HISTORIC ARCHITECTURAL SURVEY
OF
THE CITY OF NORFOLK

Final Report

Prepared by
Hanbury Evans Newill Vlattas & Company
for
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and
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Much of the research was done at the Sergeant Memorial Room in Norfolk's Kirn Library. There, Peggy Hale shared her knowledge and helped locate many important resources. The historic photographs in this report are part of the library's collection.

Equally important are the many citizens of Norfolk who demonstrated their interest by telephoning, showing us through properties and neighborhoods, or simply asking questions on the street. It is these people whom this project is intended to serve.

We have enjoyed the opportunity to help illustrate the complex history and diverse resources within this historic city, and hope that our efforts and those of the project's many supporters will provide the city with a useful tool for its future planning efforts.
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SECTION I: INTRODUCTION

This survey is sponsored and co-funded by the Virginia Department of Historic Resources (VDHR) and the City of Norfolk, through a HUD Community Development Block Grant. Each year, VDHR solicits proposals from local governments for the purpose of entering into cost share agreements for survey and planning activities. The City of Norfolk was awarded its first grant for 1993-94, and conducted a survey of historic resources within the city with a focus on residential buildings and the identification of potential historic districts. The following year, the City submitted a proposal for a second phase of survey work and, through competitive evaluation, its proposal was again selected.

This project stems directly from goals identified in the 1992 General Plan of Norfolk, which states: "Planning for historic preservation is important to a community’s sense of place, livability, tourism, and property values.... (T)here is a need to focus on methods to identify, recognize and then protect and enhance those historic and architectural assets that remain in the community" (CD14). The goal of this survey is to provide the City of Norfolk with a comprehensive inventory of its historic resources, which will serve as a planning tool to evaluate the importance of specific resources and potentially take measures to encourage their preservation.

Formal survey work in Norfolk has been conducted many times since the 1950s, when redevelopment was rapidly changing the face of downtown. Many of the earliest structures surveyed have since been demolished, a list of which can be found in Appendix F. Prior to the major survey effort completed in 1994, the forerunner of the current survey, Norfolk had survey forms for about 217 properties, 99 of which were resurveyed during 1993-94. The 1993-94 work surveyed 450 properties to the Reconnaissance Level, and 25 to the Intensive Level. Reconnaissance Level work involves the identification of an historic property and the recording of basic descriptive information and a general statement of the property’s significance. Intensive Level work involves more in-depth documentation of an historic property and an assessment of its potential for listing on the National Register of Historic Places. All information is recorded in VDHR’s computer data base, called Integrated Preservation Software (IPS). This software facilitates research and planning activities by allowing users to make inquiries and lists based on criteria of their own choosing, such as the date, style, and condition of a property, for example. In addition, seven Preliminary Information Forms (PIFs) were prepared for the neighborhoods of Ballentine Place, Berkley, Colonial Place, Lafayette, North Ghent, Riverview, and Winona. These PIFs consider each neighborhood as a whole, recording its history and architecture, and assessing its eligibility as a potential historic district. All but Ballentine Place, which needed additional research, were deemed to be eligible.

As a result of the Intensive Level survey work, the 1994 survey report proposed the following 15 individual properties for listing on the National Register of Historic Places:

122-0030 Talbot Hall
122-0045 Poplar Hall
122-0070 Cohoon House
122-0076 Hermitage Museum
122-0077 Skipjack Norfolk
122-0104 Cedar Grove Cemetery
122-0116 Elmwood Cemetery
122-0146 Bircher’s Dairy
122-0178 Epworth Methodist Church
122-0193 Charlie Falk’s Auto
122-0194 Metropolitan AME Church
122-0255 Church of the Sacred Heart
122-0590 Colonna’s Shipyards
Two other properties were also proposed: the Royster Building (122-0166) was excluded as it is already a part of the Downtown Historic District. Moore's Bridges Water Treatment Plant (122-0119) was included in the 1995-96 scope of work to obtain additional information on its significance at a regional or state level.

At this time, none of these properties or districts has yet been added to the 21 properties Norfolk has individually listed on the National Register of Historic Places and the City's three historic districts (see Appendix G).
SECTION II: PROJECT SUMMARY

The scope of work for the 1995-96 survey was to survey 325 properties overall, 293 to the Reconnaissance Level and 32 to the Intensive Level (11 of these based on recommendations of the 1993-94 work). The focus was to be on non-residential properties. Three PIFs were to be completed, one of them for the Ballentine Place neighborhood, in order to reassess its eligibility for historic district status. A draft Multiple Property Document (MPD) was to be prepared, providing a comprehensive summary of properties potentially eligible for National Register listing.

Hanbury Evans Newill Viattas and Company (HENV) responded to the Request for Proposal and was awarded the contract in September of 1995. HENV has conducted all work using a team within the firm.

The first effort of the work involved the input of basic information on all previously surveyed properties in Norfolk for which an IPS entry did not exist. Currently, IPS users can generate lists and reports inclusive of all historic properties surveyed in the city.

The new survey work began with a review of all previous work. A public meeting was held at which the purpose and methodology of the survey were outlined and requests solicited for properties to be included. Additional documentary research was done, particularly with maps (this report includes a bibliography of sources supplementary to those listed in the 1993-94 report). This information allowed the survey team to map areas of the city on which to focus, with particular attention to areas outside of the city center and those in which little previous survey work had been conducted. Ultimately, the survey team performed a street by street and neighborhood by neighborhood search of the city, which located many properties which might otherwise have been overlooked.

While the survey information collected is by no means inclusive of all historic properties in a city of more than 61,000 buildings, it is felt that nearly all non-residential properties of historic significance were surveyed. The 1995-96 work expanded the representation of properties associated with the different historic themes, producing a fairly complete inventory. The survey results essentially met expectations. One modification made to the scope of work was the number of properties surveyed to the Intensive Level. The team completed Intensive Level documentation on 22 properties. It was agreed that the remaining 10 properties requested would be substituted for 50 additional properties surveyed at the Reconnaissance Level.

As this survey represents a second phase to the work completed in 1994, the report serves as a supplement to the earlier report. Some information, such as the historic overview of Norfolk, is not repeated here. Each theme, however, synthesizes the earlier work and discusses newly surveyed properties in the context of previously surveyed properties of that theme. Survey numbers are referenced in italics for previously surveyed properties but the properties are not illustrated. Illustrations are included for other properties mentioned, and properties appearing in bold indicate those surveyed to the Intensive Level.
SECTION III: HISTORIC CONTEXTS

The following is a summary of the Historic Context Themes used by the Virginia Department of Historic Resources:

THEME: Domestic
ASSOCIATED PROPERTY TYPES: Single-family dwellings; multiple-family dwellings; secondary domestic structures; hotels, motels or way stations; institutional housing; camps; temporary habitation sites.

THEME: Subsistence/Agriculture
ASSOCIATED PROPERTY TYPES: Farmsteads; agri-businesses; food processing sites; storage facilities; agricultural fields; animal facilities; fishing facilities; horticultural facilities; irrigation facilities.

THEME: Government/Law/Political
ASSOCIATED PROPERTY TYPES: Public administrative and service buildings; public works buildings; sites associated with important governmental events.

THEME: Health Care/Medicine
ASSOCIATED PROPERTY TYPES: Hospitals; clinics; sanitariums; medical businesses.

THEME: Education
ASSOCIATED PROPERTY TYPES: Schools; colleges; libraries; research facilities.

THEME: Military/Defense
ASSOCIATED PROPERTY TYPES: Fortifications; arms production facilities; military facilities; coast guard facilities; naval facilities; air facilities.

THEME: Religion
ASSOCIATED PROPERTY TYPES: Places of worship; ceremonial sites; church schools; church-related residences.

THEME: Social
ASSOCIATED PROPERTY TYPES: Meeting halls; community centers; clubhouses; civic facilities.

THEME: Recreation/Arts
ASSOCIATED PROPERTY TYPES: Theaters; museums; music facilities; sports facilities; outdoor recreation facilities; monuments/markers; works of art.

THEME: Transportation/Communication
ASSOCIATED PROPERTY TYPES: Rail-related, water-related, air-related, road-related and pedestrian-related buildings.

THEME: Commerce/Trade
ASSOCIATED PROPERTY TYPES: Professional, organizational and financial institutions; specialty stores.

THEME: Industry/Processing/Extraction
ASSOCIATED PROPERTY TYPES: Quarries; mills; factories; distilleries; shipyards; mines; forges; power plants; laboratories; dams; tanneries.
THEME: Landscape
ASSOCIATED PROPERTY TYPES: Designed landscapes; unoccupied land; underwater sites; natural features.

THEME: Funerary
ASSOCIATED PROPERTY TYPES: Cemeteries; graves and burials; mortuaries.

THEME: Ethnicity/Immigration
ASSOCIATED PROPERTY TYPES: Properties that exemplify the ethos of immigrant or ethnic groups.

THEME: Settlement Patterns
ASSOCIATED PROPERTY TYPES: House types; village and town plans.

THEME: Technology/Engineering
ASSOCIATED PROPERTY TYPES: Bridges; highways; dams; canals; railroads; transportation-related works; engines and machinery.
THEME: Domestic

Since the focus of the 1993-94 survey work was on residential architecture, and more than 400 such properties were identified, this theme received less attention in 1995-96. Still, a significant number of additional structures related to this theme were surveyed. Generally, these properties represented unusual examples of a certain style or type, or were located in neighborhoods in which additional work was felt to be merited.

While last year's survey identified a number of potential historic districts, additional neighborhoods which were examined for potential historic district status included Ballentine Place, Campostella Heights and Chesterfield Heights. Approximately two dozen properties were surveyed in each neighborhood (in addition to previous work done), and a Preliminary Information Form (PIF) was completed for each, which summarizes the history and evaluates the physical fabric of the neighborhood. These forms can be found in Appendix H.

Prior survey work had identified 23 remaining houses which were built before the Civil War, only three of which predate the American Revolution. These are equally divided between urban and (formerly) rural dwellings, and the majority of these (about two-thirds) are brick masonry construction. A wide range of types and styles are represented, the most common of which are side-hall Federal or Greek Revival style dwellings. Many of the oldest houses in the downtown area were destroyed by commercial expansion along Granby Street between 1880-1910, or during post-World War II urban renewal, leaving the West Freemason Historic District with the highest concentration of these houses. The map at Figure 1 illustrates the location of all pre-Civil War houses remaining in the city. Six of these are listed individually on the National Register of Historic Places and another six are located within historic districts.

The first effort of the domestic theme survey this year was to identify any additional houses in Norfolk predating the Civil War, since so few of these remain. A list of properties by date generated from the city's database of records facilitated this task. Based on this list, three additional houses were found from this period. The oldest and most significant of these is the Wells Plantation (122-0918) (Figure 2), a two-and-a-half story, double pile, frame structure with a side hall plan built in 1811. Although modified over the years, the house is notable for the solid brick masonry chimney wall on its north gable end. The house was part of a large plantation owned by Henry Wells, whose grave stone is still on site (Figure 3). It is located along the former Princess Anne Turnpike, which was the main route between Norfolk and the settlements of Newtown and Kempsville to the east.

The other two houses predating the Civil War (122-0916 and 122-0917) (Figures 4 & 5) both date from the late 1840s. These are vernacular style, frame dwellings also built in formerly rural areas outside of the city limits. Another formerly rural house (122-0919) (Figure 6), a simple frame structure built in 1875, is worth noting primarily because there are no other known residences remaining in Norfolk built in the period between 1860 and 1880 outside of the West Freemason area.

Several antebellum houses which had been previously surveyed were surveyed to the Intensive Level. The earliest of these is the Talbot-Cooke House (122-0111) (Figure 7), a substantial two story, double pile, five bay brick structure finished in stucco. The house is believed to have been built ca. 1780 by Kader Talbot, a lieutenant and captain in the American Revolution, who built ships somewhere on his property near the house. A couple of peculiarities of the house are the exterior chimney located between the two eastern-most windows of the formal north facade and the ceiling heights of nine feet on the first floor and 11 on the second. The intensive survey revealed that the house was clearly built as two parts, the first of which was the eastern part, which would have been a single-pile structure with an east-west, rather than north-south, orientation. This hypothesis would explain the peculiarities as well as the stucco finish as a means to unify the two sections. The location of the shipyard may also have been discovered (Figure 8), as pilings still visible at the river's edge north of Lakewood Park correspond to a cluster of buildings on an 1881 map of the county.
The Pearce House (122-0114) (Figures 9 & 10), located between Colley Avenue and Knitting Mill Creek, is a two-and-a-half story, double pile frame house built ca. 1820. Its early history is unknown, but it was owned by the Pearce family at the turn of the century. Like the Wells Plantation, it represents an architectural type common in the early nineteenth century.

Pomfret (122-0115) (Figure 11), like the Talbot-Cocke house, represented another mystery. The site and the name of the house were chosen by Maximilian Calvert, a mayor of Norfolk in the 1760s, and a substantial landowner who lost 41 buildings in the 1776 burning of the city. Calvert is said to have built the house as a rural retreat away from the city, which he named Pomfret after an English poet who wrote a poem describing the ideal setting of a country estate. No mention is made of the fate of the eighteenth century house, but the Italianate style of the current house indicates a date of ca. 1840. The intensive survey revealed that the brick cellar of the house is older than the house itself, which suggests that the earlier Pomfret may have burned and the current house rebuilt on the same foundation (Figure 12). Additional cause for speculation is an 1841 sale of the property, which could correspond to the date of the house’s rebuilding.

Norfolk’s earliest housing existing in significant numbers dates from the late 1880s. Between 1887 and 1923, the city increased its size dramatically with six different annexations. Planned residential developments, starting with Ghent in the 1890s, began to mark the periphery of the city, and were made accessible by streetcar connections. A number of houses from this period of expansion were surveyed. The majority of these are frame houses, located in neighborhoods just north of downtown like Park Place (122-0948) (Figure 13), although a number of larger brick houses (122-1092) (Figure 14) were built adjacent to the new city park. Another common dwelling type is the masonry townhouse. A house near the waterfront in Brambleton (122-0975) (Figure 15) is one of the oldest examples remaining and is unusual for the pressed brick details of its facade. Another example (122-0988) (Figure 16) represents one of the few historic structures remaining in a large area just north of downtown almost entirely razed during urban renewal. While nearly all of these townhouses are brick, one example surveyed in Park Place (122-0949) (Figure 17), is clad in stone.

A number of additional structures were surveyed in the Willoughby Spit and Ocean View areas, and represent the oldest remaining houses in the northern part of the city along the Chesapeake Bay, which was developed as a resort beginning shortly after the Civil War. This part of the city has been continuously altered by development and periodically by hurricanes, the most severe of which devastated the area in 1933. The oldest houses identified date from 1895 (122-0964) (Figure 18) and 1906 (122-0959 and 122-0969) (Figures 19 & 20). All three are located along West Ocean View Avenue, facing the beach. In the same neighborhood, sited a street or two away from the beach, are examples typical of the smaller dwellings or vacation cottages (122-0958 and 122-0960) (Figures 21 & 22) once common in the area.

The First World War and the years following saw an enormous influx of population and consequently a flurry of building activity in Norfolk. The city has many excellent examples of housing and neighborhoods from this era, particularly Bungalow style and American Foursquare type houses, which have already been well documented. A couple of unusual examples surveyed include an elaborately articulated Bungalow near the Naval Air Station (122-0968) (Figure 23) and a Bungalow constructed of stone on upper Granby Street (122-0950) (Figure 24).

The residential housing stock of Norfolk clearly illustrates the city’s periods of greatest growth, during and following the two World Wars. After World War II, much of the eastern half of the city was developed with neighborhoods of frame Cape Cods or brick Ranch houses. There are a few exceptions to these types, including a modern-style house built in 1948 (122-1016) (Figure 25) with its flat roof and corner windows. Most notable, however, is a Lustron House (122-1009) (Figures 26 & 27), one example of an innovative effort in post-war manufactured housing. These small houses, made almost entirely of steel and clad on the exterior with enameled steel panels, were manufactured in the former Curtis-Wright
aircraft factory in Columbus, Ohio and advertised as “a new standard for living.” Their innovative nature also turned out to be their downfall, and the heavily subsidized plant was closed by the government after only two years, having produced fewer than 2500 units. This house is the best of the two examples known to exist in Norfolk.

In addition to single family dwellings, buildings designed for multi-family living also proliferated in Norfolk. The two earliest examples of urban rowhouses in Norfolk are the Dunmore Apartments (122-0185), built in 1891 for members of the same family, and McCullough Row (122-0186), an 1889 block of five typical urban townhouses. The earliest example of an apartment building is the Holland Apartments (122-0214) designed by prominent local architect Clarence Neff and built between 1904-09.

The earliest multiple dwelling surveyed in 1995-96 was a duplex, few of which were as well-detailed as a 1905 example in Park Place (122-0920) (Figure 28). A number of more simple duplexes, such as the example on Dungee Street (122-1109) (Figure 29), were built in neighborhoods like Huntersville.

