

HISTORIC ARCHITECTURAL RESOURCE SURVEY UPDATE CITY OF VIRGINIA BEACH, VIRGINIA – SOUTHERN HALF

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HISTORIC ARCHITECTURAL RESOURCE SURVEY UPDATE, CITY OF VIRGINIA BEACH, VIRGINIA – SOUTHERN HALF

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ABSTRACT

Between August 2019 and December 2019, Cultural Resource Analysts, Inc., (CRA) in association with Debra A. McClane, Architectural Historian, completed a reconnaissance-level historic architectural resource survey update covering the City of Virginia Beach's southern half. The previous reconnaissance-level studies for the City's southern half were completed in the early 1990s, with additional studies and local research occurring throughout the 2000s.

The survey included the documentation of 250 historic architectural resources. Of those 250, 115 resources were updates to properties first noted by Traceries in the course of their 1993 study of the area below the City's Green Line, a planning boundary marking the transition from urban and suburban development to rural and agricultural uses. The resources represent a wide variety of building types including farmhouses, stores, sweet potato barns, gunning clubs, second homes, churches, and fraternal lodges.

The distribution of resources by construction date was:

1750s – 1 resource	1790s – 2 resources	1800s – 3 resources
1830s – 1 resource	1860s – 1 resource	1870s – 4 resources
1880s – 3 resources	1890s – 5 resources	1900s – 16 resources
1910s – 10 resources	1920s – 41 resources	1930s – 26 resources
1940s – 40 resources	1950s – 19 resources	1960s – 63 resources
1970s – 12 resources	1980s – 3 resources	

In addition to the survey of individual resources, architectural historians were tasked with identifying communities that retain sufficient integrity to be potential historic districts. Note that the Creeds School area is a naming convention for clarity within this report to denote the development surrounding the building that currently functions as an elementary school. Due to modern development between the Creeds crossroads and Creeds School, the areas are evaluated separately. Communities researched during the course of the survey include:

- Back Bay
- Blackwater
- Capps Shop
- Charity
- Creeds
- Creeds School
- Knotts Island
- Land of Promise
- Munden Point
- Pleasant Ridge
- Pungo
- Pungo Beach
- Salem
- Sandbrige
- Sigma
- Vine
- West Neck

Of those communities, the survey found the following potentially eligible to the NRHP as historic districts:

- Back Bay
- Charity
- Creeds
- Creeds School
- Munden Point
- Pleasant Ridge
- Pungo
- Sandbridge (to be revisited in 10-15 years as more properties become 50 years of age or older)

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I. INTRODUCTION

Between August 2019 and December 2019, Cultural Resource Analysts, Inc., (CRA), in association with Debra A. McClane, Architectural Historian, completed a reconnaissance-level historic architectural resource survey update of the City of Virginia Beach's (the City's) southern half (Figure 1). The survey is part of a multi-year cultural resources inventory of both architectural and archaeological resources within the City. The survey covered individual resources, rural crossroads, and neighborhoods, including some resources already locally recognized on the Virginia Beach Historical Register. The consultants worked in concert with the City's Department of Planning and Community Development, as well as the Virginia Department of Historic Resources (VDHR), to identify significant crossroads, rural building types, and potential historic districts while developing a fieldwork methodology to ensure appropriate recordation of these resources at the reconnaissance level.

Previous Survey

Historic architectural survey in Virginia Beach began in the 1930s with the Works Progress Administration's Virginia Historic Inventory Survey, which included the iconic Cape Henry Lighthouse (VDHR #134-0660). The City's southern half was dramatically changed by the federal acquisition of land for Back Bay National Wildlife Refuge in 1938, which further isolated communities and popular hunting grounds. Documentation during the 1940s and 1950s focused on manor homes and other seventeenth-, eighteenth-, and nineteenth-century historic resources within the oceanfront resort area and throughout Princess Anne County. By the time of the City and county's historic merger in 1963, rapid residential and commercial growth characterized the northern section and fueled historic architectural survey at the local level through the 1980s. Additionally, the creation of False Cape State Park in 1968, coupled with the continued expansion of Back Bay National Wildlife Refuge, converted large sections of the City's southern beaches and marshlands to federal and state ownership. Survey throughout the City's southern half in the 1980s focused on notable farms, stores, and community buildings. Previous reconnaissance-level studies for the City's southern half were

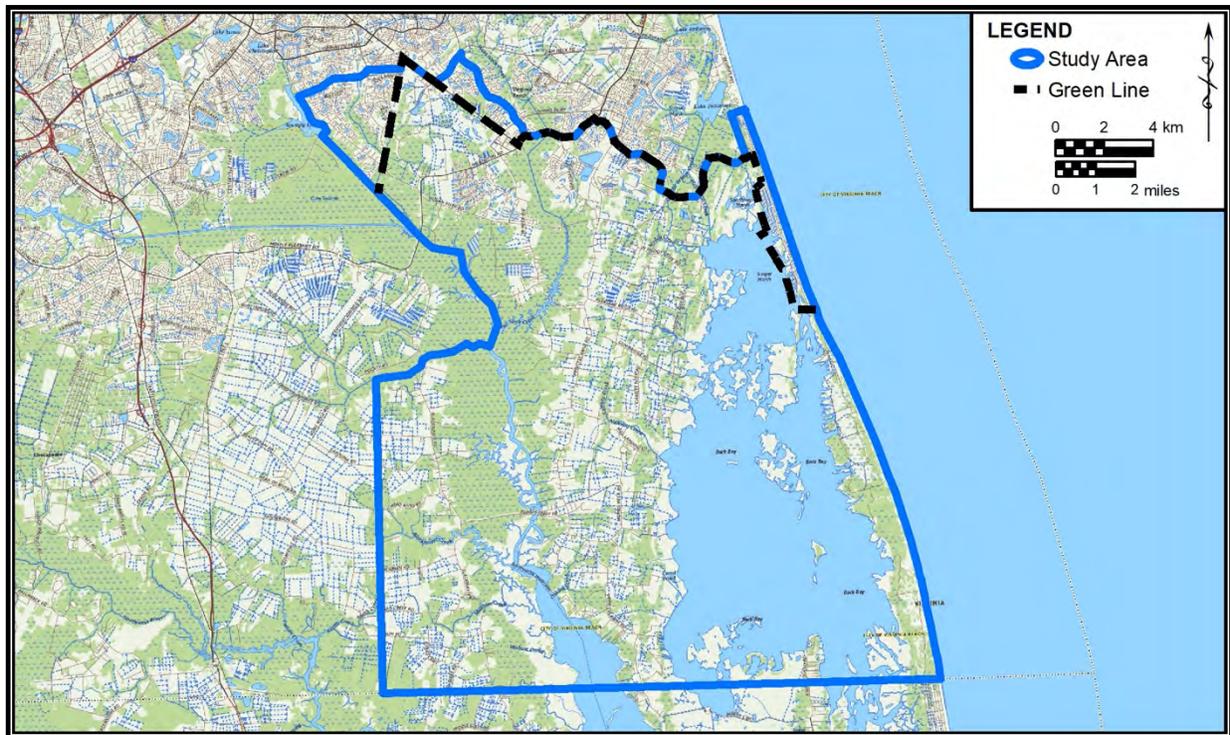


Figure 1. The City of Virginia Beach's southern half below the Green Line (the planning line between suburban growth to the north and rural, agricultural land use to the south) to the North Carolina border with the Survey Area defined in blue.

completed in the early 1990s, with additional studies and local research occurring throughout the 2000s, particularly in association with proposed light rail and automobile transportation projects. Both local and state efforts led to National Register of Historic Places (NRHP) nominations and two National Historic Landmark (NHL) listings in the City's northern half: Cape Henry Lighthouse (VDHR #134-0660) and the Adam Thoroughgood House (VDHR #134-0033). At that time, no resources in the southern half of the City were listed on the NRHP or the NHL. Appendix A features individually listed resources and historic districts within Virginia Beach listed in the Virginia Landmarks Register, the National Register of Historic Places, or the National Historic Landmarks Program.

Traceries (now EHT Traceries) completed the 1993 *Survey of the City of Virginia Beach: Phase II* for the City's southern half, which covers the same area presently under study located below the "Green Line," which is the planning line between suburban growth to the north and rural, agricultural land use to the south. Similar to the present study, Traceries conducted a selective reconnaissance survey in order to document 295 resources that were 50 years or older in 1992-1993, covering a broad sample of resources across the southern half of the City. However, survey teams recorded 164 resources meeting the established criteria due to the prevalence of common vernacular residential types and general guidance during that period regarding the integrity of resources. The work plan was adjusted to include the completion of three Preliminary Information Forms (PIFs) for properties potentially eligible for the NRHP and a public meeting to discuss survey findings. The resources recommended as NRHP-eligible in PIF documentation were the Baxter House (VDHR #134-0351), the Pocahontas Hunt Club (VDHR #134-0171), and the Gresham-Ives House (VDHR #134-0362). Although VDHR concurred that the Baxter House and the Pocahontas Hunt Club were eligible for listing in the NRHP, neither has been formally listed. The Gresham-Ives House has been demolished. The Traceries report also included a list of properties, most dating from the late nineteenth and early twentieth centuries, that were noted during survey but remained unrecorded and unmapped in the records at the VDHR.

As interest grew, the City joined with VDHR to produce the 1994 *Virginia Beach Historic Resources Management Plan* prepared by PMA Consulting Services in association with Traceries and Edward Otter, Archaeologist. Noting the significance of agriculture below the Green Line, the City created the Agricultural Reserve Program in 1995 led by the Agricultural Advisory Committee. This program supports the agricultural industry and has assisted in continuing historical agricultural land use patterns while other areas of the City continued suburban expansion. Documentation of the City's historic architectural resources continued through environmental and cultural resource compliance projects and fueled specialized surveys, such as the 2006 publication of *The Kit House in Southeastern Virginia: Architectural Documentation for Kit Houses Manufactured by Sears, Roebuck and Company: Located within the Cities of Chesapeake, Norfolk, Portsmouth, Suffolk and Virginia Beach, Virginia* by the William and Mary Center for Archaeological Research. That same year, the VDHR completed the *Virginia State Parks Built by New Deal Programs, Civilian Conservation Corps and Works Progress Administration Multiple Property Documentation* research, which supported the eventual NRHP listing of First Landing State Park (VDHR #134-5088, MPD) in 2012. The nomination of the Woodhouse House (VDHR #134-0058) followed in 2007. In 2008, the Historic Preservation Commission, supported by the Department of Planning and Community Development and Museums and Cultural Arts, was formed as an advisory body on issues related to the preservation of historic buildings, structures and sites located in the City. The Commission maintains the Virginia Beach Historical Register, and funds a research grant program to encourage scholarship about persons, places, and events significant to the history of the City of Virginia Beach, Princess Anne County, and the related earlier historic and prehistoric eras in this area of southeastern Virginia.

Since 2017, the City has supported three additional NRHP historic district nominations: Oceana Neighborhood Historic District (VDHR #134-0968), Virginia Beach Courthouse Village and Municipal Center Historic District (VDHR #134-5299) and Cavalier Shores Historic District (VDHR #134-5379). All of these district nominations are north of the current project area, and part of the scope of the current study is to determine the potential for NRHP-eligible historic districts in the City's southern half.

Additionally, local historians continued to gather community histories throughout the City and neighborhoods actively advocated for their historic character, including those communities within the 1970s Target Neighborhood Program that required infrastructure upgrades in African American neighborhoods that lacked sewer connections, paved streets, and other improvements. Edna Hawkins-Hendrix, Historian, and Dr. Joanne H. Lucas, Educational Consultant, completed a comprehensive study of historically African American neighborhoods, *History of African American*

Communities in Princess Anne County/Virginia Beach (2017), a historical research paper partially funded by the Virginia Beach Historic Preservation Commission, that included a majority of those neighborhoods. The document provides a brief historic context and discussion regarding African American resource types located in the City. These historians have also researched the African-American communities below the Green Line.

CRA, in association with Debra A. McClane, Architectural Historian, completed *Historic Architectural Resource Survey Update, City of Virginia Beach, Virginia – Northern Half* in 2018. That survey was an update to the 1992 report completed by Frazier Associates, Inc. Concurrently, Dovetail Cultural Resource Group developed a condition assessment of past archaeological surveys entitled *Archaeological Assessment of the Northern Portion of the City of Virginia Beach, Virginia* (2018). Based on recommendations from the 2018 reports, the City has moved forward with initiatives to document additional mid-twentieth century resort-related resources and to continue funding research into African American businesses in Princess Anne County and Virginia Beach from 1900 through 1970 while conducting survey updates for the City's southern half throughout 2019 and into early 2020.

Project Objectives

The primary objective of the present study was to identify and document 250 historic architectural resources that have reached 50 years of age since the 1993 survey of the City's southern half or older resources that remain without full documentation in the Virginia Cultural Resources Information System (V-CRIS). The first objective included verifying the status of a list of properties, compiled by the City in consultation with VDHR, from the Traceries study. This included resources that had received a VDHR number within V-CRIS, as well as those without a number but with an approximate location or address listed. Surveyors first located all properties on the list, whether demolished or extant. Listed resources that had not been demolished became part of the 250-property survey total. Surveyors updated the records of demolished properties, but those resources did not count towards the final survey totals. Newly surveyed resources, not captured during the reconnaissance level surveys of the 1990s or subsequent efforts, comprise the second portion of the survey. Those resources include properties locally listed on the Virginia Beach Historical Register that were not currently documented in V-CRIS. The second objective was to assess the presence of potential historic districts or rural historic districts, with particular focus on Creeds, Pungo and Sandbridge.

During the July 2019 kick-off meeting, the City verified the list of 176 resources and rural crossroads communities to guide the field survey process. The team also completed a windshield survey of the project area and met with the History Group at the Senior Resource Center serving southern Virginia Beach. Particular attention was given to documenting representative resources within historic rural crossroads, resources relating to the region's African American heritage, and noteworthy properties located in or near flood-prone areas along the coast, North Landing River, Back Bay, and the Atlantic Ocean, as well as the numerous smaller lakes and tidal creeks. State and federal-owned lands, a significant portion of the coastline in the City's southern half, were not included in the survey scope. However, the history of those lands and subsequent acquisitions was included in the research and historic context development for this report.

Study Area

The project study area encompasses approximately 150 square miles of the City's southern half bounded Virginia's border with North Carolina to the south, the City of Chesapeake to the west, and the Atlantic Ocean to the east. The northern boundary divides the City into two sections following paved roads beginning at the City of Chesapeake along North Landing Road and continuing east along Princess Anne Road and Sandbridge Road, including the courthouse and municipal center. The study area also incorporates the entire Sandbridge community and any properties identified by the City for updated survey from studies completed in the 1990s. This northern boundary of the study area roughly follows the planning line known as the "Green Line," which was established in 1979 to define urban growth in the City's northern half and agricultural land use to the south. For convenience of identification, and despite the Green Line's track excluding Sandbridge, this document refers to the northern boundary as the "Green Line." See Figure 1 for a map showing the differences between the formal study area boundary and Green Line.

II. RESEARCH AND SURVEY METHODOLOGY

CRA, in association with Debra A. McClane, Architectural Historian, carried out a survey of architectural resources in the southern half of Virginia Beach in coordination with the City and VDHR. The project began on July 10, 2019, with a kick-off meeting at the temporary offices of the Department of Planning and Community Development in Virginia Beach's Town Center. The survey team was represented by Laura R. Purvis and Debra A. McClane, and the Department of Planning and Community Development was represented by Mark A. Reed, Historic Preservation Planner. Zand Bakhtiari, GIS Systems Analyst, from the City of Virginia Beach's Center for Geographic Information Systems, also attended. The purpose of the meeting was to discuss the project goals and objectives, the proposed survey methodology, and potential properties of interest. Ms. Purvis, Ms. McClane, and Mr. Reed also conducted a windshield review of portions of the project area to discuss relevant property types, rural development patterns, and methodologies.

Ms. Purvis and Ms. McClane conducted a second set of meetings on August 14, 2019: a session with the History Group at the Senior Resource Center for the City's southern half and a public information session held at the Creeds Ruritan Club that was open to the general public. Following these meetings to gather feedback from interested parties, the consultants met with the Virginia Beach Historic Preservation Commission for a formal presentation of the project and methodological approach on September 4, 2019.

Background Research

Prior to conducting the field survey, the team completed background research in order to identify previously recorded resources in the City's southern half and to determine repositories and mapping that would facilitate completion of the survey. As part of this initial research effort, Ms. Purvis and Ms. McClane reviewed previously completed cultural resource reports in the VDHR's archives in Richmond, and retrieved inventory records and associated files for previously recorded properties identified in the VDHR's V-CRIS. The team also discussed the project with VDHR's Architectural Survey and Cost Share Program Manager, Blake McDonald, particularly in reference to verifying the mapping of resources documented during the 1993 survey as well as listings that appeared to be duplicates. Based on this discussion, Austin Walker, Survey and Register Graduate Intern, compared previous mapping with the 1993 survey list to provide preliminary guidance on duplicates and other issues with recordation. The team also met with Edna Hawkins-Hendrix, Historian, and Dr. Joanne H. Lucas, Educational Consultant, to discuss the previous documentation of African American resources and review the ongoing efforts to develop contextual histories.

Preliminary background research included a review of the City of Virginia Beach's Geographic Information System (GIS) data, which includes tax parcels, address points, and photographs and provided a convenient means of preliminarily gauging the character of particular resources. The team consulted the Virginia Department of Emergency Management's storm surge mapping for Virginia Beach, particularly in creating the list of individual resources for survey beyond those previously included in the Traceries report. In addition, James H. Kompanek, CAD/GIS Specialist with CRA, produced maps of the survey area showing assessor's construction dates for each property. Matthew Fuka, Archaeologist and GIS Technician, completed additional mapping. Through this mapping, field survey staff identified additional areas of potential survey.

Additional research materials consulted include previously completed cultural resource reports, historic contexts, Preliminary Information Forms (PIF), local survey forms, NRHP forms, and GIS maps along with historic aerial imagery and cartographic resources. Additional repositories were consulted including the Library of Virginia, the Virginia Museum of History and Culture (formerly the Virginia Historical Society), branches of the Virginia Beach Public Library (Meyera E. Obendorf Central Branch and the Pungo-Blackwater Branch), the Atlantic Wildfowl Heritage Museum, and the City of Virginia Beach Agriculture Department and Department of Planning and Community Development. The team reviewed published histories such as *The Beach: A History of Virginia Beach, Virginia* by The Virginia Beach Public Library (2006) and *Glimpses of Down-County History: Southern Princess Anne County* by Barbara Murden Henley (2013). Local research was complemented by a review of online databases including the Virginia Beach Geographic Information System, ProQuest, Ancestry.com, the *Virginian-Pilot* newspaper online, and NewspaperArchive.com.

Historic maps, photographs, published histories, tax records, directories, deed books, and other similar resources were used to illuminate the development and significance of potentially identified historic districts and individual resources.

Field Survey

Laura R. Purvis and Debra A. McClane conducted the field survey between October 2019 and December 2019. Lydia Ginter of CRA assisted with a portion of the survey. In order to facilitate efficient progression of the survey effort, field staff used U.S. Geological Survey (USGS) topographic quadrangle (1:24,000 scale) maps to divide the project area geographically. Additionally, staff utilized Google Earth software with .kmz files to provide real-time verification of properties already documented within V-CRIS. While a focus was placed on evaluating the 176 properties within the City-supplied list, a secondary focus was placed on enhancing existing data for community crossroads that were not recorded in V-CRIS. Field staff used their professional judgment to select resources for recordation in consideration of their location, age, associated context, and architectural character. While integrity (primarily, integrity of materials, design, and workmanship) was considered during the evaluation process, buildings dating to the first decades of the twentieth century or earlier were not required to display a particularly high degree of integrity in order to be surveyed if they represented a property type, architectural style, or building period for which there were few other examples identified. Additional consideration was given to resources that appeared to be imminently threatened by future development, deterioration, vandalism, and/or vacancy in order to produce an inventory record before the resource is lost.

Each selected resource was subject to reconnaissance-level recordation, completed in multiple rounds of field survey. Fieldwork followed the National Park Service's (NPS) *Guidelines for Local Surveys: A Basis for Preservation Planning* and VDHR's *Guidelines for Conducting Historic Resource Surveys in Virginia*. Guidance in these documents states that a reconnaissance-level survey is "a broad visual inspection or cursory examination of historic resources in a specific geographical area" that results in the initial identification of historic resources. Only exterior documentation of the resource is required in reconnaissance-level survey and individual property research, particularly chain-of-title (deed) review, is limited. This level of survey is useful in determining or predicting the distribution of historic architectural resources in a certain geographical area within a broad historic context and provides a base upon which to obtain more detailed survey data in subsequent, focused projects (VDHR 2017:23). The reconnaissance-level phase is utilized to outline and prioritize future investigations.

Documentation included digital photography (exceeding the minimum standards of the VDHR with images 10.0 megapixels or higher, in JPEG format, at 1600x 1200 and 300 dpi) and analysis of exterior features of each building, structure, object, and/or landscape associated with a property, as well as the property's larger setting and significant site features. All documentation occurred from the public right-of-way unless a property owner explicitly allowed access onto the property. In addition to completing photographic documentation, field staff collected notes on construction methods and material treatments, character-defining architectural features, and alterations to the property over time. Surveyors prepared site plans for each property, spatially illustrating the general characteristics of the parcel and associated built and natural features. Each documented resource was also plotted on a USGS topographic quadrangle and pinpointed in Google Earth for exporting as shape files.

For the documentation of individual resources, CRA's team provided up to eight (8) photographs. Meanwhile, based on past VDHR guidance, the consultants documented at least four (4) representative resources within any area determined to be a potentially eligible district, which became part of the 250 total individual resources documented as part of the project. In addition, the team took two (2) to four (4) overview photographs demonstrating the character-defining features of the potential district. Surveyors documented building types, particularly agricultural resources such as sweet potato houses and domestic resources, such as those in the mid-twentieth-century Sandbridge community, to provide additional information about variations in agricultural, domestic, commercial, and recreational land use.

Survey Form and Report Preparation

Following the field survey, collected data was analyzed and coalesced in preparation for entry into the VDHR's V-CRIS. At this time, the team prepared reconnaissance-level inventory forms for the identified properties, each of which was assigned a VDHR inventory number, if one had not been previously assigned. In association with entry into V-CRIS, the team prepared physical and digital survey packets for submission to the City and the VDHR's archives in Richmond.

Each packet included a printed copy of the inventory form, site plan, and associated materials, as well as archival photographic prints corresponding to the digital photography captured during the fieldwork. Using the collected data, this survey report was prepared.

GIS Layer and Metadata Preparation

In addition to individual location maps of each resource, the team prepared a GIS layer for the City's use including all architectural resources recorded or updated over the course of the project. The team was in communication with the City of Virginia Beach's Center for Geographic Information Systems (CGIS) office to complete this component of the project in compliance with the City's Standards and Specifications for Archaeological and/or Architectural Data.

The team prepared a GIS layer mapping all individual resources and districts included in the update and final report. All data was submitted with an accompanying Word document describing the data set to include: a list of contents from additional media submissions, a description of the project, a version of the data, a date of the data, information on sensitive data issues, contact information for CRA's GIS Specialist (James Kompenak), and a data dictionary. Point features were created at the center of each surveyed architectural resource.

All spatial data meets the U.S. National Mapping Accuracy Standards. The GIS data has been augmented by a data inventory plan, data model, and data quality control plan with all spatial data delivered in the current datum specified in the City's Standards and Specifications for Archaeological and/or Architectural Data. Spatial data has been delivered in ESRI Data format with tabular data in either Oracle or CVS/Comma Delimited and an additional document with complete metadata.

Point features include:

- X (Longitude/Easting) and Y (Latitude/Northing) locations
- Current Address and GPIN
- Resource Type
- Resource/Asset Name
- Resource Status
- Resource Condition

Evaluation Guidelines

The historic context presented in this report provides a backdrop against which the significance of the surveyed resources may be assessed. This is planned, conducted, and summarized according to the statewide historic contexts defined by the Department of Historic Resources (DHR) in accordance with federal guidance offered in the *Secretary of the Interior's Standards*. This historical association or significance is then measured against the NRHP Criteria for Evaluation. The NPS has provided guidance on applying the criteria in several publications including *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Andrus and Shrimpton 1995) and *Preservation Brief 36: Protecting Cultural Landscapes: Planning, Treatment, and Management of Historic Landscape* (Birnbaum 1994). The resources surveyed in this study were evaluated using the standard NRHP Criteria and the Criteria Considerations.

NRHP Criteria for Evaluation

The NRHP is the official list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. The NRHP is maintained by the NPS, Department of the Interior. In general, a property may be considered historic if it is 50 years of age, and meets one of the NRHP Criteria (for exceptions see below, *NRHP Criteria Considerations*).

The NRHP Criteria for Evaluation (36 CFR 60.4) divide the significance of properties into four areas (A-D). Resources may be eligible if they have important historical associations that are:

- A: Associated with events that have made a significant contribution to the broad patterns of our history; or
- B: Associated with the lives of persons significant in our past; or
- C: Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D: Have yielded or may be likely to yield information important in prehistory or history (Andrus and Shrimpton 1995: 2).

NRHP Criteria Considerations

The *National Register Bulletin 15* also addresses certain types of properties that do not ordinarily qualify for listing in the NRHP. The following excerpt from Bulletin 15 provides guidance on how these properties may qualify for listing, as well as the considerations that must be applied during evaluation:

Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or
- D. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance (Andrus and Shrimpton 1995: 25).

Some of the resources surveyed during this project fall into the identified categories that require further evaluation under one of the Criteria Considerations. These included religious properties (A), cemeteries (D), and properties that were less than 50 years of age (G).

Aspects of Integrity

In addition to possessing significance under one of the NRHP Criteria, in order to qualify for NRHP listing, resources must also possess integrity. Integrity allows the property to convey its historical significance and is always considered in relation to the property's character-defining features (those qualities through which a property conveys its significance). The seven aspects of integrity are:

Location:	the place where the historic property was constructed or the place where the historic event occurred;
Design:	the combination of elements that create the form, plan, space, structure, and style of a property;
Setting:	the physical environment of a historic property;
Materials:	the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
Workmanship:	the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
Feeling:	a property's expression of the aesthetic or historic sense of a particular period of time;
Association:	the direct link between an important historic event or person and a historic property (Andrus and Shrimpton 1995:44-45).

Although very few resources demonstrate full integrity in all categories, the assessment of these seven aspects enables surveyors to fairly evaluate each historic property on its own merit. Changes and alterations to a building do not always diminish integrity, especially if the changes date to the period of significance and hold significance in their own right.

Guidance Documents

In addition to *NRHP Bulletin 15*, other guidance documents have been consulted to assist in the evaluation of some of the resources surveyed for this study. Guidance documents pertaining to the NRHP eligibility of cultural landscapes and agricultural resources, many of which are examples of prevalent types seen throughout Virginia and even throughout the nation, provide important methodologies and guidance on how to apply the NRHP Criteria to these resources. The NPS has formulated guidance for the survey of landscapes demonstrating historic land use and development patterns. Efforts to manage the increasingly complex analysis of landscapes and rural communities have led to efforts to establish efficient survey methods and regional and national contexts for these resource types.

Guidance on historic cultural landscapes has been consulted to help in identifying and evaluating the area surveyed in the City of Virginia Beach's southern half. Significant sources included the *Cultural Landscapes: Rural Historic Districts in the National Park System* (Melnick, Spohn and Saxe 1984), *Preservation Brief 36: Protecting Cultural Landscapes: Planning, Treatment, and Management of Historic Landscape* (Birnbaum 1994), *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Page, Gilbert, and Dolan 1998), and *Cultural Landscapes Inventory: Professional Procedures Guide* (Page 2009). These documents focus on the identification, evaluation, and NRHP registration of properties comprising a landscape demonstrating a unified historic context with its associated resources such as railroads, community buildings, and agricultural complexes. The NPS defines a cultural landscape as "a geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person or exhibiting other cultural or aesthetic values (Birnbaum 1994). Within that umbrella definition, there are four principal landscape types: historic designated landscape, historic vernacular landscape, historic site, and ethnographic landscape. The information provided in the NPS documentation, and applied in the nomination of rural historic districts throughout Virginia, is useful in understanding the potential significance of large, intact, agricultural communities and other thematic cultural landscapes as distinct resource types and how to place such districts, which are often modified through continued development, within an appropriate context. In

particular, the bulletin provides guidance on how cultural landscapes, as an evolving category within the determination of historic districts, may possess sufficient historical significance to qualify for listing in the NRHP. Cultural landscapes can meet the National Register Criteria for Evaluation through:

Criterion A

- The landscape and resources reflect an important historic trend in the development and growth of a locality or industry.
- The landscape and resources represent an important event or association, such as the expansion of housing and administrative buildings associated with a park.
- The landscape and resources introduced conventions of community planning important in the history of agriculture, mining, or aquaculture.
- The landscape and resources are associated with the heritage of social, economic, racial, or ethnic groups important in the history of a locality or geographic region.
- The landscape and resources are connected to a group of individuals, including merchants, industrialists, agriculturalists, educators, and community leaders, important in the history and development of a locality or geographic region.

Criterion B

- The landscape and resources are directly associated with the life and career of an individual who made important contributions to the history of a locality or geographic region.

Criterion C

- Collection of landscape features, buildings, structures, or objects that is an important example of distinctive period of construction, method of construction.
- The work is of one or more notable architects, landscape architects, or cultural leaders.
- The landscape reflects principles of design important in the history of community planning and landscape architecture, or is the work of a master landscape architect, site planner, or design firm.
- The landscape embodies high artistic values through its overall plan or the design of entrance ways, terraces, gardens, streets, homes, and community spaces.

Criterion D

- Landscape and resources are likely to yield important information about historic land uses, building types, agricultural innovation, or other significant patterns (Page 2009)

Preservation Brief 36 notes that a cultural landscape may encompass multiple large properties or a single garden, necessitating a multi-disciplinary approach to the study, documentation, and maintenance of this district category.

III. GEOGRAPHY AND ENVIRONMENT

The development of Virginia's Tidewater region since the seventeenth century has been influenced by geography and water access. The region's topography, natural resources, and location at the confluence of the Atlantic Ocean and Chesapeake Bay to the north with Back Bay and the North Landing River to the south have shaped settlement patterns, agriculture, industry, transportation networks, and the built environment to create a unique cultural landscape. In addition, the regional river network provided water vessel access to Virginia's rural interior uplands as far as the fall lines in places like Richmond along the James River, creating maritime hubs throughout the region. The City of Virginia Beach is located in the Coastal Plain physiographic region, as is the entirety of Virginia's Tidewater region. The City is bounded by the North Carolina state line to the south, the cities of Norfolk and Chesapeake to the west, the Chesapeake Bay to the north, and the Atlantic Ocean to the east.

The City is divided into northern and southern halves by a "Green Line," following Sandbridge Road and Princess Anne Road south of Dam Neck Road, which is a planning mechanism for zoning and land use. While not as heavily travelled as the interstate highways characterizing the northern half, the City's southern half is connected to North Carolina by Princess Anne Road, which transitions to Marsh Causeway, leading to Knotts Island. The Currituck-Knotts Island Ferry connects Knotts Island to the North Carolina mainland at Currituck and points south to Wright Memorial Bridge and the Outer Banks. While additional proposed bridges or ferry connections could dramatically change traffic patterns, Knotts Island remains relatively remote and access to barrier islands is more expedient by boat than automobile. The Pungo Ferry Bridge provides the only east-west connection between Blackwater Road and Princess Anne Road across the North Landing River with roads ultimately leading into the City of Chesapeake. Public access to former roads through both Back Bay National Wildlife Refuge and False Cape State Park have been limited since the late 1930s, eliminating a potential corridor from North Carolina's Outer Banks.

The City is connected to Virginia's Lower Peninsula and points north and west by the Hampton Roads Bridge Tunnel along Interstate 64. A second tunnel, the Monitor Merrimack Bridge Tunnel, provides an additional crossing over the James River along Interstate 664 in Suffolk. From both Interstate 64 and Interstate 664, Interstate 264 provides direct east-bound access to Virginia Beach and the oceanfront resort area. In the southern part of the City, roads providing access to necks along the eastern banks of the North Landing River include Buzzard Neck Road, Fitztown Road, and Munden Point Road. Blackwater Road is the primary north-south road west of the North Landing River with few roads branching to the east due to the presence of significant marshlands. To the east, roads branch from Princess Anne Road leading east to Back Bay and south, through North Carolina, to Virginia's section of Knotts Island. Significant roads east of Princess Anne Road include Muddy Creek Road, Charity Neck Road, Drum Point Road, Horn Point Road, Indian River Road, Gum Bridge Road, and Mill Landing Road. These roads often terminate at waterways and marshes rather than providing east-west access across the entirety of the study area. West Neck Road is one of the few roads connecting Princess Anne Road from the west to Indian River Road and the Princess Anne Courthouse/Municipal Complex area.

Prior to the significant network of automobile highways north of the project area, waterways were the primary means of transportation. The Chesapeake Bay was created as a result of the impact crater from a bolide (an object similar to a comet) striking near the southern end of the Delmarva Peninsula approximately 35 million years ago. Cycles of glacial melt carved the Susquehanna River and the Atlantic coastline was nearly 90 miles away from the modern Virginia Beach resort area (VBPL 2006; Chesapeake Bay Program). Paleo-Indians experienced the region's gradual warming and the transition from conifer forests to hardwoods, as well as the growth of wetlands. As the climate continued to warm throughout the Archaic Period (8000 BCE to 500 BCE), Native Americans established seasonal camps along waterways to take advantage of marine life including oysters, which first appeared in the bay around 3000 BCE (Chesapeake Bay Program). By the Woodland Period (1000 BCE to European contact), fishing supplied the staple diet from March through May and the waterways roughly followed their current courses, including the southern-flowing North Landing River (VBPL 2006; Chesapeake Bay Program).

The North Landing River, a freshwater marsh, in combination with Back Bay encompass the majority of the city's southern section. Early settlers arrived in the area through both the Old (1585 to 1731) and New (1713 to 1830) Currituck Inlet, just south of the Virginia and North Carolina border (Virginia Beach 2019). By the time the Spanish first explored the area in 1586 and the English arrived in 1607, the region's fisheries and forests had thrived for several thousand years. The North Landing River, then freshwater, and Back Bay, then brackish with open connections to the Atlantic Ocean, provided connections between the houses and farms that dotted the landscape in the seventeenth and eighteenth centuries as farming intensified, although tobacco farming appears to have been more prevalent north of today's Green Line. Regionally, between 20 and 30 percent of forested land was converted to open fields by the 1750s, and half had been deforested by the 1840s (Chesapeake Bay Program). The New Currituck Inlet, which created a break in the barrier island system and increased the salinity of Back Bay, closed in 1830. Since that time, Back Bay has continued to transition to a freshwater or brackish body of water (Virginia Beach 2019). Throughout the nineteenth century, the oyster and timber industries thrived and farming intensified, and the completion of the Albemarle and Chesapeake Canal in 1859 created reliable inland access from the North Landing River to the Elizabeth River and, ultimately, the Chesapeake Bay.

Recreation and rail travel came to define the post-Civil War rural landscape of southern Princess Anne County. The Norfolk and Virginia Beach Railway opened in 1883, providing the first reliable over-land transportation directly to the newly founded beach resort area, the beginnings of today's Virginia Beach Oceanfront, to the north of the railway and to the south of Cape Henry. Advertisements announced the abundance of wildlife for both viewing and sport as the resort was situated between "sand and pines" and the land to the south, within the present project area, remained rural (Souther 1994). However, visitors sought excursions well beyond the areas immediately surrounding the new hotels and beach cottages. By the early 1900s, additional rail lines connected Norfolk with Cape Henry and created a loop from Norfolk through Princess Anne County to the oceanfront resort and from the oceanfront resort through Cape Henry back to Norfolk. This increased access supported both work and recreational travelers and facilitated the shipment of fresh, local produce from southern farms to the northern commercial and residential nodes (VBPL 2006: 91-93). Cash crops included sweet potatoes, Irish potatoes, and corn. Farms with livestock tended to raise pigs, dairy cattle, and sheep, while fishermen and oystermen took advantage of the waterways throughout Princess Anne County (Ferebee and Wilson 1924: 59-61). Rail spurs to the south created the Sportsmen's Special and carried both locals and visitors from the Northeast to gunning clubs throughout Back Bay from the 1870s through the 1920s. Duck hunting fostered the growth of decoy makers and supported club caretakers for the nearly all-male crowds that patronized clubs. Recreational fishing also became incredibly popular. Many clubs feature large cuts leading from boat docks through marshlands to the bay or river, and these cuts remain visible to the present. Without regulations, the fish and bird populations eventually sunk to critical levels and the Civilian Conservation Corps reinforced dunes throughout False Cape State Park to prevent the overwash of salt water into Back Bay in the 1930s (Virginia Beach 2019). These two significant events, coupled with the onset of the Great Depression, ended the large-scale sporting industry in the southern half.

While the post-Civil War population changes and resort area growth brought an initial influx of people from Norfolk and North Carolina, the City's dramatic population boom north of the Green Line began with the military expansion throughout World War II and residential development in the following decades. The State Rifle Range, later Camp Pendleton, formed in 1913 and cut off what is now Sandbridge from the resort area to the north. Developers and military installations began to introduce infill, dredging, and drainage systems that began to alter the waterways throughout the area and opened additional land for development. A 2013 study conducted by the U. S. Army Corps of Engineers noted that "Reef habitat, which was once very common, and wetlands, which were once extensive throughout the Chesapeake Bay watershed ... have been lost to development and are now almost entirely gone from the Bay" (USACE 2013: 10). Marshlands along Back Bay and the North Landing River remain relatively intact; however, recent residential development projects in the vicinity of Nimmo Parkway and Ashville Park Boulevard have continued impacts on marshlands and require continual water pumping. The encroachment of suburban residential development on established farmlands occurred much later in the southern half than to the north, but accelerated beginning in the 1990s. Patterns that emerged include tract developments, such as those along Nimmo Parkway, and the replacement

of historic farmhouses with new residences. Additionally, farming tracts began to subdivide road frontage for development while retaining agricultural fields to the rear.

Conservation efforts undertaken since the 1980s have improved the water quality in the City's waterways, despite ongoing flooding hazards in developed former marshlands. In 1983 and 1987, states adjoining the Chesapeake Bay, including Virginia, signed an agreement with the Chesapeake Bay Commission and the U.S. Environmental Protection Agency to create the Chesapeake Bay Program to protect the Bay from continued environmental impacts (USACE 2013). The Chesapeake Bay Program and Lynnhaven River Now, a local environmental advocacy and restoration non-profit, have worked to restore reefs and re-introduce oysters and other marine indicator species. Oysters have gradually begun re-populating the Lynnhaven River, although sediment runoff and loss of wetlands continues to increase flooding potential. As recently as January 2018, the Commonwealth of Virginia's Department of Emergency Management granted \$2.9 million dollars to elevate homes above flood levels and otherwise enhance flood mitigation measures throughout the City to tackle the "complex flooding issues facing Virginia Beach" (VDEM 2018). The City's southern half is subject to significant flooding from winds. Brian Moran, the state's Secretary of Public Safety and Homeland Security, summarized:

Residents of Virginia Beach have endured significant flooding events such as Hurricane Matthew in 2016, and rising sea levels will continue threatening to create more severe and more frequent flooding of parts of this community (VDEM 2018).

Regular flooding, a result of wind tides, has significantly impacted resources throughout the project area's low-lying topography. This continued draining of historic marshlands and other ongoing modifications has dramatically changed water levels throughout both residential and agricultural areas, causing notable impacts to historic resources. Many properties that historically remained on elevated ground are now regularly exposed to flooding events.

IV. HISTORIC CONTEXT

Research projects in Virginia are to be planned, conducted, and summarized according to the statewide historic contexts defined by the VDHR in accordance with federal guidance offered in the *Secretary of the Interior's Standards*. These historic contexts were developed to adequately evaluate significant historic resources by essentially linking them with other similar examples and with broad patterns definable in the state's history from prehistoric times to the present. The approach is to place historic resources within the context of the broad patterns of history and to place any one example within a larger group of similar resources. By using the system of standardized historic contexts developed by VDHR, any resource can be placed within its appropriate context by region, theme, and historic period. Research and historic context development are not intended to produce an exhaustive discourse on the entire history of the project area. Rather, the intent is to focus on the range of historic resources found on properties under investigation and to provide background for understanding and interpreting them, according to the framework provided by considering Virginia's geographic regions, historic time periods, and appropriate themes and contexts. This report is a reconnaissance-level architectural survey and is not presented as a full history of the southern half of the City of Virginia Beach.

The major geographic regions of Virginia are generally identified as the Tidewater, Piedmont, and Mountain and Valley regions. For the purposes of cultural resources studies and, in particular, survey reports prepared according to DHR's requirements, these areas are further divided based on settlement patterns, historical development, and cultural distinctions in addition to geographic characteristics to define the regions of Northern Virginia, the Northern Coastal Plain, Southern Coastal Plain, Eastern Shore, Northern Piedmont, Southern Piedmont, Valley, and Southwest. The City of Virginia Beach is located in the Southern Coastal Plain (Tidewater Region) of Virginia at the southeastern corner of the state. The Southern Coastal Plain is triangular in shape and encompasses over 20 counties and independent cities from Hanover in the north, to Greensville in the southwest and to Virginia Beach in the southeast. The present City boundaries encompass 310 sq mi, of which a quarter is water, and land averages 12 ft above sea level (City of Virginia Beach 2018). Located in an area known as Hampton Roads for the region's famous waterways that include the James River and the Chesapeake Bay, the City's history and development are intertwined with its geography, despite the rapid urbanization of the mid-twentieth century and through significant changes in agriculture. Place names reflect the City's Native American and colonial-era settlement: Pungo is likely derived from the Machipungo and Pungoteague tribes, while Witchduck derives from the witch trial once held in the Lynnhaven River during the early eighteenth century.

Along with the Machipungo and Pungoteague, the Chesapeake lived in what is now Virginia Beach. The Chesapeake fought to prevent the English from setting up camp when they arrived in 1607 at the sandy beaches and cypress pools of the area now known as First Landing State Park (VDHR #134-0099), roughly two decades after Spanish explorers had arrived. However, the Chesapeake no longer lived along the Lynnhaven River as English exploration continued in subsequent decades, possibly a result of conflict or removal by Chief Powhatan, whose Algonquian-speaking chiefdom included the Lynnhaven River. Along with the Machipungo and Pungoteague, these groups may have moved farther south through the present study area and into North Carolina. Archaeologists continue to reconstruct the daily life and settlement patterns of the Chesapeake through excavations and analysis, such as the discovery of a former village site on Great Neck including post molds from housing and intact burials (Hodges 1998: 1-2, 11-12). Great Neck in Virginia Beach and Werowocomoco in Gloucester County are two of the most significant Woodland and European Contact-period sites in Virginia's Coastal Plain (Hodges 1998, Lutz 2015). Additional detailed histories on Virginia's Native Americans include *The Powhatan Indians of Virginia: Their Traditional Culture* by Helen Roundtree and *First People: The Early Indians of Virginia* by Keith Egloff and Deborah Woodward.

