 - 27	13 - 53	13 - 95	18 - 78	18 - 124
6 - 89	7 - 15	13 - 3	13 - 28	13 - 55	13 - 96	18 - 79	18 - 128
6 - 90	7 - 16	13 - 4	13 - 29	13 - 56	13 - 97	18 - 93	18 - 129
6 - 90.1	7 - 42	13 - 5	13 - 31	13 - 57	13 - 111	18 - 95	18 - 130
6 - 91	12 - 90	13 - 6	13 - 31.1	13 - 58	13 - 112	18 - 98	18 - 130.1
6 - 92	12 - 91	13 - 7	13 - 32	13 - 61	13 - 113	18 - 99	18 - 130.2
6 - 93	12 - 91.1	13 - 7.1	13 - 33	13 - 62	13 - 114	18 - 100	18 - 130.3
6 - 94	12 - 92	13 - 10	13 - 34	13 - 63	13 - 115	18 - 101	18 - 130.4
6 - 96	12 - 94	13 - 12	13 - 35	13 - 64	13 - 116	18 - 102	18 - 133
7 - 1	12 - 95	13 - 13	13 - 35.1	13 - 65	13 - 117	18 - 105	18 - 134
7 - 2	12 - 97	13 - 14	13 - 36	13 - 66	13 - 119	18 - 106	18 - 135
7 - 3	12 - 98	13 - 15	13 - 37	13 - 67	13 - 120	18 - 107	18 - 136
7 - 6	12 - 100	13 - 16	13 - 38	13 - 68	13 - 121	18 - 108	24 - 128
7 - 7	12 - 101	13 - 17	13 - 38.1	13 - 69	13 - 122	18 - 109	24 - 129
7 - 8	12 - 102	13 - 17.1	13 - 40	13 - 70	13 - 123	18 - 110	24 - 130
7 - 9	12 - 103	13 - 17.2	13 - 44	13 - 71	13 - 124	18 - 111	24 - 131
7 - 10	12 - 104	13 - 18	13 - 45	13 - 72	13 - 125	18 - 112	24 - 132
7 - 10.1	12 - 105	13 - 19	13 - 46	13 - 73	13 - 126	18 - 114	24 - 133
7 - 10.2	12 - 107	13 - 21	13 - 47	13 - 74	13 - 127	18 - 115	24 - 134
7 - 10.3	12 - 108	13 - 21.1	13 - 48	13 - 75	13 - 128	18 - 117	24 - 136
7 - 10.4	12 - 109	13 - 21.3	13 - 48.1	13 - 76	13 - 129	18 - 118	24 - 137
7 - 10.5	12 - 110	13 - 22	13 - 49	13 - 77	18 - 74	18 - 119	24 - 138
7 - 10.6	12 - 111	13 - 23	13 - 50	13 - 79	18 - 75	18 - 120	24 - 139
7 - 12	12 - 112	13 - 25	13 - 51	13 - 79.1	18 - 76	18 - 122	24 - 140