The highest concentration of larger apartments is found along Hampton Boulevard in the western part of the city, built almost entirely within a decade of the end of the First World War, a period of significant population growth in the city. Early examples include the 1914 Aberdeen Apartments (122-0876) (Figure 30) and 1918 Brentwood Apartments (122-0875) (Figure 31). Many examples from the 1920s have distinctive stylistic details, such as the 1923 Delargo Apartments (122-0893) (Figure 32), with its polychromatic terra-cotta trim, and Windsor Manor (122-0879) (Figure 33), a 1928 Tudor Revival building.
## PRE-CIVIL WAR HOUSES IN NORFOLK

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<td>Poplar Hall</td>
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<td>ca. 1860</td>
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Figure 1: Map, Pre-Civil War Houses in Norfolk

A: 6, 7, 11, 18, 19, 23, 24, 25, 26 (West Freemason Historic District)
B: 8, 9 (Downtown Historic District)
Figure 2: Wells Plantation

Figure 3: Grave Marker of Henry Wells
Figure 4: House at 716 Dudley Avenue

Figure 5: House at 225 Granby Park
Figure 6: House at 3654 Radford Street
Figure 7: Talbot-Cocke House

Figure 8: Possible Site of Kader Talbot's Shipyard
Figure 9: Pearce House

Figure 10: Pearce House Stairhall
Figure 11: Pomfret

Figure 12: Pomfret Foundation Detail
Figure 13: House at 113 East 30th Street

Figure 14: House at 3701 Granby Street
Figure 15: House at 1711 Willoughby Avenue

Figure 16: House at 1044 Brambleton Avenue
Figure 17: House at 111 East 30th Street

Figure 18: House at 550 West Ocean View Avenue
Figure 19: House at 1400 West Ocean View Avenue

Figure 20: House at 502 West Ocean View Avenue
Figure 21: House at 1526 Chela Avenue

Figure 22: House at 9638 Thirteenth View Street
Figure 23: House at 9274 Rippard Avenue

Figure 24: House at 7308 Granby Street
Figure 25: House at 410 Brackenridge Street
Figure 28: Duplex at 410-412 West 29th Street

Figure 29: Duplex at 1527-1531 Dungee Street
Figure 30: Aberdeen Apartments

Figure 31: Brentwood Apartments
Figure 32: Delargo Apartments

Figure 33: Windsor Manor Apartments
THEME: Subsistence/Agriculture

Norfolk's coastal location has always made it one of America's most important ports and a center for facilities related to the processing, manufacturing, storage or shipping of goods such as tobacco, grain, peanuts, oysters and other seafood, as well as other products discussed under the Industry/Processing/Extraction theme. Although most of the following properties are categorized under other primary themes, it is worth discussing them together under the Subsistence/Agriculture theme.

These facilities were located both along the waterfront, particularly between Atlantic City to the west to Brambleton to the east, and along the railroads, particularly the 23rd Street corridor within a few blocks of Granby Street. Relatively few of these buildings remain. The industrial waterfront has been redeveloped and most of the buildings have been demolished. A number of buildings dating to the first decade of this century remain along the railroad lines.

Many of the industrial buildings in Norfolk relate to the food processing industry. Good examples include General Foods (122-0163), a large yellow-brick complex built in 1910 on the east edge of Park Place, and Nolde Brothers Inc. (122-0477), a bakery built in 1940 on Hampton Boulevard, with its distinctive brick lettering. Located in the African-American community of Huntersville is the office of Consumers Brewery (122-0991) (Figure 34), ca. 1895, a small brick building with arched window openings and a hipped roof. The actual brewery, a large complex adjacent to the office, was recently demolished. Buildings located along the railroad include Flowers Baking Company (122-0999) (Figure 35), ca. 1901, a building used for coffee processing (122-0914) (Figure 36), and another for peanut processing (122-0915) (Figure 37). These three buildings are still in operation.

Another category of buildings includes those related to the dairy industry. The best of these, Bircherd's Dairy (122-0143), a tile-clad Art Deco building built in 1937-38, was previously surveyed. The oldest of Norfolk's dairies is Montauk Ice Cream (122-0839) (Figure 38), a small commercial building built in 1912 on Boush Street. A larger building is Rosedale Dairy (122-0857) (Figure 39), built in 1933 on Monticello Avenue, which has a nearby garage (122-0858) (Figure 40) built in 1945.

In addition to the distinctive 1955 building of the Coca Cola Company (122-0726), two bottling plants were identified in the industrial area west of Park Place and north of the railroad tracks. The 1940 building of the Pepsi Cola Bottling Company (122-0911) (Figure 41) is a large, Moderne style building with curved parapets and a curved aluminum canopy over the entrance. The smaller 1946 building of the 7-Up Bottling Company (122-0903) (Figure 42), is also Moderne in style and constructed of yellow and red brick.

An unusual type of structure remaining on the waterfront is the Jones Cold Storage building (122-0972) (Figure 43), built in 1929, a six story concrete cube with only a few openings on the ground floor. While not especially old, one large building was surveyed which represents the important oyster processing industry (122-0897) (Figure 44). Finally, a relic from the shellfish industry is the Skipjack Norfolk (122-0077), built in 1900 and one of the few remaining examples of a Chesapeake Bay oyster boat.
Figure 34: Consumers Brewery Office (Foreground)

Figure 35: Flowers Baking Company
Figure 36: Coffee Processing Building

Figure 37: Peanut Processing Building
Figure 38: Montauk Ice Cream Building

Figure 39: Rosedale Dairy
Figure 40: Rosedale Dairy Garage
Figure 41: Pepsi Cola Bottling Company

Figure 42: 7-Up Bottling Company
Figure 43: Jones Cold Storage Building

Figure 44: J.H. Miles Oyster Company
THEME: Government/Law/Political

The most significant buildings related to this theme were previously surveyed, including the 1848 Classical Revival City Hall (122-0019), the 1858 Roman Revival Customs House (122-0032), the 1900 Neo-Palladian U.S. Post Office and Courts Building (122-0082), which also served as City Hall, and the 1934 Art Deco U.S. Post Office and Court House (122-0058). All four of these buildings are listed on the National Register. In addition, Norfolk retains an unusual object related to this theme in its ceremonial silver mace, a symbol of royal authority given to the borough by Governor Dinwiddie in 1753, and one of the only objects of its kind in the country.

Fire Department

While the distinctive downtown headquarters building of the Norfolk Fire Department (122-0069) has been demolished, five of the city's smaller historic fire stations still exist. Norfolk is believed to be the first city in the state to motorize, purchasing its first fire truck in 1911 and retiring all horses by 1922. This modernization, along with the growth of the city through annexations, corresponds to the construction of most of the fire stations surveyed. The basic plans of these buildings are very similar: they are two story brick structures with two truck bays flanked by doors on the first floor and office and dormitory spaces above. The oldest of these is Fire Station #4 (122-0997) (Figure 45), built in the Brambleton neighborhood in 1903. Fire Station #7 (122-0938) (Figure 46) was built in 1920 in Lambert's Point, just west of Hampton Boulevard. Fire Station #11 (122-1023) (Figure 47), dating from 1923, is located just south of Lafayette Boulevard and is still active. Its brackets and high pitched roof make it the most distinctive in style. Fire Station #12 (122-1010) (Figure 48), also built in 1923 and still in use, is located on at the intersection of Little Creek Road and Hampton Boulevard. The largest of the old stations is a combined Fire Station #7/Police Station #3 (122-9036) (Figure 49), dating from 1926, which is located across Hampton Boulevard from Old Dominion University. It has four truck bays and an additional bay for the police station on its east end. Many of the city's other fire stations currently in use date from the 1950s.

Police Department

Other than the combined Fire Station #7/Police Station #3 described above, no historic Police Stations were located during this or previous surveys. Many of the existing stations date from the 1950s.

Public Works (Water/Utilities)

See Technology/Engineering theme.

Post Offices

Norfolk has three grand buildings downtown which served as post offices (122-0032, 122-0082 and 122-0058), all of which are listed on the National Register. Other than these, the city has no spectacular buildings of this type. Several neighborhood post offices remaining in the city were surveyed (122-0952, 122-1032 and 122-1162) (Figures 50, 51 & 52), all of which are similar, relatively plain, brick buildings constructed in the late 1940s.

Other

One unusual building type discovered along the 21st Street commercial corridor was an Alcoholic Beverage Control Board store (122-0834) (Figure 53) dating from 1938, which has two recessed entrances with curved glass block and pressed metal ceilings. This was apparently a standard design for these buildings, although no other examples were located.
Figure 47: Fire Station #11

Figure 48: Fire Station #12
Figure 49: Fire Station #7/Police Station #3

Figure 50: Ocean View Post Office
Figure 51: Lafayette Boulevard Post Office

Figure 52: Colley Avenue Post Office
Figure 53: ABC Board Store
THEME: Health Care/Medicine

Previously surveyed buildings related to this theme include the 1893 Ballentine Home for the Aged (122-0101), a large, ornate, four-story brick building in Brambleton, the 1902 Leigh Memorial Hospital (122-0213), a private hospital in Ghent, and the 1918 Gosnold Sanitarium (122-0131), a large, residential-appearing building in Colonial Place. Also worth noting is the former U.S. Public Health Service complex, built between 1919 and the 1930s and now owned by the Navy, on upper Hampton Boulevard.

Several additional buildings associated with this theme were located. Perhaps the most significant of these is the 1925 Medical Arts Building (122-0850) (Figure 54), a nine story structure built downtown to house medical offices. It remains one of downtown Norfolk's tallest historic buildings, and one of the few that was not built as a hotel.

The Suburban Pharmacy (122-0926) (Figure 55) and Smothers Drug Store (122-0942) (Figure 56), are both located in Lambert's Point in the western part of the city. Both were built in 1915 and are typical of the numerous small brick commercial buildings which were built throughout the city during the early part of the century. Villa Pharmacy (122-1107) (Figure 57) is a one-story brick building with a roof-awning supported by wood brackets built around 1920 along the 26th Street corridor between Park Place and the bridge to Lafayette. Unfortunately, the deteriorated and vacant condition of these three buildings is also typical of the remaining examples of this type.

The Barry Robinson Center (122-1077) (Figures 58 & 59), in the eastern part of the city, is a complex of Georgian Revival style buildings still in use as a medical facility.
Figure 54: Medical Arts Building

Figure 55: Suburban Pharmacy
Figure 56: Smothers Drug Store

Figure 57: Villa Pharmacy
Figure 58: Barry Robinson Center, Administration Building

Figure 59: Barry Robinson Center, Clinical Services Building
THEME: Education

The oldest of Norfolk's historic school buildings is the Greek Revival style temple of the original Norfolk Academy (122-0018), a private school built in 1840 and listed on the National Register. Norfolk's earliest public school buildings were four small, brick Italianate-style structures built between 1857-58 (122-0026 and 122-0027), two of which were documented before being demolished during post-war urban renewal efforts downtown. A number of schools were constructed in the 1890s, and at the turn of the century, the city had a dozen public schools. A major building program accompanied the population growth of the early twentieth century, and by the mid-1920s, the city boasted 40 public schools, only 11 of which remain. Other than Norfolk Academy, none of Norfolk's schools predate the turn of the century. The earliest remaining public school building, typical of its time, is the 1906-10 Lafayette School (122-0043), also listed on the National Register. The 1995-96 surveyed ten schools, dating from between 1906 and 1947.

The John T. West Elementary School (122-1004) (Figures 60 & 61) is the second oldest of Norfolk's remaining schools and the oldest African-American school in the city. It was built in 1906 in the east part of Huntersville. The original building is a simple, two story rectangular brick structure with a hipped roof that is attached with an ell to a similar building constructed on its south side in 1913. Between 1911 and 1916, the West School held high school classes and, although the equivalent of high school classes had been taught at Norfolk Mission College since 1883, is noted as the first accredited African-American high school in the South. The school is currently vacant.

Maury High School (122-0550) (Figures 62 & 63) is the third oldest of the city's schools and Norfolk's oldest high school. Although a high school was proposed in 1877, it was not until 1894 that the city purchased and expanded the Hemenway School, a frame building on Park Avenue in Brambleton. When this building was burned by arson in 1908, the city appropriated funds for the construction of a new high school. Between 1908 and 1911, when Maury opened, students attended the Marshall School, a large classical building formerly on Omohundro Avenue. Although Maury has been expanded and altered many times over the years, the appearance of its elegant original section to the south, designed by prominent local architect Clarence Neff, is still largely intact.

The 1916 Ballentine School (122-1024) (Figures 64 & 65) is the fourth oldest school remaining in the Norfolk, and the earliest of the city's elementary schools still in use. It was built in the large park at the center of the Ballentine Place neighborhood. The original building is a two story brick structure on a raised lower level with a hipped roof and a large classical portico. A larger three story addition was attached to the rear of the school shortly after its completion, similar to those on the Lafayette School and the West School, which attests to the demands of a rapidly growing population early in the century. Most of the original interior and exterior elements of the Ballentine School are intact.

The Walter E. Taylor School (122-0994) (Figure 66) was built in 1917 in West Ghent. It is a large, symmetrical building articulated as five parts, with a central entrance in a wide section between two projecting wings. It is the only school in Norfolk finished in stucco with brick trim.

Built in 1922, the Bay View School (122-0969) (Figure 67) is the oldest in the north part of the city. It has a three part facade with classical details and a stone door surround. Additions have been constructed on both sides of the facade.

The Coleman Place Elementary School (122-1034) (Figure 68), built in 1924, is similar in form to the Bay View School but more simplified in detail. It also has an addition on the south side.

The Larchmont School (122-1008) (Figure 69), built in 1930, is located across from the original Old Dominion University buildings on Hampton Boulevard. It is the only school in the city with Tudor or Gothic style elements. It has a large addition on the east side.
Granby High School (122-0951) (Figure 70) is a large, two-story brick building built in 1939 in a Colonial Revival style, with the exception of the modern treatment of the wall plane within the entrance arches.

Also built in 1939, Ocean View School (122-0954) (Figures 71 & 72) is of similar size, but is constructed of poured concrete in the Art Deco style. This school is the second grandest Art Deco building in the city, after the 1934 Federal Post Office and Courts Building (122-0058) on Granby Street. It is one of the most important buildings in the north part of the city, as well as one of the earliest remaining non-residential buildings in the Ocean View area. The school has had relatively few alterations and retains most of its original elements.

The Richard A. Tucker School (122-0982) (Figure 73) was built in 1942 in the Campostella neighborhood, across the Elizabeth River. It is similar to the Ocean View School, but a single story, more simple in articulation, and built of concrete block.

Granby Elementary School (122-1015) (Figure 74), built in 1947 just west of Granby High School, has a more simple articulation and more modern details, but is constructed of similar materials to the high school.

The only historic library remaining in Norfolk other than the 1903 Beaux Arts style building in West Freemason (122-0187), and the only one still serving its original function, is the Van Wyck Branch Library (122-0871) (Figures 75 & 76). This small, Georgian Revival style building was built in 1915 across from Maury High School in Ghent. Designed by the local firm of Ferguson, Calrow and Wren, it is constructed of brick and terra-cotta, with massing and details similar to Maury. The interior has a central hall with a skylight and a large reading room to either side. An addition was recently completed on its south side which doubles the size of the building. Five other historic branch libraries, built throughout the city between 1921-30 have since been demolished.
Figure 60: John T. West School, North Building

Figure 61: John T. West School, South Building
Figure 62: Maury High School

Figure 63: Maury High School Auditorium
Figure 64: Ballentine School

Figure 65: Ballentine School, Showing West Addition
Figure 66: Walter E. Taylor School

Figure 67: Bay View School
Figure 68: Coleman Place Elementary School

Figure 69: Larchmont School
Figure 70: Granby High School
Figure 71: Ocean View School

Figure 72: Ocean View School, Auditorium Vestibule
Figure 73: Richard A. Tucker School

Figure 74: Granby Elementary School
Figure 75: Van Wyck Branch Library

Figure 76: Van Wyck Branch Library, Skylight Detail
Figure 77: Architect's Rendering, Van Wyck Branch Library
Norfolk has been the site of military activity during the American Revolution, the War of 1812, and the Civil War. Little evidence of these early years remains (other than potential archaeological sites), with the notable exception of Fort Norfolk (122-0007), which dates back to the American Revolution and is listed on the National Register.

The current century has seen an enormous growth in military construction, and the establishment of Norfolk as the principal home of the U.S. Navy. While significant properties related to this theme do exist, such as the former Jamestown Exposition buildings on Norfolk Naval Air Station (122-0054), also listed on the National Register, properties under the stewardship of the Federal Government were not a part of this survey work, as laws and regulations require that documentation be performed by the tenant agencies.