European Contact Period (1607-1750)

The coastline was a network of dunes, inlets, and beaches throughout the Woodland period until the first European colonists arrived. The *Susan Constant*, *Godspeed*, and *Discovery* arrived in what would become Virginia Beach in 1607 with 104 English crew and passengers, who eventually continued upriver to create the Jamestown Settlement after their first encounter with the Chesapeake (VBPL 2006: 7). In 1619, the first Africans arrived in Virginia at Point

Comfort on the ship the *White Lion*. These men and women, likely Ndongo from Central West Africa, shared a similar cultural background and spoke the same language, unlike later voyages that carried Africans from throughout the continent through the Middle Passage (McCartney 2018). The Portuguese seized the captive Ndongo prior to 1619 for transport from Africa to the Americas as slaves. The *White Lion* and its companion ship, the *Treasurer*, intercepted the Portuguese ship bound for Vera Cruz, New Spain (Mexico), and forced the enslaved Africans onto their ships crossing the Atlantic to Virginia. Upon arrival, these men and women were sold for food and other provisions. Ships carrying enslaved Africans continued to arrive regularly in the winter months throughout the early settlement period. Both Europeans and Africans were living and working in Hampton Roads and Jamestown in the 1620s, despite the impact of hunger and disease (McCartney 2018).

By 1634, Virginia's General Assembly established administrative land divisions based on familiar European systems and created eight shires (counties). The boundaries of modern Virginia Beach originally fell within Elizabeth City County in 1634, which spanned both sides of the James River at that time. In 1636, the area lying south of the James River and Hampton Roads became New Norfolk County. Courts first met on Adam Thoroughgood's land in 1637 (Frazier Associates 1992: 4). Just a year later, however, New Norfolk was split into Upper and Lower Norfolk counties. Upper Norfolk became Nansemond County in 1646 (Salmon and Campbell 1994: 167). Increases in population led to the 1691 subdivision of Lower Norfolk County to form two new counties. Norfolk County, which would later divide to form portions of the City of Chesapeake, consisted of the western two-thirds of the former Lower Norfolk County while the remaining eastern third became Princess Anne County after the English princess who ascended to the throne in 1702 (Mansfield 89: 13; Doran 1987) (See Figure 2).

Initially, Princess Anne County's courthouse was located along the Lynnhaven River (Green 2017: 2.7-2.10, VBPL 2006: 10). At the time of its organization, there were approximately 2,000 inhabitants living in the southern section of the county, some of whom had first patented land in the late 1630s (Mansfield 1989:14). Until very recently, only limited research focusing on the history of the City's southern half existed. Early research efforts assumed that new inhabitants

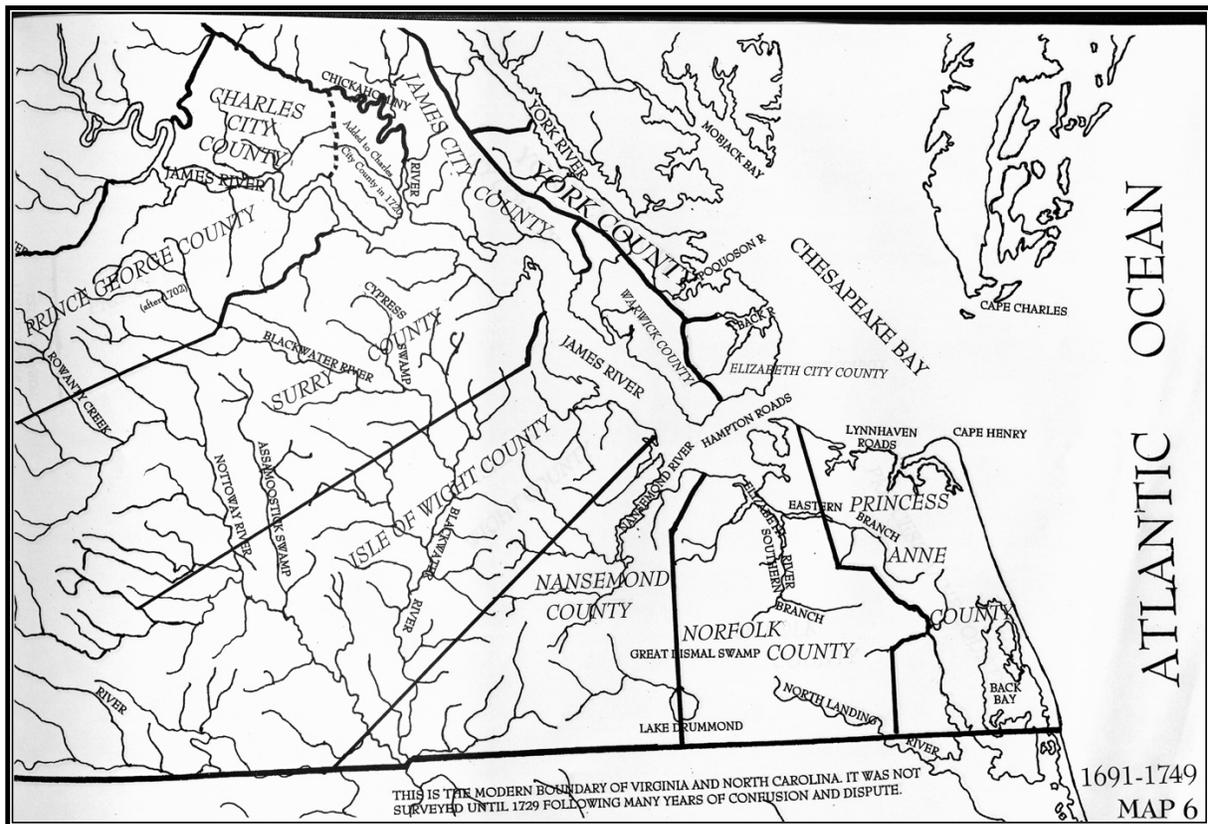


Figure 2. Map of Princess Anne County Showing c.1691 – c.1749 Boundaries (Source: Grundset 1999)

arrived through the Chesapeake Bay, which was the established development and settlement pattern in the City's northern half; however, ongoing research indicates that ships entering through the old Currituck inlet, now closed, brought settlers to the City's southern half (Jennings 2012: 7, USACE 1876: 382-384, Personal Communication from Mrs. Barbara Henley to Mr. Mark Reed 2020). Settlements, but no towns, existed on the elevated land along Pungo Ridge and near creeks draining to North Landing River and other major bodies of water. Evidence indicates that the Blackwater region of western Princess Anne County also was inhabited during the late 1670s and by the early 1690s, a reader of the Lynnhaven Parish (whose boundaries were the same as the county boundaries) was assigned to parishioners in the area (Henley 2013:95). Seventeenth-century colonists further divided the land into large agricultural tracts and carved a living within the region's famous pine forests – land that had once supported Native American villages, cultivation plots, fisheries, and hunting grounds. Colonists took advantage of navigable rivers and creeks as the colony's main exports, pine pitch and tobacco, dominated the early agricultural and economic history of Virginia. Watercraft traffic along the Chesapeake Bay became so heavy that fires lit the way at night, preventing collisions (VBPL 2006: 40-41). Increasing traffic along the North Landing River, and the desire to create canal access, also attributed to growth in the City's southern half.

The courthouse and markets were relocated throughout the seventeenth and eighteenth centuries due to population shifts and economic fluctuations often driven by the changes in tobacco prices (Salmon and Salmon 2013). Like courthouse villages throughout the Tidewater region, these communities were centers of activity once or twice per week while court was in session (Lounsbury 2005). The planter class, often separated by land grants of thousands of acres, not only conducted business during court days, but also used the opportunity to socialize. These were loud, noisy occasions in comparison to the agricultural routine of tobacco farming. Sundays offered another opportunity to socialize for a larger section of the population, as servants and the enslaved often attended religious services along with the planter class. Famously, slaves in Norfolk and Princess Anne Counties gathered to plan a rebellion in 1730 on Sunday while planters were attending church. While the plan was thwarted, the event reveals the underlying social networks between plantations in the colonial period (Theobald 2006). The first chapel of ease in the south, the first Pungo Chapel, was established in the 1690s at Morses Point and predated the chapel of ease that became the Eastern Shore Chapel. When the third Pungo Chapel was built in the 1770s next to the second Pungo Chapel at Pleasant Ridge, the new building was the largest of the chapels in the Lynnhaven Parish (Henley 2013:23-24).

In the late seventeenth century, neighbors accused Grace Sherwood, wife of farmer James Sherwood, of witchcraft. The couple and their sons lived on a farm along Muddy Creek that had been, in part, a gift of Grace's father (Mansfield 1989:14; Witkowski 2014). Although commonly associated with the New England Puritanical colonies, the belief in witchcraft and its supernatural power was widespread during the colonial period and was used to explain strange physical phenomenon, unusual personal behavior, or tragedies. Some historians suggest that jealousy of Grace's beauty or even her non-conformist habits—she often wore pants when out on her property—or real or imagined amorous trysts may have been at the root of the accusations. Her husband countersued the cases against his wife and the controversy seemed to be over until 1701, when James died. In 1705, new charges were brought against Grace, who submitted to the test of ducking. The process involved binding the hands and feet of the accused, who was then thrown into a deep body of water. Superstition stated that a witch would float and an innocent woman would sink. During her test in a branch of the Lynnhaven River, Grace either floated or was able to unbind herself and swam to shore (Mansfield 1989: 14; VBPL 2006: 27-29). She was found guilty and imprisoned for seven years. She is the only person in Virginia to have been convicted by ducking. Grace, who became known as the "Witch of Pungo," eventually returned to her property, on which she paid back taxes; she was able to regain 145 acres of her farm and, at her death in 1740, she willed the land to her three sons (Princess Anne County Deed Book 5:501). In 2006, Virginia Governor Timothy Kaine issued an informal pardon to restore Grace Sherwood's name (Barisic 2006; Witkowski 2014). This episode of Virginia Beach's history is commemorated in the naming of several roadways including Witchduck Road, a historic highway marker (K-276) "The Testing of Grace Sherwood" erected near Witchduck Point, and a statue of Sherwood that stands in front of the Sentara hospital at the intersection of Independence Boulevard and North Witchduck Road.

Beginning in March 1728, crews from both North Carolina and Virginia undertook a survey to establish the boundary line between the two colonies, which had remained unmapped. William Byrd II of Westover led the Virginia

commissioners. The southern end of Princess Anne County formed the boundary that extended from the north end of Currituck Inlet in the east, across Knotts Island, where the line divided the landholdings of William Harding, through the Back Bay and surrounding marshes (pocosons), and west across Eyland's plantation to the shores of the North Landing River, then known simply as the North River (Byrd 1841: 12-15 and as cited in Henley 2013: 22).

In October 1728, Byrd's survey committee ended their work just beyond the Dan River at the edge of existing European settlement in what is present-day Patrick County (Virginia Historical Highway Marker U-36). The boundary was surveyed and extended in 1749 by Peter Jefferson and Joshua Fry; however, the border was often disputed and portions were resurveyed throughout the eighteenth and nineteenth centuries. The Fry-Jefferson Map, formally titled *A Map of the Inhabited Part of Virginia containing the whole Province of Maryland, with Part of Pensilvania, New Jersey, and North Carolina* [sic], published in 1753, was a summary of all of these survey efforts to define and visualize the division between each colony. The map features annotations noting the earlier surveys and includes the location of the Currituck Inlet, now infilled (Figure 2).

Colony to Nation (1751-1789)

The demand for tobacco continued to support Virginia's economy and, by the mid-eighteenth century, the price had stabilized as a result of shipping disruptions and the passage of inspection laws in 1730 (Salmon and Salmon 2013). Newtown in Virginia Beach was established in 1740, and the courthouse moved there in 1753 to take advantage of the growing port (Green 2017: 2.7). This new settlement remained the seat of local government for a little over two decades. The courthouse moved to Kemp's Landing, a tobacco inspection site, in 1778. The port town was incorporated in 1783 as Kempsville while Newtown continued to decline in size and significance (Green 2017: 2.8). Both Newtown and Kempsville were platted along the Lynnhaven River, as seen on a 1780s map (Figure 3).

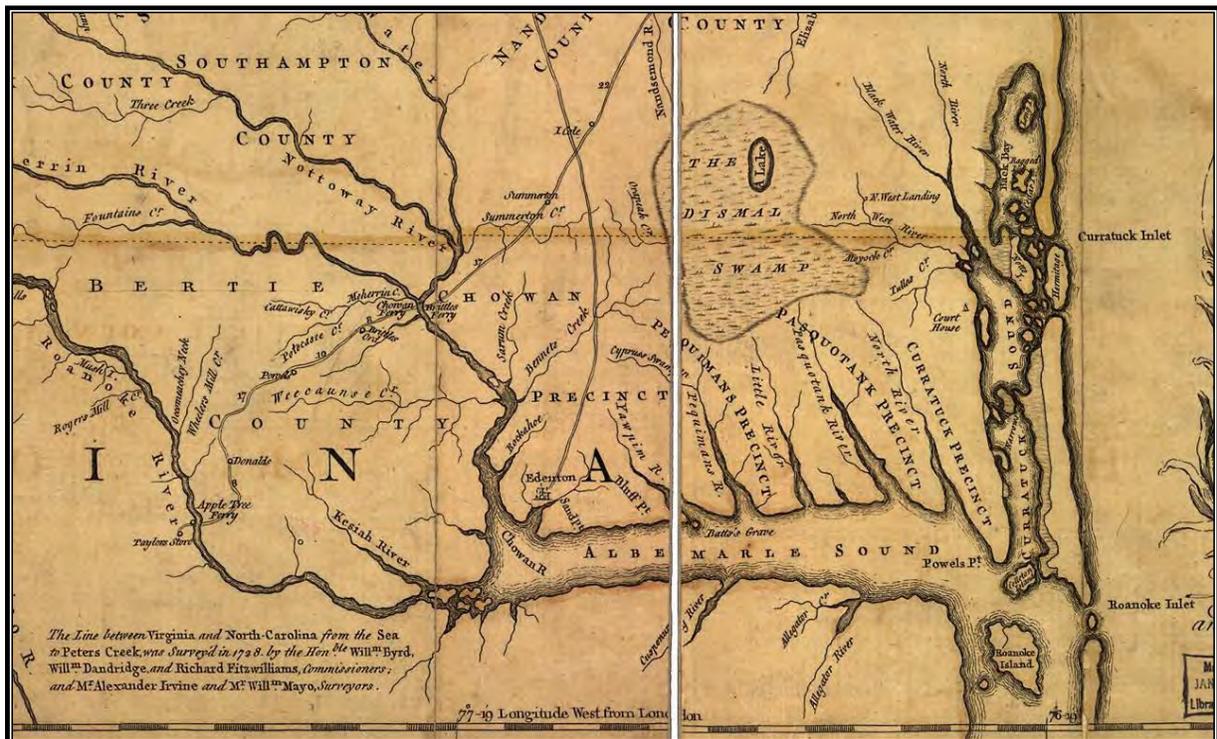


Figure 3. Detail showing Princess Anne County and the Virginia-North Carolina border on the Fry-Jefferson Map published in 1753 (Source: Library of Congress)

Other towns formed along roads, creeks and inlets. Some place names in the City's southern half, including Pungo, Dam Neck, West Neck, and North Landing (a crossing over the North River at that time rather than the name of the river itself) all took hold in the latter decades of the 18th century. The area was already known for its quality farming lands and navigable rivers that included the North and Northwest Rivers (Figures 4 and 5). A 1780s map of both Princess Anne and Norfolk Counties notes the presence of "arable land" across a large section between Dam Neck and Pungo (*Plan of Princess Anne and Norfolk Counties* 1780). The barrier islands south of Dam Neck featured a curving coastline that created the illusion of a cape, and many approaching ships thought they had arrived at Cape Henry and the entrance to Hampton Roads farther north. This confusion, and the ensuing wrecks caused along the island's sand bars, lent the name 'False Cape' to that section of barrier island between Back Bay and the Atlantic Ocean (Henley 2013: 90).

By the 1770s, growing conflict with Great Britain and tensions leading to the American Revolution disrupted the colonial government. Significant portions of Princess Anne County aligned with the Loyalist cause. As a result of the growing conflict and market forces, tobacco production fell as food crops became increasingly profitable and abundant. (VBPL 2006: 61, Salmon and Salmon 2013). John Murray, 4th Earl of Dunmore and the Governor of Virginia, dispatched British forces from Virginia's colonial capital, Williamsburg, to Kemp's Landing after dissolving the House of Burgesses and removing gunpowder from the magazine centrally located in Williamsburg in April 1775. Lord Dunmore's actions to re-assert authority and quell growing outrage throughout the colony contributed to the formation of the Virginia Convention that rejected the colonial power structure. Several skirmishes resulted. British forces met local Virginia militia on October 15, 1775 in Kemp's Landing (Kempsville) as the British searched the town for firearms, and forces met again on November 15, 1775 at Kemp's Landing (VBPL 2006: 59). The British defeated a disorganized militia who incurred the first Virginia casualties of the Revolution: John Ackiss and at least four others died on the field that day (Sprowel 1907: 387, VBPL 2006: 60-61).

Enslaved blacks saw the changing political climate shaped by the Revolution and many followed British forces, creating groups of irregular soldiers prior to the formal establishment of African American military units. In November 1775, Lord Dunmore also issued a proclamation offering freedom to African-descendent slaves throughout Virginia in exchange for service in his regiment, which remained under the command of white officers (Lowe 2016). Although he did not free his own slaves at that time, Dunmore created the Royal Ethiopian Regiment, and hundreds of enslaved men and women arrived to support the British in efforts to control Hampton Roads (Lowe 2016, Gilbert 2012: 21-24). Meanwhile, General George Washington did not formally accept black soldiers into the colonial forces until 1776, when he was compelled by the need to expand his forces (Wienczek 2017).

Lord Dunmore's Royal Ethiopian Regiment moved through Princess Anne County in 1775. Correspondence during battles at Great Bridge and Kemp's Landing that year documented African American Loyalist soldiers in the battles. At Great Bridge, emancipated blacks made up half of the British force, with several noted as having been killed or captured in the battle (Gilbert 2012: 27). These actions disrupted the plantation structure in Princess Anne County and offered the hope of freedom for the enslaved, but large-scale engagements involving the Royal Ethiopian Regiment ultimately took place near larger population centers to the north such as Norfolk and Yorktown (VBPL 2006: 60-61). With smallpox ravaging formerly enslaved soldiers and their families, the regiment retreated with Lord Dunmore to New York in 1776 (Gilbert 2012: 37).

In 1781, British Army Brigadier General Benedict Arnold, whose headquarters were in Portsmouth, advanced up the James River to destroy the foundry at Richmond and other military stores that supplied the Continental Army. Returning to Portsmouth, Arnold commenced to fortifying the garrison there, and also visited Kemp's Landing following a skirmish in Princess Anne county at James's Plantation. On February 15, 1781, a Hessian force of 180 soldiers under the command of Captain Johann Ewald encountered 520 members of the Princess Anne County Militia under the command of Captain Amos Weeks at a crossroads in the southeastern region of the county. The Hessians surprised the militia and killed or wounded 60 of the colonists and captured an equal number. Extensive research by Christopher Pieczynski (2019) has concluded that Edward James' plantation was located in the northern section of the present study area. Based on historical maps, Pieczynski places the plantation southeast of Nimmo near a crossroads noted as "James Corner," where present-day Princess Anne, Upton, and Sandbridge roads converge. Although any trace of the site has

likely been lost to modern development, the skirmish is noted as one of the many militia actions that threatened the British stronghold at Portsmouth. Arnold's visit following the skirmish was intended to "persuade the inhabitants-who pretended to be good friends-to take a new oath of allegiance to England" (Pieczynski 2019:43).

Perhaps Princess Anne County's most strategically significant military battle of the Revolution took place in the waters off of Cape Charles and Cape Henry. French naval forces under the command of Admiral Comte de Grasse responded to General George Washington's request in 1781 for naval support against the British. By that time, nearly a quarter of Washington's forces were black (NPS 2018). As Washington stranded the British General, Lord Cornwallis, at Yorktown, the French Navy prevented British ships from passing through the Chesapeake Bay to the York River in order to rescue Cornwallis in September 1781. This action gave Washington the time necessary to secure Cornwallis' surrender on October 19, 1781 (VBPL 2006: 62-66). The Paris Treaty, officially concluding hostilities, was signed on September 3, 1783 (Wiencek 2017). While Virginia played a significant role in the Constitutional Convention, and Washington was inaugurated as the first president in 1789, Princess Anne County returned to the agricultural practices, including enslaved labor at some farms and plantations, that had characterized the region prior to the Revolution.

Virginia's enslaved and free blacks served in all branches of Virginia's military; some volunteered, some were drafted and others served as substitutes for slaveholders. Unlike the regiments of the Northern colonies, Virginia's black military men fought side-by-side with their white counterparts, due largely to the group's small size. Since the Navy's role was to secure the coastal area, many of the sailors were drawn from the Tidewater region, including large numbers of black sailors who served as able seamen, pilots, drummers, and mates. Experience in plying the Chesapeake Bay and inland rivers also made these men highly suited as sailors. According to historian Luther P. Jackson, at the time of the American Revolution, there were not more than 1,000 free blacks of military age in Virginia, but at least 500 served in some way, along with an unknown number of enslaved sailors and soldiers (Jackson 1942: 257). Absalom Ailstock and Nathaniel Anderson were two black sailors from Princess Anne County who served with American forces in the Revolution (Jackson 1942: 247-248, 250, 257). Charles Cuffee was a free black man from Norfolk County who enlisted in 1780 for eighteen months. In 1830, he applied for and was granted a pension when he was seventy-five years old as a resident of Princess Anne County (Revolutionary War Pensions). A highly distinguished veteran, James Nickens was born in Princess Anne County about 1763 and enlisted from Lancaster County; for his service as a sailor, Nickens was issued bounty land (Revolution War Bounty Warrants; Heinegg). With victory over the British forces, enslaved and free blacks who served in the American military were rewarded, and "In common with all recruits the State paid them in money, in land bounties, and granted them pensions [paid both by Virginia and the U.S. government].... In common with other states Virginia also provided for the manumission of certain individual slaves" (Jackson 1942: 273-274).

Several houses recorded during the present survey appear to date to the mid- to late-eighteenth century, although additional research is needed to confirm the actual dates of construction. The houses are two-story, central plan dwellings that are of frame construction with a brick end wall and interior or exterior brick end chimneys. The houses are covered by saltbox roofs, which are side-facing gable roofs with one slope longer than the other. A one-story, frame kitchen wing was often added to one end of the house. The houses re-recorded for this project that reflect this form include the former Henley House at 2124 Golfwatch Lane (VDHR #134-0056) and the former James House at 3116 New Bridge Road (VDHR #134-5709). The Anthony Fentress-Moore House at 1489 Princess Anne Road (VDHR #134-0057), which may date to 1765, was previously recorded and not updated within the scope of this survey (Figure 6). Fentress was an early landowner on the Pungo Ridge and, in 1773, he and his wife, Anne, conveyed an acre of land for the building of the third Pungo Chapel of the Lynnhaven Parish. The property consisted of several outbuildings that stood into the 1950s, and a cemetery on the farm holds graves of the Moore family from the 1880s (Henley 2013: 25).

Records show that residents of Princess Anne County returned to improve land and roads throughout the current study area following the war. In 1784, a road near Pungo Chapel was adjusted so that it no longer ran through farmland owned by William Kays as it wound its way to Dawley Landing. Other official transportation improvement efforts included those headed by commissioners Francis Land, John Matthias and William White who conducted a study of the road between Kempsville and Pungo (Creecy 1954: 132, 136). Additional roads connecting to Blackwater and Norfolk County figure prominently throughout the 1780s. Residents also undertook bridge improvements during this period (Creecy 1954).



Figure 6. Fentress House VDHR #134-0057 (Source: Library of Congress)

Early National Period (1790-1829)

After the American Revolution, the Princess Anne County courthouse remained in Kempsville until 1823 and agriculture continued to dominate the region (Green 2017: 2.2). The War of 1812 had its origins in the Lynnhaven Inlet as the HBMS *Leopard* attacked the United States' *Chesapeake* in 1807, and the British made regular attempts to land at Chesapeake Beach and Cape Henry throughout the war. Tradition holds that the attacks near Cape Henry may have named the Seatack oceanfront community as the phrase 'sea attack' was regularly shortened over the years, and research does support its origin during the War of 1812 even though the attacks may have been farther south near Dam Neck (Pieczynski 2018). Despite the unrest, the county militia blocked the British at the coast throughout the war (VBPL 2006: 66-67). Lighthouses and other coastal infrastructure improvements developed during this period, in particular along the treacherous False Cape area that was a source of confusion and wrecks for seafarers well into the twentieth century.

The rural population of Princess Anne County continued the largely agricultural economy founded during the colonial period that was supported by slavery. While the enslaved typically lived on the property of their slaveholders unless rented to another farm, free blacks lived and owned property in Princess Anne County next to their white neighbors. Rebellion plots continued throughout this period, the most famous being Gabriel's Rebellion in Richmond, a large-scale uprising that was discovered just hours before it was to take place in August 1800. The discovery of the rebellion plans in Richmond and other localities initiated a series of increasingly restrictive laws for Virginia's black population – both enslaved and free (Nicholls 2016).

While the planter class continued to maintain large estates throughout the Tidewater region, housing for the enslaved and common planter varied widely in both quality and size. Large plantations functioned organizationally similar to towns and villages as the seat of administrative power and punishment lay with the slaveholders in the great house. Whites of a lower social class that included common planters and overseers were subject to the plantation's formal and processional landscape, following cultural norms in approaching great houses at architecturally significant entrances and gaining limited access to interior rooms while visiting or conducting business. Meanwhile, slaves negotiated a distinctly separate interaction and navigation within the plantation landscape, including the renegotiation

of formal spatial relationships orchestrated by the organization of slave housing, processional roads, and other landscape features in relation to the great house. The enslaved subverted the built environment's implicit hierarchy through networks of paths between plantations and the construction of subfloor pits in slave housing (Samford 2007, Upton 1984).

In 1790, there were 64 free blacks in Princess Anne County. These citizens were required to register with the county court and to carry with them a purchased certificate indicating their status. If the certificate were lost, the individual could be jailed or placed into slavery. By 1810, there were 287 free blacks in Princess Anne County and by 1830 there were 343. During the early nineteenth century, some of Princess Anne County's planters manumitted their slaves, often through the provisions in their wills, and some enslaved persons were able to obtain their freedom and that of family members through purchase or through labor (Gatewood 1982; Hawkins-Hendricks 1998: 42).

Research revealing information on the daily life of Princess Anne County's free blacks has yet to be collected into a comprehensive study focusing on the Early National period south of the James River; however, the autobiography of Willis Augustus Hodges provides insight into the free African American experience of the period in lieu of such studies. Born in 1815 in Blackwater, Hodges' father and mother held free status, but both of his grandfathers were enslaved. Hodges' father, Charles, owned over 100 acres in the Blackwater area. After a hostile plantation owner forced the family from their Norfolk County farm, Hodges' parents purchased three farms in Princess Anne County where they raised hogs, cattle, and food crops, similar to whites of similar economic standing at that time (Hodges and Gatewood 1982).

Hodges and his brothers sought an education, even as Virginia's laws restricted blacks from gathering, regardless of their legal status – a result of the ongoing political reaction to rebellions. His brother, William, learned to write from a local woman, despite restrictive laws of the period, and was later convicted of writing free papers for enslaved people. William escaped jail and fled to New York in 1829. Incensed by his escape, a band of local assailants whipped free blacks in Long Ridge, a community of about 40 families that included the Hodges, and stole property in retaliation. Hodges' narrative of the physical violence his family suffered also reveals information about his childhood home. There were at least three bedrooms raided after his brother's escape. One bedroom was reserved for his parents while the others were divided by gender of household members. Hodges shared his room with two other males and his adult sisters slept in the remaining room (Hodges and Gatewood 1982). This room use pattern was similar to that of poor and middle-class whites of the period.

Willis Hodges went on to become one of Princess Anne County's best-known African-American political leaders. While in New York, where his family joined his brother, he co-founded *The Ram's Horn*, a newspaper in which he espoused his views on emancipation, voting rights, and education. Living near the Canadian border, Hodges also provided assistance to those fleeing slavery. Upon his return to Virginia, Hodges was elected as Princess Anne's representative to the state's 1867 Constitutional Convention, where he served as an active and outspoken member. In 1870, Hodges was appointed as the night inspector at Cape Henry lighthouse and later served as the first African-American head keeper of the lighthouse. Hodges lost his bids for state Senate and House of Delegates, but served on the Princess Anne Board of Supervisors throughout the early 1870s (Hawkins-Hendrix 1998: 93-494; Tarter 2019; Gatewood 1982). Villages continued to develop along important crossroads or waterways during this period. Hodges, like many people throughout Princess Anne County, travelled to small towns growing at both ports and road crossings to deliver goods or conduct business. By 1823, just six years before William escaped, the courthouse moved to the current crossroads of Princess Anne Road and North Landing Road, a village centrally located within the county. An inn, tavern, and several residences were clustered around the new courthouse. A jail and other government buildings soon followed, lending new status and permanence to the village (Green 2017: 2.2).

Although some attempts were made in the early nineteenth century to create towns in the southern part of Princess Anne County, the area remained rural in character. In 1810, William Tatham [also recorded as Latham] recorded a plat for the town of Cypressville, which was to be located at the northern end of the North [Landing] River. The speculative endeavor anticipated the creation of a canal between the North River and the Elizabeth River at Kempsville that would

open to the Chesapeake Bay and provide south county residents with broader access to markets. Tatham's plan shows numbered blocks with lots of various sizes that were neatly arranged on a grid of named streets. The center of the proposed town was the canal with docks on the east and west sides and wharfs located at the intersection with the river. The town, however, never materialized; the political climate delayed the construction of the canal until 1858 when the Albemarle and Chesapeake Canal was completed (Henley 2013: 39; Tazewell 42-43; Mansfield 1989: 29).

Antebellum Period (1830-1860)

Farming communities in Princess Anne County grew throughout the early decades of the nineteenth century. The county's population hovered around 9,000, and African American slaves constituted approximately 40 percent of that total (Frazier Associates 1992: 5, 7). Both Princess Anne and Kempsville were market towns for the surrounding agricultural communities that were supported by slave labor in many instances (PMA Consulting 1994: 10). Despite the relatively stable growth of these towns, this period was one of continued tension in Virginia. The ongoing threat of slave rebellions reached its apex in the decades prior to the Civil War as a result of the uprising led by Nat Turner in 1831. Turner's rebellion in Southampton County intensified the debate surrounding slavery just as economic depression simultaneously impacted farmers throughout the 1830s. Free blacks also endured additional legal restrictions as the Virginia legislature encouraged their removal from the state, and many, including Willis Augustus Hodges' family who followed his brother to New York in the subsequent years, moved out of the upper South (Root 2018, Hodges and Gatewood 1982). The population of Princess Anne County declined to 7,285 by 1840 as both free blacks and whites followed both social and economic opportunities elsewhere (Frazier Associates 1992: 7).

Since Princess Anne County was not a large cotton or tobacco raising area, the antebellum slave population was not as large as other Tidewater counties. The majority of Princess Anne slaveholders held ten or fewer slaves. On small farms, the master and his family members would work the fields alongside slaves (Hawkins-Hendrix 1998:38). The free movement of slaves from the plantation was prohibited without written consent, and education and free assembly were strictly denied. After Nat Turner's Rebellion, many freedoms gained by black Virginians were rescinded or strictly curbed by laws that sought to suppress any further uprisings against whites. These laws forced many free blacks to leave the state; Princess Anne County's free black population dropped from 343 residents in 1830 to 232 in 1840. Just prior to the onset of the Civil War, there were only 192 free blacks in the county (Hawkins-Hendrix and Lucas 2017:42).

The Antebellum period in the Tidewater region was characterized by growing tensions between white and enslaved populations. In an effort to retain control, local and state governments rescinded many of the minor freedoms that free blacks and slaves had previously gained. In addition, white leaders restricted black people's movements and activities.

Schools

Eighteenth- and early-nineteenth-century education in Princess Anne County, similar to other parts of the state, tended to be a private endeavor. Families or communities hired tutors and the community constructed one-room schoolhouses on farms or at convenient crossroads sites. An early one-room school stands on the former Anthony Fentress property (134-0057). Only white students attended these schools, although some enslaved and free blacks were taught to read and to write through church groups and benevolent white landowners. This practice, however, changed in 1831 when the General Assembly passed legislation that prohibited "any person to receive a salary for teaching enslaved people" and "prohibited assembling classes of free African Americans for the purpose of teaching them" to read and to write (Julienne and Tarter 2016).

In the early nineteenth century, in the absence of a statewide education system, the Virginia General Assembly allowed localities to establish their own school systems. Princess Anne County was among one of the early adopters of the concept, and subsequently established 22 school districts. In 1846, the county constructed the two-room schoolhouse at Blossom Hill on the west side of Princess Anne Road near Pungo Ferry Road. The one-story, frame building, which served white students only, stood at this site until 1908, when a two-story, eight-room school building was built in the community of Creeds near Morris Neck Road. The only existing portion of the 1908 school complex is a one-story, frame agricultural building, built around 1935 (VDHR #134-0191). In 1950, the building was converted to a residence.

Churches

Beginning in the late eighteenth century, both Methodist and Baptist churches permitted free and enslaved blacks to participate in religious services (Figure 7). Although not given equal membership in white congregations, blacks were allowed to worship in white churches in segregated seating, often provided in a balcony. Until the 1830s, Baptist congregations regularly ordained black ministers while Methodists allowed black preachers under the leadership of a white person. Most rural black religious activities continued under white control, while black congregations in cities, including Norfolk and Williamsburg, met in more independent, and sometimes wholly separate, churches (Jackson 1931: 175, 187). Any autonomy these congregations may have enjoyed, however, was quelled in 1832 when the General Assembly enacted a law that prohibited free blacks from holding an ordained or licensed religious office. Willis Augustus Hodges recalled in his autobiography how the Baptist meeting house at Pungo was closed to the black community during that time:

Prior to "Nat Turner's war," the people of color, both bond and free, were allowed to attend the white churches, also to hold meetings of their own. [Afterwards] They were prohibited from holding meetings or occupying a seat in the white churches.... "The Pungo meeting house," [in 1856 renamed Oak Grove Church] was the Baptist church of which my father and the rest of the family were members, was situated about five miles from our house (Gatewood 1982:28).

The individual denominations also sought more white control over formerly "independent" black-led churches by closing such organizations or appointing white ministers (Jackson 1931:209). Prior to the onset of the Civil War, schisms occurred in Protestant denominations, dividing Northern and Southern congregations over the issue of how to treat black membership.

Civil War (1861–1865)

While conflict crossed Virginia throughout the Civil War, Princess Anne County only experienced brief active fighting at the beginning of the war. Virginia, including Princess Anne County, seceded from the Union on April 17, 1861, and Richmond became the capital of the Confederacy. Meanwhile, 48 counties to the west remained within the Union and became West Virginia. As the state split, both Confederate cavalry and infantry units mustered in Princess Anne. Many local soldiers served in the 6th Virginia Infantry, 16th Virginia Infantry, 5th Virginia Cavalry and 15th Virginia Cavalry, as well as other units. During the war, over one third of all men serving in the Confederate army from Princess Anne were wounded, captured, or killed as a result of disease or combat (Harris 2010). Local militia disabled Cape Henry Lighthouse in April 1861, and Confederate forces fired on the USS *Daylight* in October 1861 (PMA Consulting 1994: 11). Fort Monroe, located immediately to the northwest across the confluence of the James River and the Chesapeake Bay, remained under Union control throughout the conflict. Actively working to increase their control of Hampton Roads from the beginning of the conflict, the Union held Princess Anne County and Norfolk by May 1862 until the end of the war (VBPL 2006: 68).

Although no major battles were fought on its soil, the Civil War had a significant impact on Princess Anne County and its inhabitants. The 1860 census of the county recorded 4,529 whites and free blacks and 3,186 enslaved inhabitants. There were 334 slave owners in the county including 50 who owned more than 10 slaves, most of whom worked as laborers on large plantations (Harris 2010:4-5).

Headquartered in Norfolk, the Federals were at first under the command of General Egbert L. Viele and then under Gen. Benjamin Butler. From Norfolk, Union troops, including units of the U.S. Colored Troops (USCT), often conducted patrols and raids into southern Princess Anne County. Following President Lincoln's Emancipation Proclamation, the Union forces actively recruited free blacks for military service (Wertenbaker 1931:199, 220). Among the free blacks and enslaved men from Princess Anne County who joined the USCT were Miles James (awarded the Medal of Honor), Edward Jones, Joseph Wilson, William H. Grimstead, Alexander Ackiss, Robert Forbes, and Littleton Davis (Harris 2010:33; see also Hawkins-Hendrix 1998:47-52).

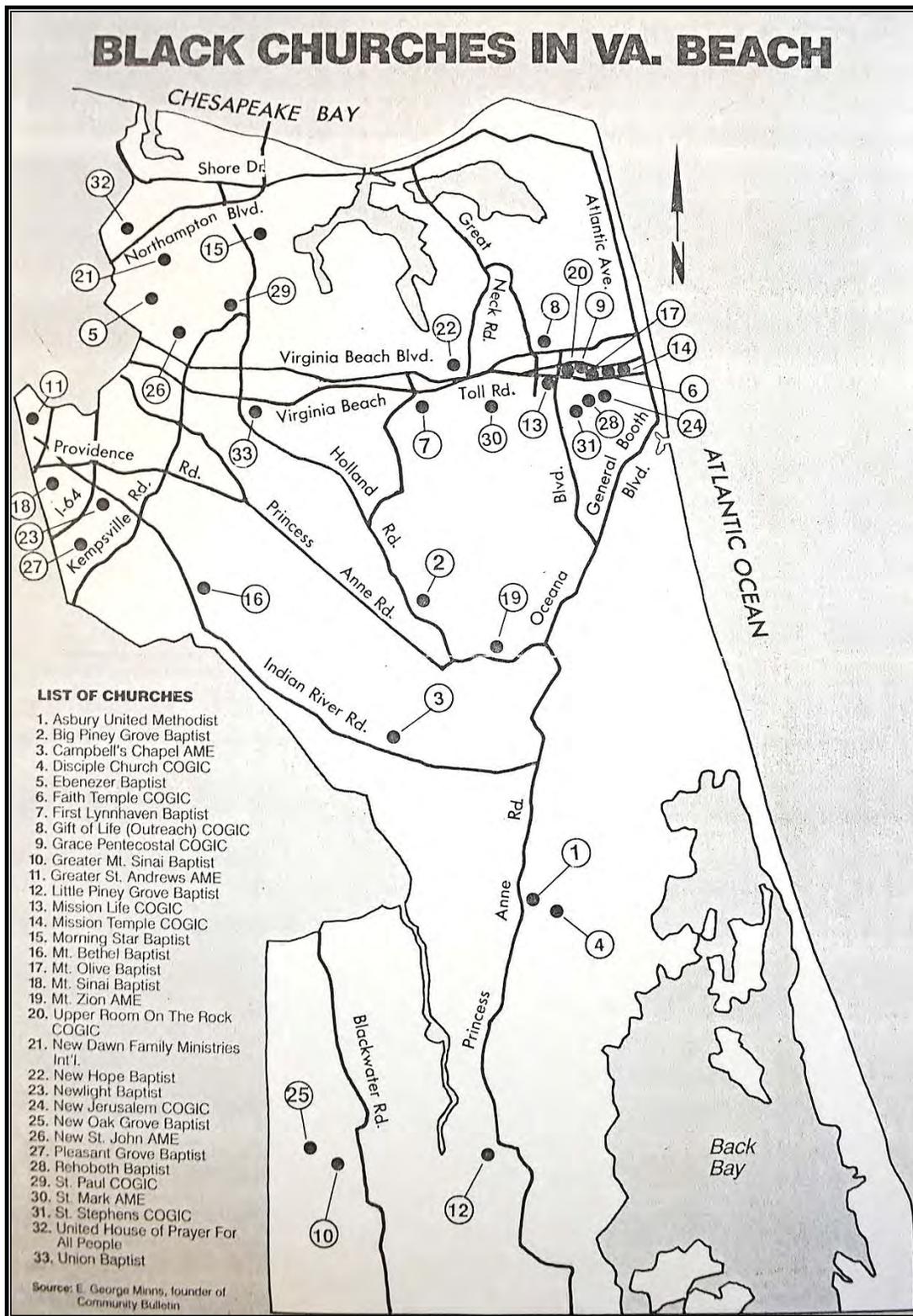


Figure 7. Map showing the locations of Black Churches in Virginia Beach (Source: VBPL)

Due to its strategic location along the shoreline and the Confederate sympathies of many of the residents, harsh restrictions were imposed by the occupying forces on civilian activities in Princess Anne County. In 1863, a local group known as Burroughs' Partisan Rangers, 5th Virginia Cavalry, Co. A, was formed to combat the Union forces.

The group was organized by Maj. Edgar A. Burroughs, a Princess Anne county native, who initially served in the 15th Virginia Cavalry. Due to the deaths of his children and his wife's illness, he resigned his commission and returned to Princess Anne in September 1863. Burroughs' father, John, served as the county's clerk of the court for 48 years, and prior to the war, Maj. Burroughs was a successful farmer and the minister of Olive Branch United Methodist Church. He was also a slave owner. In 1853, Burroughs purchased Long Island in Back Bay where he farmed, raised livestock, and also participated in market hunting of geese, ducks, and other migratory fowl (Harris 2010:4; Ruegsegger 2014).

Burroughs' rangers were successful in harassing Union soldiers on patrol. Many of the rangers stayed on Knotts Island or on other islands in Back Bay. Because of their knowledge of the area, the local men were able to hide in the swamps and marshes, which facilitated their surprise attacks. Princess Anne County residents who aided the guerillas were often the target of Union retributions.

In November 1863, Maj. Burroughs was captured by USCT led by Col. Alonzo G. Draper and his men. Burroughs was tried, found guilty of treason and other counts, and sentenced to be hanged. Burroughs took the Oath of Allegiance and his execution was stayed; however, while still in prison he was shot by a Union guard who stated that Burroughs was attempting to escape. His family disputed this account, but within days, Maj. Burroughs died from his wounds (Harris 2010: 33-34; Ruegsegger 2014). He is buried at the family cemetery on the Burroughs Farm on Holland Road, which has been determined to be NRHP eligible (DHR #134-0598).

Networks of Confederate sympathizers remained intact throughout the war. Confederate prisoners on the USS *Maple Leaf* overcame Union sailors during transit from Norfolk to Fort Delaware in June 1863, and managed to escape after landing south of Cape Henry. Guerrillas, acting as guides to Richmond, supported the escapees along the way. The Union regiments stationed locally reacted with increased regional patrols and strengthened the enforcement of martial law throughout the war (VBPL 2006: 69).

As soldiers fought for control of Tidewater, the Union's continued presence disrupted slavery prior to the Emancipation Proclamation that President Lincoln issued in 1863. Enslaved men, women, and children fled to Fort Monroe throughout the war's first two years. Union General Benjamin Butler used war-time property confiscation practices to provide the legal justification for refusing to return Frank Baker, Shepard Mallory, and James Townsend to their Confederate slaveholder. Some African Americans became Union soldiers and some labored in the Confederacy, while others began to re-build their lives in settlements known as contraband camps (Purvis 2009). Forced labor systems that supported large-scale agriculture dissolved, and the United States government seized land in Princess Anne County to create Government Farms for the enslaved, then known as contraband (Hawkins-Hendrix and Lucas 2017: 5-6).

Throughout the war, land prices fell, which only increased the economic hardships that had begun in the 1830s. The passage of the 13th amendment to the Constitution by the United States House of Representatives formally abolished slavery in the United States on January 31, 1865. The Civil War ended with the Confederates' surrender at Appomattox three months later, in April 1865, and states fully ratified the 13th amendment in December 1865. Virginia remained under control of United States forces as the state grappled with new post-war social and economic structures.