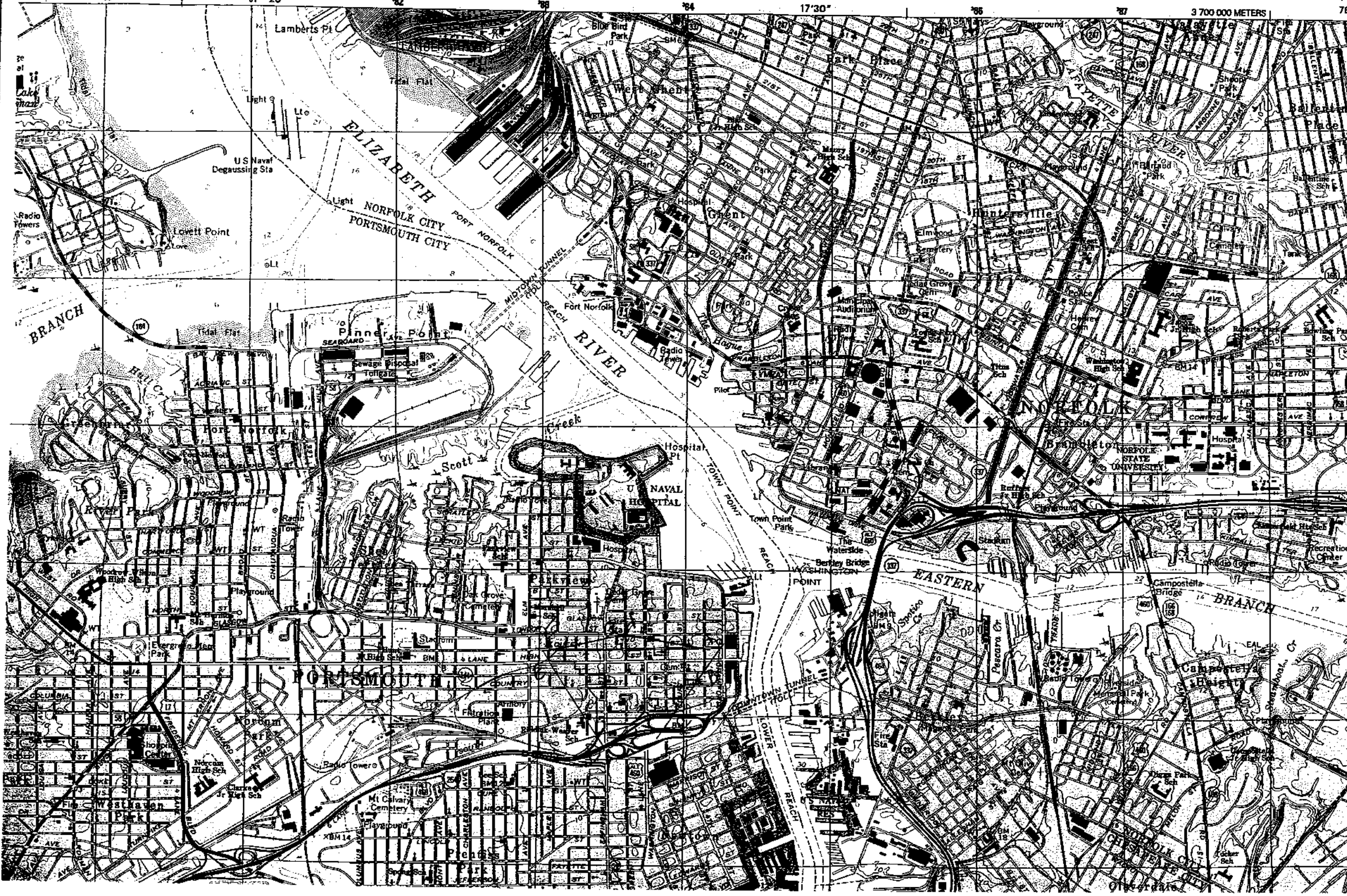
24 - 141	25 - 5	25 - 28	25 - 104.2	25 - 111	25 - 140.1	32 - 143	49 - 19
24 - 143	25 - 7	25 - 29	25 - 104.3	25 - 112	27 - 1	32 - 144	49 - 20
24 - 144	25 - 8	25 - 30	25 - 104.4	25 - 112.1	27 - 2	32 - 145	49 - 21
24 - 145	25 - 9	25 - 31	25 - 104.5	25 - 113	27 - 3	32 - 146	49 - 22
24 - 146	25 - 10	25 - 33	25 - 104.6	25 - 113.1	27 - 3.1	32 - 147	49 - 23
24 - 147	25 - 11	25 - 34	25 - 104.7	25 - 114	27 - 4	32 - 148	49 - 24
24 - 148	25 - 12	25 - 35	25 - 104.8	25 - 114.1	27 - 5	32 - 150	51 - 49
24 - 150	25 - 12.1	25 - 36	25 - 104.9	25 - 116	27 - 6	49 - 3	51 - 51
24 - 151	25 - 13	25 - 37	25 - 105.1	25 - 129	27 - 7	49 - 4	51 - 91
24 - 151.1	25 - 14	25 - 38	25 - 105.2	25 - 130	27 - 9	49 - 5	
24 - 152	25 - 15	25 - 39	25 - 105.3	25 - 133	27 - 10	49 - 6	
24 - 154	25 - 16	25 - 40	25 - 105.4	25 - 135	27 - 11	49 - 7	
24 - 155	25 - 17	25 - 41	25 - 105.5	25 - 135.1	27 - 11.1	49 - 8	
24 - 156	25 - 18	25 - 42	25 - 105.6	25 - 136	27 - 197	49 - 9	
24 - 157	25 - 19	25 - 43	25 - 105.7	25 - 136.1	27 - 198	49 - 10	
24 - 158	25 - 19.1	25 - 43.1	25 - 105.8	25 - 137	27 - 199	49 - 11	
24 - 160	25 - 20	25 - 44	25 - 105.9	25 - 137.1	27 - 201	49 - 12	
24 - 161	25 - 22	25 - 45	25 - 106.1	25 - 138	27 - 201.1	49 - 13	
25 - 1	25 - 23	25 - 46	25 - 107.1	25 - 138.1	27 - 203	49 - 14	
25 - 2	25 - 24	25 - 47	25 - 108	25 - 139	27 - 204	49 - 15	
25 - 3	25 - 25	25 - 92	25 - 109	25 - 139.1	27 - 205	49 - 17	
25 - 4	25 - 26	25 - 104.1	25 - 110	25 - 140	32 - 141	49 - 18	

Boundary Justification

The boundaries of the Downtown Portsmouth Historic District retain the feeling, design, setting, association of the city of Portsmouth and its commercial, residential and government core located to the immediate south of the Olde Towne Historic District, which occupied the northern portion of the original town plan.

T OF THE INTERIOR
GICAL SURVEY

NORFOLK SOUTH QUADRANGLE
VIRGINIA
7.5-MINUTE SERIES (TOPOGRAPHIC)



3 700 000 METERS
76°15′
36°52′30″
17′30″
20′
50′
1 060 000 METERS

DOWNTOWN PORTSMOUTH HISTORIC DISTRICT

A
18 384110 407746
B
18 384110 4077310
C
18 383940 407703
D
18 383400 40768
E
18 383070 407738
F
18 383070 407745
G
18 383630 40775
H
18 383600 40775