Therefore, little was found related to this theme. Nevertheless, one property surveyed does illustrate the reuse of military structures following the Second World War. Several Quonset huts were observed throughout the city serving various functions. The largest of these (122-0937) (Figure 78) was found in Lambert's Point, not far south of the Naval Air Station, and currently serves as an automotive repair shop.
Figure 78: Quonset Hut at Lambert's Point
Norfolk is a city of many churches. It is perhaps significant that the only building left standing in Norfolk following the American Revolution was the 1739 Borough Church, currently St. Paul's Episcopal (122-0025). This church, a simple Georgian style structure, may also be the oldest building in Norfolk. The next oldest church in Norfolk was built more than a century after St. Paul's, and only two other churches in the city predate the Civil War. The Freemason Street Baptist Church (122-0008) and St. Mary’s Roman Catholic Church (122-0024) are both stucco on brick, Gothic Revival style structures built in 1848-50 and 1857-58, respectively. However, Norfolk has many remaining religious structures dating from the late nineteenth century onwards and, in general, religious buildings have had the highest survival rate of all building types.

Prior to this survey, more than 30 churches had already been documented in Norfolk. In addition to St. Paul's, Freemason Street Baptist, and St. Mary's, churches listed on the National Register include First Baptist (122-0040), First Calvary Baptist (122-0073), Christ and St. Luke's (122-0075), and St. John’s African Methodist Episcopal (122-0211).

This survey located an additional 25 churches, ranging in date from the 1880s to 1940s. The oldest of these is a small brick chapel (122-0989) (Figure 79) located in the African-American community of Huntersville, which has an entrance vestibule and four Gothic style windows on each side. It may date from before 1880, which would make it one of the half-dozen oldest churches in the city.

Two previously surveyed churches were surveyed to the Intensive Level. The Norfolk United Methodist Church (122-0110) (Figures 80 & 81), formerly the Zion Methodist Church, is a small, brick Victorian style structure located in the Lambert's Point neighborhood. It is uncertain exactly when the present church was built, but it may be as early as 1876. Late nineteenth century maps show a church on the same site, but it is indicated as a frame building. However, the 1830s frame structure which served the congregation prior to the construction of the current church is said to have been located some distance from the current site. In any event, the church is among the oldest structures in this part of the city. The interior has been altered more than the exterior, but retains its arrangement of curved pews around the pulpit in the east end.

Another early church is the Shiloh Baptist Church (122-0100) (Figures 82, 83 & 84), formerly Park Avenue Baptist, which began in the Brambleton ward of the city in 1883 as a mission of the Freemason Street Baptist Church. The original church, a simple brick structure built in 1885, is actually the west end of the current building. In 1896, a more substantial gray and brown stone Richardsonian Romanesque style church was attached to the east, at the corner of Park Avenue and Olney Road. The church originally had an arrangement of south-facing curved pews similar to those at Norfolk United Methodist, which were replaced during a recent renovation by linear rows facing west to a new choir within the volume of the original church building. Despite this major change, most interior details have been preserved, and the exterior appearance remains intact.

Several other churches date from before the turn of the century: Central Baptist Church (122-0902) (Figure 85) in the Atlantic City neighborhood from ca. 1892, Memorial Christian Church (122-0985) (Figure 86) in the Brambleton neighborhood from ca. 1895, and First Baptist Church (122-0940) (Figure 87) in Lambert’s Point from 1897. These are all larger buildings with corner towers and Gothic style details. The most elaborate among these churches is the Central Baptist Church, with its textured brick walls and large stained glass windows.

Two other churches may also predate 1900: the First Baptist Church of Logan Park (122-1011) (Figure 88), and the Mount Pleasant Baptist Church (122-1013) (Figure 89). These have Romanesque and Gothic features, respectively, but the original exterior on each has been obscured by new cladding.
Both are located in Titustown, an historically African-American neighborhood in the western part of the city.

While the Gothic or Romanesque Revival churches are dominant prior to the turn of the century, the early 1900s offer a proliferation of different styles. The Lafayette Presbyterian Church (122-1020) (Figure 90), built in 1911 in the Lafayette-Winona neighborhood has a Classical Revival Temple form. Built the same year in Ghent, the Colonial Avenue Methodist Church (122-0869) (Figure 91) has a polygonal form with an unusual two-level dome of clerestory windows.

The 1920s was perhaps the most active decade of church construction in the city. Two examples surveyed include the Episcopal Church of the Epiphany (122-1022) (Figure 92) built in the Lafayette-Winona neighborhood in the Craftsman style, and the First Lutheran Church (122-0874) (Figure 93), a major stone Gothic Revival style complex built in 1929 in Ghent.

Perhaps the most significant of the churches built in the 1920s is the Christian Temple (122-0922) (Figures 94, 95 & 96), a limestone clad complex of Gothic Revival style buildings built in 1922 in the Park Place neighborhood. Boasting a 90 foot tower and Sunday School classes of 1000 people, the church became a major landmark in Park Place, one of the earliest and most elegant streetcar suburbs of Norfolk. With the exception of part of the interior of the south wing, which was damaged in a 1982 fire, the church is almost completely unaltered.

The oldest Jewish house of worship in Norfolk is the 1910 synagogue in Berkley (122-0682), now belonging to a different congregation. This survey located two additional historic Jewish temples or synagogues, including the Beth-El Temple (122-0866) (Figure 97), built in 1921 in Ghent, which has an intricately patterned brick facade with stone trim, and the B'nai Israel Congregation (122-1166) (Figure 98), built in 1946, also in Ghent.

Several wartime or post-war churches were surveyed, most of which have traditional stylistic elements. One example is the Knox Presbyterian Church (122-0933) (Figure 99), built in 1940 in Park Place in a Colonial Revival style. Another is the 1947 Tudor Revival style Episcopal Church of the Advent (122-0967) (Figure 100) in the Ocean View area. A third is the Gothic style Mount Olive Baptist Church (122-1130) (Figure 101) in Huntersville, which recalls the form of several of the large earlier churches in Norfolk.

Many more churches were built in Norfolk in the 1950s, a large number of which are similar, large brick structures with abstracted Colonial or Classical details.
Figure 79: Huntersville Methodist Episcopal Church
Figure 80: Zion Methodist Church

Figure 81: Zion Methodist Church, Pew Detail
Figure 82: Park Avenue Baptist Church

Figure 83: Park Avenue Baptist Church, Sanctuary
Figure 84: Historic Photograph, Park Avenue Baptist Church, ca. 1910
Figure 85: Central Baptist Church

Figure 86: Memorial Christian Church
Figure 87: First Baptist Church of Lambert's Point

Figure 88: First Baptist Church of Logan Park
Figure 89: Mount Pleasant Baptist Church

Figure 90: Lafayette Presbyterian Church
Figure 91: Colonial Avenue Methodist Church

Figure 92: Episcopal Church of the Epiphany
Figure 93: First Lutheran Church
Figure 96: Historic Photograph, Christian Temple, ca. 1927
Figure 97: Beth-EI Temple

Figure 98: B'nai Israel Congregation
Figure 99: Knox Presbyterian Church

Figure 100: Episcopal Church of the Advent
Figure 101: Mount Olive Baptist Church
THEME: Social

While a number of buildings may have associations with this theme, very few can be directly categorized under it. The buildings previously surveyed are the 1890 Pythian Lodge (122-0145), a three story brick structure with a first floor commercial storefront located in Brambleton, and the 1907-09 Navy YMCA (122-0200), a large, six-story brick building with terra-cotta details located downtown.

The most significant building located during this survey is the Lodge 105 of the I.B.P.O.E. of W. (122-1012) (Figure 102), built in 1926 in Titustown, an African-American community in the western part of the city. This is a two story, rectangular brick building with wide eaves with wood brackets. It is largely unaltered.

Two additional buildings were located in Willoughby Spit and Ocean View in the northern part of the city: American Legion Post 35 (122-0961) (Figure 103), an American Foursquare type building built in 1932, and a Veterans of Foreign Wars post (122-0970) (Figure 104) built in 1937, a rectangular frame hall with a peculiar parapet above the main gable.
Figure 102: Lodge 105 of the I.B.P.O.E. of W.
Figure 103: American Legion Post 35

Figure 104: Veterans of Foreign Wars Post, Ocean View
THEME: Recreation/Arts

Among the buildings related to this theme are buildings associated with the Jamestown Exposition of 1907, most notably the 19 remaining state pavilions (122-0054), mostly Colonial Revival in style, now used by the Norfolk Naval Air Station. Several hotels and apartments constructed in anticipation of this event also remain, which are discussed under the Commerce theme. Another structure believed to have been moved from the Exposition site is the Conservatory (122-0408), now at the Norfolk Zoo.

Two museums were also previously surveyed, the 1906 Hermitage (122-0076) and the 1929 Chrysler Museum (122-0254), both of which evolved in form over a period of decades.

The most prevalent building type related to this theme is the theater. Norfolk has at least one theater building for each decade from the 1900s to the 1940s. The oldest of these is the Wells Theater (122-0067), built downtown in 1913, an eclectic and highly decorative Beaux Arts style building with an ornate plaster interior. In 1916, the Granby Theater (122-0197) was built nearby, which has classical details on the facade. In 1919, the Attucks Theater (122-0074), a brick and terra-cotta building, was built by Norfolk’s African-American community. In 1925, Loew’s Theater (122-0176) was built on Granby Street, which has a large, ornate Spanish-style interior within a more plain brick and terra-cotta facade.

In 1936, the Naro (122-0572) (Figures 105 & 106), Norfolk’s only existing Art Deco style theater, opened on Colley Avenue as the Colley Theater. The limestone facade has abstract pilasters and other classical motifs. A contemporary advertisement notes that the theater was equipped with “specially designed air conditioning” and “the latest upholstery of the air cushion type.” The interior of the theater had painted murals, now concealed by curtains for sound absorption. The Naro and the Wells are the city’s only theaters still serving their original function.

In 1940, the Riverview (122-0559), a Moderne style theater, was built on upper Granby Street, and in 1950, the simple Little Theater of Norfolk (122-0549) was built on 21st Street.

Two additional theaters were located in 1995-96, both of which are on 35th Street, the main commercial corridor between Colonial Place to the north and Park Place to the south. The Newport Theater (122-0930) (Figure 107), built ca. 1925, is located within the Newport Plaza, a long commercial building fronting 35th Street. Just west is the Rosna Theater (122-0929) (Figure 108), a yellow brick Moderne style building constructed in 1942.

Also worth noting are the 24 public sculptures located around the city which were surveyed in 1995 under a program called “Save Our Sculptures.” Information on these works can be found in the Norfolk files at the Department of Historic Resources.

Three of the properties related to this theme are listed on the National Register: the Jamestown Exposition Buildings, the Wells Theater, and the Attucks Theater.
Figure 105: Naro Theater

Figure 106: Naro Theater Auditorium
Figure 107: Newport Theater

Figure 108: Rosna Theater
THEME: Transportation/Communication

Water Travel

This was obviously the oldest means of transportation in the area, as evidenced by the location of all remaining antebellum houses in close proximity to some body of water. The only structure to illustrate this theme directly is the 1887 Norfolk-Portsmouth Ferry Terminal (122-0257), which has been moved from Commercial Place to Ghent.

Automobile

The predominant type of building related to this theme is the automobile showroom. While the 1910 city directory shows no more than a dozen auto-related businesses, the 1920 directory has fully three pages of listings. The earliest of these buildings were concentrated just north of downtown between Monticello and Colonial Avenues, and along the 21st Street commercial corridor starting in the 1920s. The Ford Motor Company built a plant in Campostella in 1925, which is still active although no historic building remains.

The oldest building identified is Willis Motors (122-0906) (Figure 109), built in 1910 on Granby Street in the east part of the Park Place neighborhood. One bay of this building originally contained the famous local ice cream business, Doumar’s, prior to its move to Monticello Avenue in the 1930s.

Another notable building is the Texas Company Building (122-0853) (Figure 110) built in 1917 on the 700 block of Granby Street, which displays the familiar red star logo of Texaco as a decorative element in its architecture.

Other notable buildings include the large building (122-0863) (Figure 111), built in 1919 on Colonial Avenue just south of the railroad tracks, which contained several automobile-related businesses, and the 1924 Trant Motor Company (122-0881) (Figure 112) on Monticello Avenue, just north of downtown.

The 21st Street commercial corridor on the north end of Ghent became the location for numerous auto showrooms. The finest of these, Charlie Falls (122-0193), was previously surveyed. Another excellent example is B. R. Wren Autos (122-0832) (Figure 113), built in 1927 just across the street, a brick building with a classical terra-cotta cornice.

The growing popularity of automobile travel is also illustrated by the AAA Building (122-1161) (Figure 114), built in 1949 on Boush Street, which has the organization’s logo in its distinctive curved facade.

One building related to this theme which predates the era of the automobile is a stable (122-1001) (Figure 115), the only one discovered in the city, which was built ca. 1900 and is located on a residential street in the Brambleton neighborhood.

Railroad

The railroad industry in Norfolk dates back to the 1830s, when railroad interests in several regional cities began to compete with the canals for commerce. The Norfolk & Western Railway, established in the 1880s, merged several of the earlier railroads. Through hubs in Virginia, the railroad was connected to products such as grain, cotton, lumber, tobacco, iron, steel, coal and coke in states stretching to the Great Lakes. The connection to the Appalachian coal fields was to become one of the most important. In 1883, the first shipment of coal arrived in Norfolk, and in 1884-86, track was extended to the first piers at Lambert’s Point. Norfolk & Western, which became Norfolk Southern in 1982, still owns nearly 500
acres in this area. A number of historic buildings were surveyed on the site (122-1056) (Figures 116-120), including the remaining section of the original roundhouse, turntable, diesel repair building, oil and grease shop, repair shop, crew administration building, storage buildings, electrical substation, and machine shop.

Other structures related to the railroad industry are the concrete bridges or overpasses (122-0862) (Figure 121), built starting in the 1930s in several locations through the city, such as this example over Hampton Boulevard.

Little evidence remains of the streetcars or passenger rails which transported people to suburbs surrounding the city center and to remote areas like Ocean View after the Civil War. Many of the tracks doubtless remain embedded in the pavement.

Air Travel

Although air travel in Norfolk dates back to air mail service in the 1920s, the oldest building at the current airport is the International Terminal (122-0826), built in 1950 and currently slated for demolition.

Communication

The Virginian Pilot building (122-0849) (Figure 122), was constructed in 1938 on Brambleton Avenue as the combined headquarters of the Ledger Daily, Virginia Pilot, and Associated Press. It is one of the city’s largest Art Deco style buildings, with low relief pilasters and other abstracted classical details in its limestone facade.

The WTKR Broadcasting Building (122-1159) (Figure 123), built in 1949, was the site of Norfolk’s first local television. The main facade of this large Moderne style building on Boush Street has limestone cladding with a wide black marble base and steel strip windows. It is one of the best examples of this style in the city.
Figure 109: Willis Motors Building

Figure 110: Texas Company Building
Figure 111: Building at 2111-2123 Colonial Avenue

Figure 112: Trant Motor Company Building
Figure 113: B.R. Wren Automobile Dealership

Figure 114: AAA Building
Figure 115: Stable at 1509 Shipp Avenue
Figure 116: Norfolk & Western Railway, Diesel Repair Building

Figure 117: Norfolk & Western Railway, Roundhouse
Figure 118: Norfolk & Western Railway, Roundhouse Turntable

Figure 119: Norfolk & Western Railway, Roundhouse Turntable Detail
Figure 120: Norfolk & Western Railway, Electrical Substation

Figure 121: Norfolk & Western Railway, Hampton Boulevard Overpass
Figure 122: Virginian Pilot Building

Figure 123: WTKR Broadcasting Building
THEME: Commerce/Trade

Other than residential properties, the largest theme represented in Norfolk was properties related to commerce or trade.

The highest concentration of historic commercial buildings in Norfolk is on or around lower Granby Street within the Downtown Historic District. Granby Street was one of Norfolk's major commercial thoroughfares during the late nineteenth and early twentieth centuries and, despite a period of post-war decline, has remained remarkably intact. Due to fires and redevelopment, few of the buildings in the area predate the turn of the century, but most were built before the First World War. The first four blocks of Granby Street north of Main Street contain many well-detailed, typically three story commercial buildings with brick, stone, or terra-cotta facades, with several taller hotels, department stores, or other commercial buildings among them.

The oldest commercial building in the city is almost certainly the large building located at the corner of Main and Granby Streets (122-0036). This building, modified several times, is believed to have been built in the late 1860s. Buildings from the 1870s (122-0156) and 1880s (122-0159) were recently demolished on Main Street. Among the most notable downtown buildings remaining are the building at 112-114 Granby Street (122-0160), built ca. 1900 and an elegant example of the small commercial type, the 1902 Virginia Bank and Trust (122-0078), a Beaux Arts style building with four story ionic columns, the 1907 Beaux Arts style Byrd & Baldwin Brothers building (122-0168), the 1907-08 Monticello Arcade (122-0066), a Beaux Arts style shopping arcade with a terra-cotta facade, and the 1916 tall, elaborate, terra-cotta McKevitt Building (122-0068).