Thirteen Civil War veterans of African descent who served in the Union Army's 5th, 19th, and 36th U.S. Colored Troops (USCT) were buried in the Cuffeytown Historic Cemetery in nearby Chesapeake. Miles James, who was born enslaved in Princess Anne County, enlisted with the Union Army in Portsmouth and served with distinction with Co. B, 36th USCT. Following his heroic actions at the Battle of New Market, in which his arm was severely injured and was later amputated, James was one of 14 USCT soldiers—and one of six Virginians—who were awarded the Medal of Honor in April 1865. In October 1865, James was discharged from the Army and returned to Virginia to live in Norfolk, where he died in

1871 of complications from his wounds. The 36th USCT included 90 formerly enslaved residents of Princess Anne County such as Frank Cornick, James' friend, and others with well-known local surnames including Land, Henley, and Woodhouse (Jean 2017; Fleche and Luebke, USCT Encyclopedia VA 2016).

Reconstruction and Growth (1865–1917)

New communities of former slaves, known collectively as contraband even during Reconstruction, grew as a result of the Civil War. Land conflicts naturally arose between Confederates whose land had been seized by the United States and those who had resettled the area as refugees during the conflict. These 'contraband farms' were located throughout the state, most notably on the Arlington estate of Robert E. Lee in northern Virginia. By the time that Virginia was re-admitted to the Union in 1870, tens of thousands of African Americans who sought protection at Fort Monroe had been resettled in Hampton Roads (Purvis 2009). The Bureau of Refugees, Freedmen, and Abandoned Lands replaced the Bureau of Negro Affairs in 1865 as the federal division dedicated to aiding the newly free population in the South. In Princess Anne County, 10 such farms existed, all of which were located in the northern half of the county. These farms later would become the core of many of Virginia Beach's black communities (Figure 8). In the southern half of the county, black residents appear to have lived in small groupings of houses located just outside of the area's commercial crossroads areas. In addition to modest dwellings, schools and churches were often associated with these communities (Hawkins-Hendrix and Lucas 2017: 5-6). Cuffeytown, although now in the City of Chesapeake, was an important African-American community for residents in the southern half of Princess Anne County prior to the war and continued in that role as new churches and community institutions developed in Blackwater and along Princess Anne Road.

In 1870, Princess Anne County was divided into three magisterial districts: Kempsville, Seaboard, and Pungo. A fourth district, Blackwater, was not created until 1925, when it was divided from the Pungo District. The present study area encompasses the Pungo and Blackwater Districts that remained rural, agricultural communities throughout Reconstruction. The agricultural economy of Princess Anne County was slow to recover from the war, but truck farming grew gradually, fueled by the increased demand for produce in northern cities. The region's early growing season compared to that of the northern markets supported the export of greens and potatoes as commercial crops.

During the early twentieth century, Princess Anne County farms produced a diverse number of crops, both for subsistence and for market. Cotton was an important market crop and cotton gins operated near railroad stops in Pungo and North Landing. In the eighteenth and nineteenth centuries, area farms grew flax and processed the plant fibers for rope. Irish potatoes, sweet potatoes, corn, wheat, and soybeans have been mainstays of the agricultural economy in the area. Farms with livestock typically included cattle, hogs, and turkeys. Tobacco, abandoned early on as a cash crop, was often used as a barter crop. Buildings associated with these agricultural pursuits included barns, tool sheds, grain storage buildings, and processing facilities. Mills, warehouses, cotton gins, and potato grading buildings were located at the rail stops in Pungo, Back Bay, and Euclid (Kempsville) (Cullipher 2003) (Figure 9).

The Rise of Lifesaving Stations

The resulting increase in commercial traffic along waterways led to a series of shipwrecks that garnered Congressional attention (PMA Consulting 1994: 12). As a result, the United States Lifesaving Service, established in the 1870s, founded five stations in Lifesaving District Six, which extended from Cape Henry to the North Carolina border. These stations became the precursor to the United States Coast Guard, formed in 1915, and provided rescue services along

Princess Anne County's Atlantic beaches and shoals. The most famous of these stations remains Seatack Lifesaving Station (VDHR #134-0047) for its visibility and proximity to the tourist resort, now surrounded by the modern Virginia Beach Oceanfront development. However, there were four other stations within the county: Cape Henry Lifesaving Station, Dam Neck Lifesaving Station, Little Island Lifesaving Station, and False Cape Lifesaving Station. Immediately south of the Virginia-North Carolina border, Wash Woods (Deal Island) Lifesaving Station served the small Outer Banks community along that relatively remote section of coastline in both states (VBPL 2006: 71-78; Henley 2013: 89-94, Hairr 2004: 111).

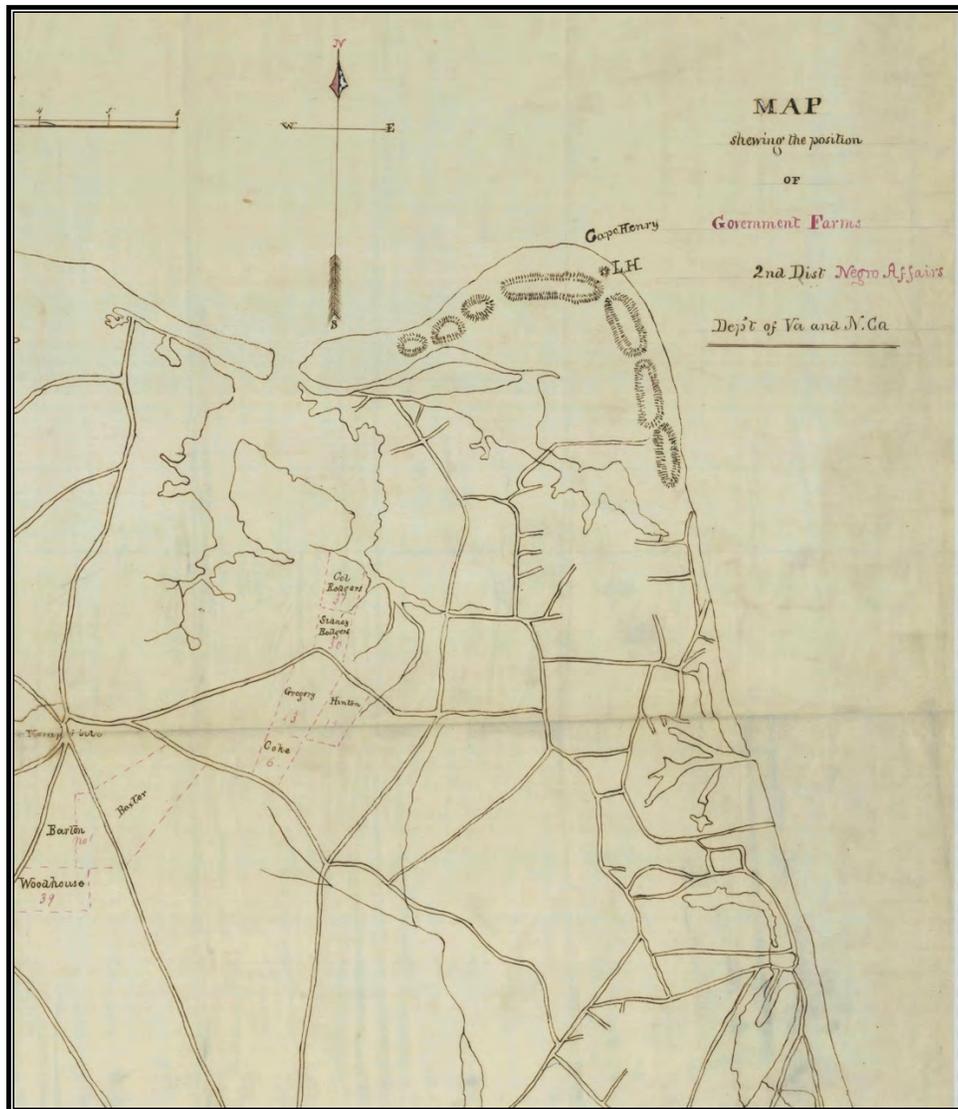


Figure 8. Farms for formerly enslaved African Americans, also known as 'contraband' or government farms that became the sites of African-American neighborhoods. Note that these farms are outside the present study area. (Source: National Archives 2020)

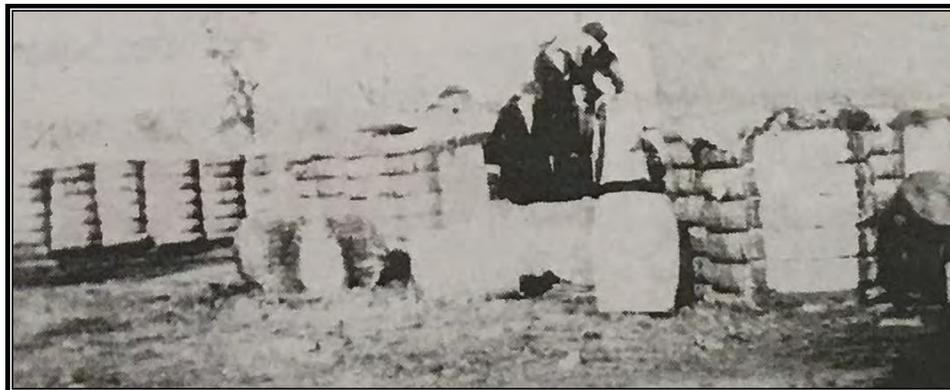


Figure 9. Bales of cotton ready for the train at Back Bay station (Source: VBPL)

These stations were typically wood-frame buildings built to withstand extreme weather conditions with a lookout platform or tower, and were furnished with boats and rescue equipment. The crew and keeper maintained the building, ran training sessions, and responded to calls from distressed ships throughout all seasons. In addition to elevated views from the lookout platform, crews surveilled the beaches by splitting the distance between neighboring stations. Patrols met every four hours at mid-points both north and south of their stations, looking for evidence of wrecks or vessels needing assistance.

The southern lifesaving stations monitored some of the most remote and treacherous beaches in Princess Anne County. Little Island Lifesaving Station (VDHR #134-0596), south of present-day Sandbridge, was a remote beach at that time while False Cape Lifesaving Station (now demolished) patrolled an area that was often mistaken for Cape Henry, with dire consequences. Crews there were dispatched to over 50 shipwrecks from 1875 to 1915.

Wash Woods

The Wash Woods community existed along the Virginia-North Carolina border and east of Knotts Island prior to the Civil War and the creation of coastal lifesaving stations (Henley 2013: 90). However, the establishment of False Cape Lifesaving Station in 1874 followed by Wash Woods Lifesaving Station in 1878 (North Carolina's northernmost station) bolstered the growth and permanence of community buildings in the area (Hair 2004: 11; Henley 2013: 90). A Methodist church congregation formed in 1873. There were nearly 300 people living in Wash Woods by the early 20th century supported by a store, two churches, and a small school. However, continual changes to the farmland caused by overwash and sand, coupled with population shifts and the growth of a consolidated school system, lead to declining population by the 1930s.

African American Churches and Lodges

In the decades following the end of the Civil War, free blacks and newly freed slaves organized churches throughout the region. The churches, however, were more than simply religious institutions and became the center of black society by providing educational, artistic, social, economic and political guidance, and brought forth many of the black leaders of the period (Jackson 1931: 239; Hawkins-Hendrix and Lucas 2017: 10). In addition to religious services, the churches also provided a building for schools and fraternal organizations.

In southern Virginia Beach, several historically black churches trace their establishment back to the mid- and late-nineteenth century. Although the buildings themselves have been modified or replaced over time, the earliest area churches included the c. 1862 New Oak Grove Baptist Church (VDHR #134-0304, 3200 Head River Road), c. 1864 Mount Cavalry A.M.E./Campbell's Chapel A.M.E. Church (VDHR #134-5848, 3252 Indian River Road), c. 1867 Little Piney Grove Baptist Church (VDHR #134-5720, 669 Princess Anne Road), c. 1870 [Big] Piney Grove Baptist Church (VDHR #134-0152, 2804 Holland Road); and c. 1871 Asbury United Methodist Church (VDHR #134-0399, 1392 Princess Anne Road) (Hendrix-Hawkins 1998: 64-72, 74-80, 89; Hendrix-Hawkins and Lucas 2017: 12). These buildings were typically wood-frame and congregations often moved or significantly altered buildings to accommodate fluctuations in attendance and the needs of members.

Some churches also supported or served as meeting places for African-American fraternal organizations, while many lodges built their own structures. Lodges provided civic and political standing for their members, as well as leadership training and financial support for families in need. Such groups brought stability to the black communities in which they were located. The earliest black lodge in Princess Anne County was formed in 1881 in Browntown as Lodge #1 of the Order of Love and Charity. Ruth Lodge #92, F. & A.M. (VDHR #134-5849), was chartered in 1901 and later occupied the hall that originally housed the Mount Olive Club of Masonry (ca. 1896), the Knights of Gideon (ca. 1899), and Tidewater Lodge #7730 Order of Odd Fellows (ca. 1915) (Hawkins-Hendrix and Lucas 2017: 13). Other black fraternal societies and organizations that formed in the southern half of the city include the Calla Lodge No. 28 I.O.O. F. (ca. 1903, in Pungo near Charity Church), Lois Tent No. 128 (ca. 1912, Gum Swamp Church/Mt. Bethel Baptist Church), Creeds I.O.O. F. Lodge No. 9829 (ca. 1919, Creeds), and Jobes' Improved Ancient Order of the Children of Israel 102 (ca. 1920, Blackwater) (Hawkins-Hendrix and Lucas 2017:14-15). In the early 1900s, the True Reforming Lodge and

its youth branch, Rose Bud Lodge, were located on the property of the Asbury United Methodist Church; the Good Samaritan Lodge members met in the church building (Hawkins-Hendricks 1998: 74-75).

Schools

In 1870, the Virginia General Assembly passed an act establishing the first statewide school system that provided segregated facilities to white and black students. Princess Anne County's white students continued to be housed in one-room buildings. Many of the county's black students were educated in privately funded schools, or in groups that met in local churches and lodges. During the Civil War, the American Missionary Society operated a Contraband School in the Lynnhaven area, and following the end of the Civil War the American Missionary Association established schools in the county and throughout Hampton Roads. Black churches often provided buildings or sites for the establishment of schools, including Big Piney Grove Baptist Church, which gave its original sanctuary for a school (Hawkins-Hendrix 1998: 108).

In 1900, a two-room school for white students was built on Charity Neck Road south of the intersection with Gum Bridge Road. Around 1918, a larger school was erected at the intersection of Charity Neck and Dawley's roads that consolidated the populations of several area elementary schools and continued to serve the area until 1939 when the new Creeds School was constructed. The older school building in Charity was divided and one-half was moved to the Asbury United Methodist Church site on Princess Anne Road, where a former school for black students (ca. 1886) had been destroyed by fire. The relocated school became known as the Pleasant Ridge School (VDHR #134-0399) (Henley 2013:130); the building was restored in 1997 and is listed in the Virginia Beach Historical Register (Figures 10 and 11).

A Sportsman's Paradise

It was not until the second half of the nineteenth century that recreation became a significant impetus for development in Princess Anne County. Sportsmen visited the area near the newly established lifesaving station at the oceanfront as well as lands throughout Back Bay, gradually creating a reputation for the area's beauty and abundant wildlife. Investors soon realized the potential for a resort serving residents of Norfolk and others traveling by rail. Colonel Marshall Parks, a local developer who led the construction of the Albemarle and Chesapeake Canal beginning in the 1850s, reorganized the Norfolk and Sewell's Point Railroad in 1882 to form the Norfolk and Virginia Beach Railroad and Improvement Company (The Society 1907, Norfolk History 2018). The rail line connecting Norfolk to Virginia Beach opened in 1883, bringing visitors to the Virginia Beach Hotel that, when completed in 1884, welcomed guests to 90 rooms within the three-story, frame building clad in wood shingles (Souther 1996: 11-13, 19).

Princess Anne's marshes had long been a source of subsistence for locals, who hunted and fished the Back Bay area and oceanfront for generations. Located along the Atlantic Flyway, the migratory pathway that extends from Greenland to the Caribbean, hunters annually harvested numerous species of ducks, swans, geese, and shorebirds. The large-acre marshes provided breeding areas for nesting birds and harbor for migratory flocks. An unintended, but ultimately beneficial, consequence of the large landholding clubs was "saving these fragile areas from commercial exploitation until they could be acquired by public and private conservation organizations" (Johnson and Coppedge 1991: 8).

In the late nineteenth century, market gunners or commercial hunters shipped their game from Princess Anne County to Baltimore and Philadelphia via train. By the 1880s, Northern sportsmen discovered Back Bay's bounty and numerous private hunting clubs opened in the area. Between 1870 and 1920, locals and Northern investors established over 100 hunt clubs (Johnson and Coppedge 1991: 8) (Figure 12). Clubhouses took advantage of over 60,000 acres of marshland on the eastern and western shores of Back Bay, on the islands located in the bay, and on Knotts Island as well as 39-square miles of open water including six connecting sub-bays (North Bay, Shipps Bay, Sand Bay, Redhead Bay, Half Moon Bay and Powder Tub Bay). The shallow waters, ranging from fresh to brackish, are an average depth of five feet with the mild salinity from overwash along the Atlantic Ocean barrier islands (U.S. Fish & Wildlife Service 1991: 6). Back Bay's reputation as a fertile hunting ground drew visits from numerous U.S. generals and admirals; U.S. presidents Benjamin Harrison, William Howard Taft, and Grover Cleveland; and baseball legend Ty Cobb. George Eastman, a partner in the Kodak-Eastman photography corporation, was a co-owner of the Horn Point Club

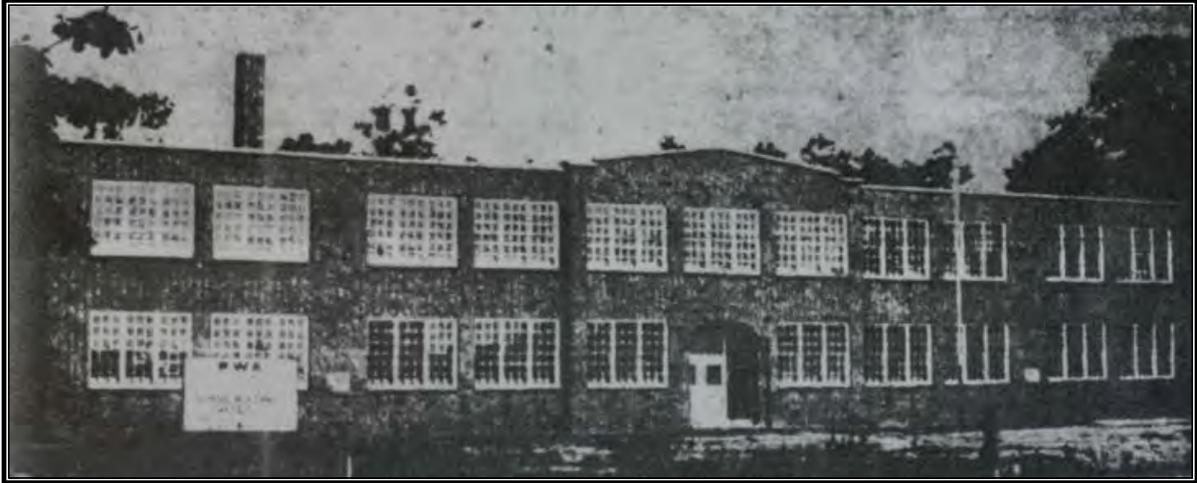


Figure 10. A photograph of Creeds High School in 1939 (Source: VBPL)



Figure 11. Pleasant Ridge School today (Source: L. Purvis)

(VDHR #134-5796). Alexander Hunter, frequent Back Bay hunter and member of the Virginia General Assembly from Alexandria, was well known for his sports and recreation writing, including the c. 1908 *The Huntsman in the South*, which included his account of an excursion with President Harrison to the Ragged Islands (Hunter 1908; Badger and Kellam 1989).

Since many club members were not residents and were relatively unacquainted with the waterways, local hunters possessing wildfowl expertise and knowledge of the landscape were hired as guides. Other in-demand occupations supporting the clubs included cooks, caretakers and superintendents, and decoy makers. The clubs provided supplemental income to many residents who farmed, fished, and raised livestock during the summer months and hunted during the fall and winter. Women and children also participated in the expanding club economy as cooks, housekeepers, and guides. The traditions of hunting and fishing have a storied history for many families living in the Back Bay area and supported generations of guides and caretakers. Family names historically associated with the clubs as guides or other essential positions include Etheridge, Henley, Mundy, and Waterfield, among others.

The variety of organizational structures within the clubs reflects the range of hunters visiting the area including wealthy sportsmen from Boston, New York, and Philadelphia, as well as by groups of hunters from Norfolk and Richmond. The corporation or stock clubs operated like a business with a slate of officers and members who purchased shares in the club. Partnership clubs usually consisted of a few friends, who often collectively hired a caretaker to oversee the club's property. Other clubs were single ownership clubs, private clubs, or sporting lodges. Clubs might own thousands of acres of marsh and high ground, or just a few acres, depending on the pool of funds available. To add to the diversity of this building and land use type, not all clubs built clubhouses and members would stay in trailers or at camp sites. Additionally, not all club sites provided direct access to prime hunting grounds. Clubs located on the western shore of the bay often had a clubhouse or camp at one site, but travelled to another location within the bay to hunt.

Even transportation evolved locally to support this influx of mostly male sportsmen. Wealthy Northern hunters travelled to the area by steamer boats (such as the *Cygnets*, *Comet*, *Currituck*, and *Rogers*) or by train, arriving at Munden Point on the "Sportsman's Special" route and tended to stay for several weeks at a time. Local club members not only hunted once or twice during the week and on Saturdays, but also enjoyed weeks-long hunting excursions to the area. Many local hunters arrived by the Pungo Ferry, which crossed the North Landing River in the vicinity of today's Pungo Ferry Bridge. The hand-operated ferry connected lower Princess Anne County to Norfolk and Currituck Courthouse to the south. Sportsmen hunting on Back Bay traveling from Norfolk often made connections to trains or wagons at the ferry dock. Over the years, some clubs reorganized and renamed their groups as membership changed; clubs also acquired land from other clubs as they disbanded. Federal and state governments also acquired land for the establishment of the Back Bay National Wildlife Refuge (1938), the Princess Anne Waterfowl Management Area (1966), and False Cape State Park (1968) (see Figure 12).

Archie Johnson and Bud Coppedge's *Gun Clubs and Decoys of Back Bay & Currituck Sound* provides detailed backgrounds and historical information on clubs established in the Back Bay area during this period. According to Johnson and Coppedge, the Ragged Island Gunning Association of Virginia, established in January 1891, was among the most prestigious clubs on Back Bay. Nine Norfolk businessmen organized the club, which owned 4,000 acres of marsh and high ground. The group erected a large clubhouse with a wine room and large parlor, a boathouse, and a quarters for the caretaker. In 1934, the property was sold and became the Ragged Island Club with more than 10,000 acres. By 1939, the club dissolved and the property was acquired by the U.S. government as part of the Back Bay National Wildlife Refuge (Johnson and Coppedge 1991:15-16).

In 1894, the Princess Anne Club was established on Little Island, and was also known as the Little Island Club. According to Johnson and Coppedge, this was the largest club in membership and acreage. Founded with 23 members from New York City, the club owned thousands of acres including portions that were added from the Back Bay Gunning Club (Seelinger Marsh on the northwest side of Redhead Bay) and from Col. William Barbour's property (on Back Bay and Sand Bay). The members built a handsome three-story, wooden shingle-clad clubhouse. The club remained active until 1936, when it was conveyed to the U.S. government to become part of the Back Bay National Wildlife Refuge.

The large clubhouse was dismantled by soldiers of the Civilian Conservation Corps and the lumber was used to build two houses, a large boathouse, and one outbuilding for employees of the Back Bay National Wildlife Refuge (Johnson and Coppedge 1991: 13-14).

Located at the head of Back Bay, the Sand Bridge Club was established in 1897 by the "Sand Bridge Syndicate" located in Philadelphia. The club's property, which extended along both shores of the bay, was well known as the site of two old windmills and the location of two large salt pots used to boil down seawater (Johnson and Coppedge 1991: 10). On April 15, 1937, the Sand Bridge Club's property of nearly 3,000 acres was sold to members of the Princess Anne Club, which then changed its name to the "Sand Bridge Corporation;" that organization dissolved in 1952 and former members re-organized as the Sand Bridge Shooting Association. After the original clubhouse burned in 1953, a new club was constructed. The land eventually became part of the Back Bay National Wildlife Refuge.

Membership share costs varied among the groups, too. Local corporations and partnerships tended to be between \$100, as at the 1908 Battery Shooting Club and the 1917 Ram Island Gunning Club, and \$500 per share, as at the 1907 Atwood Gun Club, Inc., near Lake Tecumseh, and the 1917 Virginia resident-only member Horse Island Gunning Association on Knotts Island (Johnson and Coppedge 1991:15, 38, 59). By the early 1900s, public lodges, such as the one on Dudley's Island, began to charge day rates and catered to regional residents. Among the most prestigious, and most expensive, of Princess Anne's clubs was the Ragged Island Gunning Association. In 1895, membership was capped at 30 members, each of whom paid \$1,000 per share, which was later increased to \$1,500; by 1908, membership was limited to 11 members, each of whom paid \$5,000 a share. Membership in the False Cape Gunning Club, Inc., chartered in 1905 by a group of Bostonians, cost \$2,500 per share. The Pocahontas Fowling Club Inc., established in 1903 by a group of Norfolk sportsmen, was one of the most expensive clubs and even had a private telephone line that ran to the clubhouse from Munden Point. Situated on the west side of Back Bay, the club initially owned 20 acres of high ground and 890 acres of marshland, but later acquired more land. In 1905, membership shares were \$2,500 each, but in 1909 the cost rose to \$5,000. In 1914, the club was sold to Northerners, then reacquired by local residents in 1943, and in 1963 the marshland was acquired by the state and became part of the Princess Anne Waterfowl Management Area. The clubhouse became, and remains, a private residence.

Munden Point Railroad

In 1898, the Norfolk and Southern Railroad constructed a 22-mile spurline from Euclid Station in Kempsville to a terminal at Munden Point on the North Landing River waterfront. The line, known as the Currituck Division or 'Sportsmens' Special,' ran past Princess Anne Courthouse, Creeds, and Back Bay on its route south (see Figures 13-16). Area sports hunters and farmers also utilized the train to ship out locally coopered barrels packed with ducks, fish, livestock, and produce; such freight arrived at the station either by horse-drawn wagon or by small boats that plied the river. The steamboat, *Comet*, arrived from Poplar Branch, NC, and brought travelers, as well as produce, from that area. Longtime residents recall that the train also had a "fish car" consisting of a railcar that was filled with water and transported live fish from the area to market (Ansell and Grimstead 2003). Some local fishermen also maintained fish ponds where live fish were kept; such "carp pounds" (the predominant catch of the time) were located at the end of Mill Landing and Campbell Landing roads, and on Knotts Island (Grimstead 2003). An ice car also was included on the train until an ice plant was established in Pungo. Rather than a luxury, ice was important as a way to prolong freshness of area produce and game. Without ice, fish (herring, mullet, and spot) and other meats were corned or preserved with salt (Dozier 2003).

Stores

In the late nineteenth century, small stores developed in crossroads communities and quickly became both commercial and community centers that provided household necessities, farming and fishing equipment and supplies, and a social environment outside of local churches and schools. Murphy's Store (VDHR #134-0662), located near the intersection of Princess Anne and Morris Neck roads in Creeds and likely the oldest standing country store in the City, was built between 1880 and 1890 and operated into the late twentieth century.

The Blackwater Bridge Grocery (VDHR #134-0309), now the Blackwater Trading Post, was built around 1900 and also served as the post office for the Blackwater section. Built on the southern shore of the Blackwater River at the bridge crossing the Blackwater River, remains in operation and since the early twentieth century has provided rental cabins and marina slips to boaters.

New Arrivals and Place Names

During the first decades of the twentieth century, Mennonite farm families began to arrive in Princess Anne County from Fauquier County, VA, and Somerset County, PA, lured by the promise of affordable farmland and a temperate climate. The Smoker, Hershberger, and Yoder families first settled in the area of Kempsville and later the community extended down Holland, Witchduck, and Princess Anne roads. The Mennonite farmers established some of Princess Anne's best-known dairies and also grew vegetables and other farm crops. In the late twentieth century, increased urbanization caused many Mennonites to sell their farms and move elsewhere. (Miller 1973) A few Mennonite families reportedly lived in the southern section of the county around Muddy Creek Road, some of whom were farmers and carpenters (Hillegass 2019).

Similarly, in the 1910s, families of Hungarian immigrants began to move into the Blackwater area of Princess Anne County. As with the Mennonite families, the Hungarian residents were lured to the area by a real estate agent who promoted the rich farmland. Many families moved from northern locales, such as Michigan. Descendants of some of the early Hungarian immigrants, including the Kovacs, Contos, Pecsek, and Matyiko families, remain in the area and the name of area roadways (Hungarian Road, Matyiko Road) recall their impact. In 1954, the Matyiko family, which had farmed in the area for decades, founded Expert House Movers, which specializes in moving large buildings and structures. The firm, located just off of Blackwater Road, has moved buildings all over the country and such historically significant buildings as the lighthouses on Block Island, RI, and Cape Hatteras, NC, and the former Wise House in Richmond.

At the turn of the century, as Mennonite and Hungarian families settled in the area, local place names became more widely recognized on maps. While Pungo, Dam Neck, North Landing, and West Neck had remained since the colonial period, crossroads and small communities expanded as more people became interested in travelling to the area. Rand McNally and Company produced a series of Virginia maps between 1891 and 1924 that demonstrates the evolution of crossroads communities and captures the evolution of the railroad. The c. 1891 map shows North Landing, Pungo, Pleasant Hill, Promise (now Land of Promise) and Creeds. Four years later in 1895, a map of Virginia shows Pleasant Ridge, Blossom Hill, and Creeds as crossroads communities in the county's southern half (Figures 7-9). Interestingly, all of these communities were omitted on the 1893 map, but Thalia, an important early neighborhood in the county's northern half along the Norfolk-Virginia Beach Railroad, was included. By 1924, all the railroad stops were included on maps (Figures 13-16).

World War I–World War II (1917–1945)

The population growth and resort development that began in the late nineteenth century continued throughout the first half of the twentieth century in the northern half of Princess Anne County and surrounding the Virginia Beach resort area south of Cape Henry. Military growth, accelerated by World Wars I and II, introduced a new employer into the area. The State Rifle Range (State Military Reservation, Camp Pendleton) opened just south of Rudee Inlet in 1913 and the U.S. War Department established Fort Story in 1914 to guard the entry into the Chesapeake Bay and Virginia's rivers at Cape Henry (Yarsinske 2011: 90-92, CNIC 2018). Fort Story was heavily armed throughout World War I, and between 1917 and 1919 the U.S. Navy housed a training facility at the State Rifle Range. By 1921, the first concrete road connected automobile traffic from Norfolk to Virginia Beach and the United States military completed training off the coast, sinking two former German warships. Rail travel, coupled with the rise of the automobile, made growth both practical and accessible to accommodate the new economic activity (VBPL 2006: 98-99).

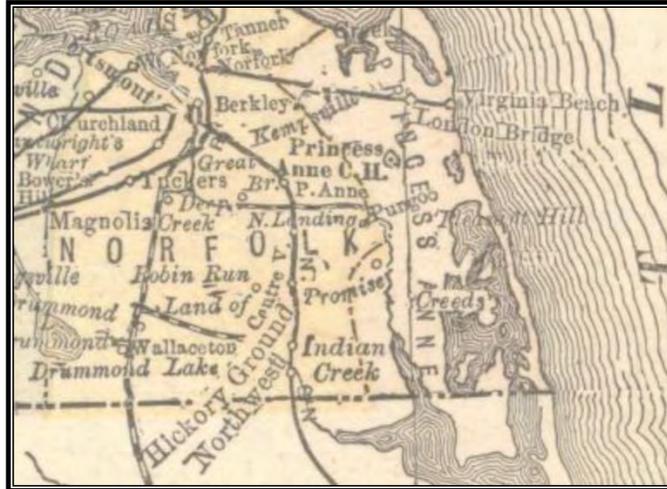


Figure 13. A c. 1891 Map showing North Landing, Pungo, Promise, Pleasant Hill, and Creeds. (Source: Rand McNally and Company 1891)



Figure 14. A c. 1893 Map showing Thalia and False Cape. (Source: Rand McNally and Company 1893)

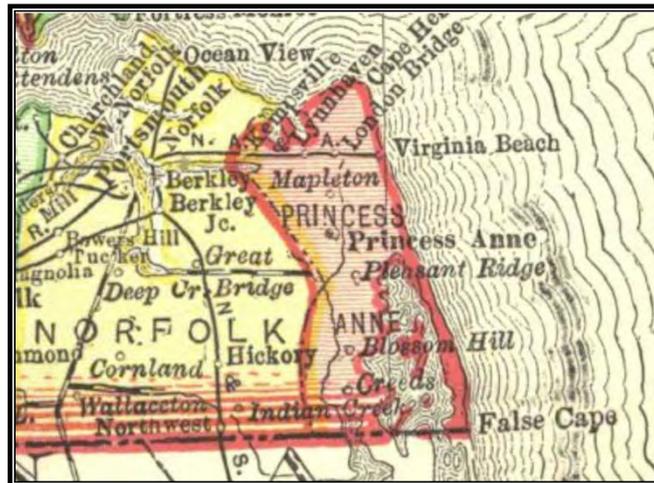


Figure 15. A c. 1895 Map showing Pleasant Ridge, Blossom Hill, and Creeds. (Source: Rand McNally and Company 1895)

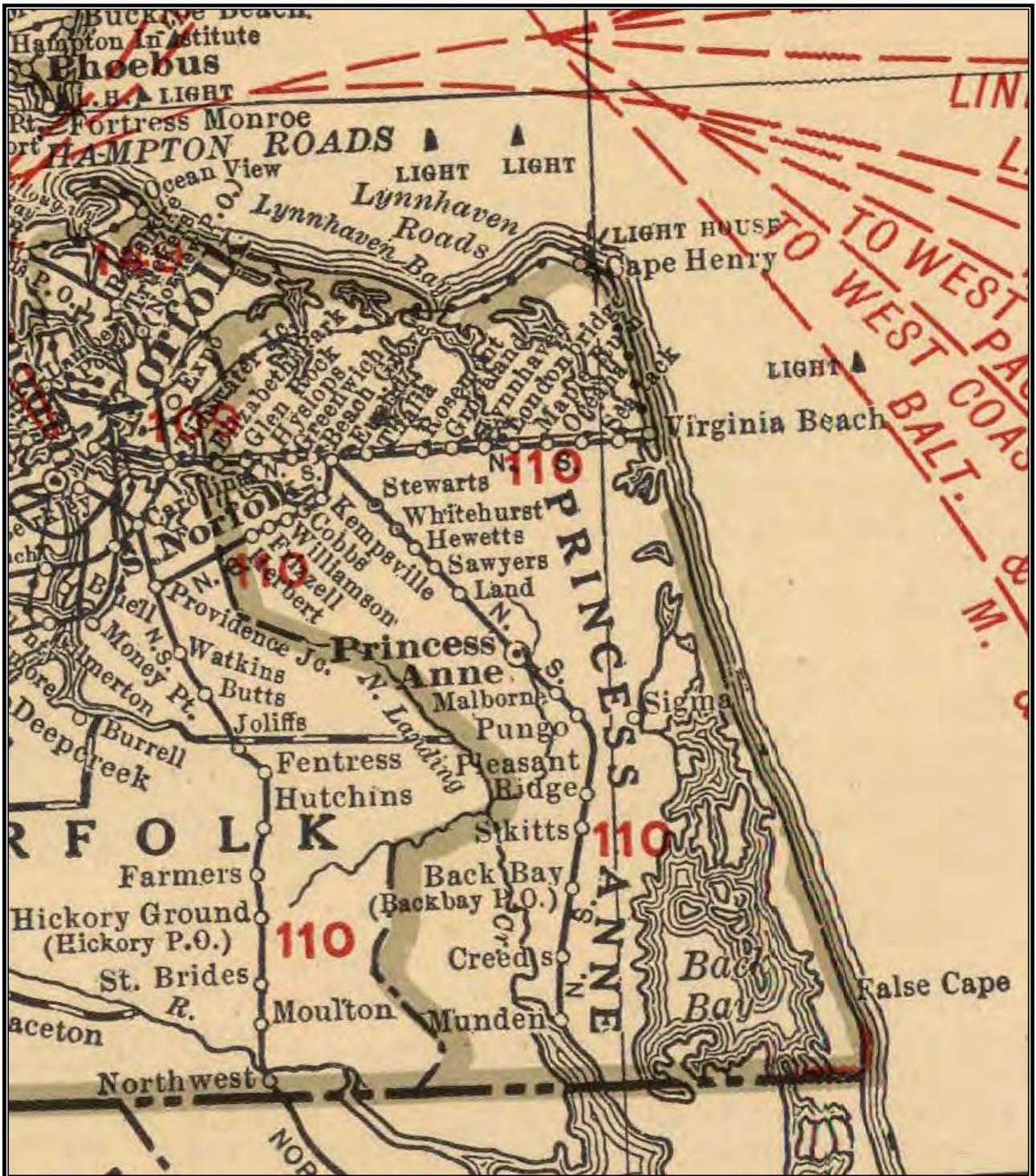


Figure 16. Map showing the Munden Point Railroad spur known as the Currituck Division or Sportsmen' Special. Note the stops at Pungo and Back Bay with a post office, which ultimately terminates at the Munden Point docks
 (Source: Rand McNally and Company 1924)

During the early decades of the twentieth century, agriculture in Princess Anne County continued to be the main economic force and the area became known as a truck farming region. Notable cash crops included Irish potatoes, sweet potatoes, cabbage, greens, strawberries, peas, and corn (Ferebee and Wilson 1924). Although some farm crops were grown for subsistence and local consumption, farmers shipped produce to larger regional markets, such as Norfolk, then to larger northern markets. Farm families depended on both the railroad and, later, motorized vehicles to transport their produce. Floyd Taylor, whose family farmed in the Back Bay area during the early to mid-twentieth century, recalled during a recorded interview that 25 to 30 trucks would regularly line up at the rail stops to unload their produce. Between 1920 and 1946 (the end of World War II), he also remembered that each of the 100 rail cars that ran daily would transport 300 100-pound bags of potatoes from the rail stops in southern Princess Anne County. Potatoes were harvested from the field, dumped into a hopper for grading, and then put into burlap bags before their train ride north (Taylor 2003).

While rural land uses continued to dominate the county, a housing boom took place in the 1920s in pace with infrastructural and economic growth. Buildings along the oceanfront captured the stylistic eclecticism of the period with examples of Mediterranean Revival, Bermudian Revival, Tudor Revival, as well as the Colonial Revival – a style common in Virginia from the late nineteenth century to the present. While many of these revival styles had been popular throughout the nineteenth century in Virginia Beach, they remained in vogue until the Great Depression. However, residences in the southern part of the county continued to follow regional vernacular forms (I-House, American Foursquare) or adopt Craftsman elements as bungalows became an increasingly popular alternative to two-story forms. Construction projects also included a water main from a pumping station near Kempsville to Virginia Beach's town limits. Completed in 1925, this was the first of many water line connections between Norfolk and Virginia Beach that not only reduced the threat of fire, but also supported a growing population (Souther 1996: 96).

As production on truck farms increased in the 1920s, the need for labor increased. Some tenant farming occurred in the county and generations of white and black farmers worked for a share of the harvested crops. Seasonal employees arrived from nearby cities to assist with the demands of planting and harvesting (Figures 17 and 18). By the early twentieth century, local farmers employed transient workers during those high-labor periods (Mansfield 1989:75-76). Such migrant laborers came to Back Bay and Pungo farms during potato and strawberry harvests. One farmer recalled that during these times, there were "200 to 300 laborers for four to six weeks" in the Back Bay area (Taylor 2003). Some of these workers travelled a circuit from Florida, up the eastern seaboard to New Jersey, then back to Florida. The workers often found housing in makeshift accommodations on farms, in barns or sheds. Floyd Taylor recalled that the large frame barn on his farm, which now houses the Creeds Ruritan Club, would house at least 50 people; meals were prepared over firepits in the yard (Taylor 2003). In 1940, there was a federally-funded labor camp established across from the Creeds School that provided wooden-floored tents as temporary housing for workers. Women also made up a portion of the agricultural farm labor in tasks such as cutting seed potatoes for planting, regularly weeding fields and harvesting the potato crop. Some workers were given tickets for the number of baskets or pounds of produce that they picked, which could be redeemed for items at a nearby store (Cullipher 2003). Potato graders were located at every train station with packing sheds and barrel factories at Pungo and Back Bay supporting the truck agricultural industry. These containers were crafted with locally harvested lumber.

Despite the Great Depression of the 1930s, court records indicate that the economic impact was not as severe as the 1830s depression for local residents (VBPL 2006: 86-90). The dramatic changes of the 1920s in Princess Anne County's northern half, coupled with strong agricultural output in the southern half, allowed the area to survive the Great Depression without falling into significant economic failure (Souther 1996: 122-124). In 1939, there were 4,000 acres of potatoes planted in the county and 1,200 acres of strawberries. Some of the strawberries were sent to a juice factory in Kempsville (Cullipher 2003). During the same period, Princess Anne County had 40 dairies with herds totaling 4,000 cows. Many of these dairies were located in Kempsville or on Salem Road, but a few also were in the southern end of the county.

Road Improvements, Stores, and Electricity

Most roads in southern Princess Anne County remained unpaved at the turn of the century and rail was the preferred means of transportation for both people and goods over land. The railroad extended from the station at Euclid (Kempsville) into southern Princess Anne County. The Norfolk & Southern's line between Norfolk and Munden Point ran twice a day stopping at several frame stations and less formal sidings along the way: Princess Anne Courthouse, Pungo, Pleasant Ridge, Brockville, Back Bay, Creeds, and Munden Point, where there was a steamer landing that also was used by area farmers and even those from North Carolina (Henley 2013:80). Farmers could haul their products to the nearest station for loading onto the freight cars. The railroad also offered passenger service and took lawyers to and from the Princess Anne Courthouse on the train known as the 'Lawyers Special.' This was the same line that delivered sportsmen to local stations via the 'Sportsmen Special' where they were picked up and taken to Back Bay hunt clubs (Henley 2013:81).

In 1928, Princess Anne Road (the main north-south corridor through the southern half of Princess Anne County) was paved. However, side roads remained unpaved with some surfaced in gravel or shell (Dozier 2003). Roads continued to expand throughout the 1920s and 1930s and the American Automobile Association created an advertising map showcasing Hampton Roads and Princess Anne County in 1930 to celebrate the opening of the James River Bridge from Newport News to Suffolk in 1928 (Figure 19 and 20). The bridge was the longest in the world at that time and garnered significant excitement as it provided a convenient route for automobiles to cross without using a ferry.

Notably, the map highlights the newly paved Princess Anne Road and shows Munden's Point as the southernmost landmark, which was still a significant site for the region's sporting legacy and railroad terminus. The map also shows the lifesaving stations along the coast. In many ways, this map captures a significant transitional period as the region was on the cusp of automobile-dominated development that eventually led to the demise of rail service and fundamentally altered the agrarian- and recreation-dominated history of the county to that point. Pleasant Ridge and Pedins, the exact location of which remains to be located in period documents, appear to have been in close proximity along Princess Anne Road at the turn of the twentieth century (Henley 105). Pleasant Ridge was a significant crossroads community throughout the early twentieth century, marked on both railroad and automobile maps. Although not denoted on the map, Pungo remained an important commercial center for the southern, rural section of Princess Anne County (Figure 21). In addition to several general stores and groceries, the crossroads community also had a fish packing plant, and, by 1924, a Ford car dealership owned and operated by Clay James.