Two of these commercial buildings are represented on the National Register: the Monticello Arcade and the Virginia Bank and Trust Building. The others are all located within the Downtown Historic District.

The commercial buildings surveyed in 1995-96 are less grand and elaborate than those within the historic district, but are still representative of the more simple, attached commercial type flanking the street further north of this area. An example is the 1912 commercial building located at 426-28 Granby Street, which is three stories with a simple brick facade and a lower level storefront with groupings of windows above.

The most elaborate of the larger commercial buildings surveyed in the downtown area is the former Ames & Brownley Department Store on Granby Street (122-0840) (Figure 125). This four story building, constructed in 1922, has a stone facade and classical details. It is typical of the larger, more ornate commercial buildings downtown.

Since Norfolk is a city of neighborhoods which were annexed over a period of years, there are also commercial areas related to most neighborhoods. The most common building type located throughout the city is the "corner store," typically a small, two story, brick commercial building built during the first two decades of the century. Examples of this type include the 1915 building on 35th Street (122-0931) (Figure 126), the 1916 and 1917 buildings in Lambert's Point (122-0944 & 122-0943) (Figures 127 & 128), and the 1917 building in Park Place (122-1103) (Figure 129). Many of these buildings housed dry goods or grocery businesses.

One other distinctive small commercial building is the American Sheet Metal building (122-0909) (Figure 130), built in 1925 on Colley Avenue just north of the railroad crossing. It is also the only building located in Norfolk with a complete pressed metal facade. Another type of small commercial building is the restaurant, two of which are worth mention: the Donut Dinette (122-0873) (Figure 131), a small diner with a corrugated facade built in 1949 on Colley Avenue, and Wong's Restaurant (122-0846) (Figure
132), with its ceramic tile facade and stepped marquee, built in 1950 just north of downtown. Previously surveyed was the 1949 local landmark, Doumar's (122-0686), Norfolk's only remaining drive-in.

Later buildings include Norfolk Linen Service (122-0910) (Figure 133), built in 1941 on Hampton Boulevard just north of the railroad, a large, low, yellow brick structure with steel windows, glass block, and rounded corners. Another building of this era in the northern part of the city is the commercial building at the corner of First View and Ocean View Avenues (122-0953) (Figure 134), once the main commercial district for the area. It was built in 1942, and also has a curved corner with glass block. The best building of this type is the Block Roofing Company (122-0820) on Church Street, which was previously surveyed.

Large buildings constructed after World War II include the main P.H. Rose Store (122-0836) (Figure 135) on 21st Street, built in 1949, which has a limestone facade and adjacent soda fountain. Also on 21st Street is the 1950 Sears Roebuck & Company building (122-0864) (Figure 136), which was perhaps the largest commercial building in the city at its time, and marks the period just before the commercial life was drawn away from the older neighborhoods to highway malls starting in the 1950s.

A number of commercial areas developed or grew at major intersections throughout the city during this period. A notable example is the Ward's Corner area at the intersection of Granby Street and Little Creek Road, which had a major building constructed in 1951 (122-1087) (Figure 137). Another example is the small building (122-1152) (Figure 138) on Cromwell Road, near the commercial area was of Five Corners, where several main roads converge. This 1950 structure has a canopy suspended by two angular piers jutting from the roof, and is one of several smaller post-war buildings surveyed which have distinctive details.

In addition to the buildings of all types already discussed, there are several sub-categories under this theme. Commercial buildings related to automobiles, for example, are discussed under the Transportation/Communication theme.

Another of these categories is bank buildings, eight of which were previously surveyed. The earliest and the largest of these is the 1897-98 Citizens Bank Building (122-0088), located next to the Customs House downtown. Five other bank buildings surveyed were constructed by the 1920s. In 1995-96, a number of additional bank buildings were located, many of which are in the same general area just west of Granby Street and the city's largest example of Art Deco architecture, the 1934 U.S. Post Office and Courts Building (122-0058). All of those surveyed were built in the 1940s. The 1942 Berkley Building & Loan (122-0851) (Figure 139) has a stone facade with a marble base and door surround and simple detailing. Southern Bank (122-0845) (Figure 140), also built in 1942, has a square stone facade with a marble base and a large inset entrance of curved glass block. A vault added to the rear in the 1950s has International Style details. The most elegant of these small bank buildings is the Seaboard Citizens National Bank (122-0848) (Figure 141), built in 1943, which also has a stone facade with marble trim, but more elaborate detailing. A bank which has several similar branches of different sizes is Merchants and Planters Bank (122-1031) (Figure 142), the largest branch of which was built in 1948 along Lafayette Boulevard. The largest of the banks west of Granby is the Moderne style Bank of Virginia building (122-0839) (Figures 143 & 144), built in 1949, which is stone-clad with a corner entrance of curved glass and four large windows to either side.

Finally, Norfolk has several older hotels which are significant for their association with the 1907 Jamestown Exposition. The impact of this tercentennial celebration of the Jamestown colony is evident when one compares the City Directories of 1906 and 1907. The 1906 Directory has 19 listings for hotels and the 1907 edition has 33. Five major hotels were built in anticipation of the tourist influx: the Fairfax (122-0202) and the Lynnhaven (122-0035) (Figures 145, 146 & 147), with 150 rooms each, and the Colonial (122-0198), Lorraine (122-0171) (Figures 148, 149 & 150), and Victoria, with 100 rooms each. All of these buildings were previously surveyed with the exception of the Victoria, which had been demolished. The Lynnhaven and Lorraine were resurveyed to the Intensive Level. The exterior of each...
of these is largely intact, with the exception of the ground floors, which had begun to change within a decade or two of their construction, and evolved to accommodate a number of different storefronts on the street. The interiors of each have been renovated several times, and few of the original details remain, with the exception of the main lobby space of the Lorraine.
Figure 124: Commercial Building at 436-442 Granby Street

Figure 125: Ames & Brownley Department Store
Figure 126: Commercial Building at 538 West 35th Street

Figure 127: Lipman’s Grocery Store
Figure 128: Levinson's Grocery Store

Figure 129: Ingram's Grocery Store
Figure 130: American Sheet Metal Corporation
Figure 131: Donut Dinette

Figure 132: Wong's Restaurant
Figure 133: Norfolk Linen Service Building

Figure 134: Commercial Building, Ocean View
Figure 135: P.H. Rose Store

Figure 136: Sears Roebuck & Company Building
Figure 137: Commercial Building at Ward's Corner

Figure 138: Commercial Building at 2812 Cromwell Road
Figure 139: Berkley Building & Loan (Foreground)

Figure 140: Southern Bank
Figure 141: Seaboard Citizens National Bank

Figure 142: Merchants and Planters Bank
Figure 143: Bank of Virginia

Figure 144: Bank of Virginia, Main Vault
Figure 145: Lynnhaven Hotel

Figure 146: Lynnhaven Hotel, Entrance Detail
Figure 147: Historic Photograph, Lynnhaven Hotel, ca. 1910
Figure 148: Lorraine Hotel
Figure 149: Lorraine Hotel, Main Lobby
Throughout its history Norfolk has been one of America's most important ports and has had many industries over the years dependent on its coastal location. Processing, manufacturing, or storage facilities have been constructed for goods such as cotton, coal and lumber, as well as edible products, discussed under the Subsistence/Agriculture theme.

While many of these structures were located along the waterfront, particularly between Atlantic City to the west to Brambleton to the east, an equal number of structures were built along the railroads, which brought the goods to and from inland locations.

Relatively few of these buildings remain. The industrial waterfront has been redeveloped and most of the buildings have been demolished. A number of buildings dating to the first decade of this century remain along the railroad lines, particularly the 23rd Street corridor within a few blocks of Granby Street.

The oldest large industrial building remaining in the city is the former complex of the Lambert's Point Knitting Mill (122-0934) (Figures 151 & 152), built ca. 1895 near what was logically named Knitting Mill Creek on upper Colley Avenue. Although additions have been constructed around the perimeter of the building, the prominent square brick tower and large rectangular volume of the original structure are still evident. The open interior spaces, with massive oak columns and beams, are basically intact. Despite the significant additions and alterations, this building, along with the cotton warehouses still on the Atlantic City waterfront, illustrates one of the significant industries of Norfolk between the Civil War and World War I.

There are still a number of warehouse buildings in the city, the majority of which are located along the railroad tracks within several blocks of Granby Street. Good examples previously surveyed include buildings in the north part of Brambleton (122-0658) and Berkley (122-0598), the latter of which has classical details. Examples surveyed in 1995-96 include Batchelder & Collins (122-0913) (Figure 153), a complex of three building supplies warehouses constructed in 1904, and the warehouse at 1900 Monticello Avenue (122-0993) (Figure 154), a large three story structure built in 1907 and the most intact of the warehouses in this area.

Among the few surviving building on the waterfront are two large complexes of cotton warehouses (122-0899) (Figures 155 & 156), located just west of downtown in the former Atlantic City industrial area. These buildings were constructed in 1913 and 1918 and are long, low brick structures with numerous large door bays.

Another type of waterfront industry is shipbuilding, two examples of which have been surveyed. Colonna's Shipyard (122-0590) is an early twentieth century complex located in Berkley. Another small shipyard is the Norshipco Southern Plant (122-0976) (Figure 157), built in 1916 along the Brambleton waterfront.
Figure 151: Lambert's Point Knitting Mill

Figure 152: Lambert's Point Knitting Mill, Second Floor
Figure 153: Batchelder & Collins Building

Figure 154: Warehouse at 1900 Monticello Avenue
Figure 155: Front Street Cotton Warehouses

Figure 156: Front Street Cotton Warehouses
Figure 157: Norshipco Southern Plant
THEME: Architecture/Landscape Architecture/Community Planning

While the themes of architecture and community planning have been discussed in the context of residential development, there has been less focus on properties or features related to the landscape in Norfolk. Norfolk has a number of planned landscapes in addition to places like cemeteries, discussed under another theme.

The oldest of these is Lafayette Park (122-0946) (Figure 158), the main city park, established in 1899 on land acquired from the former Spratley estate in 1892. At the time of its purchase, the park bordered the city to the north, although the development and annexation of the Park Place neighborhood brought the construction of large houses along Granby Street facing east to the park. The park originally had a plan with winding, naturalistic paths, which have largely been lost. The east end, on the Lafayette River, became the zoo, and contains several old buildings, such as the park's original bandstand.

Barraud Park (122-0157), located in Cottage Heights, just north of Huntersville, contains no historic structures, but is significant as the city’s first African-American park.

The Norfolk Botanical Gardens (122-1007) (Figure 159), located near the airport in the northeast part of the city, began in 1938 as a WPA project primarily employing African-American women, who planted hundreds of azalea bushes around a small lake. The gardens have since been expanded to include many features, but the original section still remains in the south part of the grounds.

There are historic landscape elements along Norfolk’s streets. The oldest of these may be the century-old magnolia trees lining Magnolia Avenue in the Larchmont-Edgewater neighborhood, which formerly led to a plantation. Certainly the best known of these features is the rows of crepe myrtle trees in many of the city’s neighborhoods. Adopted as the official tree of Norfolk, these have been planted since early in the century.

The architect who probably designed the largest number of buildings in Norfolk is Clarence Neff, architect of the 1911 Maury High School (122-0550), whose works are listed in the 1993-94 report. One prominent contemporary of Neffs was John Keevan Peebles (1866-1934), a University of Virginia graduate who restored the state capitol at the turn of the century and designed a range of buildings such as banks, hotels, and churches. This range is evident in two of his Norfolk buildings surveyed to the Intensive Level this year: the Lynnhaven Hotel (122-0035) and Park Avenue Baptist Church (122-0100).

Outstanding or significant works of architecture are mentioned in the discussion of each theme, and many of these are listed on the National Register.
Figure 158: Lafayette Park, Entrance Pavilion

Figure 159: Norfolk Botanical Gardens, General View of Lake
THEME: Funerary

Some of the oldest known funerary sites in Norfolk are those scattered markers still existing on the grounds of formerly rural plantations, such as the mid-eighteenth century Cohoon House (122-0070). In the city, individuals were interred in St. Paul’s churchyard, where markers date back to the late seventeenth century.

Previous survey work documented six of the oldest and most significant of Norfolk’s cemeteries. The oldest of these is Cedar Grove (122-0104), established in 1824 following the closing of St. Paul’s churchyard for health reasons and the restriction of private burial grounds. Hebrew Cemetery (122-0102), is a small site established in 1850, and one of the oldest Jewish cemeteries in Virginia. It includes markers moved from an 1820 cemetery in Berkley. Across the street from Cedar Grove is Elmwood (122-0116), a large 1853 site which includes a walled area reserved for African-Americans called West Point. Across the river in Berkley is Magnolia (122-0051), dating from 1860. The largest African-American cemetery is Calvary (122-0106), established in 1877. The northernmost and Norfolk’s largest cemetery by far is Forest Lawn (122-0531), dating from 1909. At the time of their establishment, the earliest of these sites were located well north of the city.

This survey identified an additional major cemetery and, equally as interesting, a number of smaller, half-forgotten cemeteries in other parts of the city.

The major cemetery surveyed is St. Mary’s Cemetery (122-1036) (Figures 160-163), located on the east side of Church Street just south of the city park and zoo. This burial ground is affiliated with St. Mary’s Church (122-0024), the city’s oldest Catholic church, built downtown in 1857-58. The cemetery site, far north of the city at the time, was purchased by Father Matthew O’Keefe shortly after the yellow fever epidemic of 1855, which killed about 15% of the city’s population. Called St. Patrick’s until 1885, the cemetery contains a number of mausoleums and sculptural markers. The large Christ sculpture at the end of the entrance axis is a World War I memorial.

Older still is the Yellow Fever Plot (122-0882) (Figure 164), a small mound in the middle of an open site at the prominent corner of Hampton Boulevard and Princess Anne Road. A small marker indicates the site of a mass burial of citizens who died during the 1855 epidemic.

Several cemeteries are historically African-American in addition to West Point and Calvary. These include Mount Pleasant Cemetery (122-1014) (Figure 165), located north of Titustown, which dates from 1865, Mount Olive Cemetery (122-0981) (Figure 166), located across the river in Campostella in the far south end of the city, which dates from around 1870, and the cemetery on Sewell’s Point Road (122-1006) (Figure 167), in the north part of town near the Washington Park neighborhood, whose oldest markers date from the early 1900s. While Mount Olive is fenced in and has manufactured headstones, the other two cemeteries are more informal and have many handmade markers.

Two other cemeteries surveyed include Riverside Cemetery (122-0980) (Figure 168) on the Berkley waterfront, dating from ca. 1912, whose most interesting feature is its circular plan, and B’nai Israel Cemetery (122-1029) (Figure 169), a small plot just east of Ballentine Place, also from early in the century.

One building related to this theme was also surveyed: the 1937 Derry Funeral Chapel (122-0872) (Figure 170) on Colley Avenue, interesting for the mixture of classical details on its funeral home section and the gothic details on its chapel section.

Several monuments and memorials located throughout the city have also been surveyed. The largest and most notable of these is Norfolk’s Confederate Monument (122-0153), composed of an 1899 column with a 1907 sculpture on top, located in the center of downtown.
Figure 161: St. Mary's Cemetery, Entrance Road

Figure 160: St. Mary's Cemetery, Main Gate
Figure 162: St. Mary’s Cemetery, General View

Figure 163: St. Mary’s Cemetery, Early Grave Marker
Figure 164: Yellow Fever Plot

Figure 165: Mount Pleasant Cemetery, Main Entrance
Figure 166: Mount Olive Cemetery, Markers

Figure 167: Sewell's Point Road Cemetery, Markers
Figure 168: Riverside Cemetery, General View

Figure 169: B'nai Israel Cemetery, Main Gate
Figure 170: Derry Funeral Chapel
THEME: Ethnicity/Immigration

As a port city, Norfolk has always had a diverse population. Since the earliest years, its African-American population has represented about half of the total. This is obviously an important theme in the history of Norfolk, and there are many properties which illustrate the city’s racial or religious history, for example, and many neighborhoods which still have strong ethnic populations. Individual properties surveyed, such as churches, cemeteries, or businesses have been discussed under the appropriate themes.

Prior to the permanent settlement of immigrants in the seventeenth century, the area is believed to have contained at least one major Native American settlement, called Skicoak, in the western part of the city at Sewell’s Point. This town was discovered - and largely destroyed - during the rush to construct the 1907 Jamestown Exposition on the same site. With its Native American history, and three centuries of subsequent history, Norfolk undoubtedly has other archaeological sites in the city, although none have been scientifically explored.
THEME: Settlement Patterns

For nearly the first three centuries of its existence, the area now within the City of Norfolk contained a relatively small, compact city center on the Elizabeth River waterfront with large rural plantations accessible by water in the surrounding area. It was only at the end of the nineteenth century that the major growth of the city started. By this time, land was generally purchased in large tracts by development companies who platted residential neighborhoods from which people could commute to the commercial core of the city. This theme is well illustrated by the discussion of the residential development of the city in the 1994 report, and further by the three PIF neighborhoods examined this year (see Appendix H).
THEME: Technology/Engineering

The city's earliest water supply facility, the Moore's Bridges Water Treatment Plant (122-0119) (Figure 171), was built in 1872-73 in what is now the eastern part of the city. This facility had a brick structure which pumped water to the city from a distribution reservoir on site. This reservoir was filled by water pumped from Lawson's Lake, to the north, which had been dammed. A water shortage in 1885 caused a second pump house to be built at nearby Lake Bradford. The original facility had a million gallon a day capacity. Concern about water quality eventually prompted construction of a large brick filtration building at Moore's Bridges in 1899, which increased plant capacity to 8 million gallons a day, making it one of the largest gravity filter plants in the country.

In 1919, Norfolk experienced a severe drought and one of the pumping stations had to be abandoned because the water was highly colored, further exacerbating the shortage. This situation prompted the city to approve a $6 million bond issue to construct a new facility at Lake Prince and renovate the original pump station building at Moore's Bridges. While the major work took place at Lake Prince, 20 miles west of the city, the new plant (122-0941) (Figures 172-176) was constructed in 1921 in the west end of the city at Lambert's Point. Its two original buildings contain the pumping station and filtration plant, behind which are in-ground concrete filtration tanks. The combined facilities could provide the city with an adequate supply of up to 12 million gallons a day. Both are still in use.

As the water supply system developed, a system for sewage developed as well, starting in the 1880s. The major pump station located downtown, which predated the turn of the century, was demolished in the 1950s. There are still numerous small pump stations located throughout the low-lying city, three different examples of which were surveyed. The oldest of these (122-0880) (Figure 177) is a brick structure located at the intersection of Monticello Avenue and Princess Anne Road distinguished by its wide eaves with wood brackets. It appears to be the only example of this type in the city. A second type (122 0923) (Figure 178) is one of several examples characterized by extravagant details such as slate roofs, stone window sills, and classical wood door surrounds. A third type (122-0955) (Figure 179), located in the northern part of the city, is the most simple in detail.

The only historic substation surveyed in 1995-96 is the Fairmount Park Substation (122-1030) (Figure 180), an industrial style building with a flat roof and steel windows located in a circle at the intersection of Lafayette, Chesapeake, and Ballentine Boulevards. Previously surveyed was the 1928 substation to the west of Park Place (122-0476), a more residential scale building with a pantile gable roof.

Three historic bridges were previously surveyed: the 1930 Norfolk Southern Swing Bridge (122-0668), the 1935 26th Street Bridge (122-0669), and the 1940 Bascule Bridge (122-0674). No additional bridges were located in 1995-96.
Figure 171: Historic Photograph, Moore’s Bridges Water Treatment Plant
Figure 172: Lake Prince Water Treatment Plant, Filtration Building

Figure 173: Lake Prince Water Treatment Plant, Filtration Building Interior
Figure 174: Lake Prince Water Treatment Plant, Pumping Station

Figure 175: Lake Prince Water Treatment Plant, Pumping Station Interior
Figure 176: Historic Photograph, Lake Prince Spillway
Figure 177: Pump Station at Monticello Avenue

Figure 178: Pump Station in Park Place
Figure 179: Pump Station in Ocean View

Figure 180: Fairmount Park Substation
SECTION IV: SURVEY FINDINGS

Summary and Analysis:

At this point, Norfolk has an IPS data base of approximately 1160 surveyed historic resources. The IPS system allows a wide variety of reports to be generated based on specific user inquiries, examples of which can be found in the first four appendices. Currently, the system can be used to summarize data comprehensive of all properties surveyed in Norfolk. This information is meant to be applicable to a number of needs or interests, such as identifying historic resources within the area of a proposed project, or determining the number of properties of a given style, for example.

One IPS-generated list responds to the concern for the condition of historic resources in a given place. Among the 366 properties surveyed in Norfolk this year, 19 were judged to be in excellent condition, 94 in good-excellent condition, 183 in good condition, 43 in good-fair condition, 21 in fair condition, 5 in poor condition, and 1 in ruinous condition. In summary, over 80% of the resources were judged to be in good or better condition, and less than 20% in good-fair or worse.

Another list allows threats or perceived threats to be summarized. Among the 366 Norfolk properties, 317 had no known threat, 34 were vacant, eight were threatened with demolition (three of which were, in fact, demolished during the course of the survey), four were threatened by deterioration, one by structural failure, one by major alteration, and one by development. The largest concern in Norfolk seems to be the vacant buildings, many of which may eventually be demolished. Overall, more than 5% of the 1160 surveyed resources in Norfolk have been demolished (this figure does include a number of properties surveyed by VDOT prior to road widening projects, but is still indicative of the high degree of demolition in the city).

IPS is also used to classify properties in different ways. The following list classifies the properties by the historic context themes used by the Virginia Department of Historic Resources and summarized on page 4 of this report:

<table>
<thead>
<tr>
<th>Theme</th>
<th>Associated Properties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commerce/Trade</td>
<td>87</td>
</tr>
<tr>
<td>Domestic</td>
<td>154</td>
</tr>
<tr>
<td>Education</td>
<td>12</td>
</tr>
<tr>
<td>Funerary</td>
<td>9</td>
</tr>
<tr>
<td>Government/Law/Political</td>
<td>11</td>
</tr>
<tr>
<td>Health Care/Medicine</td>
<td>3</td>
</tr>
<tr>
<td>Industry/Processing/Extraction</td>
<td>29</td>
</tr>
<tr>
<td>Landscape</td>
<td>2</td>
</tr>
<tr>
<td>Military/Defense</td>
<td>1</td>
</tr>
<tr>
<td>Recreation/Arts</td>
<td>4</td>
</tr>
<tr>
<td>Religion</td>
<td>33</td>
</tr>
<tr>
<td>Social</td>
<td>3</td>
</tr>
<tr>
<td>Subsistence/Agriculture</td>
<td>1</td>
</tr>
<tr>
<td>Technology/Engineering</td>
<td>5</td>
</tr>
<tr>
<td>Transportation/Communication</td>
<td>15</td>
</tr>
</tbody>
</table>
As previously noted, the focus of this year's survey was on a variety of property types as opposed to one main type, such as domestic properties, which were the focus of the previous survey. A large number of domestic properties were still surveyed, many of which were in the three neighborhoods examined as potential historic districts. The survey work also expanded the types of domestic properties surveyed, such as apartment buildings, which help illustrate a significant aspect of Norfolk's history. Among the many other property types surveyed, the most notable numbers were of commercial and industrial buildings, religious buildings, and educational buildings.

The following table is a more specific summary of the type of historic resource surveyed, referred to as a "wuzit" report:

<table>
<thead>
<tr>
<th>Type of Resource (Wuzit)</th>
<th>Associated Properties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administration Building</td>
<td>3</td>
</tr>
<tr>
<td>Bank</td>
<td>5</td>
</tr>
<tr>
<td>Bridge</td>
<td>1</td>
</tr>
<tr>
<td>Car Showroom</td>
<td>8</td>
</tr>
<tr>
<td>Cemetery</td>
<td>8</td>
</tr>
<tr>
<td>Church</td>
<td>33</td>
</tr>
<tr>
<td>Commercial Building</td>
<td>71</td>
</tr>
<tr>
<td>Communication Facility</td>
<td>1</td>
</tr>
<tr>
<td>Dairy</td>
<td>2</td>
</tr>
<tr>
<td>Factory</td>
<td>3</td>
</tr>
<tr>
<td>Fire Station</td>
<td>5</td>
</tr>
<tr>
<td>Funeral Home</td>
<td>2</td>
</tr>
<tr>
<td>Garage</td>
<td>2</td>
</tr>
<tr>
<td>Garden</td>
<td>1</td>
</tr>
<tr>
<td>Hotel/Inn</td>
<td>2</td>
</tr>
<tr>
<td>Library</td>
<td>1</td>
</tr>
<tr>
<td>Meeting Hall</td>
<td>3</td>
</tr>
<tr>
<td>Mixed Use:Other</td>
<td>1</td>
</tr>
<tr>
<td>Mixed: Commercial/Domestic</td>
<td>1</td>
</tr>
<tr>
<td>Multiple Dwelling</td>
<td>28</td>
</tr>
<tr>
<td>Office/Office Building</td>
<td>4</td>
</tr>
<tr>
<td>Other</td>
<td>6</td>
</tr>
<tr>
<td>Post Office</td>
<td>3</td>
</tr>
<tr>
<td>Power Station</td>
<td>2</td>
</tr>
<tr>
<td>Processing Plant</td>
<td>6</td>
</tr>
<tr>
<td>Pump House</td>
<td>3</td>
</tr>
<tr>
<td>Restaurant</td>
<td>2</td>
</tr>
<tr>
<td>Roundhouse</td>
<td>1</td>
</tr>
<tr>
<td>School</td>
<td>11</td>
</tr>
<tr>
<td>Service Building</td>
<td>4</td>
</tr>
<tr>
<td>Shed</td>
<td>1</td>
</tr>
<tr>
<td>Shelter</td>
<td>1</td>
</tr>
<tr>
<td>Single Dwelling</td>
<td>118</td>
</tr>
<tr>
<td>Stable</td>
<td>1</td>
</tr>
<tr>
<td>Tenant House</td>
<td>5</td>
</tr>
<tr>
<td>Theater</td>
<td>2</td>
</tr>
<tr>
<td>Warehouse</td>
<td>14</td>
</tr>
</tbody>
</table>

The 366 properties surveyed this year are of 38 different types, the most common of which is single dwellings, followed by commercial buildings, churches, multiple dwellings, warehouses, and schools.
These properties are of a range of styles, illustrated by the following report summary:

<table>
<thead>
<tr>
<th>Style</th>
<th>Associated Properties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Art Deco</td>
<td>16</td>
</tr>
<tr>
<td>Beaux Arts</td>
<td>2</td>
</tr>
<tr>
<td>Bungalow/Craftsman</td>
<td>28</td>
</tr>
<tr>
<td>Classical Revival</td>
<td>2</td>
</tr>
<tr>
<td>Colonial</td>
<td>1</td>
</tr>
<tr>
<td>Colonial Revival</td>
<td>14</td>
</tr>
<tr>
<td>Dutch Colonial</td>
<td>5</td>
</tr>
<tr>
<td>Early Republic</td>
<td>1</td>
</tr>
<tr>
<td>Exotic Revival</td>
<td>1</td>
</tr>
<tr>
<td>Federal</td>
<td>2</td>
</tr>
<tr>
<td>Georgian</td>
<td>1</td>
</tr>
<tr>
<td>Gothic Revival</td>
<td>9</td>
</tr>
<tr>
<td>Greek Revival</td>
<td>2</td>
</tr>
<tr>
<td>Italian Renaissance</td>
<td>1</td>
</tr>
<tr>
<td>Italianate</td>
<td>1</td>
</tr>
<tr>
<td>Late 19th and 20th Century Revivals</td>
<td>3</td>
</tr>
<tr>
<td>Late Gothic Revival</td>
<td>2</td>
</tr>
<tr>
<td>Late Victorian</td>
<td>2</td>
</tr>
<tr>
<td>Moderne</td>
<td>17</td>
</tr>
<tr>
<td>No Style Listed</td>
<td>2</td>
</tr>
<tr>
<td>Other</td>
<td>246</td>
</tr>
<tr>
<td>Queen Anne</td>
<td>17</td>
</tr>
<tr>
<td>Romanesque</td>
<td>1</td>
</tr>
<tr>
<td>Tudor Revival</td>
<td>5</td>
</tr>
</tbody>
</table>

The most notable figure in the summary is the large number of resources classified as "Other." Many of these are buildings like the corner stores or other small commercial structures in neighborhoods which are functional buildings with no determinate "style." Others are single dwellings with little detail, which may be called vernacular. Perhaps as a city that grew extremely fast this century, largely in response to wartime needs, Norfolk has an especially large number of functional buildings without the features which define a given style. At the same time, Norfolk also has a lot of structures built in the popular styles of those busy periods of development, such as Art Deco and Moderne commercial or public structures, and Queen Anne and Bungalow/Craftsman residences.

At this point, among the 1160 historic resources surveyed in Norfolk, 21 properties are individually listed on the National Register of Historic Places, and three historic districts are listed. Based on this survey and the previous one, an additional 27 properties have been deemed eligible for individual listing and 8 additional historic districts.

Recommendations:

It is felt that the city of Norfolk has been comprehensively surveyed and that additional Reconnaissance Level work need not be conducted on a large scale. There remains a number of properties which represent excellent examples of their type or an important theme, and could be surveyed at the Intensive Level (see listing on following page).
Based on research and field observations, several neighborhoods for which PIF forms were not completed may be eligible for listing as historic districts, including Edgewater, Larchmont and Algonquin Park, all in the western part of the city. Boundaries may be expanded of neighborhoods which have already been examined, such as Lafayette and Winona, both of which have residential areas of similar fabric on the east side of Lafayette Boulevard.

Additional historic work which may be considered includes the recording of oral histories, especially since individuals can still give primary accounts of the dramatic changes Norfolk has experienced since the first few decades of this century. Also, individual property owners or neighborhoods could be assisted in completing their National Register nomination forms.

The main product which is needed in Norfolk is the development and adoption of a Historic Preservation Plan. The fabric of the city has been radically altered since the end of the Second World War, which some would regard as progressive and others destructive. In any event, many of Norfolk's historic structures have been lost. Public response to current projects such as the MacArthur Mall development has been positive in initiating dialogue, but indicates that a process needs to be developed which considers public concerns and consequently inspires public trust. A Historic Preservation Plan adopted by the city would help clarify city procedures and provide a forum for public concerns when historic properties are effected. Early communication could result in consideration of options such as adaptive reuse of properties. Many of the city's historic school buildings have been demolished, for example, which may no longer have been adequate for education, but certainly could have been renovated for other uses.

The 1995-96 survey examined 22 properties at the Intensive Level. The following is a summary each of these properties, and notes those that were determined to be potentially eligible for listing on the National Register of Historic Places:

122-0035 Lynnhaven Hotel
The Lynnhaven Hotel is one of the largest of the four remaining grand hotels in downtown Norfolk, all of which were built for the expected influx of tourists to the 1907 Jamestown Exposition. The interior has been renovated several times and no longer retains any original details. The exterior, with the exception of the ground floor, is largely intact. The building is already listed as a contributing building within the Downtown Historic District.

122-0100 Park Avenue Baptist Church
This church is among about a dozen churches in Norfolk which predate the turn of the century, and the best example of Richardsonian Romanesque architecture among several larger Romanesque Revival style churches. A renovation within the sanctuary changed the orientation of the pews, which is a major functional alteration, although most interior details remain intact. The exterior has a large addition attached to the south, but otherwise retains its integrity. This church was deemed to be eligible for National Register listing.

122-0110 Zion Methodist Church
The date of this small, brick Victorian style church is unclear, but it is probably the oldest structure in the Lambert's Point neighborhood in the west part of the city, and among the city's oldest churches. The church has an addition on its rear, west side, but otherwise retains its original appearance. The interior has had reversible, cosmetic alterations and retains its arrangement of curved pews around the pulpit in the east end. This church was not deemed to be eligible for National Register listing.
122-0111 Talbot-Cocke House
This large, formerly rural plantation is probably the fourth oldest house in the city, and one of only 26 remaining dwellings which predate the Civil War. Although altered this century, it is architecturally interesting for its two part construction, the earliest part of which may predate its given date. It is also interesting for its association with Kader Talbot, who built ships on a nearby site. This house was not evaluated for National Register eligibility pending further research.

122-0114 Pearce House
Built ca. 1820, this house is probably the fourteenth oldest house in the city, and one of only 26 remaining dwellings which predate the Civil War. It is a typical example of a two-and-a-half story, double pile, side hall plan, but the interior and exterior have both been extensively altered. This house was determined not to be eligible for National Register listing.

122-0115 Pomfret
Pomfret is an Italianate style house which seems to have been built on the foundations of an older house, probably the original country estate named by Maximilian Calvert, one of Norfolk's most important citizens at the time of the Revolution. It is among the 20 oldest houses in the city, and one of only 26 remaining dwellings constructed prior to the Civil War. This house was not evaluated for National Register eligibility pending further research.

122-0119 Moore's Bridges Water Treatment Plant
The Moore's Bridges Plant is the first of Norfolk's water distribution systems. Although the original 1872-73 structure was significantly altered in 1921, an 1899 filtration building remains largely intact, and was noted for being one of the largest gravity filter plants in the country at its time. This facility was deemed to be eligible for National Register listing.