Throughout the 1930s and into the 1950s, additional rural crossroad stores dotted the outlying rural areas. Murden's Store (VDHR #134-0288), built in 1935 at the intersection of Princess Anne and Pleasant Ridge roads, is notable as a two-story brick structure among buildings that were typically wood-frame and wrapped in wood weatherboard siding. The store had origins further east on Pleasant Ridge Road near Charity Neck Road in the early 1920s before moving to the building along the "main" road. Residents and businesses along Princess Anne Road were the first to have electricity in the region; others relied on coal and kerosene to heat and light their homes (Dozier 2003). Some residents may have gained electrical access with the arrival of the Munden Point Rail Road. Charles T. Moore, president, and T. F. Williams, vice-president chartered the Back Bay Telephone Company in 1911 in Pleasant Ridge (Electrical World 1911: 1405). However, until the 1940s, residents along the side roads would pool their money to pay for extending electrical lines to their houses and farms before service expanded beyond Princess Anne Road (Ansell 2003). While records are limited, just as community members worked together to bring electricity to their homes, rural stores often served multiple community functions as necessary and R.J. Murden was postmaster for many years at his store's post office, which also operated as a polling place for elections (Barrows 1993).

Back Bay National Wildlife Refuge (1938)

In addition to the arrival of paved roads and electricity, significant sections of land transitioned from private to federal ownership prior to World War II. In 1934, President Franklin D. Roosevelt appointed a special committee to study the



Figure 17. Farm labor camp at Back Bay (Source: Virginia Polytechnic Institute)



Figure 18. Seasonal workers in the vicinity of Back Bay (Source: Virginia Polytechnic Institute)



Figure 19. American Automobile Association c. 1930 map of Hampton Roads with Princess Anne County and major roadways.
(Source: David Ramsey Map Collection 2020)

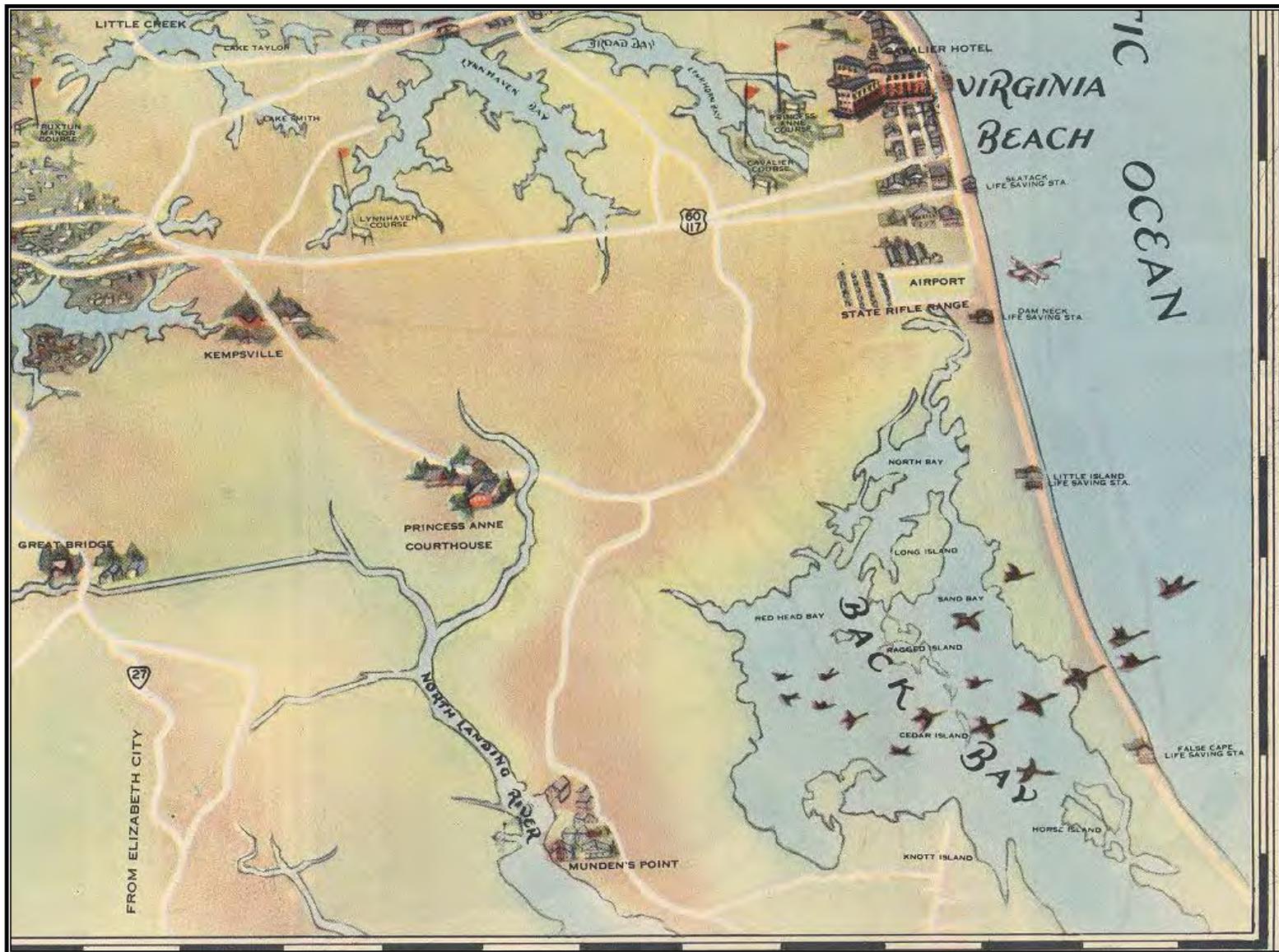


Figure 20. Detail of map showing Princess Anne Courthouse, Munden's Point, and the Lifesaving Stations.
(Source: David Ramsey Map Collection 2020)

condition of the nation's migratory waterfowl and associated natural resources. The committee's findings indicated that the nation's waterfowl suffered depleting impacts from drought, over-harvesting, and loss of natural habitat. In an effort to offset these impacts, the federal government initiated an acquisition program to protect important wildlife and wildfowl breeding grounds along migratory routes. Although wildlife refuges had been established by earlier presidents, President Roosevelt's administration undertook concerted efforts to acquire land to establish refuges through the Migratory Bird Conservation Act (1929) and the Fish & Wildlife Coordination Act (1934), and set up the agency of the Fish and Wildlife Administration (1940) to oversee the maintenance and management of the refuges. On June 6, 1938, President Roosevelt's Executive Order No. 7907 established the Back Bay Migratory Waterfowl Refuge in Princess Anne County (3 Federal Register (1938): 1358-1359) to protect habitat for migratory and wintering waterfowl along this stretch of the Atlantic Flyway. Initially, the refuge comprised over 4,500 acres of 4.2 miles of oceanfront beach, dunes, woodland, and marshland in the southeastern section of the county; land for the refuge was acquired through purchase and condemnation. In 1939, further action was taken under the Migratory Bird Act through Presidential Proclamation No. 2370, which closed an additional 4,600 acres of land and water adjacent to the Back Bay refuge to the taking of migratory birds, making the area an "inviolate sanctuary" (4 Federal Register (1939): 4285-4287).

The refuge encompassed lands south of Little Island Lifesaving Station (then part of the U.S. Coast Guard) along a coastal road that connected the stations, False Cape, and the Wash Woods community to North Carolina as well as the northern resort area of Virginia Beach. However, Wash Woods was not included in the boundaries of the reserve at that time, although the community's population had declined and the Methodist Church had lost most of its congregation by 1922 (Henley 2013: 92-93).

Schools

In the early decades of the twentieth century, small community schoolhouses remained the norm in Princess Anne County. There were 81 schools in Princess Anne County in 1924, of that number 56 schools educated white students while 25 schools welcomed black students. Six of the white schools and 11 of the black schools were one-room buildings, while 12 schools were two-room buildings. The majority of the educational facilities focused on elementary topics. However, one agricultural high school was located in Oceana (Ferebee and Wilson 1924: 49).

In 1939, a two-story brick school serving white students in the first through twelfth grades was built on the east side of Princess Anne Road, north of the Blossom Hill site (see Figures 22 and 23). The building was financed through the federal relief Public Works Administration. The Creeds School was the third county school to offer high school level courses for white students, joining Oceana and Kempsville. An early school also was established in Blackwater; the site is now occupied by the Blackwater Fire Department at the southwest corner of the intersection of Blackwater and Indian Creek roads. The school closed permanently in 1943, sending Blackwater students to school in Princess Anne Courthouse, and later to Creeds. A one-room school for black students also was located in Blackwater and operated until 1946.

In 1934, eighth through eleventh grade courses were added to the curriculum of the Union Kempsville School, an elementary school located on the property of Union Baptist Church. In 1938, the local black community and school association established the Princess Anne County Training School (later known as the Union Kempsville High School) with funds raised by the local black community and school association and a grant from the federal Works Progress Administration, became the first and only black high school in the county. In 1962, the school changed its name to the Union Kempsville High School and graduated its last class in 1969. The city's schools integrated the following year (Hawkins-Hendrix and Lucas 2013: 18).

World War II Airfields

World War II initiated the rapid establishment and expansion of military bases in Princess Anne County. Aviation arrived with the creation of Oceana Air Station in 1941, which became Naval Air Station Oceana in 1957, with additional facilities at Dam Neck for training. The Navy constructed its amphibious base at Little Creek in 1942, the last in the series of construction projects ushered in by the war-time growth of the 1940s. Similar to Oceana, the Little Creek base expanded throughout the mid-twentieth century, employing thousands of area residents (VBLP 2006: 100-102).



Figure 21. Pungo businesses in buildings constructed between 1880-1910, now demolished (Source: VBPL)

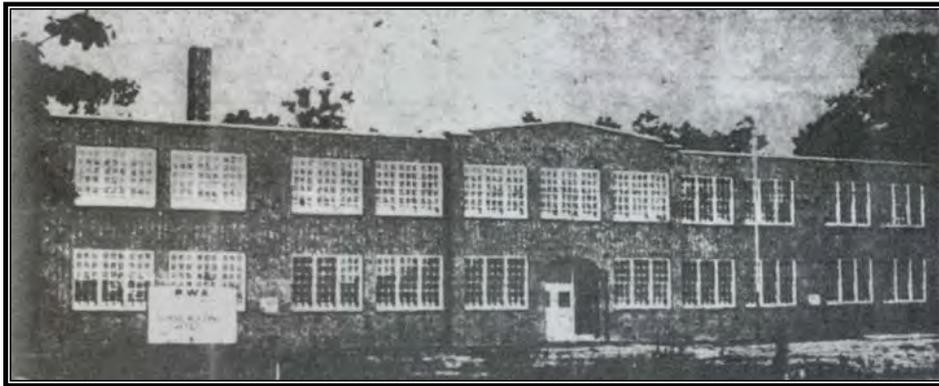


Figure 22. A photograph of Creeds High School in 1939 (Source: VBPL)

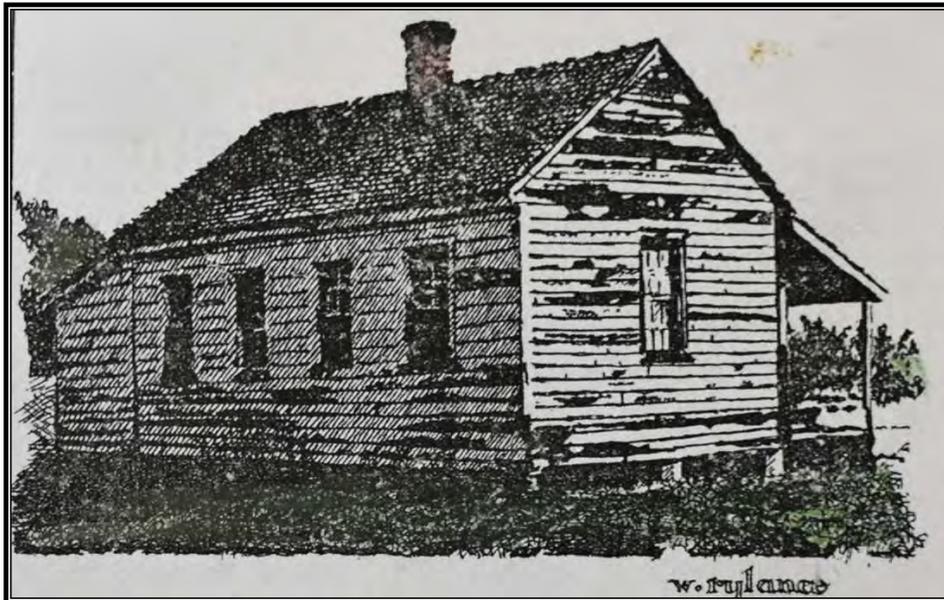


Figure 23. The former Blossom Hill School (Source: VBPL)

Early twentieth century military acquisition of land was not as severely felt in the southern end of Princess Anne County as it was in the northern half; however, during World War II, the U.S. Navy built three auxiliary airfields in Princess Anne County (Pungo, Creeds, and Oceana) and one in present-day Chesapeake (Fentress). The airfields provided training sites away from the congested Norfolk Operating Base/Norfolk Naval Air Station. The Navy retained the Oceana airfield, which was enlarged into the present Naval Air Station (NAS) Oceana, a master jet base. The Navy continued to train at the 2,500-acre Fentress field until the early 1970s; at present, the field is a naval auxiliary landing field (NALF) under the operational control of NAS Oceana (GlobalSecurity.org).

The Pungo Airfield, then known as the Pungo Naval Outer Landing Field, was established in 1943 and occupied what had been farmland (Blondino and McCoy 2020). Over 400 acres were taken by eminent domain from 16 landowners (Henley 2013: 177). About 300 Navy personnel were permanently stationed at Pungo Auxiliary Airfield; however, one history states that at its height, 1,400 men were stationed there (Freeman 2017). One squadron of pilots trained at a time, usually for a period of about four months, with a total of 24 squadrons trained throughout the war. The pilots, who in wartime service would operate from escort carriers crossing the Atlantic, held gunnery practice over the ocean and bombing maneuvers over bunkers located on land that was formerly a part of the Princess Anne Rifle Club on Flanagan's Lane and located northeast of the airfield (Cason 1993). The Pungo airfield had three 2,500-foot long runways with associated ramps and taxiways. There were approximately 80 buildings at the site, including a large wooden hangar. Barracks were provided for single men; area housing was rented to married couples and families (Cason 1993). By 1945, the airfield became inactive; the U.S. Coast Guard currently operates a radio communications facility at the site (Freeman 2017; Cason 1993; Henley 2013: 177-178).

The Creeds Auxiliary Airfield also officially opened in 1943, although construction started in late 1940 (Freeman 2019, Blondino and McCoy 2020). The three-runway field occupied over 200 acres of farmland acquired from six area farmers; over 1,300 personnel were assigned to Creeds in 1944 (Henley 2013:180). Buildings at the airfield included two hangars, shops, and numerous Quonset huts. Training at Creeds involved support, operations, training, and maintenance of fleet squadrons. The field was closed in 1945, and in 1961 the federal government conveyed the land to Princess Anne County. In the 1970s, the Creeds airfield was leased as a drag racing strip; at present, it is used by the City of Virginia Beach Police Department as a training center (Freeman 2019; Henley 2013: 179-181).

While in the county's northern sections construction could not keep up with the demand for office and residential space, the southern half currently under study remained somewhat buffered from this rapid change. By 1940, the population had nearly doubled from the 1880s with 17,384 county residents and 2,600 in the town of Virginia Beach (Frazier Associates 1992: 7-8). The Cavalier Hotel was converted to a radar training school in 1942 and other hotels throughout the area became long-term residential units as the war progressed (Souther 1996: 124, Yarsinske 2011: 94-95). Meanwhile, the lifesaving stations transitioned to intense wartime surveillance by patrolling for submarine activity off of the coast (Henley 2013: 93) Hotels returned to recreational use after Japan surrendered in 1945, concluding the war, but the population only continued to expand as soldiers returned to Virginia. Large-scale construction projects in the county's northern half, coupled with continued auto expansion, resulted in the closure of the Norfolk-Virginia Beach railroad service in 1947 and ushered in a new era of development (VBLP 2006: 94). Meanwhile, the Pungo and Creeds airfields were re-purposed. The lifesaving stations remained in use following the war, but the end of the conflict marked a gradual decline in their use, eventually leading to decommissioning in the subsequent decades.

The New Dominion (1946–1991)

While resort functions came to a halt during World War II, the rapid growth of military installations had far-reaching implications for the mid-twentieth century transformation of Princess Anne County and Virginia Beach into a suburban community to the north and rural community to the south. By 1950, the population doubled again from 1940: there were 36,887 residents in Princess Anne County and 5,390 people living within the Town of Virginia Beach (Frazier Associates 1992: 8). During the Korean War, military installations continued to grow, drawing additional personnel to local bases. In response, land developers envisioned large-scale planned residential communities along the area's major road corridors to meet Princess Anne County's increased housing demands.

Meanwhile, the gun clubs, railroad stations, and other hallmarks of late-nineteenth and early-twentieth century life in southern Princess Anne County began to fade. Although many of Princess Anne's clubhouses became victims of wind, water, and fire, others became part of the newly established government parks or were repurposed. Among the repurposed buildings are the c.1900 slate-clad Ball Island and Swan Club clubhouses near Wash Woods and the Princess Anne clubhouse, which was dismantled and used for lumber to construct Back Bay National Wildlife Refuge buildings. Some historic clubhouses recorded during the present survey are now private residences, including a house on Knotts Island (VDHR # 134-0168), the Drum Point Club (VDHR #134-0219), the Pocahontas Club's second clubhouse (VDHR #134-0171), and the former Kirn Lodge on Mill Landing Road (VDHR #134-0206). Monk's Place, a well-known local restaurant in Creeds, is housed in a former clubhouse that was moved in 1949 to its present location at Princess Anne Road and Buzzard Neck Road (VDHR #134-5816). Other clubs still remain active, including the Horn Point Club (VDHR #134-5796) and the Pungo Hunt Club. Throughout the 1960s and 1970s, fishing continued to have an economic impact in Princess Anne County as many private marinas were in operation, sometimes operating in areas that were formerly hunt club properties. Historical landings gave rise to privately operated marinas and boat slips, rental cabins, and parks. Although government acquisition and closure of some hunting areas occurred, conservation measures appear to have led to a recovery of some of the area's natural fauna, which in turn has led to an increase in wildlife and wildfowl, though not to historical levels.

Land use throughout the 1950s and 1960s underwent dramatic changes as development pressures created incentives for cities to expand their borders, including Virginia Beach which was first incorporated as a city in 1952. Similarly, the courthouse and municipal center in Princess Anne was renovated and expanded during the late 1950s and early 1960s (Green 2017: 44-46). Norfolk annexed a portion of Princess Anne County in 1959 and continued plans to connect city waterlines to suburbs developing just outside the municipal boundaries, a tradition that dated to the 1925 water main first connecting water supplies from Norfolk to the oceanfront. Concerned by the political implications and potential encroachment from neighboring cities, residents of Princess Anne County and Virginia Beach campaigned to merge into one municipality as Norfolk threatened to cut water supplies to significant portions of the county. In the tangle, housing developments stalled along those connections (Green 2017: 46). The merger took place three years later in 1963 and created the City of Virginia Beach. The new City Council first met in the 1822 courthouse in Princess Anne (Green 2017: 47). While residential growth in the 1950s had rapidly suburbanized the City's northern half, the formation of a single city from both the town and county influenced a new wave of infrastructure and residential development that was eventually supported by a growing interstate system (VBLP 2006: 90). The growth created both racially integrated and racially segregated communities, some of which incorporated deed restrictions, similar to those used in the late-nineteenth and early-twentieth centuries, to limit sales. Physical boundaries were implemented in some cases, such as the chain gate between L & J Gardens and Diamond Lake Estates neighborhoods (Hawkins-Hendrix and Lucas 2017: 44). However, these restrictions were not as visible or well-documented in the newly-formed city's southern half. Many rural residents felt that the merger had ensured the long-term preservation of the agricultural and low-density land use patterns that had typified the lands south of Princess Anne Courthouse since the colonial period.

At the same time, farmers, new residents, and expanding families considered constructing new residences in the latest styles. Minimal Traditional and Ranch-style housing became increasingly common in the southern half of the City, but stood on larger parcels than similar examples in the newly developed subdivisions to the north. With road access of ever-increasing importance, farmers could easily subdivide road frontage from their agricultural tracts and build modern residences that reflected national building trends. John Aragona, an Italian immigrant, created the first large-scale tract development in Princess Anne County along Virginia Beach Boulevard and significantly influenced these trends. Aragona Village, completed with a shopping center in 1956, was the first of his developments. Carolanne Farms and Princess Anne Plaza, the largest of his developments, soon followed. Aragona's projects did not reach into the present study area until 1968 with the development of Lago Mar. Aragona's 800-acre development stood between the oceanfront resort area of Sandbridge to the east and the small crossroads community of Sigma to the west, and north of Sandbridge Road. Aragona intended Lago Mar to reflect the type of canal developments commonly seen in Florida. The initial canals are extant, but the developer's original intent of connecting the canals to the Atlantic Ocean was denied by the U.S. Army Corps of Engineers because of potential impacts to the Back Bay National Wildlife Refuge. Instead, the canals open into Back Bay. In 1968, Aragona built his own Mediterranean-style residence there (VDHR

#134-5782). Although Aragona died in 1977 before the neighborhood was completed, his business partner continued the planning and development of the neighborhood. Such large-scale residential developments throughout Princess Anne County, later the City of Virginia Beach, had far-reaching impacts as they introduced a new density and land-use type to the area that eventually became the predominant form in planning for the future (VBPL 2006).

In 1954, the Princess Anne High School, located north of the courthouse complex along Virginia Beach Boulevard, welcomed students from the southern half of Princess Anne County. The Creeds School, which had served those high school students, restructured to become an elementary school. As a result, students traveled north in order to complete their education, closer to the intensified development in the City's northern half. Schools desegregated in Virginia Beach starting in 1969, and the c. 1937 Princess Anne County Training School, which became Union Kempsville High School in 1962, closed as the City of Virginia Beach integrated African-American students into the formerly all-white schools.

Sandbridge

Driven by changes in residential development, increasing population, and the waning popularity of hunt clubs, the beaches near the former Little Island Lifesaving Station and False Cape Lifesaving Station became increasingly attractive for residential development in the patterns established by John Aragona. Back Bay National Wildlife Refuge continued to expand under federal ownership, but the promise of beaches to the north (Sandbridge) and the south (False Cape) had the potential to re-ignite recreational activities along the City's southern half. Sandbridge Road, formerly Seaside Neck Road, provided an important connection from Princess Anne Road to these beaches. Norfolk resident Walter Maher, a businessman who exported coal and whose father was president of the Norfolk and Western Railway, purchased 550 acres of former hunting lands owned by members of the c. 1879 Sandbridge Gunning Club in 1951. Only a year later, the club building burned and the remaining lands eventually became part of the Back Bay National Wildlife Refuge (Jennings and Gardner 2000).

Sandbridge Road featured a number of well-established farms, some dating to the early nineteenth century, with a church and other community buildings located in Sigma, a crossroads in the vicinity of Sandbridge Road's intersection with New Bridge Road. Families who were not farmers often made their living fishing in Back Bay and along the Atlantic coastline. The Belanga family established Belanga's Seafood Market (VDHR #134-5825) in 1949 along Sandbridge Road, east of Sigma, just as Back Bay National Wildlife Refuge continued to expand. As the first post-World War II building in Sandbridge, the concrete-block market was well positioned on the road to be highly visible. Concrete block houses soon followed on the oceanfront land, a portion of which Maher sold in 1952 to another Norfolk businessman, Harvey Lindsay, Sr., who envisioned a beach community of second homes located neatly between Dam Neck Naval Base to the north and the wildlife refuge to the west and south. With his son-in-law, James Kabler, Lindsay founded Kabler Realty Company after initially slow land sales under a company owned by local Frank Atkinson. By 1953, the first house was under construction in the community that had two primary streets: Sandpiper Road and Sandfiddler Road. Meanwhile, the early houses in Sandbridge were typically concrete-block masonry or brick veneer with modern flat roofs or Ranch-style detailing. The community was intended as long-term second homes for families rather than short-term vacation rental properties (Jennings and Gardner 2000).

The community was devastated by the Ash Wednesday Storm of 1962 that wrecked businesses and residences along the coast from Cape Henry to the Virginia-North Carolina boarder. However, the interest in creating a beachfront community of single-family residences did not wane, and 25 houses were under construction by 1963. Adding to the mid-twentieth century collection of building types, the A-frame and round plans became popular in the mid-1960s and new roads within the development offered better access to the properties. Following the 1963 merger of Princess Anne County with the City of Virginia Beach, Sandbridge's southern beaches were designated a public highway, providing access past the Back Bay National Wildlife Management Area to False Cape. While the Wash Woods community had been in decline since the 1920s, a restaurant and club at False Cape welcomed visitors arriving by automobile from Sandbridge (Jennings and Gardner 2000).

By 1966, there were 175 houses in Sandbridge, and the rapid development drew the City's attention. The Planning Department began the process of connecting the community to public water and sewer lines. Churches, such as St. Simon's By the Sea (VDHR #134-5727), joined the community buildings as the beach became more popular. Additionally, the land surrounding False Cape became a state park in 1968 and opened the same year (see VDHR #134-5088 for information about the establishment of state parks). The use of the southern beaches as a road to North Carolina ended in 1979 following intense debate regarding the use of both federal and state lands, and the federal government issued passes only to land owners living south of the Back Bay National Wildlife Refuge in what had become False Cape State Park. As automobile access ended south of Sandbridge, the land surrounding False Cape, once envisioned as a potential resort and extension of the ongoing residential growth, became increasingly remote (Jennings and Gardner 2000). The 1980s brought increasing construction activity and continued debates over beach restoration, sewer development, and other infrastructure improvements.

Pungo and Other Crossroads Respond to Development

When the City and Princess Anne County merged in 1963, Princess Anne Road and points south of Sandbridge remained primarily rural in character. However, the popularity of Sandbridge, coupled with development along Princess Anne Road in the vicinity of Nimmo in the 1980s marked a significant transition as suburbanization increasingly expanded south. Local businesses responded to these changes as chain stores like 7-Eleven arrived in Pungo. A small commercial strip opened south of the intersection between Princess Anne and Indian River Roads, but the majority of the leased spaces housed small businesses with local or regional owners.

Other stores and community buildings were sold, demolished, or repurposed. Murden's Store at Pleasant Ridge became an automobile parts shop, while c. 1940 Ginn's Market (VDHR # 134-0287) closed. The former Blackwater Grammar School in Vine was replaced in 1947 by the Blackwater Volunteer Fire Department (which was replaced again in 2014). In the Creeds School area, stores along Princess Anne Road converted to residences (VDHR #134-0369 and VDHR #134-0370). The c. 1925 store at Charity (VDHR #134-5697) hosted a variety of businesses as competition increased for small country stores.

By the 1990s, the oceanfront and former farmland had changed dramatically and the City's population reached 393,069 (Frazier Associates 1992: 8). In the oceanfront resort area, high rises lined the beach along the boardwalk and landowners replaced many of the 1920s and 1930s cottages from the first building boom with new structures. Mid-rise condominium construction defined the southern edge of Sandbridge by the end of the twentieth century. Additionally, flooding and beach erosion became increasingly noticeable throughout the City, particularly in Sandbridge. Hurricanes and flood events, particularly the damage that occurred during the Ash Wednesday Storm in March 1962, demonstrated the environmental impact of lost marshlands, removal of pine forests, and alterations to waterways. Residents and city officials evaluated new measures to mitigate years of economic activity along the rivers and tidal creeks throughout the city (VBPL 2006: 100).

Post-Cold War (1992–Present)

Residential development has continued to push southward throughout the City at a steady pace while the federal government continues to purchase land for the Back Bay National Wildlife Refuge. In 1990, the refuge boundary was extended to include an additional 6,340 acres of marsh, farm, and woodlands on the north and west sides of Back Bay, increasing the protected landmass to 9,100 acres. Non-contiguous parcels have been added through purchase as well. The refuge provides habitat for important threatened species such as piping plovers, brown pelicans, loggerhead sea turtles, and bald eagles. Prior to 1995, eagles, at present listed as a "recovered" species, had not been recorded in the area since the 1960s (Oberndorf 1996; U.S. Fish & Wildlife Service 2011). The expansion of the refuge preserves lands formerly zoned for commercial and residential use, and provides a buffer from chemical runoff into the bay waters and erosion of shorelines. In addition to providing sanctuary for wildlife and wildfowl, the refuge also protects the significant landscape features of sand dunes and coastal barriers, and supports a wide variety of plant life. Visitor amenities such as foot trails, a contact station, and interpretive programming are offered at the refuge (south end of Sandpiper Road in Sandbridge). Waterfowl populations peak during the winter months of December and January,

during which time experts offer guided waterfowl walks. Today, the Back Bay National Wildlife Refuge is one of 550 refuges in the federal wildlife refuge system. Fishing is permitted in specific waters and deer hunting is allowed during special periods by special permit (U.S. Fish & Wildlife Service 2011).

Green Line and Transition Area

Planning challenges have continued as large-scale development moves closer to Pungo and suburban-style residential development expands into the vicinity of Nimmo, Red Mill, and Princess Anne Courthouse (Figure 24). The ‘Green Line’ concept has been utilized since the 1970s as a means of distinguishing between the heavily suburban planning and design of the City’s northern half and the predominantly agricultural and rural land uses to the south.

The resulting divide in regulations and density, as well as changes to the location of the ‘Green Line’ has resulted in new waves of residential development both prior to the economic recession in 2008 and the revival of projects like Ashville Parkway in the 2010s. The City’s 2016 Comprehensive Plan describes the “Green Line” as:

the boundary between the more densely populated and higher intensity urban and suburban land use areas of the City, which are intended to be served by a full range of public infrastructure and services, and the less-populated lower density, recreational, and rural areas, which are characterized by an abundance of natural resources, larger open spaces (including federal, state, and local parks), and the City’s prime agricultural lands (City of Virginia Beach 2016:1-97).

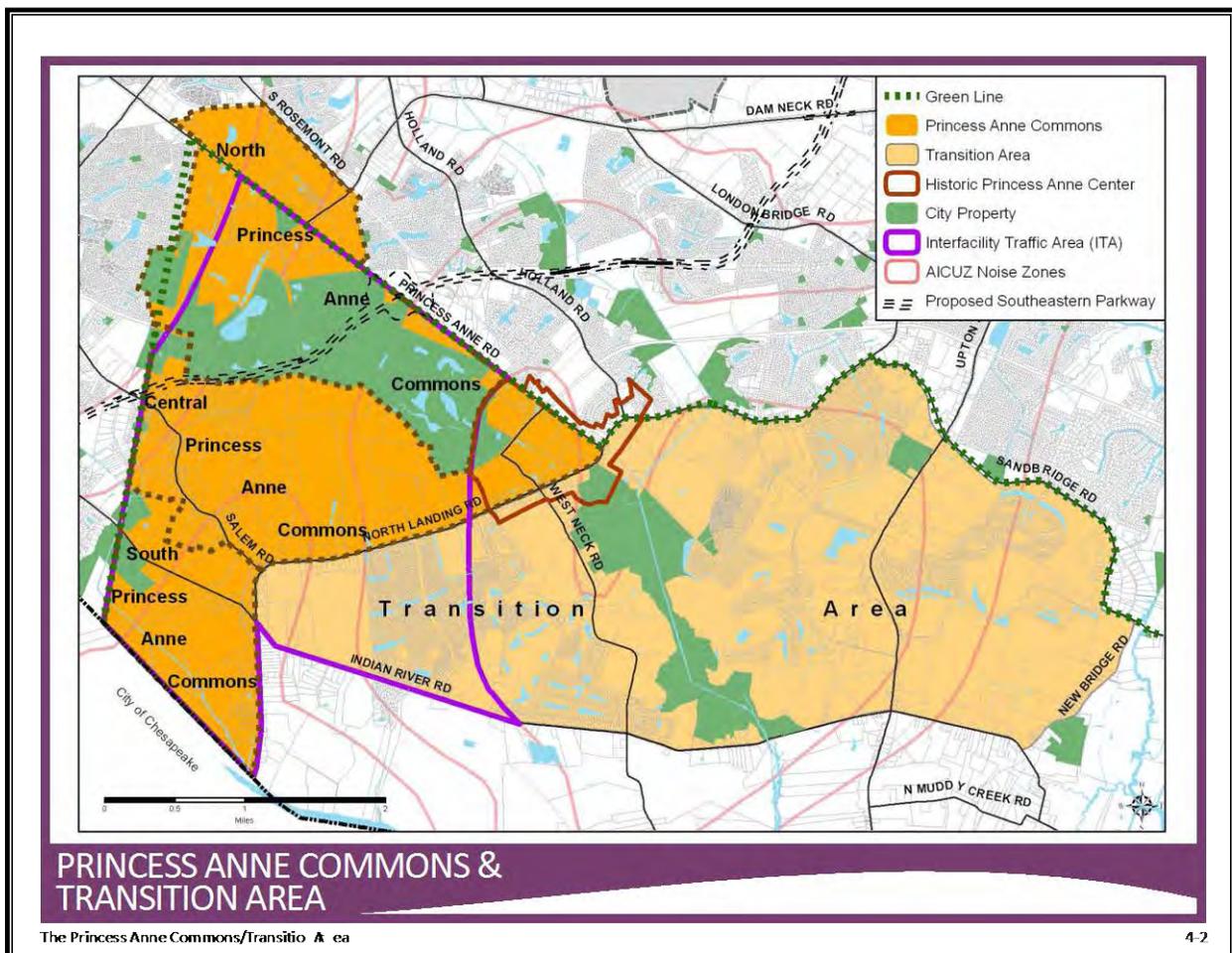


Figure 24. Map of Princess Anne Commons and the Transition Area with the historic Municipal Center and Courthouse Village (Source: Virginia Beach Department of Planning and Community Development)

Formally delineated in 1979, the intention of the Green Line was to preserve southern Virginia Beach's rural character by limiting residential and commercial development. The City has designed two areas located below the Green Line—Princess Anne Commons and the Transition Area—as areas that serve as buffers between the rural and high-density urban areas of the county. Those two areas are characterized as suburban with some concentrated urban and commercial development. Princess Anne Commons encompasses the area that lies southwest of Princess Anne Road, including the City's municipal center, the Virginia Beach Amphitheater, and Sports Complex and extends to residential developments along North Landing and Indian River roads. The planned community also features a hospital and large educational complexes including campuses for Tidewater Community College and Old Dominion University. South of Princess Anne Commons, the Transition Area of the City of Virginia Beach “consists of approximately 5,900 acres, bounded by Princess Anne and Sandbridge Roads along the ‘Green Line’ to the north, North Landing Road and the Princess Anne Commons area border to the west, Indian River Road to the south, and New Bridge Road to the east” (City of Virginia Beach 2016:1-113). These areas are part of the City's smart growth planning policy with guidelines that aim for high quality development of limited density and size with emphasis on minimizing impacts to existing infrastructure, roadways, and watershed and stormwater management plans.

Agriculture

Despite the conversion of agricultural land into suburban development north of Pungo, a vibrant farm-to-table industry has developed around the many farm stands and farmers market sites in the southern section of the city. Several pick-your-own produce farms are open seasonally. The city's agricultural program provides signage to many of the area's specialty farms and also provides advertising and related event support. Although sweet potatoes and other crops are no longer the major truck farm crops as they were in the early- and mid-twentieth century, farms continue to supply strawberries, peaches, and other produce locally. In honor of the popularity of local strawberries, the Pungo Strawberry Festival was established in 1983 and remains a regionally popular annual event.

In recent years, Virginia Beach's agriculture has had an economic impact of over \$130 million, ranking it in the top three industries in the city behind military spending and tourism. Farm production represents a diverse collection of operations and products. In 2019, cropland included approximately 13,000 acres of soybeans, 7,200 acres of corn, and 2,100 acres of wheat (Virginia Cooperative Extension 2019). Fruits, vegetables, ornamentals, greenhouses, pasture and hay accounted for an additional 3,935 acres for an overall total of 26,273 acres in active farmland. Livestock, valued at nearly \$16 million, included cattle, hogs, sheep, goats, and horses, and aquaculture was a thriving industry as well with a 2019 total impact of \$1.5 million. For 2019, the economic impact of agricultural products in the City of Virginia Beach totaled \$138,842,713.38 (Virginia Cooperative Extension 2019).

In 1995, the City of Virginia Beach implemented the Commonwealth's first Agricultural Reserve Program (ARP) that is intended to protect its rural areas (Figure 25). The ARP, enacted through the City's Agricultural Lands Preservation Ordinance, is a voluntary program administered by the City's Department of Agriculture that grew out of a concern for growth management and preservation of the local agricultural land base. The ARP preserves rural land by the purchase of development rights using funds from a dedicated portion of the City's annual real estate taxes and grant funding from the Office of Farmland Preservation in the Virginia Department of Agriculture and Consumer Services. In recent years, the amount of money dedicated to the ARP has changed due to the need to also fund infrastructure costs. The ARP, which operates like other land easement programs, includes an independent appraisal of Fair Market Value of the proposed property by using comparable sales. After the value is determined, the City will offer the difference between the full fair market value and the agricultural value of the property, which will equal the value of the development rights. The City pays tax-free interest payments for 25 years on the principal amount, which is paid in one lump sum at the end of 25 years (City of Virginia Beach 2015: <https://www.vbgov.com/government/departments/communications-office/fact-or-fiction/Documents/20150928-AGR-ARP-FrequentlyAskedQuestionsSept2015.pdf>).

At present, the City holds 100 ARP easements securing 867 development rights on 9,873 acres. By transfer of development rights, this farmland is held in a perpetual agricultural conservation easement restricting non-farm development on the property. Enrollments range from 14 acres to over 500 acres per landowner. Participation in the

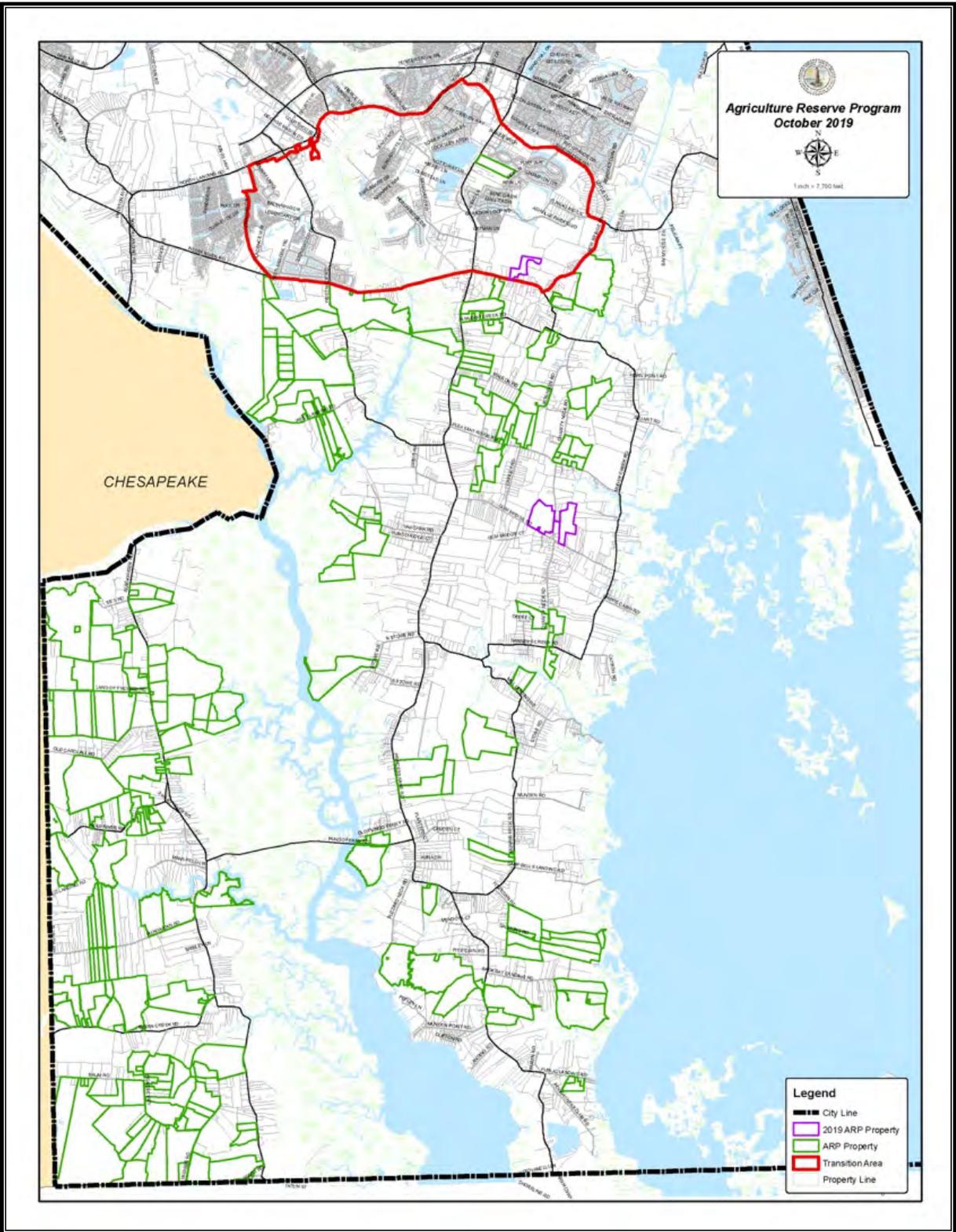


Figure 25. Agricultural Reserve Program property map (Source: Virginia Beach Department of Agriculture)

program does not require that the entire farm holding be included—the landowner decides the number of acres to place in easement and can reserve a portion of their holdings for future needs, such as family residential development or even future sale. Although development rights transfer, the farmer retains ownership of the property. Through the sale of development rights, farm owners realize an economic benefit from their land without having to sell it; the ARP provides income and capital to assist in keeping family farms operating. The City and its residents benefit from this program by retaining food-producing or natural land and by reducing the need for costly infrastructure development.

Rural Character

Although there have been significant changes to the farming landscape in the City's southern half in recent decades, including the replacement of historic farm residences with modern buildings that surveyors regularly noted throughout the course of this study, crossroads communities and historically notable landmarks remain visible. The Blackwater area continues to have only one vehicular connection to the rest of Virginia Beach via Pungo Ferry Road, a connection that has been in place for centuries. One roadway (Blackwater Road) leads to North Carolina, and six roads in Blackwater lead to Chesapeake. In many cases Chesapeake and Norfolk are as close as, or closer than, commercial areas in Virginia Beach.

Many communities, such as Pungo, Pleasant Ridge, Charity, Sigma, Creeds and Blackwater continue to survive. Despite ongoing confusion labeling the city's entire southern half as Pungo, these distinct areas recall the area's history from the colonial period forward. Because of the rapid pace of development and change throughout many sections of the City, the remaining rural lands to the south invite ongoing study and recognition both as a source of identity and economic vibrancy.