122-0171 Lorraine Hotel
The Lorraine Hotel is the most distinctive and best preserved of the four grand hotels remaining in Norfolk, all of which were built in anticipation of the 1907 Jamestown Exposition. Although renovated over the years, the interior retains several original features, most notably the public lobby space at its west end. The ground floor has been altered over the years, but the original appearance of the exterior is otherwise unchanged. This hotel was deemed to be potentially eligible for individual National Register listing, although it is already listed as a contributing building within the Downtown Historic District.

122-0550 Maury High School
Maury High School is Norfolk's first permanent high school building, and the third oldest of the city's remaining historic schools. Although Maury has been expanded and altered many times over the years, the appearance of its original south facade, designed by prominent local architect Clarence Neff, is largely intact. This school was deemed to be eligible for National Register listing.

122-0572 Naro Theater
The Naro, built in 1936 as the Colley Theater, is the only Art Deco style theater in Norfolk and the only one of several neighborhood theaters remaining still serving its original function. The interior curtains, installed for sound-absorption, conceal original murals on the walls. There have been relatively few alterations to either the interior or exterior of the building. This theater was deemed to be eligible for National Register listing.
122-0839 Bank of Virginia
This 1949 bank building is the largest of several small bank branches built in its area in the 1940s. It is one of the best examples of the Moderne style in Norfolk and remains essentially intact on the exterior and interior. This bank was deemed not to be eligible for National Register listing.

122-0871 Van Wyck Branch Library
This small, Georgian Revival style building is the second of seven small libraries constructed in various parts of the city by 1930, one of the two of these buildings remaining, and the only one serving its original function. Although a recent renovation added space to the rear, south side, the original building retains much of its exterior and interior appearance. This library was deemed to be eligible for National Register listing.

122-0918 Wells Plantation
This house, built ca. 1811, is among a dozen of the oldest houses in the city, and one of only 26 remaining dwellings which predate the Civil War. It is located along the former Princess Anne Turnpike, the historic route between Norfolk to the villages of Newtown and Kempsville. Although the form of the original structure is evident, additions and extensive interior alterations have been made. This house was deemed not to be eligible for National Register listing.

122-0922 Christian Temple
This large, limestone clad, gothic style complex in the middle of the Park Place neighborhood is probably the most significant of the many churches built in Norfolk following the First World War. Although a small fire in the south wing of offices and classroom spaces necessitated some alterations, the building is otherwise intact on the interior and exterior. This church was deemed to be eligible for National Register listing.

122-0934 Lambert’s Point Knitting Mills
This building was constructed ca. 1895, is one of the oldest remaining industrial buildings in Norfolk, and one that illustrates one of Norfolk’s most important former industries. Although additions have been constructed around the periphery of the original building, the prominent square brick tower and large rectangular volume of the original building are still evident. The open interior spaces, with massive oak columns and beams, are basically intact. This facility was deemed to be eligible for National Register listing.

122-0941 Lake Prince Water Treatment Plant
This facility, constructed in 1921, was the city’s second water plant, supplementing the one at Moore’s Bridges in the eastern part of the city. Two buildings represent the distribution point of a major engineering effort 20 miles west of the city at Lake Prince. Some alterations, such as an addition has changed the volume of the original filtration building, although the details are identical, and replacement windows, but the facility is still in use. This facility was deemed to be eligible for National Register listing.

122-0954 Ocean View Elementary School
This school is the second grandest Art Deco style structure in the city after the 1934 Federal Post Office and Courts Building downtown. It is by far the most important building in the north part of the city as well as one of the earliest remaining non-residential structures in the Ocean View area. The school has had relatively few changes and retains most of its original features. This school was deemed to be eligible for National Register listing.
John T. West School
The West school, now vacant, is the second oldest of Norfolk's schools and the oldest
African-American school in the city. This simple masonry building was built in 1906 in
the eastern part of Huntersville. Although intended as an elementary school, the building
was used between 1911 and 1916 for high school classes prior to the construction of the
Booker T. Washington High School. Although the equivalent of high school classes had
been taught at Norfolk Mission College since 1883, the West School is noted as the first
accredited African American high school in the south. This school was deemed to be
eligible for National Register listing.

Lustron House
This house is one of the 2492 units of prefabricated steel housing manufactured by the
Lustron Corporation between 1948 and 1950. It is the best of the two examples known
to exist in Norfolk, although several interior and exterior alterations have been made,
including replacement of the roof, a section of wall, and a number of interior components.
This house was not deemed to be eligible for National Register listing.

Ballentine School
The Ballentine School, built in 1916 in the center of the Ballentine Place neighborhood, is
the fourth oldest of Norfolk's remaining schools and the oldest elementary school still in
use. Similar to the two other examples built at the time, it had a large volume added to
the rear shortly after its construction. Most of the original interior and exterior features
are intact. This school was deemed to be eligible for National Register listing.

St. Mary's Cemetery
Established in 1858, this is Norfolk's oldest Catholic cemetery and is affiliated with the
city's oldest Catholic congregation at St. Mary's Church. Still in use, the oldest, west end
of the cemetery has a number of mausoleums. It is also important for its association with
Father O'Keefe, who led St. Mary's through the yellow fever epidemic of 1855, oversaw
the rebuilding of the church and purchased the land for the church. This cemetery was
deemed to be eligible for National Register listing.

Norfolk & Western Railway
The Norfolk & Western Railway, established in the 1880s, merged several of the city's
earliest railroads, dating back to the 1830s. The Lambert's Point yard still contains a
number of historic buildings. The most important of these are the end section of the
roundhouse and diesel shop extension, with a turntable and oil and grease shed and the
power station located at the waterfront. This railyard was deemed to be eligible for
National Register listing as a district.
PROPERTIES RECOMMENDED FOR SURVEY AT THE INTENSIVE LEVEL

The following list represents the best remaining examples of each theme to consider for survey at the Intensive Level. Properties in **bold** are already located within an existing historic district. Properties in *italics* had been previously recommended for Intensive Level survey but were unable to be surveyed in 1995-96.

### Domestic

<table>
<thead>
<tr>
<th>Number</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>122-0118</td>
<td><em>Malmgren House</em></td>
</tr>
<tr>
<td>122-0028</td>
<td><em>Selden’s Point</em></td>
</tr>
<tr>
<td>122-0063</td>
<td>Stovall House</td>
</tr>
<tr>
<td>122-0009</td>
<td><em>Glisson House</em></td>
</tr>
<tr>
<td>122-0022</td>
<td>St. John House</td>
</tr>
<tr>
<td>122-0011</td>
<td><em>Bute Street House</em></td>
</tr>
<tr>
<td>122-0128</td>
<td>5310 Edgewater Drive</td>
</tr>
<tr>
<td>122-0250</td>
<td><em>Raleigh Court Apartments</em></td>
</tr>
</tbody>
</table>

### Religion

<table>
<thead>
<tr>
<th>Number</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>122-0179</td>
<td>Freemason Abbey</td>
</tr>
<tr>
<td>122-0047</td>
<td>St. Peter’s Episcopal</td>
</tr>
<tr>
<td>122-0259</td>
<td>Central Baptist</td>
</tr>
<tr>
<td>122-0682</td>
<td>Hebrew Synagogue</td>
</tr>
<tr>
<td>122-0247</td>
<td>First Presbyterian</td>
</tr>
<tr>
<td>122-0405</td>
<td>St. Thomas AME</td>
</tr>
<tr>
<td>122-0248</td>
<td><em>Ohef Shalom Temple</em></td>
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### Education

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BIBLIOGRAPHY (SUPPLEMENTAL)

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NORFOLK SURVEY: Ordered by VDHR File Number

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353 RECORDS IN THIS REPORT
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Inventory by Property Name Order

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## Inventory by Property Name Order

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Inventory by Property Name Order

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NORFOLK SURVEY: ADDRESS REPORT

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### NORFOLK SURVEY: ADDRESS REPORT

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### Norfolk Survey: Address Report

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361 RECORDS IN THIS REPORT
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### NORFOLK SURVEY: CHRONOLOGICAL REPORT

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| 122-0983 | 1930 | ca Campostella Heights ME Church
Morning Star United Holy Church of America, Inc. |
| 122-1008 | 1930 | Larchmont School |
| 122-1035 | 1930 | Commercial Building |
| 122-1132 | 1930 | House, 2921 Tait Terrace |
| 122-1077 | 1930 | ca Barry Robinson Center |
| 122-1099 | 1930 | EarleCourt Apartments |
| 122-1101 | 1930 | ca Commercial Building, 826 Lindenwood Avenue |
| 122-1104 | 1930 | ca Warehouse, 711-5 26th Street, East |
| 122-1105 | 1930 | ca Daylight Bakery |
| 122-0867 | 1929 | Serena Apartments |
| 122-0874 | 1929 | First Lutheran Church |
| 122-0885 | 1929 | Eastover Apartments |
| 122-0879 | 1929 | Windsor Manor Apartments |
| 122-0972 | 1929 | Jones Cold Storage Corp. |
| 122-0830 | 1928 | Auto Inn Cafe
Belmont Restaurant
Ghent Antiques |
| 122-1090 | 1928 | Apartment Building |
| 122-1158 | 1928 | Casterton Tire and Rubber Company
Merlo Corporation |
| 122-0832 | 1927 | B.R. Wren Inc. Auto Dealership
Norfolk Antique Company |
| 122-0877 | 1927 | Cavalier Apartments |
| 122-1065 | 1927 | House, 1704 Princeton Avenue |
| 122-1084 | 1927 | Royal Silver Manufacturing Company Warehouse |
| 122-1144 | 1927 | House, 3015 Grandy Avenue |
| 122-1150 | 1927 | House, 2517 Ballentine Boulevard |
| 122-0891 | 1926 | Alton Apartments |
| 122-0936 | 1926 | Fire Station 7/Police Station 3 |
| 122-1012 | 1926 | Exposition Lodge No. 105
Masonic Hall F&AM 106 |
| 122-1063 | 1926 | House, 1722 Canton Avenue |
| 122-1123 | 1926 | House, 850 Lexington Street |
| 122-0831 | 1925 | W.F. Lintz Auto Dealership |
| 122-0850 | 1925 | Medical Arts Building
York Street Center |
| 122-0852 | 1925 | Grubb Motor Company
Bob's Gun and Tackle Shop |
| 122-0884 | 1925 | Newton Hall Apartments |
| 122-0886 | 1925 | Northampton Apartments |
| 122-0909 | 1925 | American Sheet Metal Corporation |
| 122-0963 | 1925 | House, 725 W. Ocean View Avenue |
| 122-0966 | 1925 | House, 9274 Rippard Avenue |
| 122-0994 | 1925 | Atlantic Machine Works, Inc.
Curtex Construction |
| 122-1011 | 1925 | First Baptist Church of Titustown
First Baptist Church of Logan Park |
<p>| 122-1061 | 1925 | House, 1818 Canton Avenue |
| 122-1071 | 1925 | House, 1712 Springfield Avenue |
| 122-1138 | 1925 | House, 2301 Keller Avenue |
| 122-1142 | 1925 | House, 3036 Grandy Avenue |
| 122-1145 | 1925 | House, 2430 Grandy Avenue |
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| 122-1149 | 1925 | House, 2511 Ballentine Boulevard |</p>
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## NORFOLK SURVEY: CHRONOLOGICAL REPORT

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<td>House, 113 E. 30th Street</td>
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NORFOLK SURVEY: CHRONOLOGICAL REPORT

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<td>Cedar Level</td>
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<td>Hardy House</td>
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353 RECORDS IN THIS REPORT
## PROPERTIES SURVEYED TO THE INTENSIVE LEVEL

### Domestic
- **122-0111** Talbot-Cocke House, ca. 1780
- **122-0114** Pearce House, ca. 1820
- **122-0115** Pomfret, ca. 1840
- **122-0918** Wells Plantation, ca. 1811
- **122-1009** Lustron House, 1948

### Education
- **122-0550** Maury High School, 1911
- **122-0871** Van Wyck Library, 1915
- **122-0954** Ocean View School, 1939
- **122-1004** John T. West School, 1906
- **122-1024** Ballentine School, 1915

### Religion
- **122-0100** Park Avenue Baptist Church, 1895
- **122-0110** Zion Methodist Church, ca. 1876
- **122-0922** Christian Temple, 1922

### Recreation/Arts
- **122-0572** Naro Theater, 1936

### Commerce/Trade
- **122-0035** Lynnhaven Hotel, ca. 1905
- **122-0171** Lorraine Hotel, 1905
- **122-0839** Bank of Virginia, 1949

### Industry/Processing/Extraction
- **122-0934** Lambert's Point Knitting Mill, ca. 1895
- **122-1056** Norfolk & Western Railway, ca. 1885

### Funerary
- **122-1036** St. Mary's Cemetery, 1858

### Technology/Engineering
- **122-0119** Moore's Bridges Water Treatment Plant, 1872
- **122-0941** Lake Prince Filtration Plant, 1921
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LISTINGS ON THE NATIONAL REGISTER OF HISTORIC PLACES

Individual Properties:
122-0001  Allmand-Archer House
122-0002  Boush-Tazewell House
122-0004  Christ Church (Demolished)
122-0007  Fort Norfolk, ca.1776
122-0008  Freemason Street Baptist Church
122-0016  Lamb House (Kenmure)
122-0017  Moses Myers House
122-0018  Norfolk Academy
122-0019  Norfolk City Hall (MacArthur Memorial)
122-0021  Taylor-Whittle House
122-0024  St. Mary's Church
122-0025  St. Paul's Church
122-0032  U.S. Customs House
122-0033  Willoughby-Baylor House
122-0040  First Baptist Church
122-0043  Lafayette Grammar and High School
122-0054  1907 Jamestown Exposition Buildings
122-0058  U.S. Post Office and Customs House
122-0066  Monticello Arcade
122-0067  Wells Theater
122-0073  First Calvary Baptist Church
122-0074  Attucks Theater
122-0075  Christ and St. Luke's Church
122-0078  Auslew Gallery (Virginia Bank and Trust Building)
122-0082  U.S. Post Office and Federal Courts Building
122-0211  St. John's AME Church and Rectory

Historic Districts:
122-0060  West Freemason Historic District - listed 1972
122-0061  Ghent Historic District - listed 1980
122-0265  Downtown Historic District - listed 1987
BIBLIOGRAPHY:


Davis, Marc. "O, Camp Stella, We Salute Your Name," Norfolk Compass, August 30, 1992.


Maps and Miscellaneous References:

1881 Hilgard Map
1889 Woodard Atlas
1892 Panoramic Map
1900 Bowman Atlas
1907 Bellamy, Hough and Hardy Map
1927 & 1947 City Directories
1928 Sanborn Fire Insurance Maps (with updates)
Figure 190: House at 1721 Arlington Avenue

Figure 191: House at 1704 Princeton Avenue
Figure 192: House at 1712 Springfield Avenue

Figure 193: House at 1722 Canton Avenue
Figure 194: House at 1720 Montclair Avenue

Figure 195: House at 511 Sycamore Street
Figure 196: Church at 1801 Princeton Avenue
First or Last
CALL ON
TAVENNER & KEISTER
FOR PROFITABLE INVESTMENTS IN
Farms . . . . . .
Trucking Lands
Water Fronts . .
Industrial Sites

Homes in both improved and unimproved property.
In addition to the highest class residential property,

CAMPOSTELLA HEIGHTS . . . .
which we alone have handled, we also represent all of the better Land and Improvement Companies.
We solicit investigation in every way.

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NO. 9 BERKLEY AVE.,
BERKLEY, VA.
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TERMS:
$10 Cash and
$5 per month

You are sure to make money on an investment like this. Let us show the lots to you whether you buy or not.

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Real Estate, Rents and Insurance
OFFICE:
No. 3 BERKLEY AVE.
BERKLEY, VA.
Southern States Phone 1404.
Figure 199: Proposed Boundaries for Campostella Heights Historic District
Source: City Planning Commission Map #4
PRELIMINARY INFORMATION REQUEST

The following constitutes an application for preliminary consideration for the nomination potential of a property to the Virginia Landmarks Register and the National Register of Historic Places. This does not mean that a property is being nominated to the registers at this time. Rather it is being evaluated to determine if it qualifies for such listings. Applicants will be notified of the board's actions in writing shortly after the meeting.

Please type and use 8 1/2” X 11” paper if additional space is needed.

All submitted materials become the property of the Virginia Department of Historic Resources and cannot be returned.

1. HISTORIC NAME OF PROPERTY (if historic name is not known, use current name of area): Chesterfield Heights

2. LOCATION:
   Street or Route: Ballentine Boulevard, Chesterfield Boulevard, Earls court Avenue, Filer Street, Forbes Street, Kimball Terrace, Majestic Street, Marlboro Avenue, Norchester Street, Sedgewick Street, Stanhope Avenue, Thayor Street, Victoria Avenue, and Westminster Avenue
   City/City: Norfolk, Virginia

3. LEGAL OWNER(S) OF PROPERTY (include names and addresses of all owners. Attach additional sheets if necessary):
   Contact Person: Mr, Mrs, Miss, Ms (circle one)
   Daytime Telephone: Area Code ( ) ______ - ______
   Firm and/or Address: ____________________________________________
   City/State/Zip Code: ____________________________________________

OWNER'S SIGNATURE: ___________________________ DATE: __________

SIGNATURE REQUIRED FOR PROCESSING ALL APPLICATIONS
4. GENERAL DATA:

A. Date or dates of selected buildings: Early to mid-twentieth century

B. Approximate acreage: Approximately 86 acres

C. Architects or carpenters/masons (if known): None known

D. Primary use of buildings: Residential (single-family)

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features.

Chesterfield Heights is located in the southern part of the city, east of downtown on the north side of the Elizabeth River. It is bordered by the older neighborhood of Brambleton to the west, the new neighborhood of Middleton Arch to the north, and the 1950s public housing of Grandy Park to the east. Physical boundaries to the neighborhood include Ohio Creek to the west, Interstate Route 264 to the north, Ballentine Boulevard (formerly Merrimac Avenue) to the east, and the Elizabeth River to the south. The area proposed for consideration for historic district designation is bordered by Ohio Creek to the west, Westminster Avenue to the north (south side only), Ballentine Boulevard to the east (west side only), and the Elizabeth River to the south. This area was largely developed by 1928 (based on the Sanborn Fire Insurance maps), and retains a large degree of its historic character.

Chesterfield Heights is a residential neighborhood, with a few commercial buildings on the north side of Kimball Avenue across from the Norshipco shipyard. The blocks are platted lengthwise in an east-west direction to take advantage of the waterfront location. The east-west streets have a 60 foot right-of-way and north-south streets a 50 foot right-of-way. Lots are 40 by 125 feet, although many houses are built on two lots. There are some larger trees along the waterfront, and Crepe Myrtle trees lining the streetfront of most blocks. The waterfront, with its strip of public green space, retains its integrity.

The residential architecture of the neighborhood consists of a wide range of house styles and sizes, mostly built during the first two decades of this century (among the 19 houses surveyed in this neighborhood, the date of construction ranged from 1900 to 1922, with an average date of 1916). Similar to most Norfolk neighborhoods of this era, the most common types of houses found are the American Foursquare and Bungalow. The houses are almost all frame construction, with the exception of a small number of brick houses, most of which are located along the waterfront on Chesterfield Boulevard or on Marlboro Avenue, where the most substantial houses were built. Examples of these include the brick American Foursquare type at 2632 Chesterfield Boulevard (122-1034) (Figure 200), the shingled Queen Anne at 2720 Chesterfield Boulevard (122-1042) (Figure 201), and the large house with Craftsman details at 2729 Marlboro Avenue (122-1044) (Figure 202). The houses are generally smaller away from the water, on Kimball Terrace and streets north. Typical of these types are the one-and-a-half-story Bungalow at 2725 Kimball Terrace (122-1051) (Figure 203) and the one-story Bungalow at 2704 Kimball Terrace (122-1050) (Figure 204). A few larger houses also exist along a small triangular park in the northeast corner of the neighborhood, such as the two-and-a-half-story house at 2833 Earlscourt Avenue (122-1054) (Figure 205). The houses generally remain in good condition with some loss of integrity of material, most commonly due to replacement of windows, original roofing materials, or siding.

6. HISTORY:

Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. Detailed family genealogies are not necessary. Please list any additional sources of information. Only materials
contained on the form will be forwarded to the Review Board members. Continuation sheets may be used for additional information.

Chesterfield Heights did not become part of the City of Norfolk until 1923, when the city more than doubled its size by annexing the entire area to the north between the Lafayette River and the Chesapeake Bay and a smaller area to the east, which included Chesterfield Heights.

The 1889 Hopkins Atlas shows ten blocks platted by the Riverside Land Company in the western part of Chesterfield Heights, adjacent to Ohio Creek. These blocks are oriented in a north-south direction, unlike the east-west orientation of the eastern part of the neighborhood. Although labeled as 1st-5th Streets, these streets correspond to Filer, Forbes, Thayor, and Sedgewick Streets, although no structures seem to have been built at the time. West of Ohio Creek, the Brambleton neighborhood was full of buildings. The 1900 Bowman Atlas shows the same ten platted blocks, with an open tract of land to the east belonging to the Haynes heirs.

An article appearing in the 1904 Norfolk Dispatch is a typical piece of development boosterism, but provides many details about the neighborhood. The Haynes tract was purchased in 1903 for $150,000 by the Chesterfield Heights Corporation, headed by President S. A. Moore and backed by “Prominent and Progressive Pennsylvania and West Virginia Capitalists”. This group claimed to be developing “Norfolk’s finest suburb” on their 130 acre property. The article argues that Chesterfield Heights, with its natural elevation (allowing cellars and good drainage), waterfront location (without the “dirt and disagreeable conditions” of industry) and southern exposure (for winter heating and summer cooling) provided the most suitable area near the city remaining for residential development. During 1904, the company was in the process of investing another $150,000 for a streetcar connection to the city, brick and macadam paving, water and sewer systems, and electric lighting, under the direction of engineer Lee Shaffer.

The early part of this century was a period of enormous expansion and development for Norfolk. The evolution of Norfolk as a major naval port during the First World War caused a huge growth in population both then, and again during the Second World War. Housing was in short supply and, consequently, there was an almost continuous building boom between the wars. Most of the residential construction took place in neighborhoods that had been platted a decade or two earlier. Starting with the successful development of Ghent in the 1890s, development companies formed and promoted neighborhoods such as Park Place, North Ghent, Riverview, Lafayette, Winona, Campostella Heights, Chesterfield Heights, and Ballentine Place (in roughly chronological order). Few of these developments were immediate successes, and only in the years following the First World War was their density and residential character established.

The 1928 Sanborn Fire Insurance maps reveal that Chesterfield Heights was almost fully developed, with boundaries of Chesterfield Boulevard on the waterfront to the south, the Norfolk Southern Railway tracks to the north, Ohio Creek to the west, and Majestic Avenue (now the southern end of Ballentine Boulevard) to the east. The neighborhood had a small commercial area on Kimball Terrace near the shipyard and a public school (now demolished) at Westminster and Merrimac, at the east side of the neighborhood. Although the promised streetcar never materialized, the neighborhood had a bus route along Kimball Terrace and Westminster Avenue.

A sample survey of the property owners and their professions (based on several addresses selected at random on each primary street) for the years 1927 and 1947 reveals a middle-class neighborhood with a mixture of professional and working class residents. In 1927, these included a printer, pilot (ship), dockmaster, carpenter, and contractor. In 1947, there were a deputy commissioner of revenue, shipyard inspector, clerks, foreman, and engineer. One trend that is interesting to note is that even within this 20-year period, there was about a 60% turnover rate of properties.
To the east of the original development, a housing complex called Grandy Park containing 400 units of public housing was built in 1952. As was the case with many of the city neighborhoods, demolition of areas downtown and the post-war exodus of white families to the suburbs prompted Chesterfield Heights to integrate starting in the 1960s. The neighborhood today is primarily African-American.

The oldest part of the neighborhood is to the west, with most houses on Thayor Street predating 1910 and most development predating the First World War. In the east part of the neighborhood, the earliest streets to develop were Chesterfield Boulevard and Marlboro Avenue, which developed primarily before the war. For the most part, the smaller houses on Kimball Terrace, Stanhope, Victoria and Westminster Avenues were built in the 1920s. In summary, Chesterfield Heights represents one of a number of Norfolk neighborhoods whose character illustrates the rapid growth of the city during the first few decades of this century. Chesterfield Heights may never have achieved the image its developers envisioned, but evolved into a pleasant and diverse middle class neighborhood.

7. PHOTOGRAPHS:
Black and White photographs and color slides of general views and streetscapes must be provided. Photographs of important buildings in the district would also be helpful. The inclusion of photographs is essential to the completion of this application. Without photographs, this application cannot be considered.

Photographs illustrating the text are included in this report. Additional slides and photographs have been provided to VDHR under separate cover.

8. MAP:
Please include a map showing the location of the proposed district or property. A sketched map is acceptable but please note street route numbers, addresses, buildings, prominent geographic features, etc. Please include a “North” arrow. This form cannot be processed without a map of the property’s exact location.

Maps showing the general location and proposed boundaries of the district are included in this report. An additional map showing all individual historic properties has been provided to VDHR under separate cover.

9. ADDITIONAL COMMENTS:

10. APPLICANT INFORMATION:

Name: Hanbury Evans Newill Vlatts & Company

Address: 120 Atlantic Street

City/State/Zip Code: Norfolk, Virginia 23510

Applicant’s Signature: ___________________________ Date: __________
Departmental policy requires that the following officials of local jurisdiction be notified prior to any consideration of eligibility by the State Review Board. Please provide the names and addresses of those currently servicing, as applicable. This information must be provided before this form can be presented to the State Review Board for consideration.

**Mayor:**
Paul D. Fraim  
1109 City Hall Building  
Norfolk, VA 23501

**City Manager:**
James B. Oliver, Jr.  
1101 City Hall Building  
Norfolk, VA 23501

**Director of Department of Planning and Codes Administration:**
Ernest Freeman  
City Hall Building  
Norfolk, VA 23501

**Chairman of Planning Commission:**
Dr. William R. Craig, Jr.  
451 Lee Point Road  
Norfolk, VA 23502

**Executive Director of Hampton Roads Planning District Commission:**
Arthur L. Collins  
723 Woodlake Drive  
Chesapeake, VA 23320

**City Council member or County Supervisor in whose district the property is located:**
Paul D. Fraim, Mayor  
Duan Hester, Superward 7  
Paul R. Riddick, Ward 4
BIBLIOGRAPHY:

"An Ideal Location for the Homes of a City Beautiful," *Norfolk Dispatch*, September 10, 1904.

Maps and Miscellaneous References:

1881 Hilgard Map
1889 Woodard Atlas
1892 Panoramic Map
1900 Bowman Atlas
1907 Bellamy, Hough and Hardy Map
1927 & 1947 City Directories
1928 Sanborn Fire Insurance Maps (with updates)
Figure 200: House at 2632 Chesterfield Boulevard

Figure 201: House at 2720 Chesterfield Boulevard
Figure 202: House at 2729 Marlboro Avenue

Figure 203: House at 2725 Kimball Terrace
Figure 204: House at 2704 Kimball Terrace

Figure 205: House at 2833 Earls court Avenue
Figure 206: Apartments at 2624-2626 Kimball Terrace

Figure 207: Church at 2722 Kimball Terrace
Figure 208: Site Plan of Chesterfield Heights
Source: USGS Norfolk South Quadrant
Figure 209: Proposed Boundaries for Chesterfield Heights Historic District
Source: City Planning Commission Map #4
PRELIMINARY INFORMATION REQUEST

The following constitutes an application for preliminary consideration for the nomination potential of a property to the Virginia Landmarks Register and the National Register of Historic Places. This does not mean that a property is being nominated to the registers at this time. Rather it is being evaluated to determine if it qualifies for such listings. Applicants will be notified of the board's actions in writing shortly after the meeting.

Please type and use 8½" X 11" paper if additional space is needed.

All submitted materials become the property of the Virginia Department of Historic Resources and cannot be returned.

1. **HISTORIC NAME OF PROPERTY** (if historic name is not known, use current name of area): Ballentine Place

2. **LOCATION:**
   - Street or Route: Ballentine Boulevard, Cape Henry Avenue, Chesapeake Boulevard, Cromwell Road, Dana Street, Davis Street, Grandy Avenue, Hanbury Street, Harrell Avenue, Keller Avenue, McKann Avenue, McLemore Street, Peterson Street, Tait Terrace, Tarrant Street, Vincent Avenue
   - County or City: Norfolk, Virginia

3. **LEGAL OWNER(S) OF PROPERTY** (include names and addresses of all owners. Attach additional sheets if necessary):
   - Contact Person: Mr, Mrs, Miss, Ms (circle one)
   - Daytime Telephone: Area Code ( ) ______ - ______
   - Firm and/or Address: ________________________________________________________________
   - City/State/Zip Code: ________________________________________________________________

OWNER'S SIGNATURE: ___________________________ DATE: ___________________________

SIGNATURE REQUIRED FOR PROCESSING ALL APPLICATIONS
4. GENERAL DATA:

A. Date or dates of selected buildings: Early to mid-twentieth century

B. Approximate acreage: Approximately 148 acres

C. Architects or carpenters/masons (if known): J.W. Lee, architect, Seay Brothers, contractors (Ballentine School)

D. Primary use of buildings: Residential (single-family)

5. GENERAL DESCRIPTION:

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features.

Ballentine Place is located near the center of Norfolk, bordered by the residential neighborhoods of Belmont Place to the west, Coleman Place to the east, East Fairmount Park to the north, and Roberts Park to the south. Physical boundaries to the neighborhood include the swampy termination of the Lafayette River along the southwest edge, the Norfolk Southern Railway tracks to the south, the Norfolk & Western Railway tracks to the east, and Chesapeake Boulevard to the west. The area proposed for consideration for historic district designation is slightly smaller, with borders of Chesapeake Boulevard to the north, the Norfolk Southern Railway tracks to the south, Harrell Avenue to the west (both sides of the street), and Grandy Avenue to the east (both sides of the street). This area was largely developed by 1928 (based on the Sanborn Fire Insurance maps), and retains a large degree of its historic character.

Ballentine Place is a residential neighborhood, with commercial and industrial development along Chesapeake Boulevard to the north and Cromwell Road to the east. The major feature of the neighborhood is the three-block park space bounded by Harrell Avenue to the west, Ballentine Boulevard to the east, McLemore Street to the north, and Dana Street to the south. This park contains the 1915-16 Ballentine School in the center of the block which faces Ballentine Boulevard, and a landscaped park and pond in the western part. The landscaping of the park, as well as the planting of Crepe Myrtle trees along streets throughout the neighborhood were WPA projects. The streets in Ballentine Place have a 50 foot right-of-way, except for Ballentine Boulevard, which has 80 feet. Lot sizes are 35-50 by 100 feet.

The residential architecture of Ballentine Place is typical of Norfolk neighborhoods of the same era, containing many variations of a few basic building types, particularly the American Foursquare and Bungalow. In Ballentine Place, there is a definite predominance of the smaller frame, one to one-and-a-half-story Bungalows. The neighborhood generally consists of modest-income houses that were built between the wars (among the 25 additional buildings surveyed in 1996, the date of construction ranges from 1900 to 1940, with the average date being 1923). These houses are built close together and have minimal front yards. Examples of these include the Bungalows at 2522 Harrell Avenue (122-1131) (Figure 181), and 2321 Vincent Avenue (122-1141) (Figure 182), and a cottage with Craftsman details at 2853 Keller Avenue (122-1133) (Figure 183). Slightly larger houses, many of which are two to two-and-a-half-story American Foursquare types, are located along the main thoroughfares of Ballentine Boulevard and Grandy Avenue. Examples of these include a frame American Foursquare at 2517 Ballentine Boulevard (122-1150) (Figure 184), and a masonry American Foursquare at 2411 Grandy Avenue (122-1147) (Figure 185). The oldest and largest of the houses are located on the larger, irregular lots at the southern end of the neighborhood on the north side of Cape Henry Avenue, such as the brick Queen Anne at 3014 (122-1028) (Figure 186) and the brick American Foursquare at 3032 (122-1027) (Figure 187).
6. HISTORY:
Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. Detailed family genealogies are not necessary. Please list any additional sources of information. Only materials contained on the form will be forwarded to the Review Board members. Continuation sheets may be used for additional information.

The Ballentine Place neighborhood did not become part of the City of Norfolk until 1923, when the city more than doubled its size by annexing about 24 square miles, including the entire area to the north between the Lafayette River and the Chesapeake Bay, and a much smaller area to the east, which included Ballentine Place.

In the years following the Civil War until the neighborhood was platted in the first decade of the twentieth century, the land belonged to Thomas R. Ballentine, a prominent landowner and philanthropist. Ballentine grew up on a farm in Currituck County, North Carolina. The 1853 Forrest history notes an agricultural fair the same year, where Thomas Ballentine was among five people noted for the “best conducted farm” (p.330). During the Civil War, he joined the Norfolk County Rifle Patriots, Company F. Following the war, Ballentine opted not to go back to his family farm in Currituck, but instead, judiciously bought other farms that had gone to ruin by mismanagement. He then returned them to working order and sold them at a profit. During Reconstruction, his keen business sense earned him the elected position of Norfolk City Councilman. Eventually Ballentine owned the largest truck farm in the county, shipping produce to markets up the east coast. In 1893, in memory of his wife, Mary, he built and endowed a large, masonry home for the aged on nearby Park Avenue, a significant building which has been converted by Norfolk State University for dormitory use. Ballentine’s own plantation was located just within the line of trenches thrown up by the Confederacy in 1861 to save Norfolk from invasion. This area remained farmland until 1907, when it was platted. By 1909, lots were being advertised for sale for between $150 and $275.