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V. SURVEY RESULTS

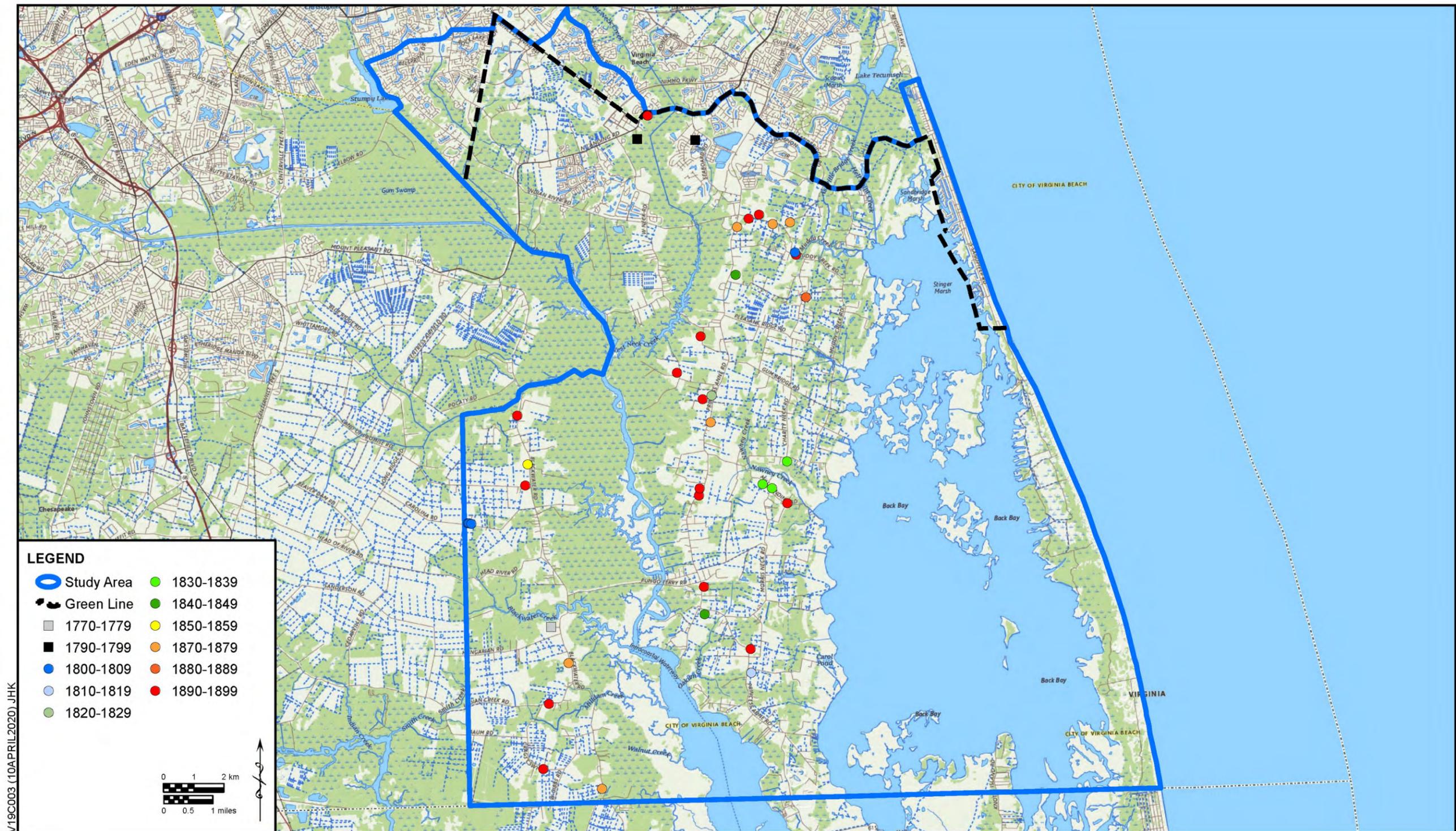
Introduction

This study has provided an overview and update of the significant nineteenth and twentieth century development that occurred throughout the City's southern half and serves as a basis for future planning decisions regarding historic resources. The study additionally features recommendations for honoring the histories of those crossroads, communities, and landscapes that lack sufficient historic integrity to meet NRHP guidelines for historic district recognition. Likewise, similar recommendations are applicable to individual properties that do not meet NRHP guidelines, but are of historic or commemorative value at the local level. These planning recommendations can be used in concert with the 1994 *Virginia Beach Historic Resources Management Plan* and any future guiding document updates. While survey in response to proposed projects (e.g. transportation improvements) requiring environmental review under Section 106 of the National Historic Preservation Act (NHPA) has taken place regionally, these projects have not yet lead to a City-wide contextual history for agricultural development or rural crossroads communities. The resources documented within this report provide an introduction to that context and the area's development as distinct from the northern half documented in 2018.

The current survey effort provides an update to the work completed by Traceries in 1993 as well as additional information regarding the growth of or changes in agriculture, sporting, and transportation. The survey resulted in the inventory of 250 individual resources at the reconnaissance level. Of those resources, 115 were individual resources included in the list from the 1993 Traceries study. The remaining 61 resources from the 1993 list, noted either with assigned VDHR numbers in V-CRIS or only by address, have since been demolished. An additional 135 properties were newly recorded or updated to meet the 250-resource target. CRA and Debra A. McClane, Architectural Historian, completed reconnaissance-level V-CRIS data entry for each resource using information gathered during the field survey. The collected data from field survey included architectural descriptions, preliminary assessments of NRHP significance, sketch site plans, and exterior photography. Of the 250 resources documented, 161 were newly-identified resources (or those only listed by street address in 1993) not yet captured in the VDHR's inventory, and 89 were previously documented resources for which a substantial amount of time had passed since the previous survey or the survey form lacked descriptions meeting current VDHR guidelines. The three properties constructed in the 1980s represent land use trends or were determined to be relevant to the VDHR's Recent Past initiative in which properties fewer than 50 years of age are documented in V-CRIS and earmarked for re-evaluation when sufficient time passes to meet NRHP guidelines. In total, the majority of the surveyed properties fall within the New Dominion (1946-1991) period that covers the mid-twentieth century suburbanization of the City. The survey area, comprising the southern half of the City of Virginia Beach, was generally bounded by the Atlantic Ocean and Sandbridge to the east, the boundary with the City of Chesapeake on the west, the "Green Line," which roughly divides the City in half following Princess Anne Road and the Mathews Green right-of-way to Sandbridge Road to the north, and the North Carolina state border to the south (see Figures 26 through 36).

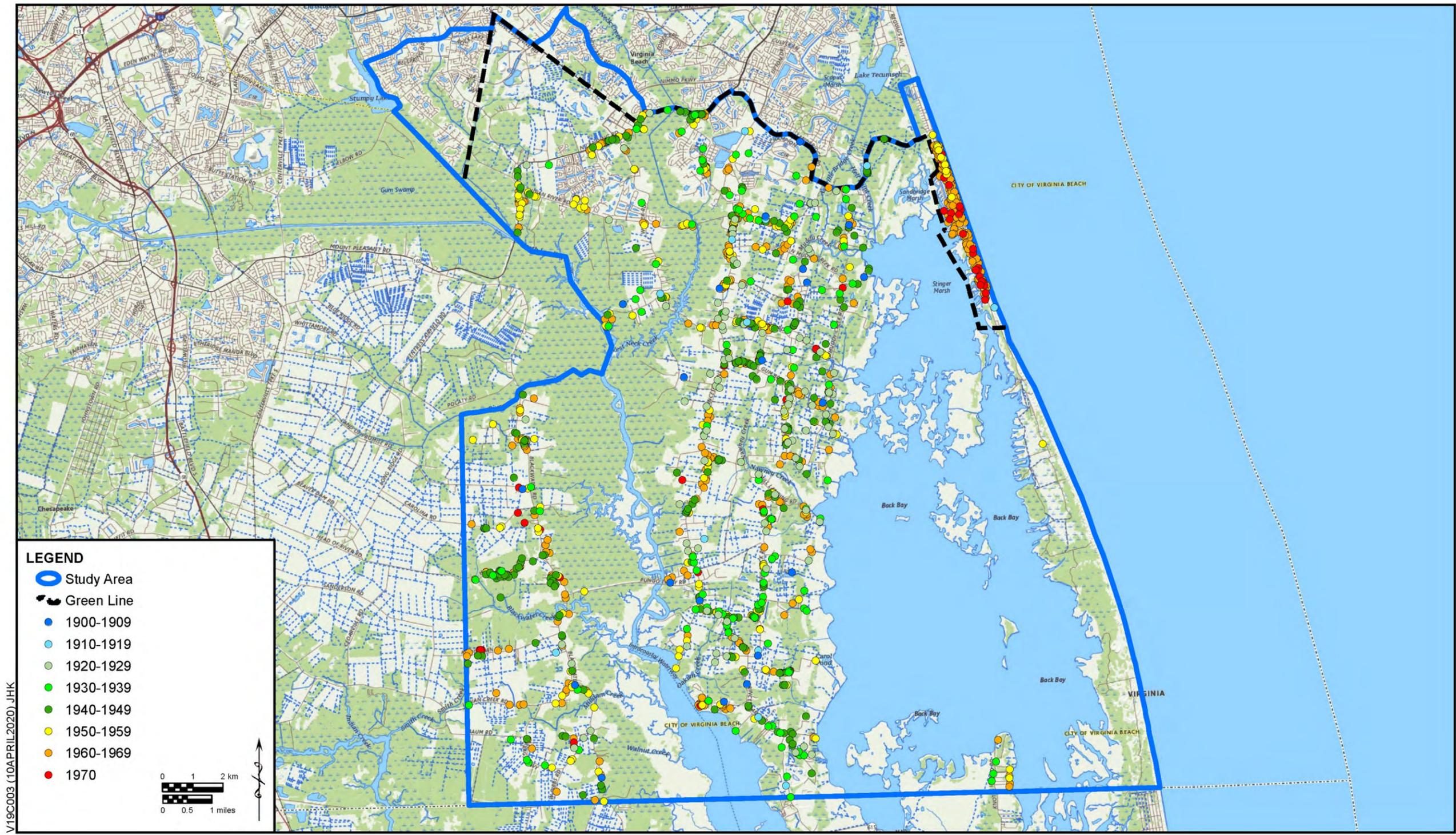
The distribution of resources by construction date was:

1750s – 1 resource	1790s – 2 resources	1800s – 3 resources
1830s – 1 resource	1860s – 1 resource	1870s – 4 resources
1880s – 3 resources	1890s – 5 resources	1900s – 16 resources
1910s – 10 resources	1920s – 41 resources	1930s – 26 resources
1940s – 40 resources	1950s – 19 resources	1960s – 63 resources
1970s – 12 resources	1980s – 3 resources	



V19C003 (10APRIL2020) JHK

Figure 26. Map showing extant properties constructed in the eighteenth and nineteenth centuries (based on assessor records) in the City of Virginia Beach's southern half.



V19C003 (10APRIL2020) JHK

Figure 27. Map showing extant properties constructed in the twentieth century up to 1970 (based on assessor records) in the City of Virginia Beach's southern half.

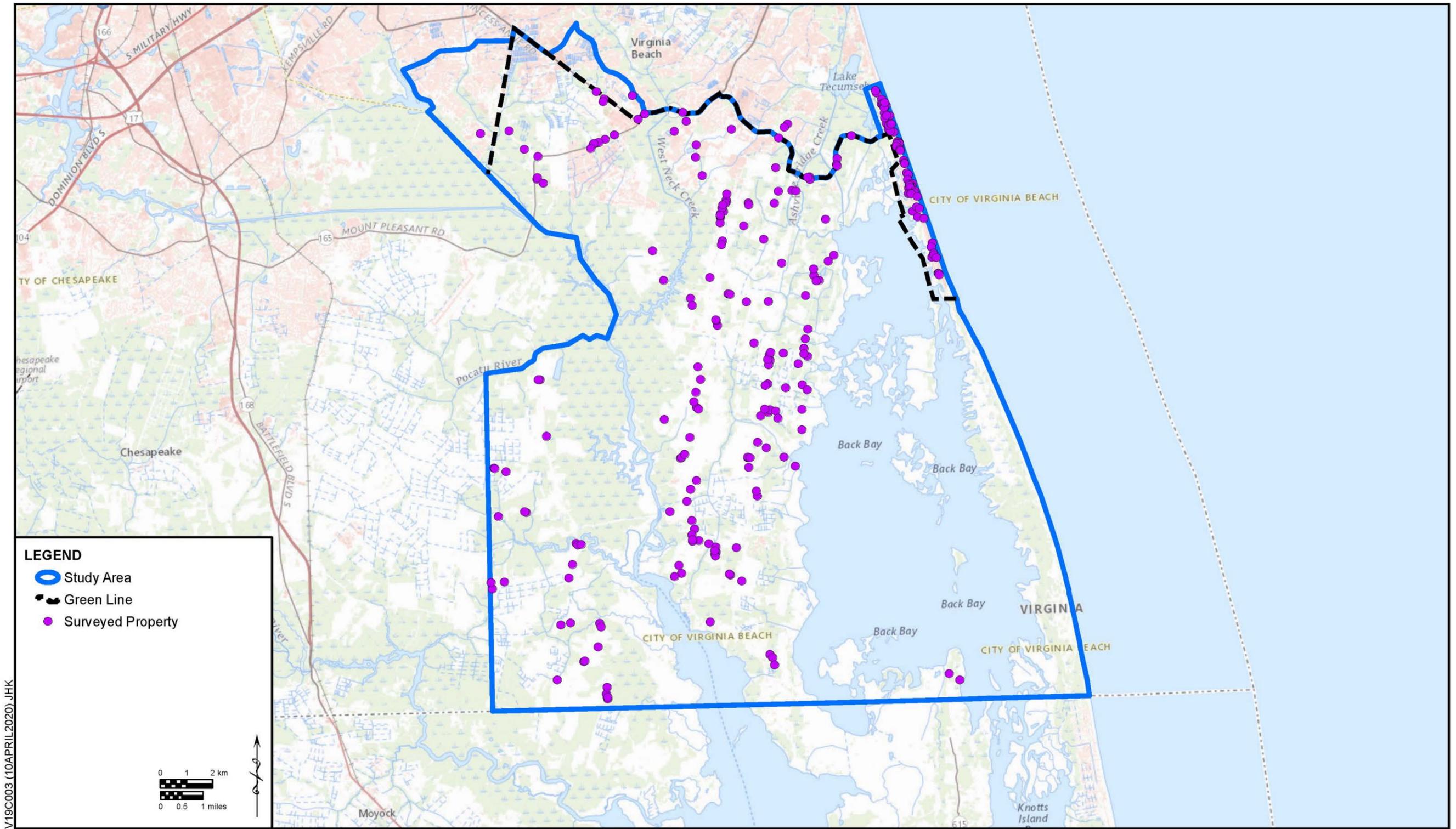
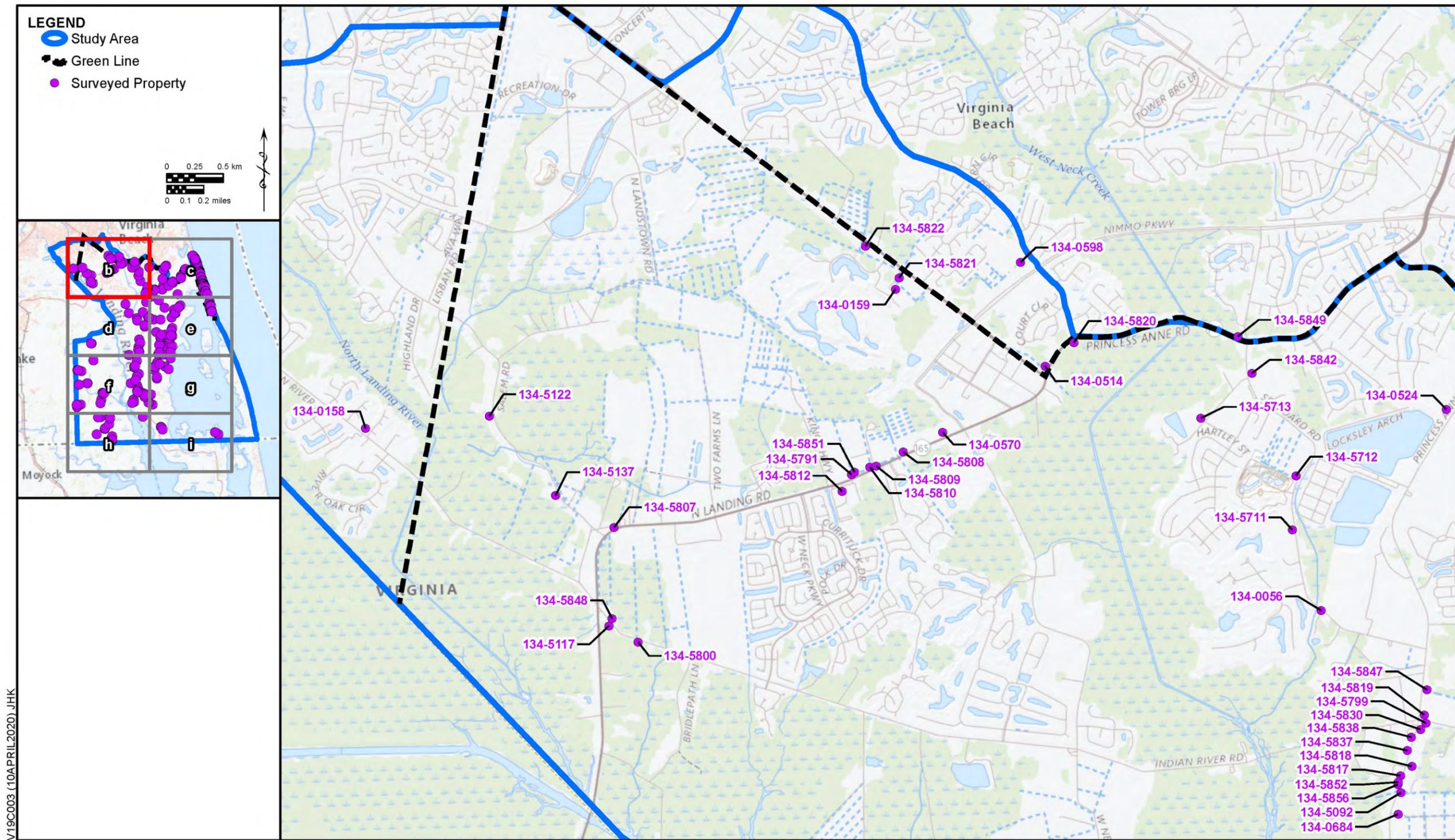
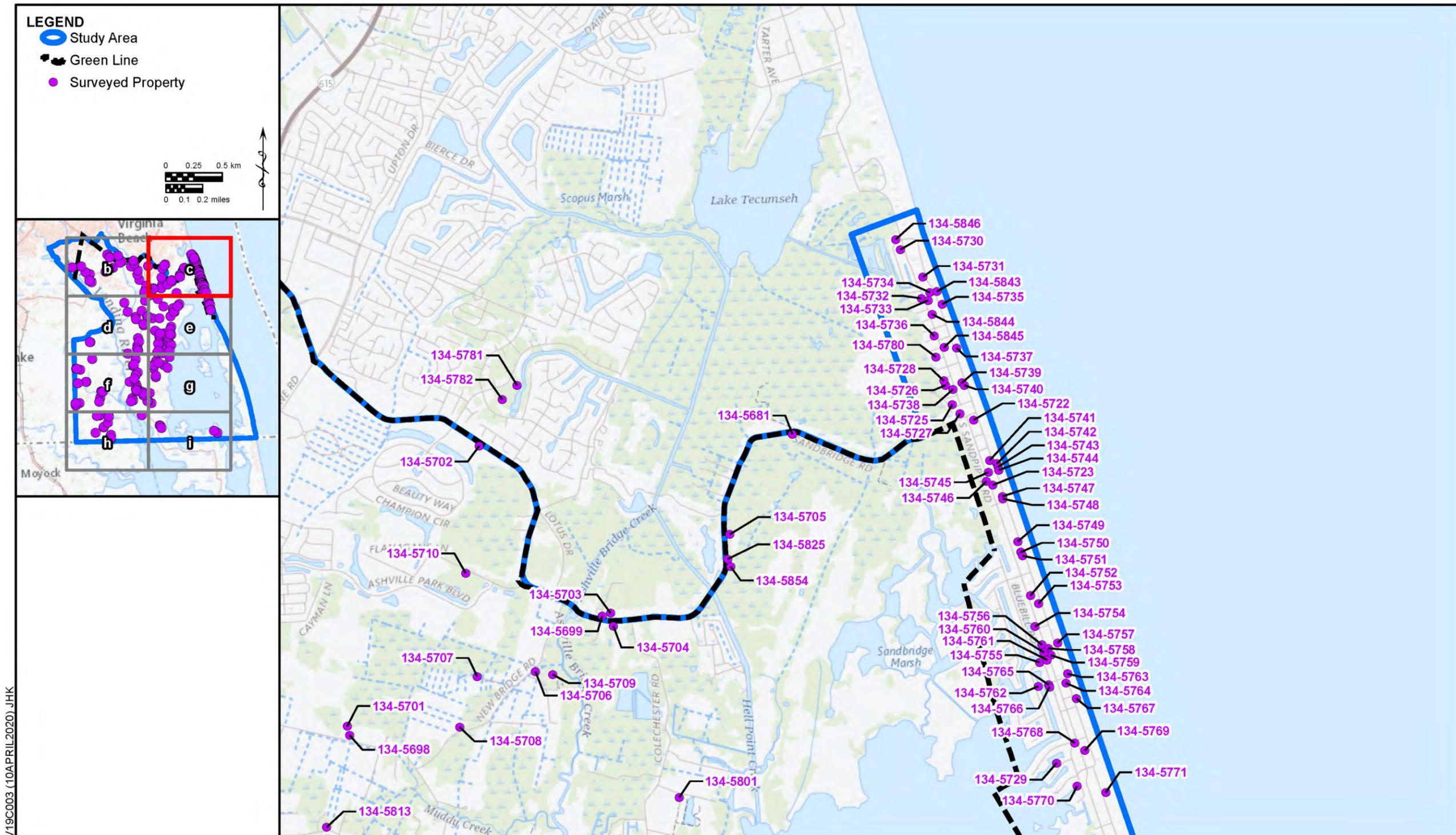


Figure 28. Overview map showing resources evaluated over the City of Virginia Beach's southern half.



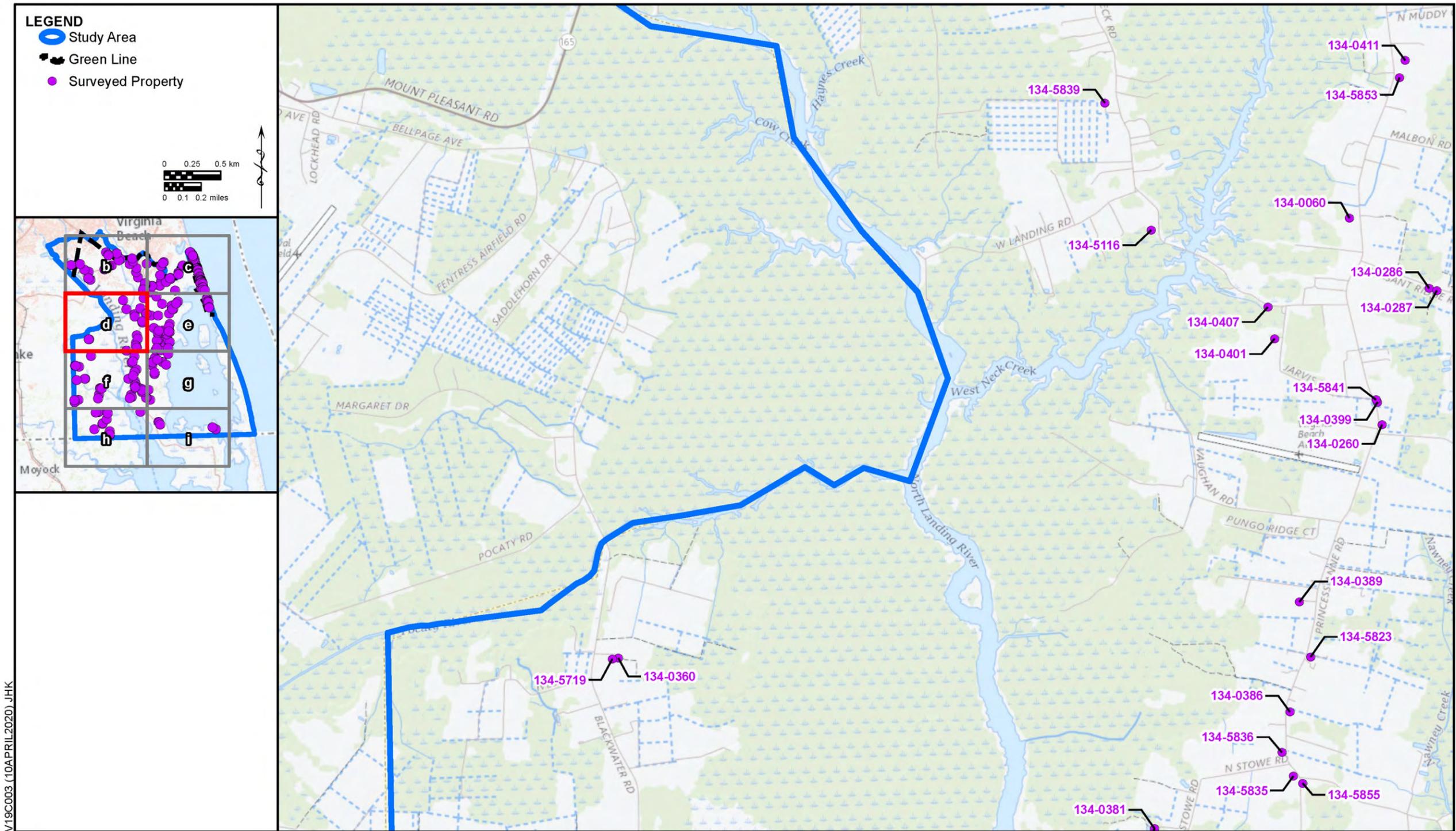
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Figure 29. Map showing resources surveyed over the City of Virginia Beach's southern half, including Pungo



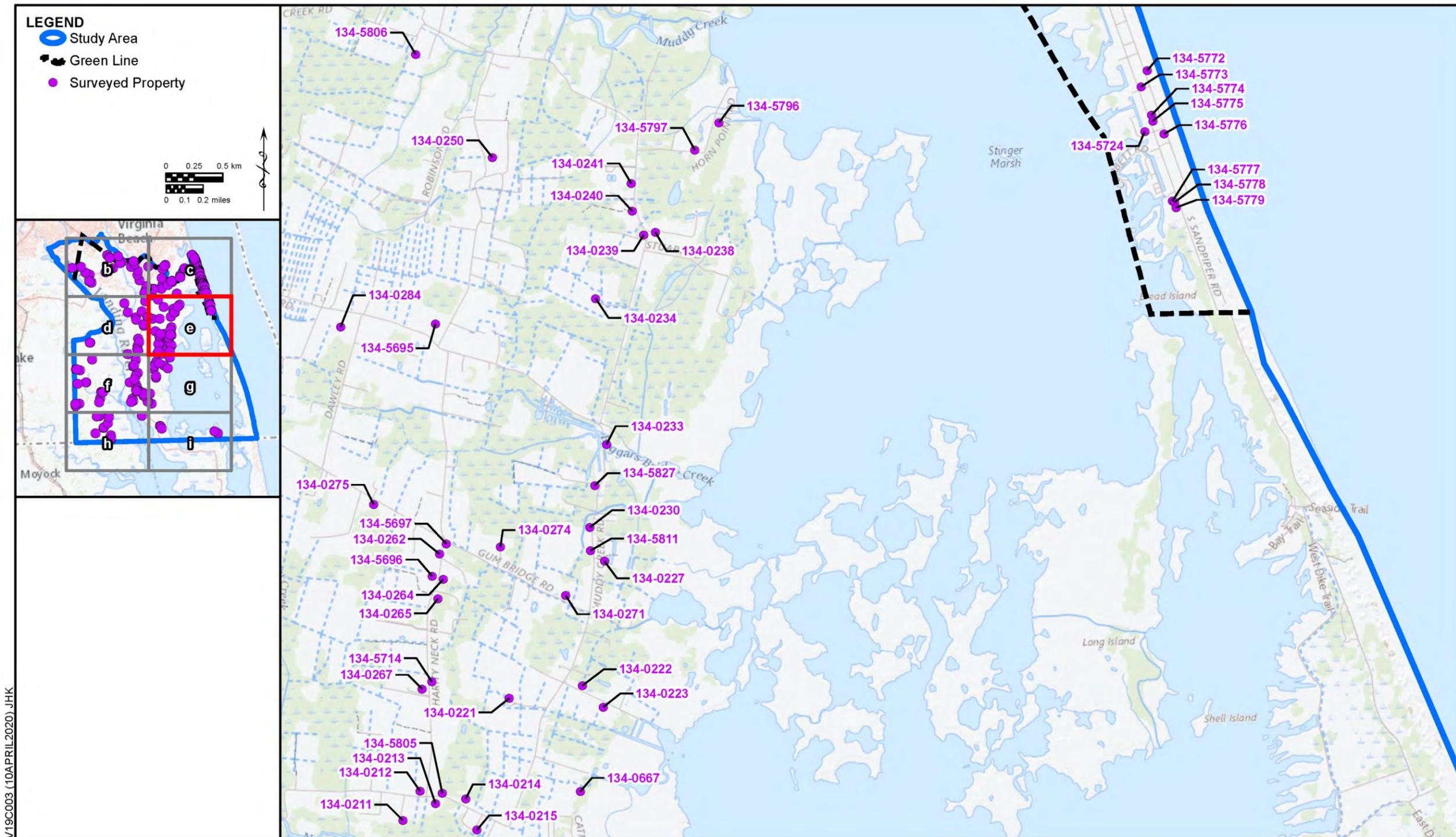
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Figure 30. Map showing resources surveyed over the City of Virginia Beach's southern half, including Sandbridge



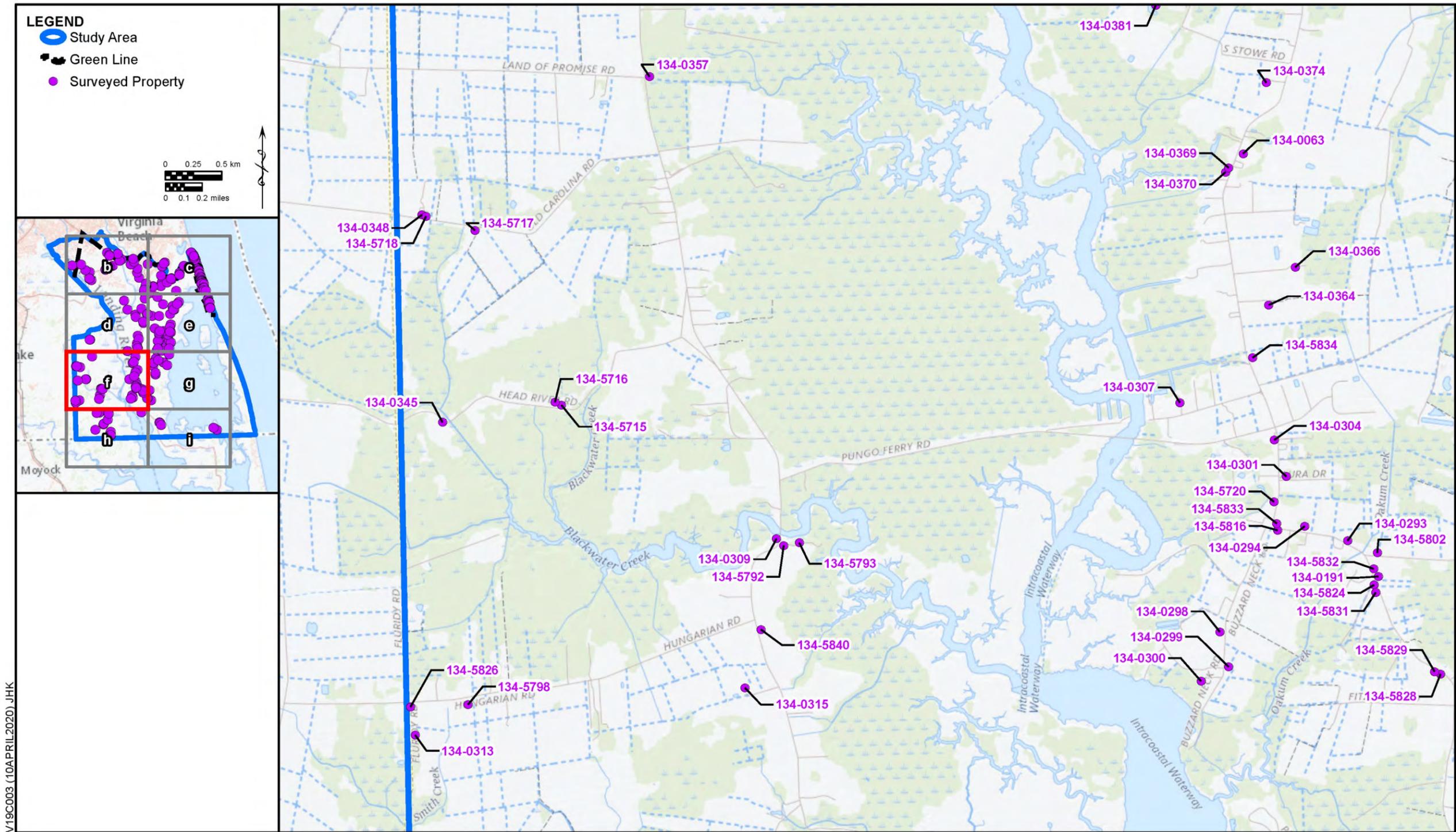
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Figure 31. Map showing resources surveyed over the City of Virginia Beach's southern half, including West Neck and Back Bay



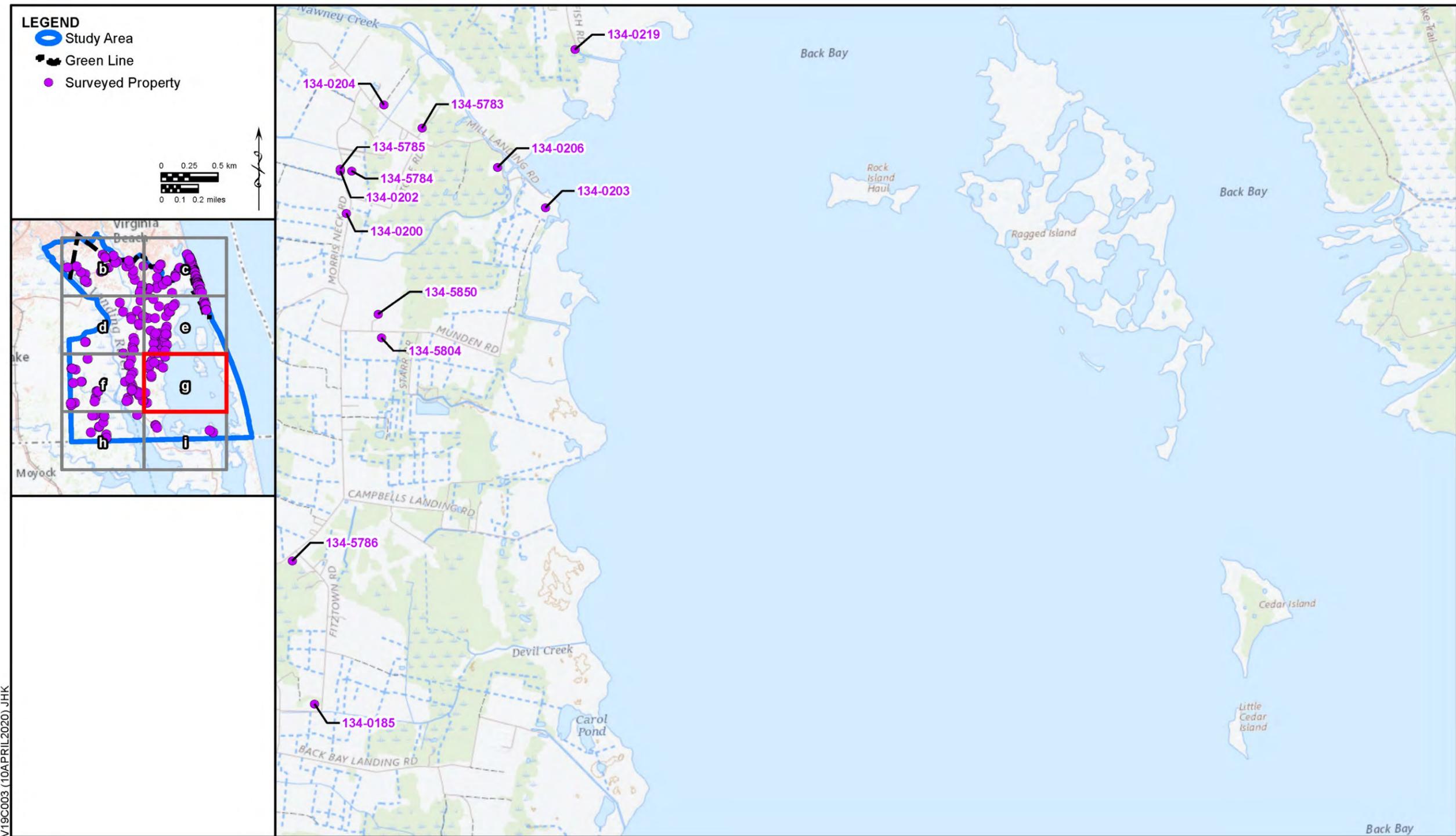
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Figure 32. Map showing resources surveyed over the City of Virginia Beach's southern half, including Sandbridge and Charity



V19C003 (10APRIL2020) JHK

Figure 33. Map showing resources surveyed over the City of Virginia Beach's southern half, including Blackwater, Pungo Ferry Bridge, and Creeks



V19C003 (10APRIL2020) JHK

Figure 34. Map showing resources surveyed over the City of Virginia Beach's southern half, including Drum Point

Commerce/Trade

Resources related to commerce and trade include community stores, service stations, restaurants, and markets. Placed typically along Princess Anne Road, Blackwater Road, or other principal intersections, these buildings represent the significance of local business and community hubs in rural Princess Anne County and the City of Virginia Beach. This category demonstrates the persistence of businesses in small crossroads communities and the continued presence of locally-owned commercial enterprises throughout the study area.

Resources documented within the Commerce/Trade theme:

- VDHR # 134-0287 – 1945 Pleasant Ridge Road, Ginn's Market c. 1940
- VDHR # 134-0309 – 5605 Blackwater Road, Mansfield's Store c. 1920
- VDHR # 134-0357 – 4700 Blackwater Road, Store c. 1930
- VDHR # 134-0369 – 909 Princess Anne Road, Single Dwelling and Store c. 1945
- VDHR # 134-0370 – 905 Princess Anne Road, Beale's Grocery c. 1945
- VDHR # 134-0514 – 2388 Princess Anne Road, Brown's Body Shop c. 1920
- VDHR # 134-5697 – 4100 Charity Neck Road, Charity Store c. 1960
- VDHR # 134-5699 – 1240 Sandbridge Road, Margie and Ray's Restaurant c. 1968
- VDHR # 134-5722 – 205-209 Sandpiper Road, Store c. 1955
- VDHR # 134-5777 – 3701 Sandpiper Road, Baja Restaurant c. 1960
- VDHR # 134-5778 – 3705 Sandpiper Road, Store c. 1960
- VDHR # 134-5779 – 3713 Sandpiper Road, Office c. 1970
- VDHR # 134-5799 – 1973 Indian River Road, Bonney and Sons Seafood c. 1945
- VDHR # 134-5807 – 3508 North Landing Road, North Landing Grocery c. 1945
- VDHR # 134-5816 – 649 Princess Anne Road, Monk's Place Restaurant c. 1940
- VDHR # 134-5819 – 1800 Princess Anne Road, Pungo Offroad c. 1966
- VDHR # 134-5825 – 897-905 Sandbridge Road, Belanga's Seafood c. 1945
- VDHR # 134-5830 – 1792 Princess Anne Road, Office, Verizon Building c. 1962
- VDHR # 134-5833 – 652 Princess Anne Road, B. F. Hayes Co. Auto Service Station c. 1950
- VDHR # 134-5837 – 1777 Princess Anne Road, Pungo Garage c. 1955
- VDHR # 134-5847 – 1824 Princess Anne Road, Pungo Pizza and Ice Cream Restaurant c. 1960
- VDHR # 134-5855 – 1064 Princess Anne Road, Back Bay Auto Repair c. 1965



Figure 37. Charity Store (c. 1960), 4100 Charity Neck Road (134-5697)



Figure 38. Margie and Ray's Restaurant (c. 1968), 1240 Sandbridge Road (134-5699)



Figure 39. Monk's Place Restaurant (c. 1940), 649 Princess Anne Road (134-5816)



Figure 40. North Landing Grocery (c. 1945), 3508 North Landing Road (134-5807)



Figure 41. Belanga's Seafood (c. 1945), 897-905 Sandbridge Road (134-5825)



Figure 42. Mansfield's Store (c. 1920), 5605 Blackwater Road (134-0309)

Domestic

The majority of domestic resources recorded within the survey area were either single family residences or residences located within Sandbridge. As a result, this list includes permanent residences, second homes, and seasonal residences that serve as vacation rentals. Of the 63 resources documented within Sandbridge's boundaries, there were 58 residences. Many of those residences now serve as vacation rentals. Other residences throughout the survey area are now single-family homes, but functioned as tenant housing or farm housing at an earlier date. It is also common for properties to have family cemeteries associated, but those funerary resources have been extensively documented in other local studies.