The only part of Ballentine Place which developed before the First World War is along Cape Henry Avenue. The rest of the neighborhood was developed primarily during the 1920s. The 1928 Sanborn Fire Insurance map shows Ballentine Place as largely developed with the boundaries of Chesapeake Boulevard to the north, the Norfolk Southern Railway tracks to the south, Harrell Avenue to the west, and Grandy Avenue to the east. The north end of the neighborhood abutted a commercial area along Chesapeake Boulevard as it does today. Grandy Avenue and Cromwell Road developed after 1928, the former residential and the latter mixed commercial and industrial. The north part of McKann Avenue developed between 1928-59. Only the small area west of McKann was still largely undeveloped in 1959.

A sample survey of property owners and their professions (based on several addresses selected at random on each major street) in 1927 and 1947 reveals a middle-class neighborhood with a mixture of professional and working class residents. In 1927, these included a grocer, policeman, electrician, architect, insurance agents, and the vice president of a feed company. In 1947, there were a hardware
store owner, navy bricklayer, steelworker, salesman, post office clerk, and insurance agent. One notable trend is the 80% turnover rate of properties in this 20 year period.

As was the case with many of the city neighborhoods, demolition of areas downtown and the post-war exodus of white families to the suburbs prompted Ballentine Place to integrate starting in the 1960s. While an effort was made to prevent panic selling and to keep the neighborhood racially mixed, today it is primarily African-American. The residents faced another challenge in the late 1980s, when they supported rezoning of Ballentine Place to prevent the demolition of single-family houses and construction of duplexes that had been occurring at the southern end.

In summary, Ballentine Place represents one of a number of Norfolk neighborhoods whose character illustrates the rapid period of growth between the two World Wars. Unlike many of the other neighborhoods, however, Ballentine Place never seems to have had “upper-class” pretensions, and was marketed to a more modest professional and working-class residential market. Ballentine Place is also noteworthy for its association with the prominent Norfolk citizen, Thomas R. Ballentine.

7. PHOTOS:
   Black and White photographs and color slides of general views and streetscapes must be provided. Photographs of important buildings in the district would also be helpful. The inclusion of photographs is essential to the completion of this application. Without photographs, this application cannot be considered.

Photographs illustrating the text are included in this report. Additional slides and photographs have been provided to VDHR under separate cover.

8. MAP:
   Please include a map showing the location of the proposed district or property. A sketched map is acceptable but please note street route numbers, addresses, buildings, prominent geographic features, etc. Please include a “North” arrow. This form cannot be processed without a map of the property’s exact location.

Maps showing the general location and proposed boundaries of the district are included in this report. An additional map showing all individual historic properties has been provided to VDHR under separate cover.

9. ADDITIONAL COMMENTS:

10. APPLICANT INFORMATION:

   Name: Hanbury Evans Newill Vlattas & Company

   Address: 120 Atlantic Street

   City/State/Zip Code: Norfolk, Virginia 23510

   Applicant’s Signature: _______________________________ Date: __________
Departmental policy requires that the following officials of local jurisdiction be notified prior to any consideration of eligibility by the State Review Board. Please provide the names and addresses of those currently servicing, as applicable. This information must be provided before this form can be presented to the State Review Board for consideration.

**Mayor:**
Paul D. Fraim  
1109 City Hall Building  
Norfolk, VA 23501

**City Manager:**
James B. Oliver, Jr.  
1101 City Hall Building  
Norfolk, VA 23501

**Director of Department of Planning and Codes Administration:**
Ernest Freeman  
City Hall Building  
Norfolk, VA 23501

**Chairman of Planning Commission:**
Dr. William R. Craig, Jr.  
451 Lee Point Road  
Norfolk, VA 23502

**Executive Director of Hampton Roads Planning District Commission:**
Arthur L. Collins  
723 Woodlake Drive  
Chesapeake, VA 23320

**City Council member or County Supervisor in whose district the property is located:**
Paul D. Fraim, Mayor  
Duan Hester, Superward 7  
Herbert M. Collins, Sr., Ward 3
BIBLIOGRAPHY:


Ledger-Dispatch, February 5, 1910. Advertisement for Lots in Ballentine Place.


Maps and Miscellaneous References:

1881 Hilgard Map
1889 Woodard Atlas
1892 Panoramic Map
1900 Bowman Atlas
1907 Bellamy, Hough and Hardy Map
1927 & 1947 City Directories
1928 Sanborn Fire Insurance Maps (with updates)
Figure 181: House at 2522 Harrell Avenue

Figure 182: House at 2321 Vincent Avenue
Figure 183: House at 2853 Keller Avenue

Figure 184: House at 2517 Ballentine Boulevard
Figure 185: House at 2411 Grandy Avenue

Figure 186: House at 3014 Cape Henry Avenue
Figure 187: House at 3032 Cape Henry Avenue
Figure 188: Site Plan of Ballentine Place
Source: USGS Norfolk South Quadrant
Figure 189: Proposed Boundaries for Ballentine Place Historic District
Source: City Planning Commission Map #4
PRELIMINARY INFORMATION REQUEST

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Please type and use 8 ½” X 11” paper if additional space is needed.

All submitted materials become the property of the Virginia Department of Historic Resources and cannot be returned.

1. HISTORIC NAME OF PROPERTY (if historic name is not known, use current name of area): Campostella Heights

2. LOCATION:
   Street or Route: Arlington Avenue, Campostella Road, Canton Avenue, Indian River Road, Light Street, Montclair Avenue, Mount Vernon Avenue, Oakwood Street, Princeton Avenue, Springfield Avenue, Sycamore Street, Waltham Street

   County or City: Norfolk, Virginia

3. LEGAL OWNER(S) OF PROPERTY (include names and addresses of all owners. Attach additional sheets if necessary):

   Contact Person: Mr, Mrs, Miss, Ms (circle one)

   Daytime Telephone: Area Code ( ) ______ - _______

   Firm and/or Address: ____________________________________________________________

   City/State/Zip Code: ___________________________________________________________

   OWNER'S SIGNATURE: ______________________________ DATE: ________

   SIGNATURE REQUIRED FOR PROCESSING ALL APPLICATIONS
4. **GENERAL DATA:**

A. Date or dates of selected buildings: Early to mid-twentieth century

B. Approximate acreage: Approximately 55 acres

C. Architects or carpenters/masons (if known): None known

D. Primary use of buildings: Residential (single-family)

5. **GENERAL DESCRIPTION:**

Describe building patterns and types, general architectural quality, building materials and prominent details. Description should address setting and any landscape features.

Campostella Heights is located in the very southeastern part of Norfolk, on the south side of the Elizabeth River. It is bordered by the residential neighborhoods of Campostella to the west, Oakleaf Park to the south, and Newton Park to the east. The neighborhood has very distinct physical boundaries, which include the main thoroughfares of Campostella Road to the west and Indian River Road to the south, and the shorelines of Steamboat Creek to the east and the Elizabeth River to the north. The area proposed for consideration for historic district designation is bordered by Campostella Road to the west (not including the properties along the road), Canton Avenue to the south (both sides of the street), Steamboat Creek to the east, and the Elizabeth River to the north. This area was largely developed by 1928 (based on the Sanborn Fire Insurance maps), and retains a large degree of its historic character.

Campostella Heights is a residential neighborhood, with scattered commercial and industrial development along Campostella Road to the west. The blocks are platted lengthwise in an east-west direction, to take advantage of the waterfront site. There are generally few street trees, although a couple of blocks are landscaped with Crepe Myrtles. All streets were platted with a 60 foot right-of-way, including Campostella and Indian River Roads, which have recently been widened. Lots are 40 by 120 feet, although some houses are built on two lots.

The residential architecture of Campostella Heights is typical of Norfolk neighborhoods of the same era, containing many variations of a few basic building types, particularly the American Foursquare and Bungalow. Campostella Heights has a mixture of many types and sizes of houses, from the large, Queen Anne style house with its corner turret at 1721 Arlington Avenue (122-1059) (Figure 190) to the tiny cottage with Craftsman details on 1704 Princeton Avenue (122-1065) (Figure 191). As the location of these two houses illustrates, most of the larger and grander houses are located along the streets closest to the water: Arlington, Montclair, and Springfield Avenues. The smaller houses tend to be located on the streets to the south: Princeton and Canton Avenues. Most of these houses were built in the decade following the end of the First World War (Among the 19 houses surveyed in Campostella Heights, the date of construction ranged from 1907 to 1927, with an average date of 1920). Several notable examples of houses found in the neighborhood are the American Foursquare at 1712 Springfield Avenue (111-1071) (Figure 192), the Bungalow at 1722 Canton Avenue (122-1063) (Figure 193), the Dutch Colonial at 1720 Montclair Avenue (122-1073) (Figure 194), and the Colonial Revival at 511 Sycamore Street (122-1059) (Figure 195). Most of these houses are frame construction, although a few of the larger ones have a brick first story.

The houses in the neighborhood are in fair to good condition, with some integrity of material lost due most typically to replacement of original windows, roofing materials, and siding. Unfortunately, the northern waterfront in Campostella Heights has lost its integrity due to infill.
6. HISTORY:
Explain why this area is significant by referencing any significant events, personages, and/or families associated with the proposed historic district. Detailed family genealogies are not necessary. Please list any additional sources of information. Only materials contained on the form will be forwarded to the Review Board members. Continuation sheets may be used for additional information.

The Campostella Heights neighborhood did not become part of the City of Norfolk until 1923, when the city more than doubled its size by annexing about 24 square miles, including the entire area to the north between the Lafayette River and the Chesapeake Bay and a smaller area to the east, which included Campostella Heights.

The origin of the Campostella name is an interesting one. At the time of the Civil War, the land from Steamboat Creek to the southern branch of the Elizabeth River was owned by Confederate Captain Fred Wilson (1805-1876), who equipped a company of soldiers during the war and built a camp on this site, which he named “Camp Stella” after his daughter. When the area was platted at the beginning of the century, it was renamed by the Campostella Heights Company, who added the “O” and told people that it was named after a place in Italy meaning “Bright Star.” A historic marker explaining the origin of the name was erected at the intersection of Arlington and Campostella Road by the Campostella Garden Club in 1979.

The 1889 Hopkins Atlas shows that the land west of Campostella Road extending to the railroad tracks (currently Campostella neighborhood) had been platted but not developed. There was no development on the tract east of Campostella Road and north of Indian River Turnpike, west of Steamboat Creek. This tract of land was owned by Clarence A. Woodard, and had about eight frame buildings along the water. Woodard was president of a wholesale grocery and distribution business with offices downtown, and was a director of the Norfolk Bank for Savings and Trust. According to an undated letter of personal recollections by E.S. Smith, his plantation was once the largest in Norfolk County and the first to raise produce for New York markets. A bridge to Norfolk appears on an earlier 1881 map.

The 1900 Bowman Atlas Shows that Campostella Heights had been platted (but not yet developed). While it is noted on the map as still belonging to C.A. Woodard, a 1904 article recounts its purchase by the Berkley real estate agents Tavenner & Keister, who organized the Campostella Heights Company, with Dr. E.F. Truit as President. The article promotes the elevated, waterfront location of the land and notes that streets, sidewalks, water, and trees were in place, and that electricity, gas and sewers were expected shortly. The article also mentions that several houses have been erected and advertises the sale of corner lots for $800 and regular lots for $600. The neighborhood was connected to surrounding areas by a line of the Berkley Street Railway Company along Campostella Road. The article also envisioned an electric streetcar line to Kempsville, running along Springfield Avenue, which never materialized.

The early part of this century was a period of enormous expansion and development for Norfolk. The evolution of Norfolk as a major naval port during the First World War caused a huge population growth both then, and again during the Second World War. Housing was in short supply and, consequently, there was an almost continuous building boom between the wars. Curiously, the residential construction took place in neighborhoods that had been platted a decade or two earlier. Starting with the successful development of Ghent in the 1890s, development companies formed and promoted neighborhoods such as Park Place, North Ghent, Riverview, Lafayette, Winona, Campostella Heights, Chesterfield Heights, and Ballentine Place (in roughly chronological order). Few of these developments were immediate successes, and only in the years following the First World War was their density and residential character established.
The neighborhood developed from the waterfront south, with the oldest houses along Arlington Avenue, most of which was developed before the First World War. For the most part, the rest of the neighborhood developed after the war, primarily in the 1920s. South of Canton Avenue was entirely undeveloped until well after the Second World War.

The 1928 Sanborn Fire Insurance map shows almost complete development in the area bordered by Campostella Road to the west, Waltham Street to the east (with scattered development along Sycamore Street), Arlington Avenue along the waterfront to the north, and Canton Avenue to the south. The area between Mt. Vernon Avenue and Indian River Turnpike (now Road) was largely undeveloped. Campostella Road had scattered commercial development along both sides, but most of these commercial buildings were gone by the 1950s. There was a 1922 public school (now demolished) across Steamboat Creek between the east extensions of Princeton and Springfield Avenues. Much of the creek was meant to be filled and the neighborhood meant to extend to the east into Newton Park, which was platted as Ford Park in 1925 for workers at the nearby Ford plant. The Campostella Bridge was rebuilt in the early 1930s, and again in the last decade. A bus route along Campostella, Indian River Roads and Springfield Avenue connected the neighborhood to the city.

A sample survey of property owners and their professions (based on several addresses selected at random along each major street) in 1927 and 1947 reveals a middle-class neighborhood of professional and working-class residents. In 1927, these included a bank secretary, a shipyard vice president, foremen and clerks. In 1947, there were an iceman, car carrier driver, hardware store owner, and clerk. One notable trend was the 80% turnover of ownership during this 20-year period.

As was the case with many of the city neighborhoods, demolition of areas downtown and the post-war exodus of white families to the suburbs prompted Campostella Heights to integrate starting in the 1960s. The neighborhood today is primarily African-American.

In the late 1960s, Campostella Heights was the scene of a controversy involving the neighborhood and William R. Forbes, the private owner of the strip of land along the Elizabeth River waterfront, who wanted to fill it in order to develop a motel and marina. At the time, this land was zoned as industrial, and Forbes began to fill it with debris from construction sites across the river. The neighborhood objected and in 1969 the zoning was changed to single-family residential, stopping the proposed project. The land has since been untouched.

In summary, the Campostella Heights neighborhood represents one of a number of Norfolk neighborhoods whose character illustrates the rapid growth during the first decades of the century. While it may have hoped to become an upper-class neighborhood, it evolved into a neighborhood of mixed professional and working class residents, who constructed houses of all types and sizes. Campostella Heights is also noteworthy for its association with Fred Wilson and Clarence Woodard.

7. PHOTOGRAPHS:
Black and White photographs and color slides of general views and streetscapes must be provided. Photographs of important buildings in the district would also be helpful. The inclusion of photographs is essential to the completion of this application. Without photographs, this application cannot be considered.

Photographs illustrating the text are included in this report. Additional slides and photographs have been provided to VDHR under separate cover.

8. MAP:
Please include a map showing the location of the proposed district or property. A sketched map is acceptable but please note street route numbers, addresses, buildings,
prominent geographic features, etc. Please include a “North” arrow. This form cannot be processed without a map of the property’s exact location.

Maps showing the general location and proposed boundaries of the district are included in this report. An additional map showing all individual historic properties has been provided to VDHR under separate cover.

9. ADDITIONAL COMMENTS:

10. APPLICANT INFORMATION:

Name: Hanbury Evans Newill Viattas & Company

Address: 120 Atlantic Street

City/State/Zip Code: Norfolk, Virginia 23510

Applicant’s Signature: ___________________________ Date: ________
Departmental policy requires that the following officials of local jurisdiction be notified prior to any consideration of eligibility by the State Review Board. Please provide the names and addresses of those currently servicing, as applicable. This information must be provided before this form can be presented to the State Review Board for consideration.

**Mayor:**
Paul D. Fraim
1109 City Hall Building
Norfolk, VA 23501

**City Manager:**
James B. Oliver, Jr.
1101 City Hall Building
Norfolk, VA 23501

**Director of Department of Planning and Codes Administration:**
Ernest Freeman
City Hall Building
Norfolk, VA 23501

**Chairman of Planning Commission:**
Dr. William R. Craig, Jr.
451 Lee Point Road
Norfolk, VA 23502

**Executive Director of Hampton Roads Planning District Commission:**
Arthur L. Collins
723 Woodlake Drive
Chesapeake, VA 23320

**City Council member or County Supervisor in whose district the property is located:**
Paul D. Fraim, Mayor
Duan Hester, Supervisor 7
Paul R. Riddick, Ward 4