Resources documented within the Domestic theme:

- VDHR # 134-0056 – 2124 Golfwatch Lane, Single Dwelling c. 1790
- VDHR # 134-0060 – 1533 Princess Anne Road, Single Dwelling c. 1925
- VDHR # 134-0158 – 3808 Indian River Road, Single Dwelling c. 1940
- VDHR # 134-0185 – 5701 Fitztown Road, Single Dwelling c. 1900
- VDHR # 134-0202 – 4853 Morris Neck Road, Single Dwelling c. 1933
- VDHR # 134-0203 – 1217 Mill Landing Road, Single Dwelling c. 1920
- VDHR # 134-0204 – 1564 Mill Landing Road, Single Dwelling c. 1920
- VDHR # 134-0211 – 1633 Nanneys Creek Road, Grimstead Place c. 1900
- VDHR # 134-0222 – 1376 Shipp's Cabin Road, Single Dwelling c. 1925
- VDHR # 134-0223 – 1325 Shipp's Cabin Road, Single Dwelling c. 1920
- VDHR # 134-0230 – 4057 Muddy Creek Road, Single Dwelling c. 1930
- VDHR # 134-0234 – 3685 Muddy Creek Road, Single Dwelling c. 1930
- VDHR # 134-0238 – 3554-3568 Muddy Creek Road, Single Dwelling c. 1900
- VDHR # 134-0239 – 3573 Muddy Creek Road, Single Dwelling c. 1942
- VDHR # 134-0240 – 3529 Muddy Creek Road, Single Dwelling c. 1920
- VDHR # 134-0241 – 3497 Muddy Creek Road, Single Dwelling c. 1900
- VDHR # 134-0262 – 4121 Charity Neck Road, Single Dwelling c. 1945
- VDHR # 134-0265 – 4192 Charity Neck Road, Single Dwelling c. 1925
- VDHR # 134-0267 – 4313 Charity Neck Road, Single Dwelling c. 1925
- VDHR # 134-0271 – 1448 Gum Bridge Road, Single Dwelling c. 1900
- VDHR # 134-0275 – 1789 Gum Bridge Road, Single Dwelling c. 1935
- VDHR # 134-0286 – 1941 Pleasant Ridge Road, Single Dwelling c. 1925
- VDHR # 134-0293 – 612 Princess Anne Road, Single Dwelling c. 1930
- VDHR # 134-0294 – 636 Princess Anne Road, Single Dwelling c. 1930
- VDHR # 134-0298 – 5553 Buzzard Neck Road, Single Dwelling c. 1920
- VDHR # 134-0299 – 5588 Buzzard Neck Road, Single Dwelling c. 1925
- VDHR # 134-0300 – 5605 Buzzard Neck Road, Single Dwelling c. 1910
- VDHR # 134-0301 – 670 Princess Anne Road, Single Dwelling c. 1935
- VDHR # 134-0307 – 2234 Old Pungo Ferry Road, Dudley House c. 1800
- VDHR # 134-0313 – 3457 Hungarian Road, Single Dwelling c. 1940
- VDHR # 134-0321 – 2941 Indian Creek Road, Old Shirley House c. 1910
- VDHR # 134-0322 – 3009 Indian Creek Road, Old Shirley House c. 1890
- VDHR # 134-0335 – 6621 Blackwater Road, Single Dwelling c. 1872
- VDHR # 134-0336 – 6630-6637 Blackwater Road, Single Dwelling c. 1940
- VDHR # 134-0345 – 3606 Head River Road, Single Dwelling c. 1930
- VDHR # 134-0348 – 3572 Old Carolina Road, Single Dwelling c. 1800
- VDHR # 134-0360 – 4280-A Blackwater Road, Single Dwelling c. 1920
- VDHR # 134-0369 – 909 Princess Anne Road, Single Dwelling c. 1945

- VDHR # 134-0386 – 1130 Princess Anne Road, Single Dwelling c. 1920
- VDHR # 134-0389 – 1217 Princess Anne Road, Single Dwelling c. 1928
- VDHR # 134-0401 – 2253 Jarvis Road, Single Dwelling c. 1899
- VDHR # 134-0407 – 4053 West Neck Road, Single Dwelling c. 1920
- VDHR # 134-0411 – 1646 Princess Anne Road, Single Dwelling c. 1928
- VDHR # 134-0570 – 2628 North Landing Road, Single Dwelling c. 1950
- VDHR # 134-5092 – 1740 Princess Anne Road, Single Dwelling c. 1929
- VDHR # 134-5116 – 3769 West Neck Road, Single Dwelling c. 1900
- VDHR # 134-5122 – 2605 Salem Road, Single Dwelling c. 1940
- VDHR # 134-5137 – 2773 Salem Road, Single Dwelling c. 1920
- VDHR # 134-5681 – 661 Sandbridge Road, Single Dwelling c. 1940
- VDHR # 134-5700 – 6209 Pocahontas Club Road, Single Dwelling c. 1920
- VDHR # 134-5701 – 1812 Indian River Road, Single Dwelling c. 1900
- VDHR # 134-5702 – 1737 Sandbridge Road, Single Dwelling c. 1905
- VDHR # 134-5703 – 1228 Sandbridge Road, Single Dwelling c. 1920
- VDHR # 134-5704 – 1225 Sandbridge Road, Single Dwelling c. 1920
- VDHR # 134-5705 – 865 Sandbridge Road, Single Dwelling c. 1800
- VDHR # 134-5706 – 3016 New Bridge Road, Single Dwelling c. 1920
- VDHR # 134-5707 – 3049 New Bridge Road, Single Dwelling c. 1930
- VDHR # 134-5708 – 3161 New Bridge Road, Single Dwelling c. 1935
- VDHR # 134-5710 – 1593 Flanagan's Lane, Single Dwelling c. 1930
- VDHR # 134-5711 – 2773 Seaboard Road, Single Dwelling c. 1930
- VDHR # 134-5712 – 2701 Seaboard Road, Single Dwelling c. 1930
- VDHR # 134-5713 – 2573 Leroy Road, Single Dwelling c. 1930
- VDHR # 134-5714 – 4300 Charity Neck Road, Single Dwelling c. 1940
- VDHR # 134-5715 – 3332 Head River Road, Single Dwelling c. 1945
- VDHR # 134-5716 – 3340 Head River Road, Single Dwelling c. 1940
- VDHR # 134-5717 – 3485-3489 Old Carolina Road, Multiple Dwellings c. 1945
- VDHR # 134-5718 – 3564 Old Carolina Road, Single Dwelling c. 1965
- VDHR # 134-5719 – 4280 Blackwater Road, Single Dwelling c. 1980
- VDHR # 134-5723 – 2624 Sandpiper Road, Single Dwelling c. 1960
- VDHR # 134-5724 – 304 Sea Scape Road, Single Dwelling c. 1960
- VDHR # 134-5725 – 308 Marlin Lane, Single Dwelling c. 1960
- VDHR # 134-5726 – 308 Salmon Lane, Single Dwelling c. 1958
- VDHR # 134-5728 – 309 Pickerel Lane, Single Dwelling c. 1962
- VDHR # 134-5729 – 312 Sage Road, Single Dwelling c. 1966
- VDHR # 134-5730 – 2209 Sandpiper Road, Single Dwelling c. 1969
- VDHR # 134-5731 – 2257 Sandfiddler Road, Single Dwelling c. 1960
- VDHR # 134-5732 – 2309 Sandpiper Road, Single Dwelling c. 1969
- VDHR # 134-5733 – 2312 Sandpiper Road, Single Dwelling c. 1969
- VDHR # 134-5734 – 2313 Sandfiddler Road, Single Dwelling c. 1969
- VDHR # 134-5735 – 2332 Sandfiddler Road, Single Dwelling c. 1965
- VDHR # 134-5736 – 2349 Sandpiper Road, Single Dwelling c. 1965
- VDHR # 134-5737 – 2416 Sandfiddler Road, Single Dwelling c. 1963
- VDHR # 134-5738 – 2453 Sandpiper Road, Single Dwelling c. 1971
- VDHR # 134-5739 – 2457 Sandfiddler Road, Single Dwelling c. 1960
- VDHR # 134-5740 – 2461 Sandfiddler Road, Single Dwelling c. 1980
- VDHR # 134-5741 – 2585 Sandfiddler Road, Single Dwelling c. 1958

- VDHR # 134-5742 – 2600 Sandfiddler Road, Single Dwelling c. 1960
- VDHR # 134-5743 – 2604 Sandfiddler Road, Single Dwelling c. 1969
- VDHR # 134-5744 – 2608 Sandfiddler Road, Single Dwelling c. 1960
- VDHR # 134-5745 – 2608 Sandpiper Road, Single Dwelling c. 1969
- VDHR # 134-5746 – 2621 Sandpiper Road, Single Dwelling c. 1960
- VDHR # 134-5747 – 2641 Sandfiddler Road, Single Dwelling c. 1969
- VDHR # 134-5748 – 2645 Sandfiddler Road, Single Dwelling c. 1960
- VDHR # 134-5749 – 2749 Sandfiddler Road, Single Dwelling c. 1960
- VDHR # 134-5750 – 2761 Sandfiddler Road, Single Dwelling c. 1960
- VDHR # 134-5751 – 2765 Sandfiddler Road, Single Dwelling c. 1956
- VDHR # 134-5752 – 2824 Sandpiper Road, Single Dwelling c. 1969
- VDHR # 134-5753 – 2837 Sandfiddler Road, Single Dwelling c. 1969
- VDHR # 134-5754 – 2869 Sandpiper Road, Single Dwelling c. 1976
- VDHR # 134-5755 – 2905 Sand Bend Road, Single Dwelling c. 1965
- VDHR # 134-5756 – 2921 Sandpiper Road, Single Dwelling c. 1962
- VDHR # 134-5757 – 2924 Sandfiddler Road, Single Dwelling c. 1969
- VDHR # 134-5758 – 2924 Sandpiper Road, Single Dwelling c. 1960
- VDHR # 134-5759 – 2932 Sandpiper Road, Single Dwelling c. 1965
- VDHR # 134-5760 – 2933 Sandpiper Road, Single Dwelling c. 1959
- VDHR # 134-5761 – 2945 Sandpiper Road, Single Dwelling c. 1967
- VDHR # 134-5762 – 2948 Sand Bend Road, Single Dwelling c. 1960
- VDHR # 134-5763 – 2960 Sandfiddler Road, Single Dwelling c. 1960
- VDHR # 134-5764 – 3005 Sandfiddler Road, Single Dwelling c. 1969
- VDHR # 134-5765 – 3011 Little Island Road, Single Dwelling c. 1960
- VDHR # 134-5766 – 3013 Little Island Road, Single Dwelling c. 1960
- VDHR # 134-5767 – 3024 Sandfiddler Road, Single Dwelling c. 1969
- VDHR # 134-5768 – 3101 Sandpiper Road, Single Dwelling c. 1965
- VDHR # 134-5769 – 3112 Sandpiper Road, Single Dwelling c. 1971
- VDHR # 134-5770 – 3209 Little Island Road, Single Dwelling c. 1969
- VDHR # 134-5771 – 3240 Sandfiddler Road, Single Dwelling c. 1968
- VDHR # 134-5772 – 3424 Sandfiddler Road, Single Dwelling c. 1967
- VDHR # 134-5773 – 3436 Sandpiper Road, Single Dwelling c. 1973
- VDHR # 134-5774 – 3528 Sandpiper Road, Single Dwelling c. 1986
- VDHR # 134-5775 – 3536 Sandpiper Road, Single Dwelling c. 1970
- VDHR # 134-5776 – 3605 Sandfiddler Road, Single Dwelling c. 1966
- VDHR # 134-5780 – 308 Tarpon Lane, Single Dwelling c. 1978
- VDHR # 134-5781 – 2520 Entrada Drive, Single Dwelling c. 1968
- VDHR # 134-5782 – 2540 Entrada Drive, Single Dwelling c. 1968
- VDHR # 134-5785 – 4849 Morris Neck Road, Single Dwelling c. 1930
- VDHR # 134-5797 – 1112 Horn Point Road, Single Dwelling c. 1945
- VDHR # 134-5798 – 3361 Hungarian Road, Single Dwelling c. 1940
- VDHR # 134-5800 – 3201 Indian River Road, Single Dwelling c. 1920
- VDHR # 134-5803 – 1976 Munden Point Road, Single Dwelling c. 1979
- VDHR # 134-5804 – 1585 Munden Road, Single Dwelling c. 1935
- VDHR # 134-5805 – 1584 Nanneys Creek Road, Single Dwelling c. 1920
- VDHR # 134-5806 – 1619 North Muddy Creek Road, Single Dwelling c. 1900
- VDHR # 134-5808 – 2728 North Landing Road, Single Dwelling c. 1920
- VDHR # 134-5810 – 2824 North Landing Road, Single Dwelling c. 1940

- VDHR # 134-5811 – 4093 Muddy Creek Road, Single Dwelling c. 1920
- VDHR # 134-5813 – 1760-1788 North Muddy Creek Road, Single Dwelling c. 1940
- VDHR # 134-5814 – 6140 Pocahontas Club Road, Single Dwelling c. 1944
- VDHR # 134-5815 – 6168 Pocahontas Club Road, Single Dwelling c. 1945
- VDHR # 134-5817 – 1757 Princess Anne Road, Single Dwelling c. 1928
- VDHR # 134-5818 – 1764 Princess Anne Road, Single Dwelling c. 1875
- VDHR # 134-5820 – 2373 Princess Anne Road, Single Dwelling c. 1897
- VDHR # 134-5821 – 2733 Princess Anne Road, Single Dwelling c. 1930
- VDHR # 134-5822 – 2841 Princess Anne Road, Single Dwelling c. 1960
- VDHR # 134-5824 – Princess Anne Road (500 block), Single Dwelling c. 1930
- VDHR # 134-5827 – 3997 Muddy Creek Road, Single Dwelling c. 1960
- VDHR # 134-5828 – 521-523 Princess Anne Road, Multiple Dwellings c. 1940
- VDHR # 134-5829 – 525 Princess Anne Road, Single Dwelling c. 1950
- VDHR # 134-5831 – 581 Princess Anne Road, Single Dwelling c. 1935
- VDHR # 134-5832 – 592 Princess Anne Road, Single Dwelling c. 1940
- VDHR # 134-5838 – 1787 Princess Anne Road, Single Dwelling c. 1945
- VDHR # 134-5839 – 5712 Blackwater Road, Single Dwelling c. 1945
- VDHR # 134-5841 – 1396 Princess Anne Road, Single Dwelling c. 1945
- VDHR # 134-5843 – 2316 Sandfiddler Road, Single Dwelling c. 1969
- VDHR # 134-5844 – 2328 Sandpiper Road, Single Dwelling c. 1978
- VDHR # 134-5845 – 2408 Sandpiper Road, Single Dwelling c. 1977
- VDHR # 134-5846 – 2205 Widgeon Lane, Single Dwelling c. 1975
- VDHR # 134-5850 – 1589 Munden Road, Single Dwelling c. 1962
- VDHR # 134-5851 – 2864 North Landing Road, Single Dwelling c. 1945
- VDHR # 134-5852 – 1751 Princess Anne Road, Single Dwelling c. 1941
- VDHR # 134-5853 – 1636 Princess Anne Road, Single Dwelling c. 1940
- VDHR # 134-5854 – 909 Sandbridge Road, Single Dwelling c. 1945
- VDHR # 134-5856 – 1749 Princess Anne Road, Single Dwelling c. 1942



Figure 43. Single Dwelling (c. 1928), 1217 Princess Anne Road (134-0389)



Figure 44. Single Dwelling (c. 1930), 2773 Seaboard Road (134-5711)



Figure 45. Single Dwelling – Sandbridge (c. 1962), 309 Pickerel Lane (134-5728)



Figure 46. Single Dwelling – Sandbridge (c. 1958), 2585 Sandfiddler Road (134-5741)



Figure 47. Single Dwelling (c. 1940), 3457 Hungarian Road (134-0313)



Figure 48. Single Dwelling (c. 1910), 1584 Nanneys Creek Road (134-5805)

Education

There were five schools surveyed during the course of this project. These schools represent the changes that occurred in rural education throughout Tidewater Virginia in the nineteenth and twentieth centuries as communities transitioned from one-room schoolhouses to multi-classroom buildings, and, eventually, large schools serving different age groups. The Princess Anne County school system began to integrate in 1963, the same year the county merged with the City of Virginia Beach. However, Union Kempsville High School remained segregated until its closure in 1969. The documented schools include elementary schools, a training center, an agricultural education building, and a school for African-American children.

Resources documented within the Education theme:

- VDHR # 134-0063 – 920 Princess Anne Road, Creeds Elementary School c. 1935
- VDHR # 134-5842 – 2444 Seaboard Road, Princess Anne Elementary School c. 1956
- VDHR # 134-5812 – 2925 North Landing Road, Technical and Career Educational Center c. 1972
- VDHR # 134-0191 – 588 Princess Anne Road, former Creeds School Agricultural Building c. 1935
- VDHR # 134-0399 – 1392 Princess Anne Road, Pleasant Ridge Elementary School on the same parcel as Asbury United Method Church c. 1950



Figure 49. Creeds Elementary School (ca. 1935), 920 Princess Anne Road (134-0063)



Figure 50. (former) Creeds School Agricultural Building (c. 1935), 588 Princess Anne Road (134-0191)

Funerary

Family cemeteries are common along roads throughout the City's southern half and typically include up to 20 marked graves. While many of these small burial grounds have been documented through previous studies, many of them have not yet been given unique numbers within the V-CRIS system. For the purposes of acknowledging this resource and collecting a representative sample of small cemetery types, surveyors documented five family cemeteries with two properties including single family dwellings. Several farms and single dwellings also included cemeteries, but were included as secondary resources within V-CRIS because this study was intended to primarily document historic architectural resources.

Resources documented within the Funerary theme:

- VDHR # 134-0239 – 3573 Muddy Creek Road, Cemetery and Single Dwelling c. 1942
- VDHR # 134-5783 – 1504 Mill Landing Road, Whitehurst Cemetery c. 1881
- VDHR # 134-5791 – North Landing Road, Hickory Bridge and McClanan Family Cemetery c. 1864
- VDHR # 134-5797 – 1112 Horn Point Road, Cemetery and Single Dwelling c. 1945
- VDHR # 134-5809 – 2804 North Landing Road, Kellam Cemetery c. 1900



Figure 51. Kellam Cemetery (c. 1900), 2804 North Landing Road (134-5809)

Government/Law/Political

Surveyors documented one building associated with the government, legal proceedings, or political activities during the course of the survey. The Back Bay Post Office on Princess Anne Road represents the only resource within this theme largely due to intensive survey efforts surrounding Princess Anne Courthouse that led to the listing of the Virginia Beach Courthouse Village and Municipal Center Historic District (VDHR #134-5299).

Resource documented within the Government/Law/Political theme:

- VDHR # 134-5836 – 1107 Princess Anne Road, Back Bay Post Office c. 1968



Figure 52. Back Bay Post Office (c. 1968), 1107 Princess Anne Road (134-5936)

Healthcare/Medicine

Surveyors recorded one resource documenting medical and healthcare related buildings within former Princess Anne County and the City of Virginia Beach's southern half. The Creeds Fire Station represents the mid-twentieth century improvements to fire and emergency services that occurred throughout Princess Anne County. The building's form is reminiscent of other stations located in the City's northern half.

Resources documented within the Healthcare/Medicine theme:

- VDHR # 134-5802 – 5677 Morris Neck Road, Creeds Fire Station c. 1954



Figure 53. Creeds Fire Station (c. 1954), 5677 Morris Neck Road (134-5802)

Recreation/Arts

The eleven properties surveyed within this theme include lodges for African-American fraternal organizations, early-twentieth century hunt clubs, and fishing cabins. Horn Point Hunt Club (VDHR #134-5796) and Drum Point Gunning Club (VDHR #134-0219) featured the highest integrity of those included within the study. The surveyed hunt clubs are scattered throughout the study area and demonstrate the prevalence of the resource type, as well as the popularity of these clubs in the early twentieth century. Although their popularity waned by the mid-twentieth century, fishing and hunting remain popular activities throughout the area as represented by the c. 1950 fishing cabins along Blackwater Road (VDHR #134-5792 and #134-5793).

Lodges and churches became significant community buildings for the African American community following the Civil War and remained active well into the twentieth century. The two fraternal lodges documented during the course of this survey (VDHR #134-5117 and #134-5849) were constructed in the mid-twentieth century.

Resources documented within the Recreation/Arts theme:

- VDHR # 134-0168 – 6408 Knotts Island Road, Hunt Club (converted to single dwelling) c. 1950
- VDHR # 134-0206 – 1345 Mill Landing Road, Kirn Hunting Lodge c. 1910
- VDHR # 134-0219 – 1401 Drum Point Road, Drum Point Gunning Club c. 1913
- VDHR # 134-0233 – 3910 Muddy Creek Road, Ma and Pa Lovitts Lodge c. 1930
- VDHR # 134-5117 – 3253 Indian River Road, Lodge c. 1940
- VDHR # 134-5788 – 6152 Blackwater Road, Pete Dozier Farm and Blackwater Hunt Club c. 1955
- VDHR # 134-5792 – 5612 Blackwater Road, Fishing Cabins c. 1950
- VDHR # 134-5793 – 5632 Blackwater Road, Fishing Cabins c. 1950
- VDHR # 134-5796 – 1089 Horn Point Road, Horn Point Hunt Club c. 1907
- VDHR # 134-5816 – 649 Princess Anne Road, Monk's Place (formerly a hunt club) c. 1940
- VDHR # 134-5849 – 2310 Princess Anne Road, Lodge c. 1952



Figure 54. Horn Point Hunt Club (ca. 1907), 1089 Horn Point Road (134-5796)



Figure 55. Drum Point Gunning Club (c. 1913), 1401 Drum Point Road (134-0219)



Figure 56. Lodge (ca. 1940), 3253 Indian River Road (134-5117)



Figure 57. Fishing Cabins (c. 1950), 5612 Blackwater Road (134-5792)

Religion

Eight properties within the present survey related to religion. This collection of resources primarily consists of Protestant churches for both white and African-American congregations. The group includes four historically African American churches: Asbury Church and Cemetery (VDHR #134-0399), Faith Praise Deliverance Church (VDHR #134-5698), Little Piney Grove Church (VHR #134-5720), and Campbell's Chapel (VDHR #134-5848). The resources represent buildings from the Reconstruction Era in the late nineteenth century through the mid-twentieth century.

Resources documented within the Religion theme:

- VDHR # 134-0304 – 691 Princess Anne Road, Oak Grove Baptist Church c. 1870
- VDHR # 134-0399 – 1392 Princess Anne Road, Asbury Church (and Cemetery) c. 1950 (1900)
- VDHR # 134-5698 – 1814 Indian River Road, Faith Praise Deliverance Church c. 1910
- VDHR # 134-5720 – 665 Princess Anne Road, Little Piney Grove Church c. 1900
- VDHR # 134-5727 – 308 Sandbridge Road, St. Simon's by-the-Sea Church c. 1968
- VDHR # 134-5786 – 5500 Morris Neck Road, Church of Christ at Creeds c. 1960
- VDHR # 134-5794 – 6560 Blackwater Road, Cava Baptist Church c. 1900
- VDHR # 134-5848 – 3252 Indian River Road, Campbell's Chapel c. 1940



Figure 58. Asbury United Methodist Church (c. 1950), 1392 Princess Anne Road (134-0399)



Figure 59. Faith Praise Deliverance Church (c. 1910), 1814 Indian River Road (134-5698)



Figure 60. St. Simon's by-the-Sea Episcopal Church (c. 1968), 308 Sandbridge Road (134-5727)



Figure 61. Cava Baptist Church (c. 1900), 6560 Blackwater Road (134-5794)

Subsistence/Agriculture

The resources within this theme represent the historic land use patterns that have characterized the City's southern half since the seventeenth century. This category largely captures farms from the late-nineteenth through the early-twentieth centuries. Many of these farms retain their associated agricultural buildings including sweet potato barns, livestock barns, and smokehouses. The former Creeds School Agricultural Building (VDHR #134-0191), overlaps with the Education theme representing the mid-twentieth century interest in agricultural education for local children.

Resources documented within the Subsistence/Agriculture theme:

- VDHR # 134-0159 – 2737 Princess Anne Road, Farm c. 1920
- VDHR # 134-0191 – 588 Princess Anne Road, former Creeds School Agricultural Building c. 1935
- VDHR # 134-0200 – 4921 Morris Neck Road, Farm c. 1914
- VDHR # 134-0212 – 4469 Charity Neck Road, Farm c. 1965
- VDHR # 134-0213 – 1601 Nanneys Creek Road, Enoch Capps House (Farm) c. 1831
- VDHR # 134-0214 – 1560 Nanneys Creek Road, Farm c. 1920
- VDHR # 134-0215 – 1529 Nanneys Creek Road, Campbells Farm c. 1920
- VDHR # 134-0221 – 4381 Muddy Creek Road, Carroll Farm c. 1925
- VDHR # 134-0227 – 4104 Muddy Creek Road, Lovitt House (Farm) c. 1920
- VDHR # 134-0250 – 3456 Charity Neck Road, Farm c. 1900
- VDHR # 134-0260 – 1376 Princess Anne Road, James Brock Munden House (Farm) c. 1920
- VDHR # 134-0264 – 4156 Charity Neck Road, Farm c. 1920
- VDHR # 134-0274 – 1556 Gum Bridge Road, Wilkerson Farm c. 1905
- VDHR # 134-0284 – 1825 Pleasant Ridge Road, Farm c. 1920
- VDHR # 134-0315 – 2948 Shirley Lane, Shirley Farm c. 1910
- VDHR # 134-0328 – 6540 Crags Causeway, Farm c. 1897
- VDHR # 134-0331 – 2864 West Gibbs Road, Cartwright Farm c. 1920
- VDHR # 134-0332 – 2861 West Gibbs Road, Farm c. 1930
- VDHR # 134-0334 – 6273 Blackwater Road, Farm c. 1920
- VDHR # 134-0364 – 756 Princess Anne Road, Cullipher Farm c. 1920
- VDHR # 134-0366 – 772 Princess Anne Road, Cullipher Farm c. 1915
- VDHR # 134-0374 – 969 Princess Anne Road, Farm c. 1890
- VDHR # 134-0381 – 2264 Stowe Road, Stone Farm-Aygarn Farm-Lucy Stone Estate c. 1884
- VDHR # 134-0524 – 2077 Princess Anne Road, Farm c. 1911
- VDHR # 134-0598 – 2409 Holland Road, Burroughs House and Buyrningwood Farm c. 1753
- VDHR # 134-0667 – Drum Point Road, Farm c. 1880
- VDHR # 134-5695 – 1616 Pleasant Ridge Road, Farm c. 1935
- VDHR # 134-5696 – 4157 Charity Neck Road, Farm c. 1940
- VDHR # 134-5709 – 3116 New Bridge Road, Cromwell Farm c. 1790
- VDHR # 134-5783 – 1504 Mill Landing Road, Sweet Potato Barn c. 1940
- VDHR # 134-5787 – 6133 Blackwater Road, Dozier Farm c. 1950
- VDHR # 134-5788 – 6152 Blackwater Road, Pete Dozier Farm and Blackwater Hunt Club c. 1955
- VDHR # 134-5789 – 6609 Blackwater Road, Farm c. 1940
- VDHR # 134-5790 – 6352 Knotts Island Road, Fair Winds Farm c. 1930
- VDHR # 134-5795 – 6625 Blackwater Road, Farm c. 1940
- VDHR # 134-5801 – 1100 McClannan Lane, Farm c. 1900
- VDHR # 134-5823 – 1164-1168 Princess Anne Road, Farm c. 1875
- VDHR # 134-5826 – 3453 Hungarian Road, Farm c. 1965
- VDHR # 134-5834 – 722 Princess Anne Road, Farm c. 1930
- VDHR # 134-5840 – 3517 West Neck Road, Dawley Farms c. 1920



Figure 62. Burroughs House-Buyrningwood Farm (c. 1753), 2409 Holland Road (134-0598)



Figure 63. Cullipher Farmhouse (c. 1915), 772 Princess Anne Road (134-0336)



Figure 64. Cattle Barn, Stone Farm-Aygarn Farm-Lucy Stone Estate (c. 1890), 2264 Stowe Road (134-0381)



Figure 65. Sweet Potato Barn (c. 1940), 1504 Mill Landing Road (134-5783)



Figure 66. Cromwell Farm (c. 1790), 3116 New Bridge Road (134-5709)



Figure 67. Farmhouse (c. 1880), Drum Point Road (134-0667)

Virginia Beach Historical Register

In addition to the themes previously discussed, the following resources had been previously listed on the Virginia Beach Historical Register and were updated in V-CRIS as part of the survey effort.

Resources documented that are currently listed on the Virginia Beach Historical Register:

- VDHR # 134-0213 – 1601 Nanneys Creek Road, Enoch Capps House (farm) c. 1831
- VDHR # 134-0399 – 1392 Princess Anne Road, Pleasant Ridge Elementary School on the site of Asbury United Methodist Church c. 1950



Figure 68. Enoch Capps House (c. 1831), 1601 Nanneys Creek Road (134-0213)

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Demolished Resources

Of the 176 resources derived from the initial 1993 Traceries report list, surveyors found that 65 had either been demolished or associated with non-historic resources (less than 50 years of age). These resources primarily represent late-nineteenth and early-twentieth century single dwellings or farms. However, the list also includes a former children's home, a church, and a lodge. Over a third of the properties the City identified to revisit and record had been demolished and indicates the relatively rapid rate at which historic structures are removed within the study area (Figures 69 and 70).

Demolished resources noted in the 1993 Traceries survey which did not receive V-CRIS numbers:

- 1505 Back Bay Landing Road
- 5804 Blackwater Road
- 6336 Blackwater Road
- 3905 Charity Neck Road
- 4220 Charity Neck Road
- 3028 Colchester Road
- 1705 Flanagans Lane
- 3268 Head River Road
- 3290 Head River Road
- Head River Road (no street number)
- 2491 Holland Road
- 1864 Indian River Road
- 5600 Morris Neck Road
- 5612 Morris Neck Road
- 5634 Morris Neck Road
- 2818 North Landing Road
- 3000 North Landing Road
- 3465 North Landing Road
- North Muddy Creek Road (no street number)
- 1613 Pleasant Ridge Road
- 1101 Princess Anne Road
- 1761 Princess Anne Road
- 2512 Princess Anne Road
- 2645 Princess Anne Road
- 819 Sandbridge Road
- 2381 Seaboard Road

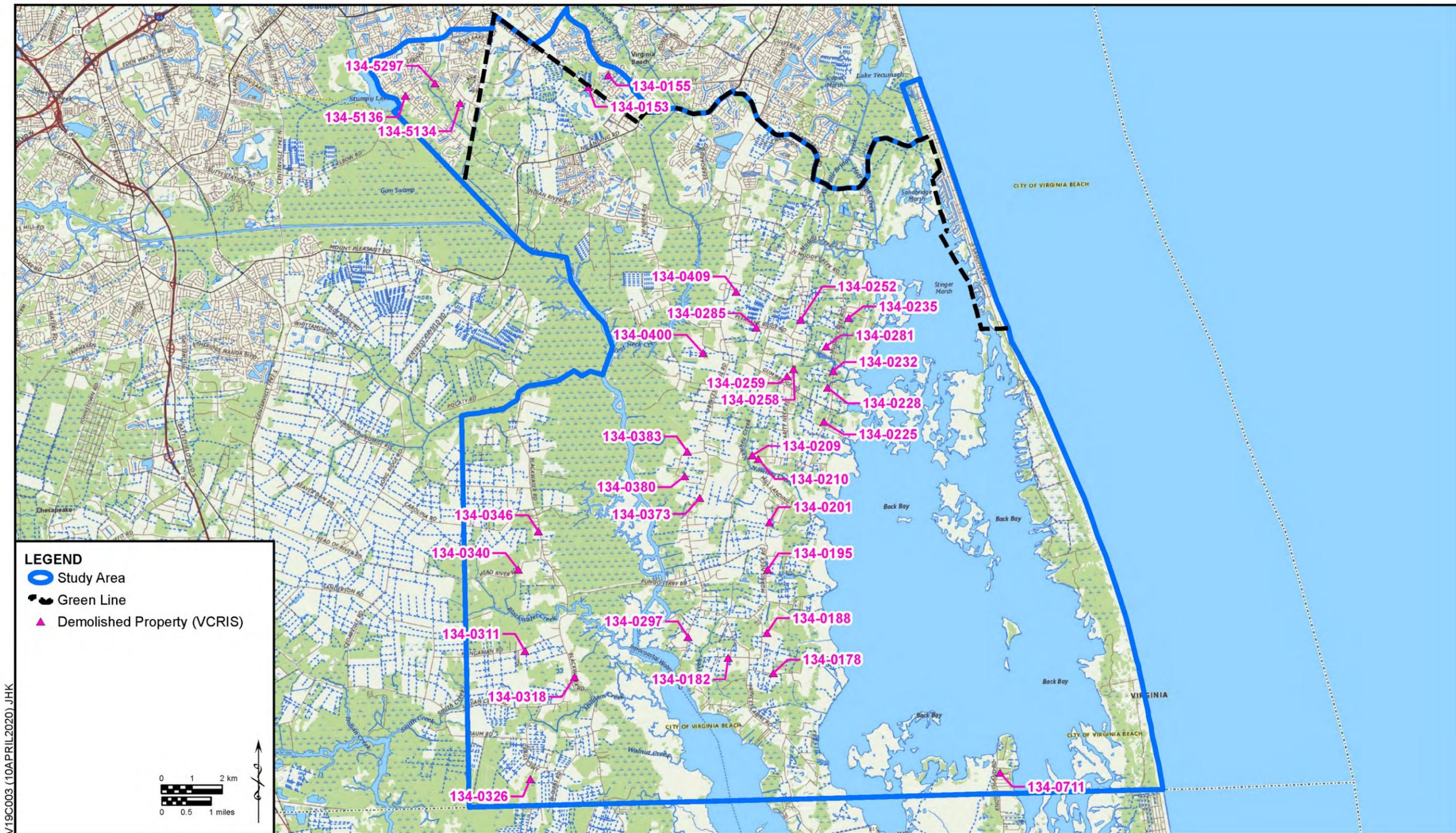
Resources listed in the 1993 Traceries survey determined to be non-historic:

- 3608 Charity Neck Road
- 3892 Charity Neck Road
- 3308 Old Carolina Road

Demolished resources which previously received V-CRIS numbers during the 1993 Traceries Study:

- VDHR # 134-0153 – 2849 Princess Anne Road, Masonic Hall
- VDHR # 134-0155 – 2653 Holland Road, Pleasant Acres Farm
- VDHR # 134-0178 – 1624 Back Bay Landing Road
- VDHR # 134-0182 – 5920 Fitztown Road
- VDHR # 134-0188 – 5516 Fitztown Road
- VDHR # 134-0195 – 5172 Morris Neck Road

- VDHR # 134-0201 – 4904 Morris Neck Road
- VDHR # 134-0201 – 4900 Morris Neck Road (1628 Stone Road), duplicate V-CRIS listing
- VDHR # 134-0209 – 1808 Nanneys Creek Road
- VDHR # 134-0210 – 1769 Nanneys Creek Road
- VDHR # 134-0225 – 4273 Muddy Creek Road
- VDHR # 134-0228 – 4073 Muddy Creek Road
- VDHR # 134-0232 – 3977 Muddy Creek Road
- VDHR # 134-0235 – 3620 North Muddy Creek Road
- VDHR # 134-0252 – 3676 Charity Neck Road
- VDHR # 134-0258 – 3972 Charity Neck Road
- VDHR # 134-0259 – 4021 Charity Neck Road
- VDHR # 134-0281 – 1368 Pleasant Ridge Road
- VDHR # 134-0285 – 1877 Pleasant Ridge Road
- VDHR # 134-0297 – 5544 Buzzard Neck Road
- VDHR # 134-0311 – 3125 Hungarian Road
- VDHR # 134-0318 – 5924 Blackwater Road
- VDHR # 134-0326 – 6465 Craggs Causeway
- VDHR # 134-0340 – 3248 Head River Road
- VDHR # 134-0346 – 5072 Blackwater Road
- VDHR # 134-0373 – 948 Princess Anne Road
- VDHR # 134-0380 – 2345 S Stowe Road
- VDHR # 134-0383 – 2172 N Stowe Road
- VDHR # 134-0400 – Jarvis Road
- VDHR # 134-0409 – 1567 Princess Anne Road
- VDHR # 134-0664 – 5677 Muddy Creek Road
- VDHR # 134-0711 – 6404 Knotts Island Road
- VDHR # 134-5134 – 2283 Salem Road
- VDHR # 134-5136 – 4261 Elbow Road
- VDHR # 134-5297 – 4081 Elbow Road



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Figure 69. Properties now demolished that were surveyed in 1993 and entered into V-CRIS (VDHR number assigned)

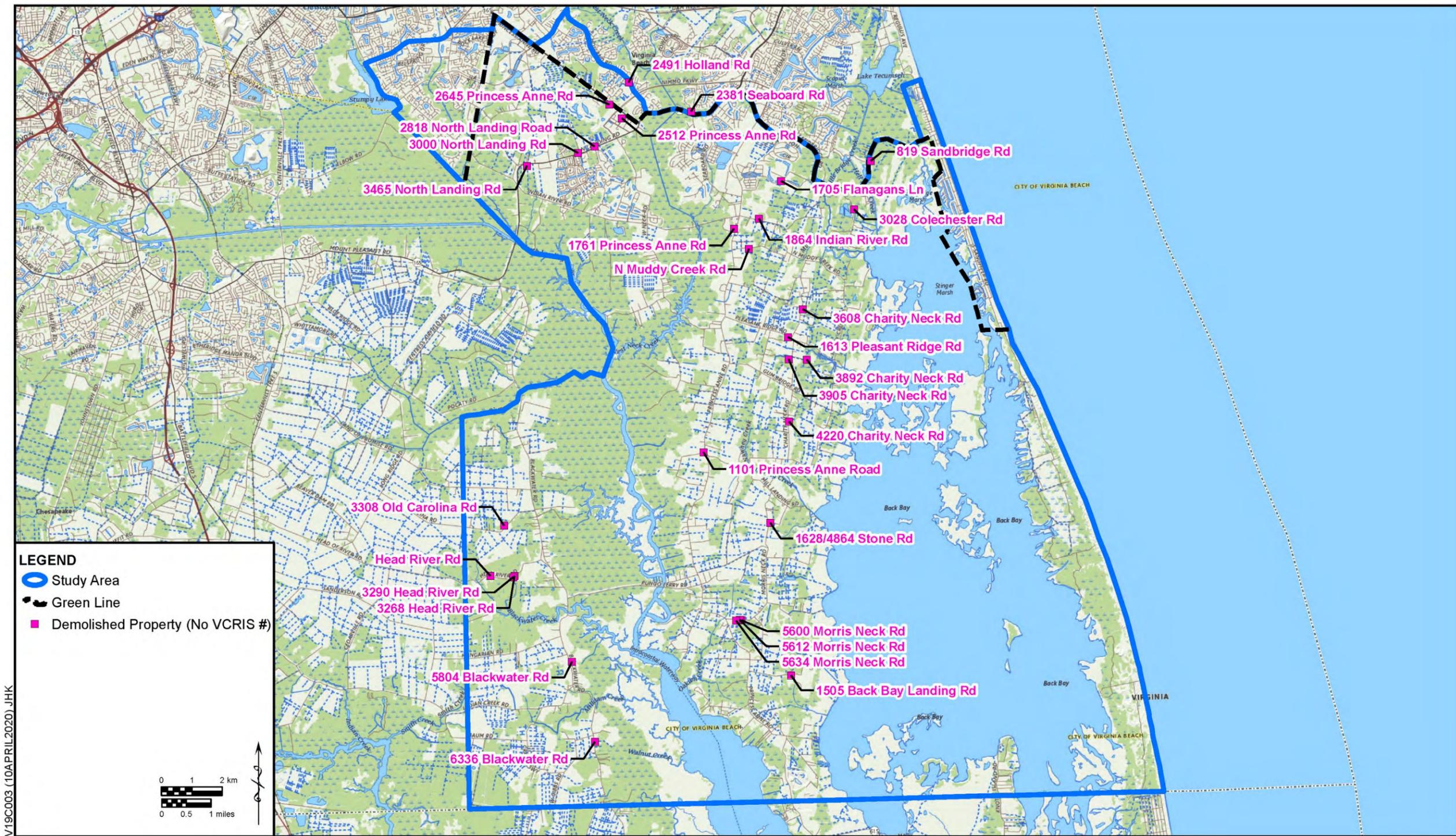


Figure 70. Properties now demolished that were previously documented in 1993 but not entered into V-CRIS (VDHR number not assigned)

Rural Villages and Crossroads Communities

While individual resources comprise the bulk of this study to capture the rural land use patterns throughout the City's southern half, rural villages and crossroads communities represent nodes of higher density within a primarily agricultural landscape. These sites functioned as commercial, social, and governmental centers, especially since many stores doubled as election-day polling locations and post offices. The 17 communities that the team located and researched as part of the current study range from vibrant centers with restaurants, service stations, and other amenities, such as Pungo, to communities that have lost all historic buildings and faded from the built landscape, such as Vine. The approximate location of each community has been mapped and cataloged with a brief evaluation profile to provide baseline planning documentation (Figure 71).

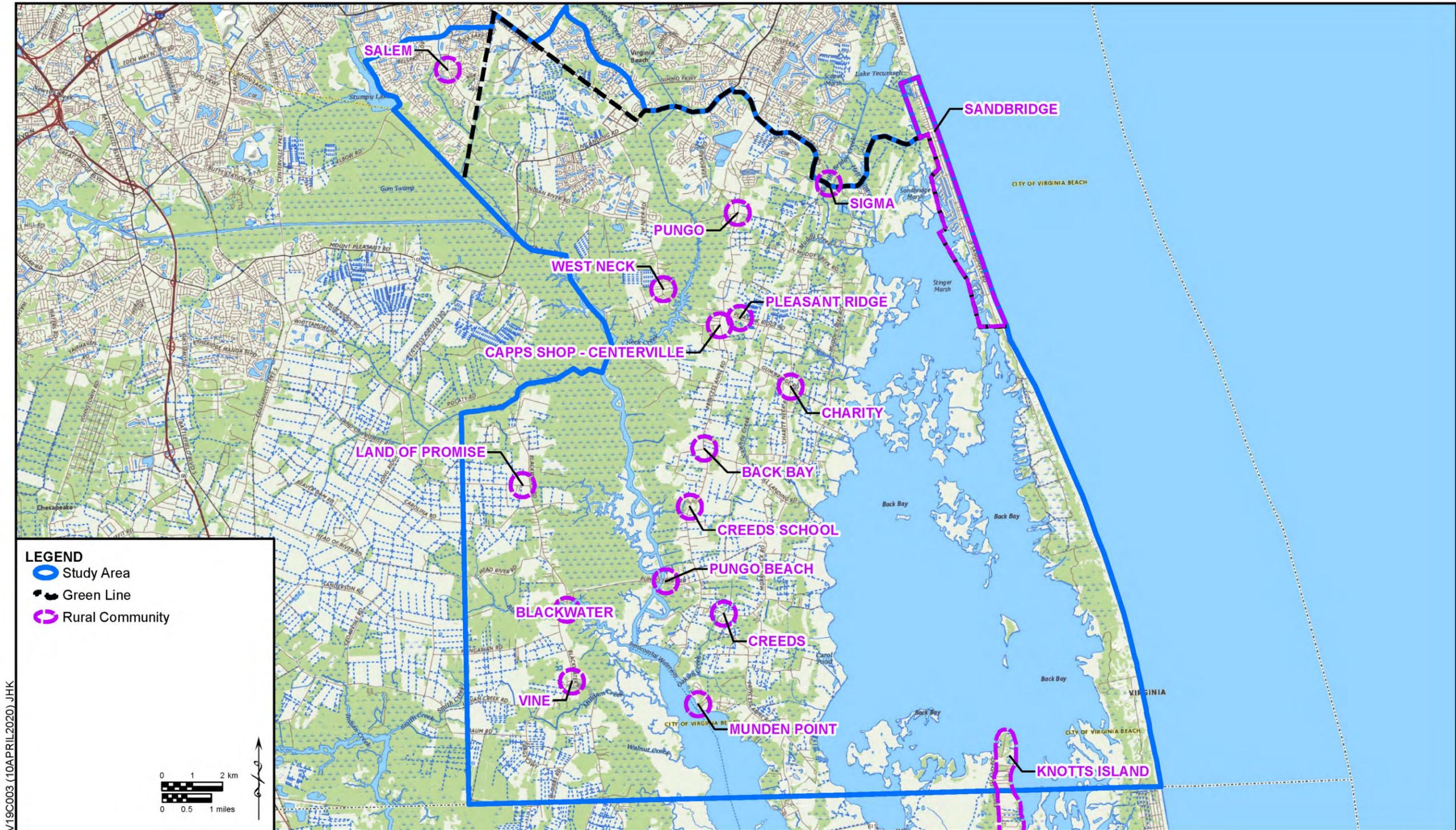
Each evaluation includes recommendations for both NRHP and Virginia Beach Historical Register eligibility. In some instances, the communities that were not NRHP-eligible were recommended for additional investigation. Some communities are recommended for additional survey to document significant individual resources that may still be unevaluated, while others may be better suited for public interpretive projects or other recognitions. A complete discussion of the options for recognizing properties and neighborhoods not potentially eligible to the NRHP is found in the summary and recommendations section of this report.

Communities researched during the course of the survey include:

- Back Bay
- Blackwater
- Capps Shop
- Charity
- Creeds
- Creeds School
- Knotts Island
- Land of Promise
- Munden Point
- Pleasant Ridge
- Pungo
- Pungo Beach
- Salem
- Sandbrige
- Sigma
- Vine
- West Neck

Of those communities, the survey found the following potentially eligible to the NRHP as historic districts:

- Back Bay
- Charity
- Creeds
- Creeds School
- Munden Point
- Pleasant Ridge
- Pungo
- Sandbridge (to be revisited in 10-15 years as more properties become 50 years of age or older)



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Figure 71. Map showing approximate locations of rural communities and crossroads

Back Bay

Location: North of Pungo Ferry Road surrounding the intersection of Princess Anne Road and Mill Landing Road. The former Munden Point Railroad ran east of Princess Anne Road (Figure 72).

Construction Period: 1898-1970

Potential NRHP Historic District: Yes.

Potential For Local Recognition: Yes.

Community History: With the arrival of the Munden Point Railroad in 1898, Back Bay became a midway stop between Pungo and Munden Point (Figure 73). The stop included several stores, a train depot, and surrounding residences by the turn of the twentieth century. The commercial center moved west along the intersection of Princess Anne Road and Mill Landing Road in the mid-twentieth century and the new Back Bay Post Office was completed in 1967. The present commercial building (VDHR #134-5835, now vacant) at this intersection was moved from its original location near the depot as automobile travel surpassed rail transit (see Figures 73 and 74).

National Register of Historic Places Integrity and Eligibility Evaluation: Bay Back was an important stop on the Munden Point Railroad, which provided a vital link between surrounding farms and regional and northeastern markets. The community continues important local functions through its post office (VDHR #134-5836) and auto service center (VDHR #134-5855). The former store (VDHR #134-5835) remains vacant, but marks the commercial functions that moved from the railroad corridor to Princess Anne Road in the mid-twentieth century. The resources in Back Bay possess relatively high integrity with regard to location, setting, and association. The community retains its mid-twentieth century buildings, with other earlier residences in close proximity. The integrity of feeling for this mid-twentieth century crossroads, supported by an earlier agricultural history, remains intact as a result, with limited early twenty-first century development altering the area's density. The individual resources within Back Bay also tend to possess good overall integrity of design, materials, and workmanship. Because it retains a relatively high level of integrity and continues to function as an example of a rural community crossroads in Virginia Beach, Back Bay is recommended as potentially eligible for listing as a NRHP historic district. As an early to mid-twentieth century rural crossroads that developed over time, Back Bay conveys important aspects of historic residential development in Princess Anne County/City of Virginia Beach of the period with the retention of the post office and commercial buildings; therefore, the community is recommended potentially eligible under Criterion A. Because the neighborhood is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Back Bay lack distinctive architectural features with most dwellings executed in relatively common commercial styles. The area, therefore, is not eligible under Criterion C. Archaeological investigations have not taken place in the area, but significant land disturbance was noted due to residential development and construction of roads; however, Back Bay's eligibility under Criterion D cannot be assessed at this time. There is a high probability of intact early-twentieth century deposits along the former railroad line in the vicinity of the now-demolished depot.

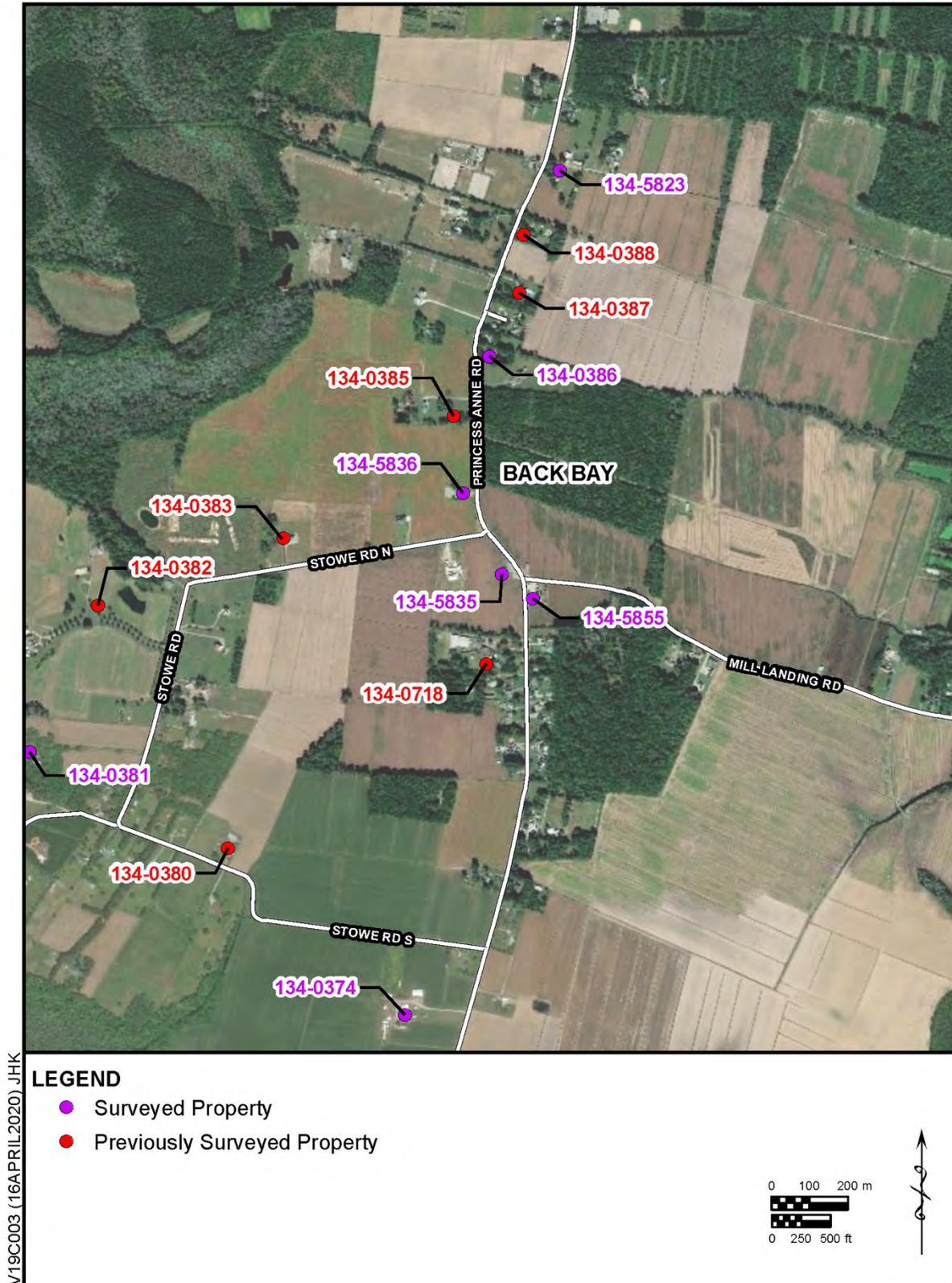


Figure 72. Aerial Photograph Showing Approximate Location of Back Bay

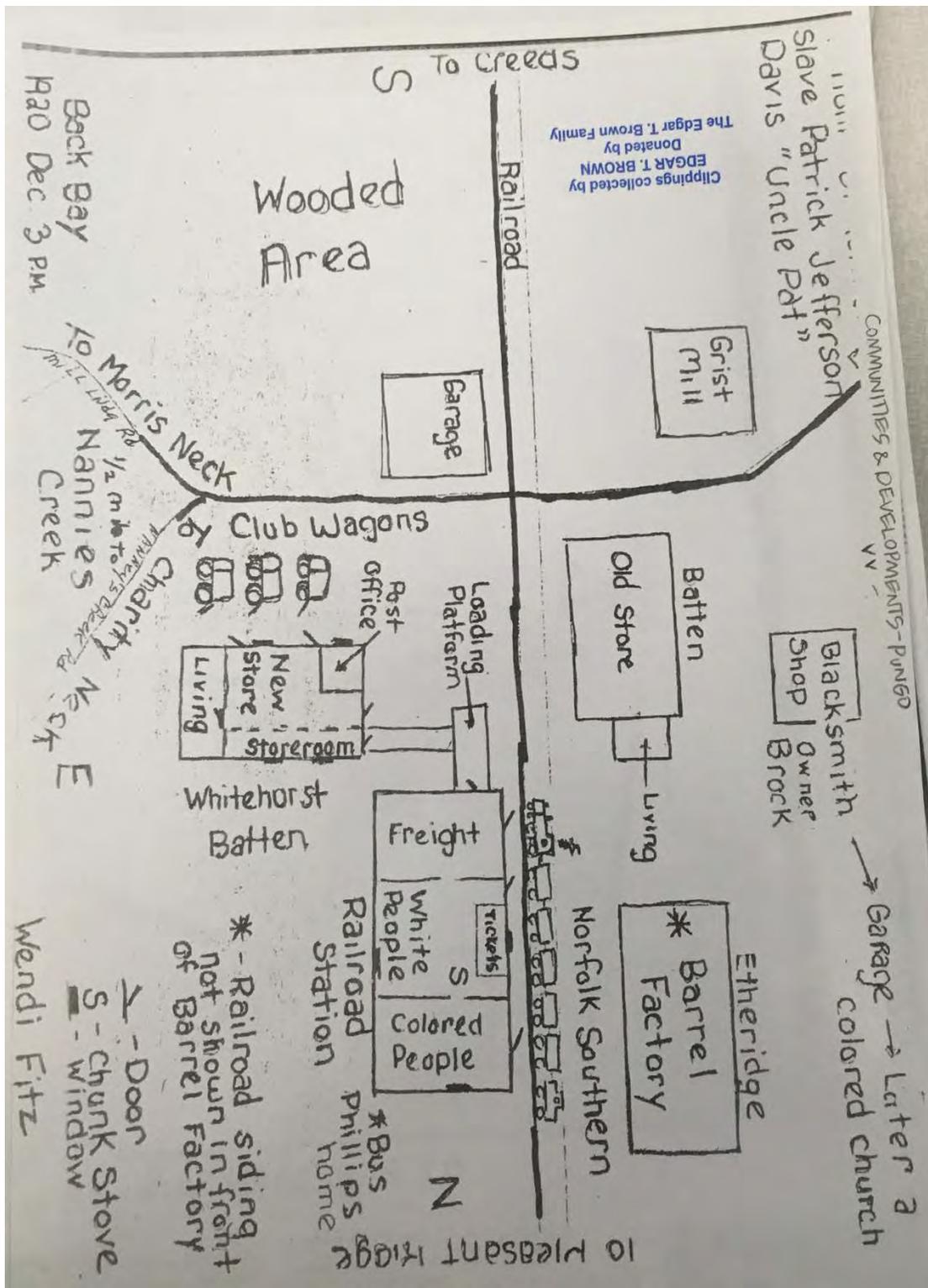


Figure 73. Hand-drawn plan of Back Bay with north at the bottom of the drawing (Source: VBPL)



Figure 74. Aerial Photograph of Back Bay in 1949 with the railroad tracks still visible. The intersection of Princess Anne Road and Back Bay is located left of center (Source: Virginia Beach Department of Agriculture 1949 DGH-1E 136)

Blackwater

Location: Along a corridor extending between North River on the east and the border between the City of Virginia Beach and the City of Chesapeake on the west. The Pocatoy River forms the northern boundary while the North Carolina border cuts to south (Figure 75).

Construction Period: 1800s to Present

Potential NRHP Historic District: No

Potential For Local Recognition: Yes.

Community History: Blackwater retains its historical rural character and is the site of several of the city's large farm operations. Blackwater Road is the main north-south route through the area and churches, stores, schools, lodges, mills, and other institutions were established at crossroads intersections along the roadway. A couple of residential developments have been built in Blackwater in recent years, but most land remains in active agricultural use producing corn and soybeans. Wheat also was formerly produced in Blackwater. Livestock production includes horses and beef cattle, and historically, hogs. Early Blackwater families include Baxter, Baum, Ives, Shirley, and Simmons.

Significant buildings in Blackwater include the Blackwater Trading Post (VDHR #134-0309), fishing cabins (VDHR #134-5792 and #134-5793), and surrounding residences (VDHR #134-0310 and #134-0314).

National Register of Historic Places Integrity and Eligibility Evaluation: Blackwater was an important crossroads community through both the nineteenth and twentieth centuries offering easy access to the North Landing River near the Pungo Ferry crossing. The Blackwater Trading Post (VDH #134-0309) remains an important community store and gathering place. However, former stores and businesses to the north of the creek have been demolished, and the historic significance of the crossroads has diminished over time. Although the road alignment and rural development patterns remain somewhat intact, the ongoing replacement of historic residences and the exterior alterations of properties, such as the Blackwater Trading Post, has diminished the significance of the crossroads and few resources remain from the nineteenth and early-twentieth centuries. The resources in Blackwater possess a moderate level of integrity with regard to location, setting, and association. The community retains its rural character with large parcels, narrow roads, and ready access to local creeks and marshes. However, there have been significant modifications over time through the loss and remodeling of community stores and historic residences, as well as the introduction of twenty-first century subdivisions (although they feature much larger parcels than those in the City's northern half). The integrity of feeling within the community is moderate, with some higher-density infill residential development occurring in pockets throughout the Blackwater Road corridor. The individual resources within Blackwater tend to possess a moderate overall integrity of design, materials, workmanship, with exterior alterations including the replacement of original sheathing, windows, and doors being common. As a result of ongoing infill development and the demolition of historic resources throughout the area, Blackwater is recommended not eligible for listing as a NRHP historic district. As a nineteenth-century agricultural community that developed over time, Blackwater lacks sufficient integrity to demonstrate a significant aspect of rural development or planning and does not convey important aspects of historic agricultural and domestic land use in Princess Anne County/City of Virginia Beach of the period; therefore, the community is recommended not eligible under Criterion A. Because the neighborhood is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Blackwater lack distinctive architectural features and feature alterations that are often extensive. The area, therefore, is not eligible under Criterion C. Blackwater's eligibility under Criterion D cannot be assessed at this time.

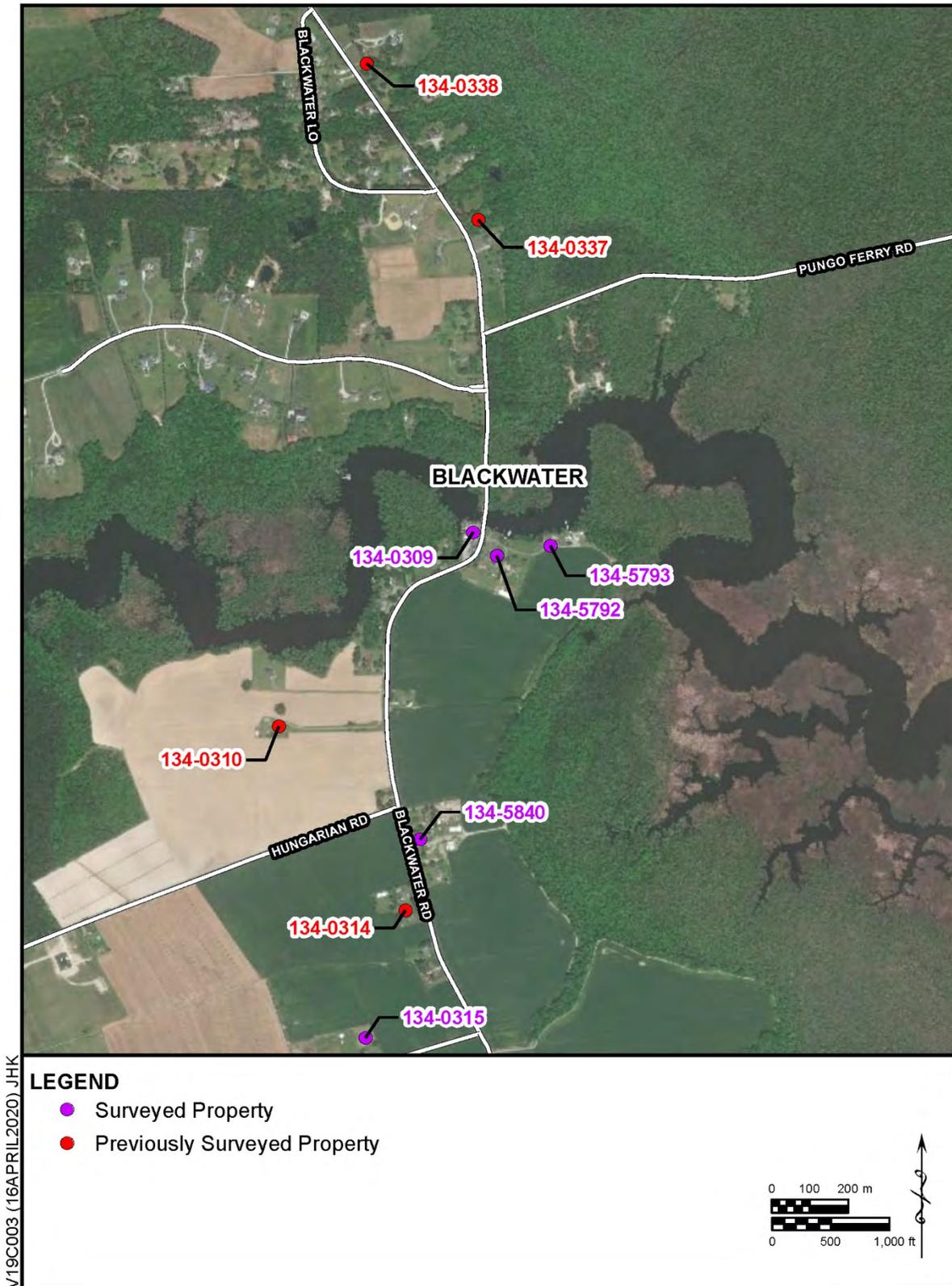


Figure 75. Aerial Photograph Showing Approximate Location of Blackwater



Figure 76. Aerial Photograph of Blackwater in 1937. Blackwater Road runs top to bottom on the image's right side (Source: Virginia Beach Department of Agriculture 1949 114-156)

Capps Shop - Centerville

Location: Surrounding the intersection of West Neck and Princess Anne roads (Figure 77).

Construction Period: 1750s to 1950s

Potential NRHP Historic District: No

Potential For Local Recognition: Yes.

Community History: Capps Shop - Centerville is mentioned in mid- to late-nineteenth-century county records as a place where public notices were posted. Such a distinction would rank this site alongside the Courthouse, Kempsville, London Bridge, and North Landing as a significant community center (Henley 2013: 43-44).

National Register of Historic Places Integrity and Eligibility Evaluation: Capps Shop – Centerville was an important crossroads beginning in the mid-eighteenth century as the West and Capps families owned land throughout the area. The Pungo Chapel, a significant religious building throughout the eighteenth and early nineteenth centuries, was located on land formerly associated with the Fentress House (VDHR #134-0057) (Henley 2013: 23-25). However, the Fentress House is the only building from this early period that remains intact. Locals continued to build along the Capps Shop – Centerville intersection throughout the nineteenth and early twentieth centuries, but focus gradually shifted to the Pleasant Ridge crossroads immediately to the north, rather than the area surrounding West Neck Road. The community retains its significant crossroads intersection between West Neck Road and Princess Anne Road; however, the majority of resources date to the late-nineteenth and twentieth centuries, with the notable exception of the Fentress House. The extant resources in Capps Shop - Centerville possess moderate overall integrity with regard to location, setting, and association. The integrity of feeling within the community is relatively high, with limited infill development in the immediate area. The individual resources within Capps Shop - Centerville also tend to possess a moderate to high overall integrity of design, materials, workmanship, although some minor alterations have occurred including the replacement of original sheathing, windows, and doors. Although it retains moderate to high levels of integrity in regards to intact agricultural landscapes with nineteenth and twentieth century resources, Capps Shop - Centerville is recommended not eligible for listing as a NRHP historic district due to the lack of buildings creating a collection of eighteenth and early-nineteenth century resources surrounding the Fentress House (VDHR #134-0057) that date to the Capps Shop – Centerville period prior to the growth along Pleasant Ridge. As a result, Capps Shop - Centerville does not retain sufficient historic buildings related to the period of growth between the 1750s and 1850s to represent a typical crossroads in Princess Anne County/City of Virginia Beach of the period; therefore, the community is recommended not eligible under Criterion A. Because the community is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Capps Shop - Centerville lack distinctive architectural features with most dwellings executed in vernacular styles. These common forms and styles are seen in most suburbs in the area, and the dwellings in Capps Shop - Centerville are not differentiated from other similar examples that were built at the same time. The area, therefore, is not eligible under Criterion C. Capps Shop - Centerville's eligibility under Criterion D cannot be assessed at this time; however, there are likely significant deposits in the vicinity due to the presence of Pungo Chapel and other eighteenth-century buildings nearby.

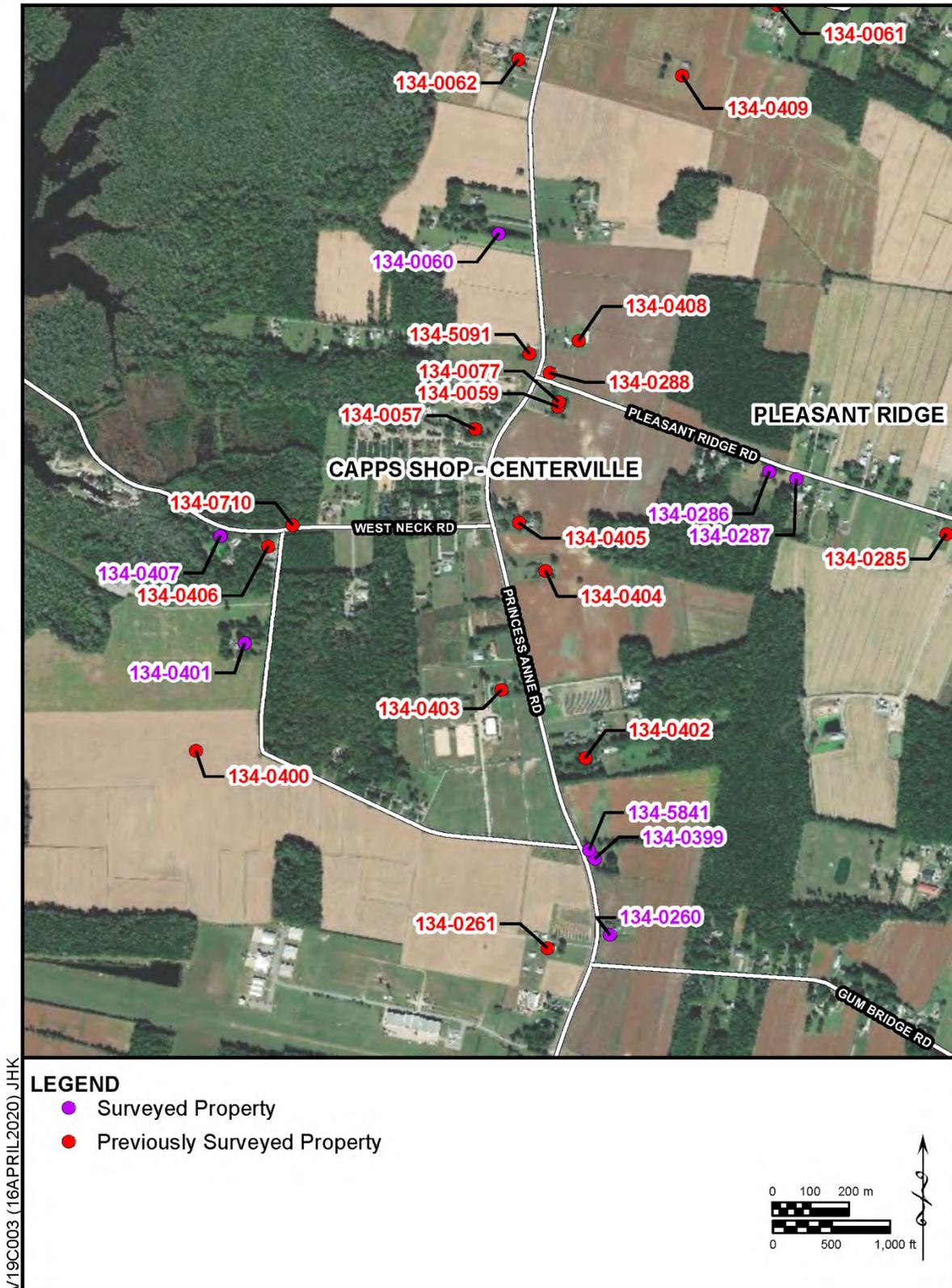


Figure 77. Aerial Photograph Showing Approximate Location of Capps Shop – Centerville



Figure 78. Aerial Photograph of Capps Shop-Centerville in 1949. West Neck Road runs east from the image's top left corner and Princess Anne Road follows a roughly north-south corridor through the center. The intersection with Pleasant Ridge Road is located north of West Neck Road at the top of the image (Source: Virginia Beach Department of Agriculture 1949 DGH-1E 138)

Charity

Location: The intersection of Charity Neck and Gum Bridge roads (Figure 79).

Construction Period: 1790s-1960

Potential NRHP Historic District: Yes

Potential For Local Recognition: Yes.

Community History: The center of this crossroads community is the Charity Methodist Church (VDHR #134-0263) and its associated cemetery that was organized in 1789 and moved to its current site in the 1790s. Historically, a school and lodge building stood south across the road from the church. Several early twentieth century dwellings and small farm parcels line Charity Neck Road, as well as a country store (VDHR #134-5697). Several sweet potato barns and other common agricultural building types remain in the area and represent the agricultural history of the community (Henley 2013: 115).

National Register of Historic Places Integrity and Eligibility Evaluation: Charity remains an important crossroads today. Despite the country store (VDHR #134-5697) being vacant at the time of the survey, several businesses have operated out of the building as recently as the mid-2010s. The community retains its mid-twentieth century church, consecutively rebuilt over the site of the first 1790s building. Additionally, other late-nineteenth and early-twentieth century residences remain in close proximity to the intersection of Charity Neck Road and Gum Bridge Road, which has preserved the residential and agricultural land use patterns surrounding the community. The community remained a significant crossroads into the nineteenth and twentieth centuries, and most of the current resources represent this later development phase. The resources in Charity possess good overall integrity with regard to location, setting, and association. The integrity of feeling within the community is relatively high, with limited infill development. The individual resources within Charity also tend to possess a moderate to high level of overall integrity of design, materials, and workmanship. Because it retains a relatively high level of integrity, Charity is recommended as potentially eligible for listing as a NRHP historic district. As a nineteenth to mid-twentieth century rural crossroads that developed over time, Charity conveys important aspects of historic rural development in Princess Anne County/City of Virginia Beach of the period with the retention of the church and a few commercial buildings; therefore, the community is recommended potentially eligible under Criterion A. Because the neighborhood is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Charity lack distinctive architectural features with most dwellings executed in relatively common commercial styles. The area, therefore, is not eligible under Criterion C. Charity's eligibility under Criterion D cannot be assessed at this time; however, there is a high probability of intact nineteenth-century deposits surrounding the church.



Figure 79. Aerial Photograph Showing Approximate Location of Charity

Creeds

Location: Surrounds the intersection of Princess Anne and Morris Neck roads. Lies about seven miles north of the North Carolina state line (Figure 80). Due to modern development between the Creeds crossroads and Creeds School (Figure 82), the areas are evaluated separately.

Construction Period: 1870s-1960

Potential NRHP Historic District: Yes

Potential For Local Recognition: Yes.

Community History: In 1924, Creeds had a population of 125 people and was a stop on the Munden Point Railroad, had three general stores, a fish packing plant, a barrel factory, and three churches (Ferebee and White 1924:34). While some of these community buildings have been altered or demolished, the site retains the Creeds Fire Station (VDHR #134-5802), two stores (VDHR #134-0664 and #134-0209), as well as several historic residences. While the majority of these resources date from the early- to mid-twentieth century, they continue to function as an important community hub and commercial center (Henley 2013: 31).

National Register of Historic Places Integrity and Eligibility Evaluation: Creeds continues to be among the most significant crossroads communities in the City of Virginia Beach's southern half. Featuring a fire station, stores, a small c. 2011 commercial strip with a restaurant and tack shop, this is an important gathering location for both locals and visitors. Despite recent additions, Creeds retains many early- and mid-twentieth century buildings that provided important resources for local farmers including the Creeds Fire Station (VDHR #134-5802), a community store (VDHR #134-0290), a farm supply store (VDHR #134-0664) and historic residences to both the north and south along Princess Anne Road. The resources in Creeds possess a high level of overall integrity with regard to location, setting, and association. The community retains its early and mid-twentieth century buildings, with other earlier residences in close proximity. The integrity of feeling within the community is relatively high, with limited development altering the area's historic land use patterns. A small commercial strip and new fire station near a new residential development south of the intersection between Princess Anne Road and Morris Neck Road are the only notable changes in density, and all the recent development is focused on the western side of Princess Anne Road while the historic core was located on the eastern side of Princess Anne Road surrounding Morris Neck Road. The individual resources within Creeds also tend to possess moderate to high integrity of design, materials, and workmanship with the notable exception of alterations to one store (VDHR #134-0664). Because it retains good integrity, Creeds is recommended as potentially eligible for listing as a NRHP historic district. As a late-nineteenth to mid-twentieth century rural crossroads that developed over time, Creeds conveys important aspects of historic rural development in Princess Anne County/City of Virginia Beach of the period; therefore, the community is recommended potentially eligible under Criterion A. Because the community is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Creeds lack distinctive architectural features with most dwellings executed in relatively common styles. The area, therefore, is not eligible under Criterion C. Creeds' eligibility under Criterion D cannot be assessed at this time.



Figure 81. Aerial Photograph c. 1949 of Creeds (Source: Virginia Beach Department of Agriculture 1949 DGH-1E 134)

Creeds School

Location: North of Pungo Ferry Road and south of Back Bay along Princess Anne Road (Figure 82). The Creeds School area is a naming convention for clarity within this report to denote the development surrounding the building that currently functions as an elementary school. Due to modern development between the Creeds crossroads (Figure 80) and Creeds School, the areas are evaluated separately.

Construction Period: 1930s-1970s

Potential NRHP Historic District: Yes

Potential For Local Recognition: Yes.

Community History: When the new Creeds School (VDHR #134-0063) was constructed in the 1930s, the Creeds community extended north along Princess Anne Road. Stores, bars, and new residences joined the school building. For the purposes of appropriately identifying the separate development patterns between the crossroads at Morris Neck Road and the community surrounding Creeds School, their histories were evaluated separately. Creeds School is a naming convention implemented for clarity within this report. Generally, this section of the community is also simply referred to as Creeds, particularly with the location of the Creeds Ruritan Community Complex north of the school and immediately south of Back Bay.

National Register of Historic Places Integrity and Eligibility Evaluation: Creeds School continues to be significant to the present as the location of the elementary school serving the City's southern-most residents. Additionally, the site is home to the Senior Resource Center, a branch of the City of Virginia Beach Public Library, and several former stores, including (VDHR #134-0370 and #134-0369). Modern development between the Creeds crossroads (Figure 80) and Creeds School has not altered the significance of each area. Despite some later additions and limited infill, the resources in Creeds School possess a high level of overall integrity with regard to location, setting, and association. The community retains its twentieth century school and associated commercial buildings, with period residences in close proximity. The integrity of feeling within the community is high, with the continued presence of educational, residential, and agricultural land use patterns established in the early- and mid-twentieth century. The individual resources within Creeds School also tend to possess a moderate to high integrity of design, materials, and workmanship. Because the community retains a relatively high level of integrity, Creeds School is recommended as potentially eligible for listing as a NRHP historic district. As an early to mid-twentieth century community with a school as its focal point, Creeds conveys important aspects of historic rural development in Princess Anne County/City of Virginia Beach of the period; therefore, the community is recommended potentially eligible under Criterion A. Because the community is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Creeds School lack distinctive architectural features with most dwellings executed in relatively common styles. The area, therefore, is not eligible under Criterion C. Creeds School's eligibility under Criterion D cannot be assessed at this time.

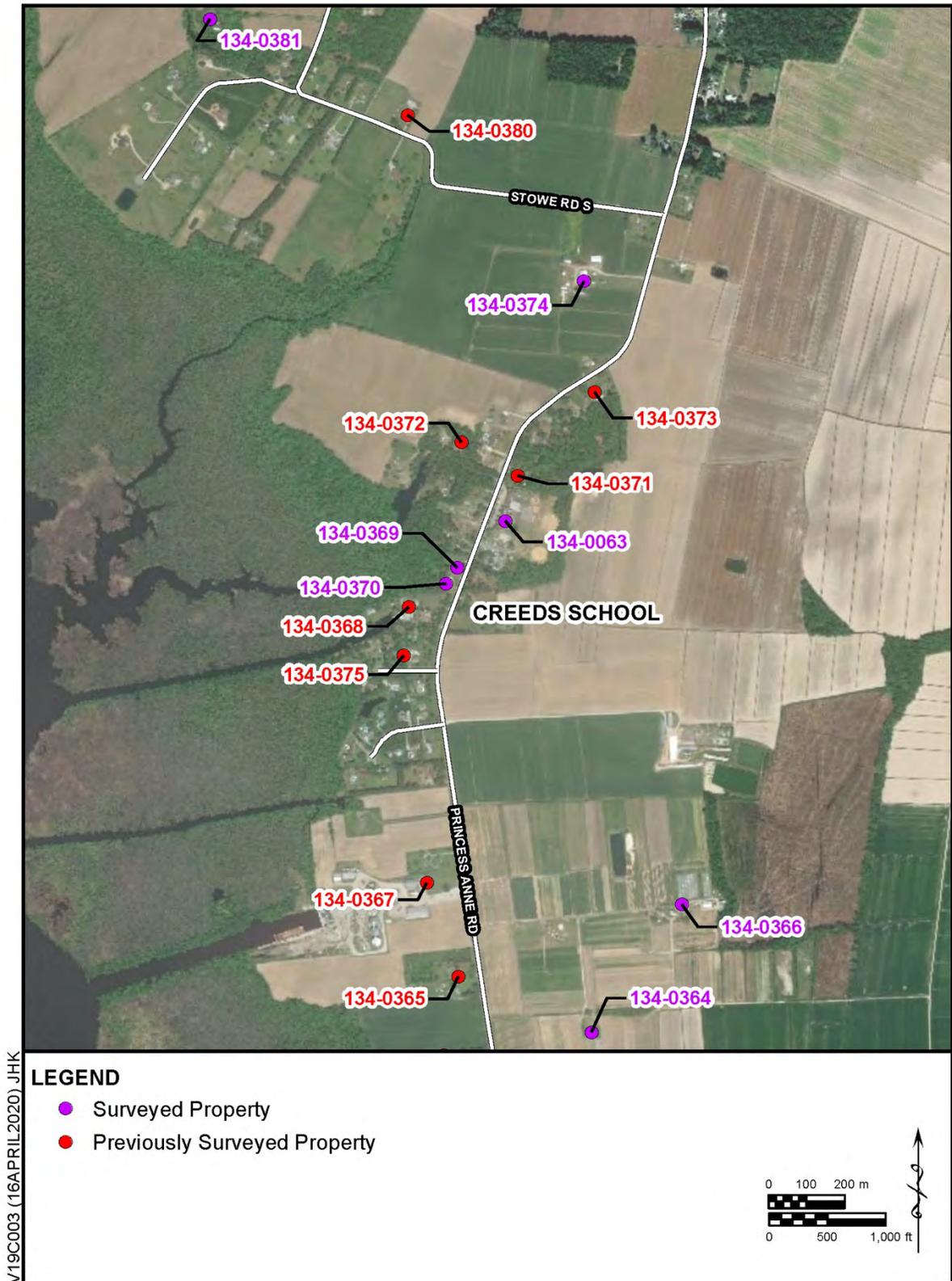


Figure 82. Aerial Photograph Showing Approximate Location of Creeds School



Figure 83. Aerial Photograph c. 1949 of Creeds School. The school is located in the bottom third of the photograph.
(Source: Virginia Beach Department of Agriculture 1949 DGH-1E 136)

Knotts Island

Location: Accessible from Virginia only by boat or via Princess Anne Road, through Marsh Causeway and Knotts Island Road in North Carolina. The majority of the Knotts Island educational, commercial, and religious buildings are located to the south in North Carolina. The Virginia section is comprised primarily of residences and farms and is surrounded by marsh lands and Back Bay to the west, north, and east (Figure 84).

Construction Period: 1880-1960

Potential NRHP Historic District: No

Potential For Local Recognition: Yes.

Community History: William Byrd discusses Knotts Island during his expedition to survey the boundary line between Virginia and North Carolina in 1728. The land appears to have been occupied at that time despite its remote location. By the late nineteenth century, Knotts Island was part of the popular sporting grounds that surrounded Back Bay and extended to the Currituck Sound. While surveyors encountered few properties relating to this phase in the peninsula's history, one small hunt club (VDHR #134-0168) has been converted into a residence with significant modifications including the addition of a second story.

National Register of Historic Places Integrity and Eligibility Evaluation: While Knotts Island remains the relatively remote community it has been since the eighteenth century, the area does not retain sufficient historic resources or landscape features within the City of Virginia Beach boundaries to convey its earlier history as a destination for sport hunting, as well as its long history of agricultural production. Surveyors located only one significantly modified hunt club (VDHR #134-0168) and one historic farmhouse (VDHR #134-5790) surrounded by new structures for housing events. The resources in Knotts Island possess diminished integrity with regard to location and setting as land use has changed over time and become increasingly residential rather than agricultural or recreational. The community retains large parcels and significant marshlands. The integrity of feeling within the community remains high as a result; however, ongoing demolitions and significant alterations have diminished the integrity of design, materials and workmanship for the resources that do remain. Additionally, the majority of community buildings are located in North Carolina. While rural land use patterns continue, they do not constitute an intact historic landscape relating to the sporting industry or agriculture. As a result, Knotts Island is recommended not eligible for listing as a NRHP historic district. As a nineteenth and early-twentieth century community founded in the eighteenth century, Knotts Island no longer demonstrates this period of agricultural, residential, or recreational development Princess Anne County/City of Virginia Beach; therefore, the community is recommended not eligible under Criterion A. Because Knotts Island is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Knotts Island lack distinctive architectural features and the majority have been demolished or significantly altered. The area, therefore, is not eligible under Criterion C. The community's eligibility under Criterion D cannot be assessed at this time.



Figure 84. Aerial Photograph Showing Approximate Location of Knotts Island

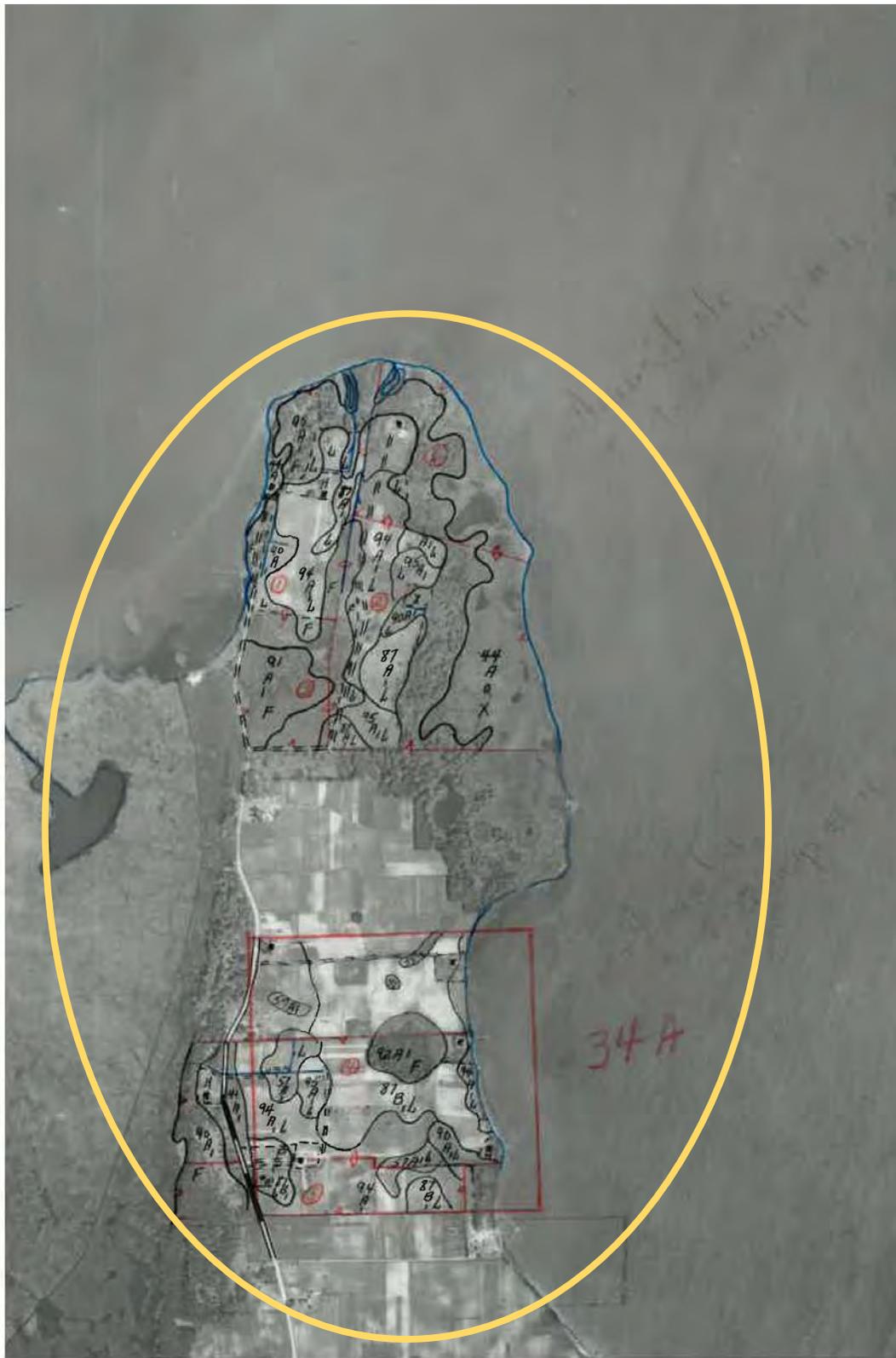


Figure 85. Aerial Photograph of Knotts Island in 1937 (Source: Virginia Beach Department of Agriculture 1937 140-140)

Land of Promise

Location: Surrounding the intersection of Blackwater Road and Land of Promise Road. Western boundary is City of Chesapeake border. (Figure 86).

Construction Period: 1900-1960

Potential NRHP Historic District: No

Potential For Local Recognition: Yes.

Community History: Land of Promise, located in the vicinity of several Mennonite-owned farms at the turn of the twentieth century, is an agricultural area that formerly had two stores (VDHR #134-0357) and a post office at the crossroads of Blackwater Road and Land of Promise Road. The area is also denoted on maps as “Baxter’s Corner.”

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Land of Promise possess moderate to low overall integrity with regard to location, setting, and association. The remaining former store (VDHR #134-0357) is now a residence, but the surrounding residences all remain on large-parcel farms. The integrity of feeling within the community is high due to the continued presence of large farms with significant agricultural lands surrounding each residence. As a result, although many farms in the immediate area remain intact, there is not a sufficient core of historic buildings at the Land of Promise crossroads to qualify as a potential NRHP-eligible historic district. As an early to mid-twentieth century crossroads that developed over time, Land of Promise does not demonstrate a significant aspect of rural development or planning in Princess Anne County/City of Virginia Beach of the period due to the demolition of earlier commercial buildings; therefore, the community is recommended not eligible under Criterion A. Because the community is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Land of Promise lack distinctive architectural features with most dwellings executed in vernacular or late-Victorian era styles. These common forms and styles are seen throughout the area, and the dwellings in Land of Promise are not differentiated from other similar examples that were built at the same time. The area, therefore, is not eligible under Criterion C. Land of Promise’s eligibility under Criterion D cannot be assessed at this time.

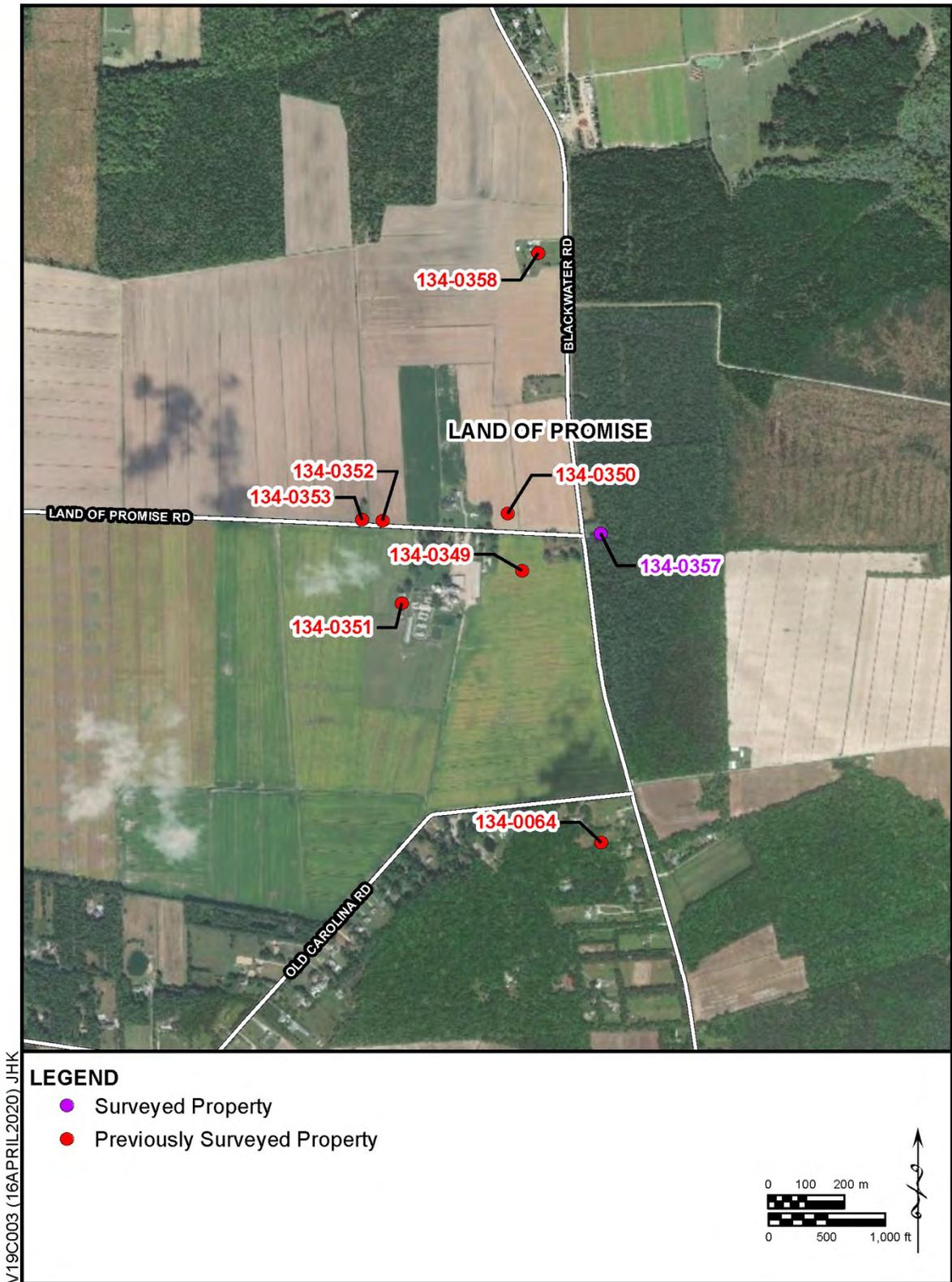


Figure 86. Aerial Photograph Showing Approximate Location of Land of Promise

Munden Point

Location: On the eastern bank of the North Landing River (Figure 87).

Construction Period: 1898-1950s

Potential NRHP Historic District: Yes

Potential For Local Recognition: Yes.

Community History: In the 1760s, Alexander and Nathan Munden owned 300 acres at the end of Munden Point Road. They were farmers supplementing that pursuit with waterfowl hunting, fishing and oyster harvesting. In 1898, the Norfolk and Southern Railroad constructed a 22-mile spurline from Euclid Station in Kempsville to a terminal at Munden Point on the North Landing River waterfront. The line, known as the 'Sportsmens' Special' or 'Lawyers Special' depending on the time of day, ran past Princess Anne Courthouse, Creeds, and Back Bay on its route south. Munden Point, at the railroad's southern terminus, was a loading dock for cargo transferred via both rail and boat and featured a small commercial area and a hotel (VDHR #134-0174). Area sports hunters and farmers also utilized the train to ship out locally coopered barrels packed with ducks, fish, livestock, and produce; such freight arrived at the station either by horse-drawn wagon or by small boats that plied the river. In the early twentieth century, Munden Point was an important arrival and departure location for visiting hunters and locals. John Williams constructed a large home at Munden Point prior to World War I after selling Cedar Island. He utilized his home as a hunt club and provided guide services to the wealthy northerners that rented his rooms.

National Register of Historic Places Integrity and Eligibility Evaluation: While the buildings surrounding the Munden Point waterfront are no longer extant, the roads, hotel (VDHR #134-0174) and docks (now located in Munden Point Park) remain intact. The integrity of feeling within the community is relatively high when considering the landscape features along the North Landing River, the remaining pilings supporting the spur at the end of Munden Point Road, and the overgrown, but visible, railroad bed. There has been significant residential development surrounding the now-demolished depot. However, because it retains moderate to high levels of integrity as an industrial landscape that supported the sporting industry, Munden Point is recommended for additional research and documentation as potentially eligible for listing as a NRHP historic district. Munden Point conveys important aspects of historic railroad and waterway development in Princess Anne County/City of Virginia Beach in the early twentieth century with the retention of docks and the railroad bed; therefore, the community is recommended potentially eligible under Criterion A. Because Munden Point is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of landscape features, the resources in Munden Point lack distinctive design features and are executed in relatively common construction methods. The area, therefore, is not eligible under Criterion C. Archaeological investigations have not taken place in the area, but significant land disturbance was noted due to residential development and construction of roads. Munden Point's eligibility under Criterion D cannot be assessed at this time; however, there is a high probability of intact early-twentieth century deposits along the former railroad line in the vicinity of the now-demolished depot.



Figure 87. Aerial Photograph Showing Approximate Location of Munden Point



Figure 88. Aerial Photograph of Munden Point in 1937 (Source: Virginia Beach Department of Agriculture 1937 140-40)

Pleasant Ridge

Location: At the intersection of Princess Anne and Pleasant Ridge Roads and from Pleasant Ridge Road to the intersection of West Neck and Princess Anne Roads (Figure 89).

Construction Period: 1898-1960

Potential NRHP Historic District: Yes

Potential For Local Recognition: Yes.

Community History: The formation of the Pleasant Ridge community can be traced to the building of the second Pungo Chapel completed in 1743, which stood on the east side of present-day Princess Anne Road and north of West Neck Road (Henley 2013:23). In 1773, a third Pungo Chapel was built on land of Anthony Fentress adjacent to the Second Chapel, which had fallen into disrepair and was too small for the congregation. A post office was opened at Pleasant Ridge in 1847. School House 13 at the Pungo Chapel is listed in 1852 as the voting precinct for the second district. Another school was built there in 1882. Pleasant Ridge became a stop along the Munden Point Railroad and featured a depot as well as a store with a post office. The Pleasant Ridge School was located nearby, and the entire crossroads covered relatively high ground that was well suited for farming. Ginn's Market (VDHR #134-0286) was a popular store throughout the mid-twentieth century in addition to Murden's Store (VDHR #134-0288) at the intersection of Princess Anne Road and Pleasant Ridge Road.

National Register of Historic Places Integrity and Eligibility Evaluation: Pleasant Ridge remains a significant crossroads in the City's southern half including the Henley's Farm market stand (VDHR #134-0077 and #134-0059) and Murden's Store (VDHR #134-0288), which is currently undergoing renovation to reopen as a commercial building. Commerce has continued along this intersection throughout the nineteenth and twentieth centuries, and the buildings related to those activities remain intact. The resources in Pleasant Ridge possess a high level of overall integrity with regard to location, setting, and association. The community retains its early- and mid-twentieth century commercial buildings, with other earlier residences and farms in close proximity. The integrity of feeling within the community is relatively high and residential density has not changed significantly since the early twentieth century. The individual resources within Pleasant Ridge also tend to possess moderate to high levels of overall integrity of design, materials, and workmanship. Because it retains integrity, Pleasant Ridge is recommended as potentially eligible for listing as a NRHP historic district. As an early- to mid-twentieth century rural crossroads that developed over time, Pleasant Ridge conveys important aspects of historic rural development in Princess Anne County/City of Virginia Beach; therefore, the community is recommended potentially eligible under Criterion A. Because the community is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Pleasant Ridge lack distinctive architectural features with most dwellings executed in relatively common vernacular and Craftsman styles. The area, therefore, is not eligible under Criterion C. Pleasant Ridge's eligibility under Criterion D cannot be assessed at this time.

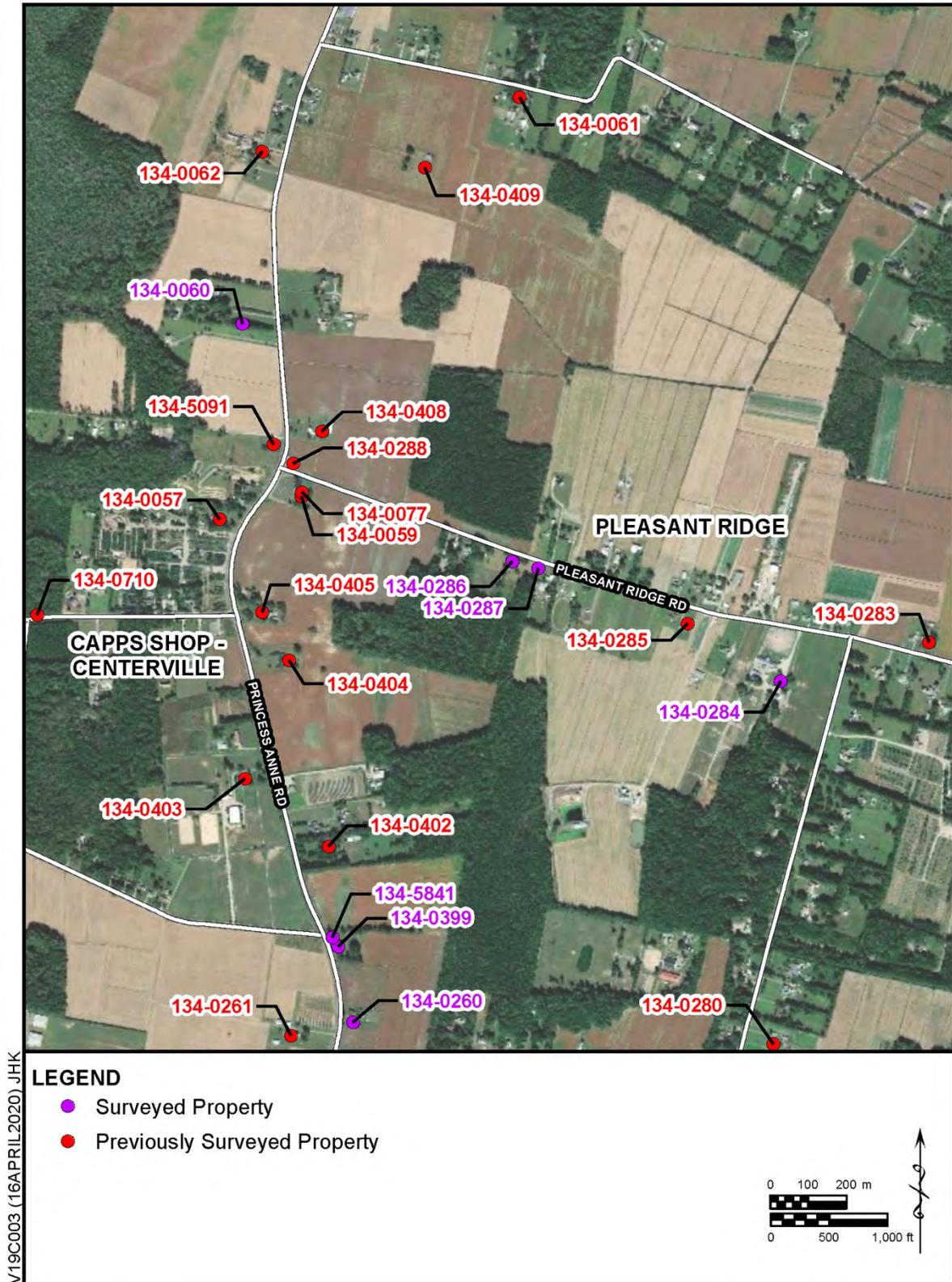


Figure 89. Aerial Photograph Showing Approximate Location of Pleasant Ridge

Pungo

Location: Surrounding the intersection of Princess Anne and Indian River roads, generally from Seaboard Road on the north to Muddy Creek Road on the south. (Figure 91).

Construction Period: 1800-Present

Potential NRHP Historic District: Yes

Potential For Local Recognition: Yes.

Neighborhood History: Pungo is a longtime commercial center for the southern half of Virginia Beach. Pungo was the terminus of the Bennett Steam Boat Line between Princess Anne County and Norfolk; in 1896, the arrival of the railroad replaced steam boat service. The roadway intersection, often considered the entrance to the rural part of Virginia Beach, historically held general stores on all four corners. Local industries that served the surrounding agricultural properties included an ice house and a cotton gin. During the early twentieth century, businesses included restaurants, a car dealership, and gas stations. In the 1960s, a restaurant, bank, and shopping plaza were constructed in Pungo along Princess Anne Road. In the mid-1970s, a modern convenience store was added. At present, the only extant historic store building is located on the southeast corner. Built in 1909, the frame store was constructed by local carpenter David Dawley and was operated by George Land and Enoch Capps; until it closed in the late twentieth century, the store was known as Munden's General Store (VDHR #134-0571). Former businesses at the Pungo crossroads included Pallett's Grocery (1944), and the Pungo General Store, Brock's Grocery (1948), Carroll's Motor Service (1942). The latter three buildings were demolished in 1987 to make room for the Red Barn convenience store and gas station that presently operates at that site. The area retains historic dwellings and other small, historic commercial buildings. Several former residences have been adaptively reused for businesses.

National Register of Historic Places Integrity and Eligibility Evaluation: Pungo remains the largest and most populous crossroads in the City's southern half. As the unofficial entrance into Virginia Beach's rural, agricultural community, Pungo retains a significant collection of historic buildings. The resources in Pungo possess a high level of overall integrity with regard to location, setting, and association. The community retains its early- and mid-twentieth century buildings, with other earlier residences in close proximity. The integrity of feeling within the community is good, despite ongoing residential development to the north. The individual resources within Pungo also tend to possess a high level of overall integrity of design, materials, and workmanship. Because it retains integrity, Pungo is recommended as potentially eligible for listing as a NRHP historic district. As an early to mid-twentieth century rural crossroads that developed over time, Pungo conveys important aspects of historic rural development in Princess Anne County/City of Virginia Beach; therefore, the community is recommended potentially eligible under Criterion A. Because the Pungo is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Pungo lack distinctive architectural features with most dwellings executed in relatively common styles, with the notable exception of several Queen Anne and Craftsman-style homes and kit houses. The area, therefore, is recommended for additional research under Criterion C, particularly in regards to kit homes that arrived on the Munden Point Railroad. Pungo's eligibility under Criterion D cannot be assessed at this time.

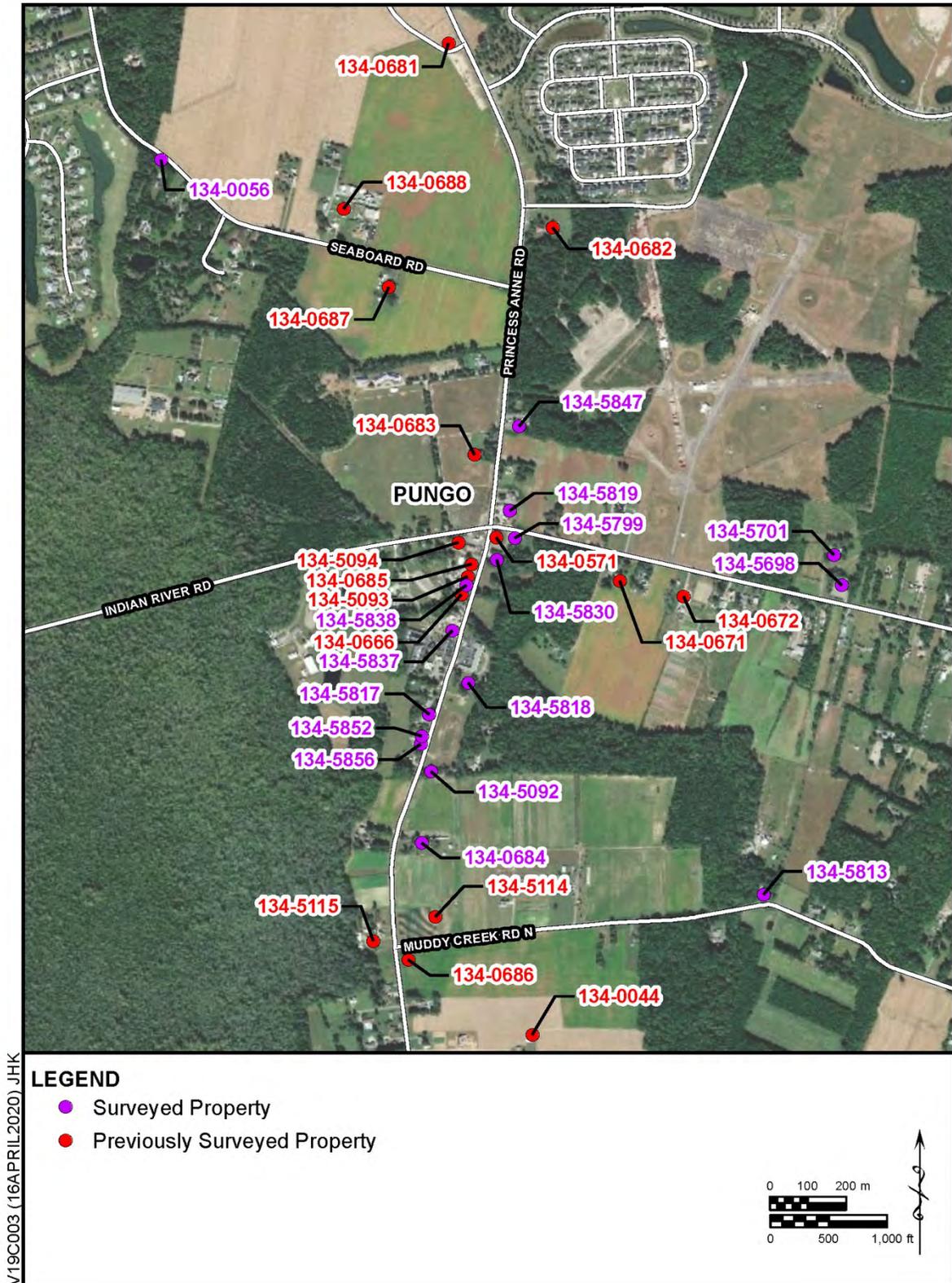


Figure 91. Aerial Photograph Showing Approximate Location of Pungo

Pungo Beach

Location: Formerly located at the end of Old Pungo Ferry Road on the eastern shore of North Landing River and north of the Pungo Bridge. (Figure 93).

Construction Period: 1800-1970

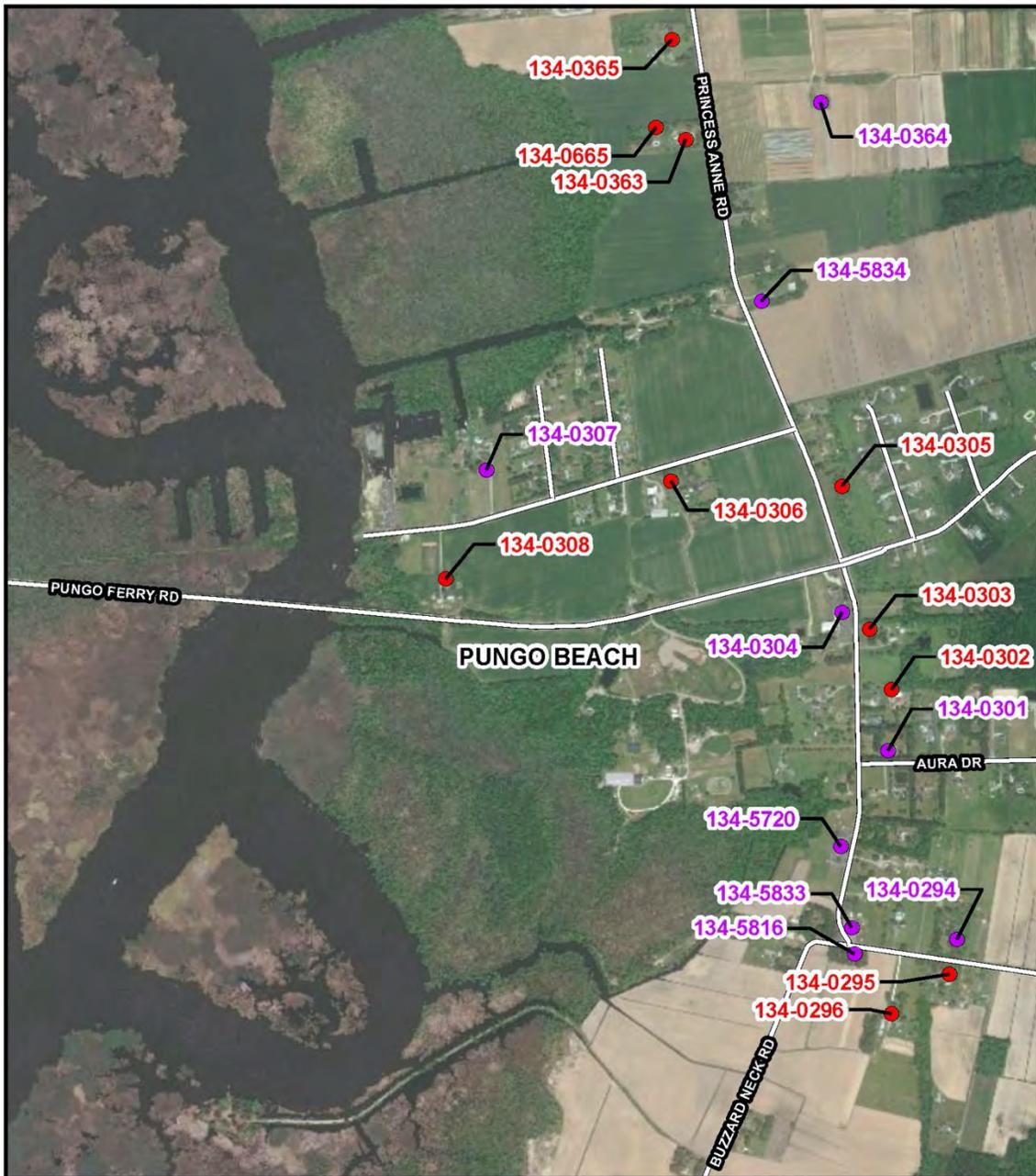
Potential NRHP Historic District: No

Potential For Local Recognition: Yes.

Community History: Pungo Ferry Bridge was erected near the historic site of the Pungo Ferry crossing in the vicinity of the Pungo Beach on the eastern bank of the North Landing River. Ferries operated here since the nineteenth century, including poled ferries, rope ferries, and cable-drawn ferries. A wooden drawbridge was in place prior to the Civil War; in 1913, a second wooden swing-span bridge was built. In 1953, a metal truss bridge was relocated from Churchland (Portsmouth) and erected south of the ferry landing. In 1991, the present high level, concrete span bridge was erected at the river crossing (Henley 2013:34-37).

In 1963, Semmie James and his brother moved to this area from Richmond and established a 100-slip marina, boat ramp, and a small, man-made beach. The location along the Intercoastal Waterway provided seasonal business from yachters travelling north and south (Davis 1970). In 1973, the James brothers sold the property and, in 1984, later owners established the well-known local seafood landmark, Captain George's Restaurant, at the site. The restaurant closed in 2005, and the location became the City of Virginia Beach's Pungo Ferry Landing Park in 2016.

National Register of Historic Places Integrity and Eligibility Evaluation: All of the buildings related to the growth and commercial use of Pungo Beach have been demolished. Previous- and newly-surveyed buildings that remain in the area are not related to the twentieth-century use of the site as a commercial attraction. As a result, Pungo Beach is recommended not eligible for listing as a NRHP historic district. Archaeological investigations have not taken place in the area, but there are a number of trash deposits from the late-nineteenth and early-twentieth centuries. Pungo Beach's eligibility under Criterion D cannot be assessed at this time.



V19C003 (16APRIL2020) JHK

LEGEND

- Surveyed Property
- Previously Surveyed Property

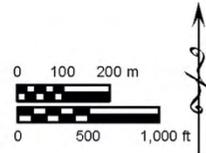


Figure 93. Aerial Photograph Showing Approximate Location of Pungo Beach. Resources shown do not relate to its twentieth-century growth.



Figure 94. Aerial Photograph of Pungo Beach in 1949. Note Pungo Ferry Road extending west from Princess Anne Road in the image's top third (Source: Virginia Beach Department of Agriculture 1949 DGH-1E 134)

Salem

Location: An area along Salem Road between Dam Neck/Elbow Road on the south and Lynnhaven Parkway on the north. (Figure 95).

Construction Period: 1944-1960

Potential NRHP Historic District: No

Potential For Local Recognition: Yes.

Community History: Formerly rural, this area has in recent years become the site of dense commercial and residential development (Hodies 2019). Salem Grocery, the former country store at the intersection, has been demolished. The historic Salem United Methodist Church (VDHR #134-0690) stands just north of the intersection with Dam Neck Road.

National Register of Historic Places Integrity and Eligibility Evaluation: Salem's remaining historic resources are surrounded by suburban residential development that has significantly altered the former agricultural landscape. In addition, all of the previously recorded historic resources at the crossroads (VDHR #134-5055, #134-5056, and #134-5057) have been demolished. As a result, Salem is recommended not eligible as a historic district due to the loss of integrity and continued suburbanization of the community.

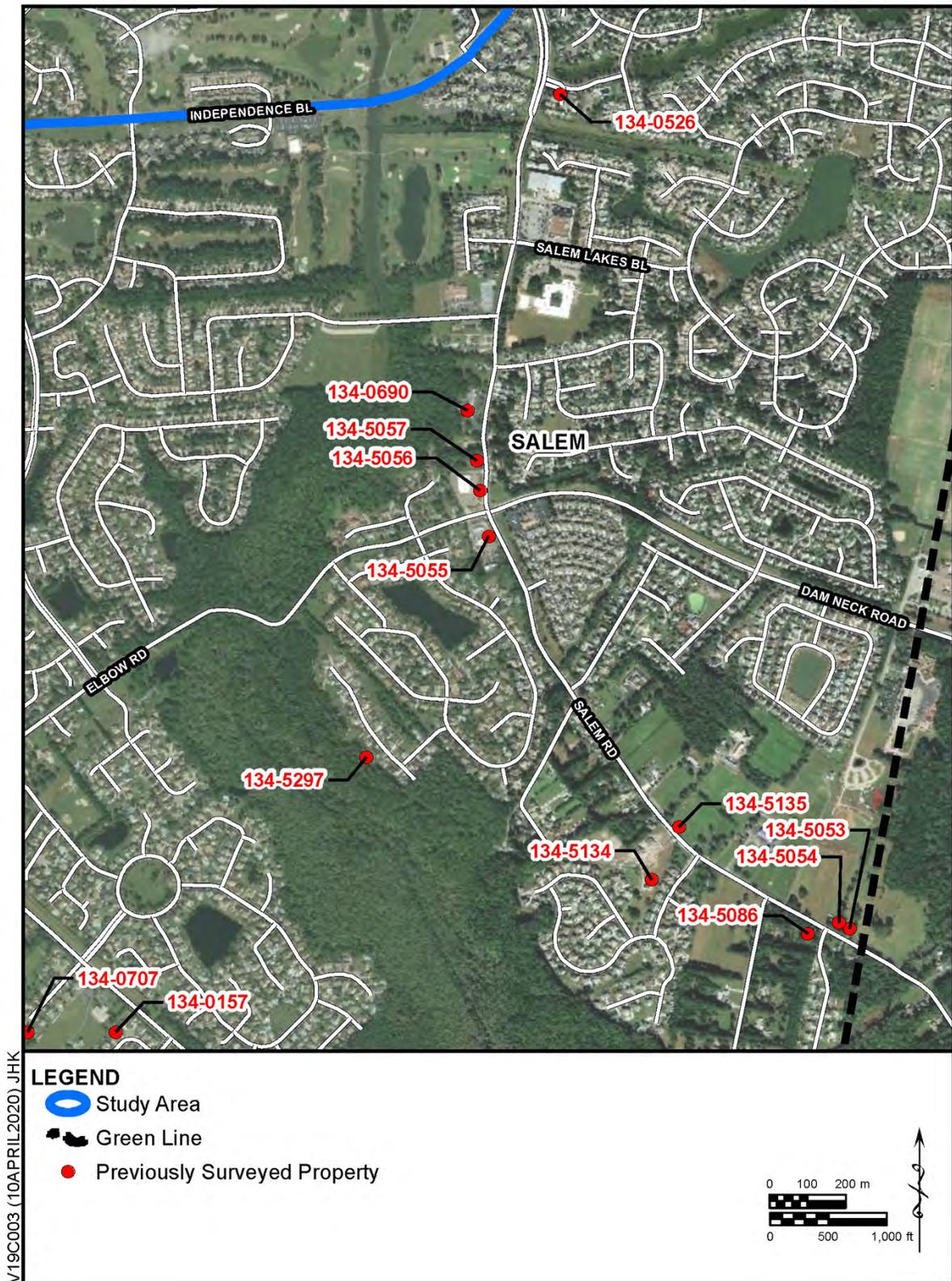


Figure 95. Aerial Photograph Showing Approximate Location of Salem

Sandbridge

Location: At the eastern end of Sandbridge Road along a narrow strip of land between Back Bay and the Atlantic Ocean. The community is bounded to the north by the Dam Neck Annex of Naval Air Station Oceana and the south by the Back Bay National Wildlife Refuge (Figure 96).

Construction Period: 1958-Present

Potential NRHP Historic District: No, re-evaluate in 2030 or 2035.

Potential For Local Recognition: Yes.

Community History: Harvey Lindsay, Sr., envisioned a beach community of second homes in Sandbridge on former gunning club lands. With his son-in-law, James Kabler, Lindsay founded Kabler Realty Company and, by 1953, the first house was under construction in the community that had two primary streets: Sandpiper Road and Sandfiddler Road. The early houses in Sandbridge were typically concrete-block masonry or brick veneer with modern flat roofs or Ranch-style detailing. The community was intended as long-term second homes for families rather than short-term vacation rental properties (Jennings and Gardner 2000) (see Figure 97).

The community was devastated by the Ash Wednesday Storm of 1962; however, the interest in creating a beachfront community of single-family residences did not wane, and 25 houses were under construction by 1963. Adding to the mid-twentieth century collection of building types, the A-frame and round plans became popular in the mid-1960s and new roads within the development offered better access to the properties. By 1966, there were 175 houses in Sandbridge. Churches, such as St. Simon's By the Sea (VDHR #134-5727), joined the community buildings as the beach became more popular. The use of the southern beaches as a road to North Carolina ended in 1979 following intense debate regarding the use of both federal and state lands, and the federal government issued passes only to land owners living south of the Back Bay National Wildlife Refuge in what had become False Cape State Park. As automobile access ended south of Sandbridge, the land surrounding False Cape, once envisioned as a potential resort and extension of the ongoing residential growth, became increasingly remote (Jennings and Gardner 2000). The 1980s brought increasing construction activity and continued debates over beach restoration, sewer development, and other infrastructure improvements.

National Register of Historic Places Integrity and Eligibility Evaluation: Additional research and survey is recommended for Sandbridge. While the community does not yet have the contiguous properties necessary to create a strong district boundary utilizing the first wave of development following the c.1958 purchase of the beachfront following the creation of the Back Bay National Wildlife Refuge, the second construction period from 1970-1985 included Contemporary, Circular-plan, and other residences that will likely comprise a district, barring significant infill. The surveyors recommend that Sandbridge be re-evaluated for historic district consideration by 2030. The community represents a significant, intact collection of mid- to late-twentieth century beach residences, the majority of which are single-family dwellings. Due to the ongoing development throughout Virginia Beach, this appears to be the last planned community of the period with beachfront access and limited commercial development.

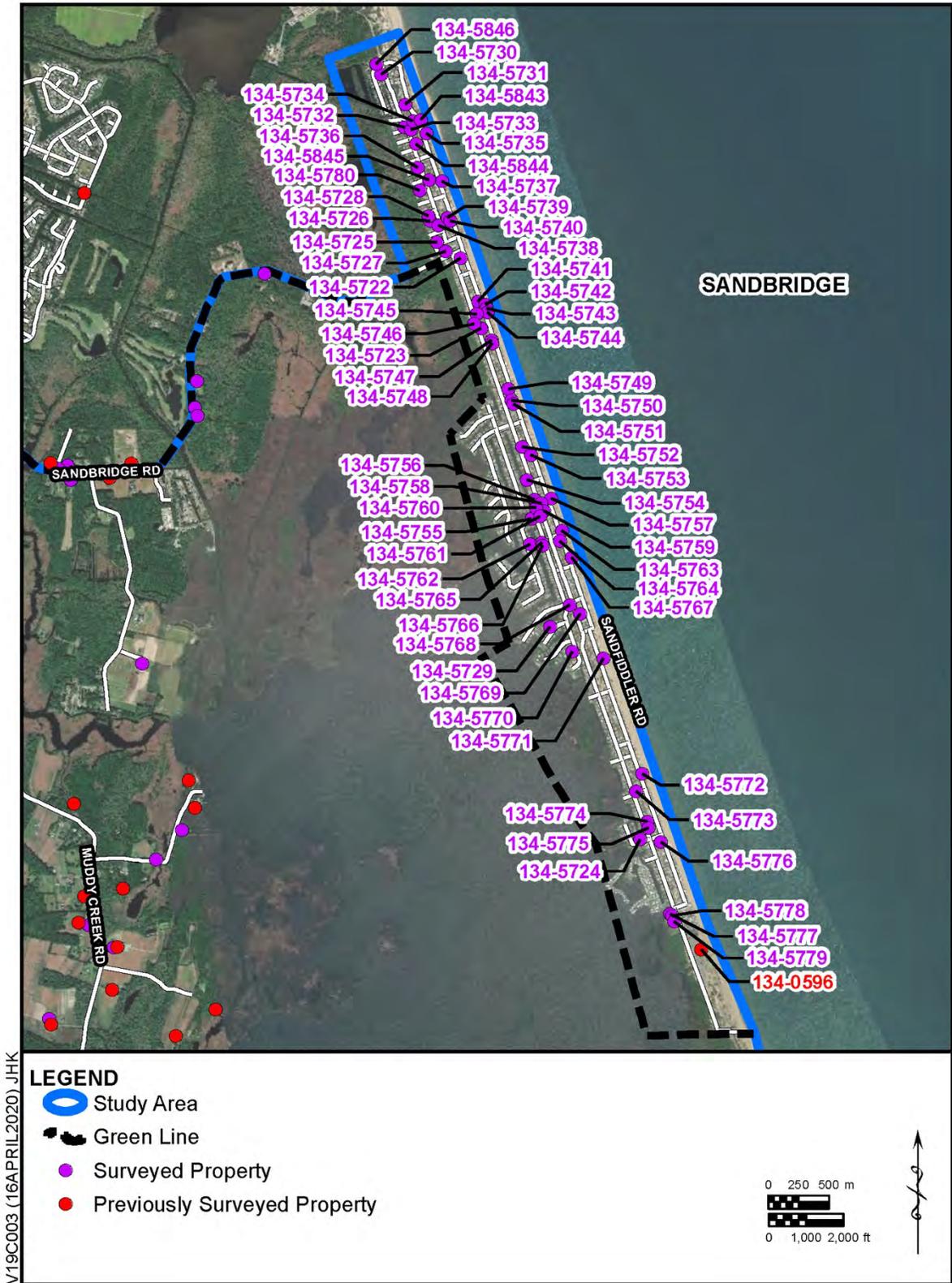


Figure 96. Aerial Photograph Showing Sandbridge Boundaries

Sigma

Location: Along Sandbridge Road generally from Flanagans Lane to Hell's Point Creek. (Figure 98).

Construction Period: 1800-1970

Potential NRHP Historic District: No

Potential For Local Recognition: Yes.

Community History: The Tabernacle Methodist Church congregation purchased land in Sigma and constructed a new building in 1830 (VDHR #134-0080). The community is located over a creek crossing connecting Princess Anne Road to the west with the Atlantic beaches to the east. Sigma includes a mid-twentieth century restaurant, Margie and Ray's (VDHR #134-5699), and former farmhouses from the nineteenth century. West of the church, the Lotus Pond, site of the mid-twentieth century Lotus Festival, is a popular roadside attraction.

National Register of Historic Places Integrity and Eligibility Evaluation: The resources in Sigma possess diminished overall integrity with regard to location, feeling, setting, and association. The individual resources within Sigma tend to possess good overall integrity of design, materials, workmanship, although some minor alterations have occurred including the replacement of original sheathing, windows, and doors. Although it retains moderate levels integrity within some categories, Sigma is recommended not eligible for listing as a NRHP historic district. Sigma has lost its agricultural context and new residential development to the west (particularly as a result of Asheville Parkway) has altered the community's setting; therefore, the community is recommended not eligible under Criterion A. Because the community is not known to be directly associated with a historically significant person, it is not eligible under Criterion B. As a group of buildings, the resources in Sigma lack distinctive architectural features with most examples being common nineteenth-century vernacular types. These common forms and styles are seen throughout the area and are not eligible under Criterion C. Sigma's eligibility under Criterion D cannot be assessed at this time.

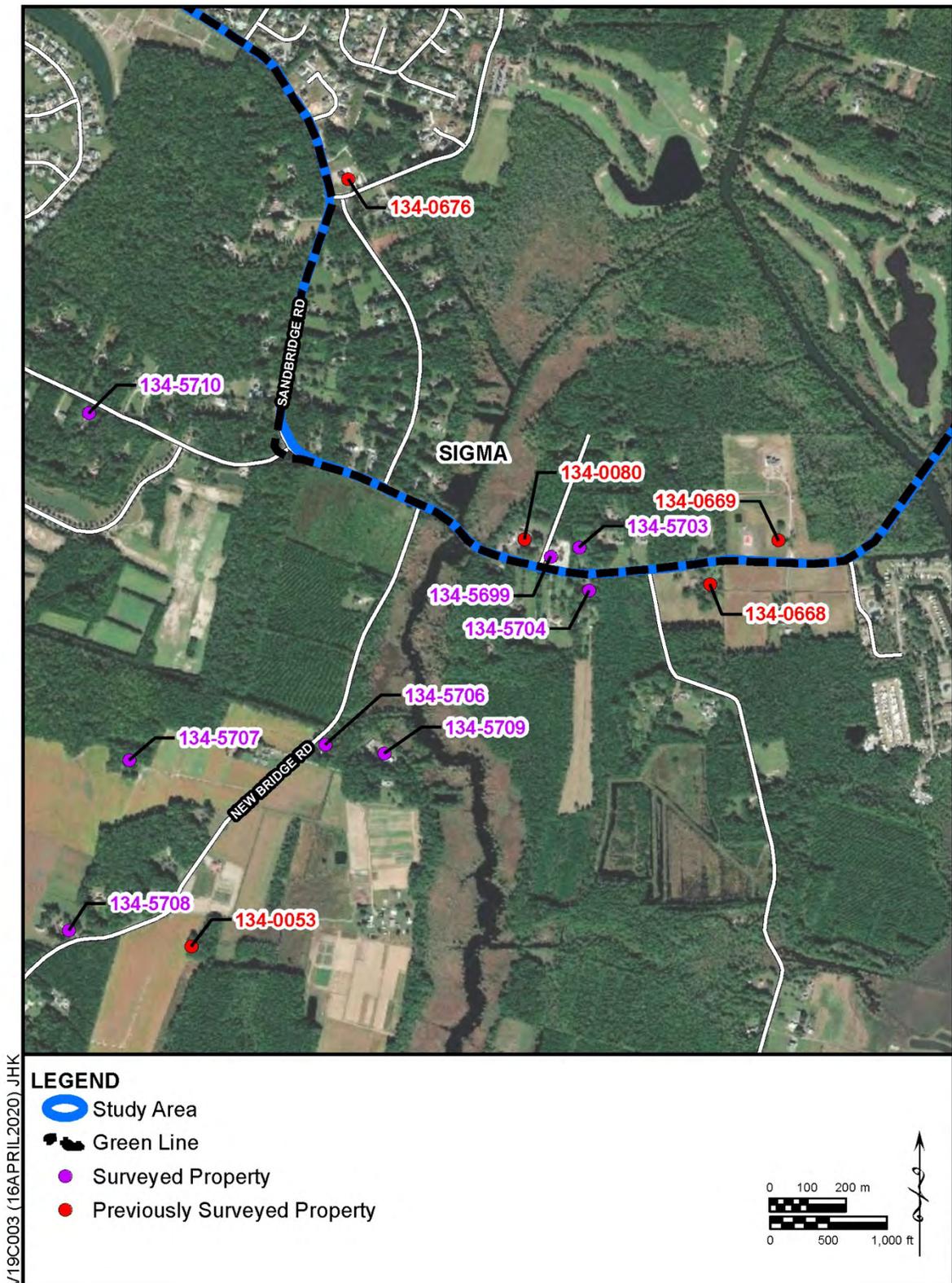


Figure 98. Aerial Photograph Showing Approximate Location of Sigma



Figure 99. Aerial Photograph of Sigma in 1974 (Source: Virginia Beach Department of Agriculture 1974 173-27)

Vine

Location: The area surrounding the Intersection of Blackwater Road and Indian Creek Road. (Figure 100).

Construction Period: 1800-1960

Potential NRHP Historic District: No

Potential For Local Recognition: Yes.

Community History: Vine was another of Princess Anne County's rural crossroads that included a two-story, frame general store and post office. Farmers in the area included the Cartwright, Hughes, and Baum families. Mill Dam Creek was located north of Vine and the Cava Methodist Episcopal Church was to the south. Areas of marsh extended east to the shores of North Landing River. No historical buildings remain at the site, with the exception of the extensively remodeled Blackwater Baptist Church (VDHR #134-0319).

National Register of Historic Places Integrity and Eligibility Evaluation: No historical buildings remain on the site, except for Blackwater Baptist Church (VDHR #134-0319). The area does not comprise an intact collection of historic buildings at a nineteenth- or twentieth-century crossroads. As a result, the area is recommended not eligible for listing as a historic district on the NRHP.

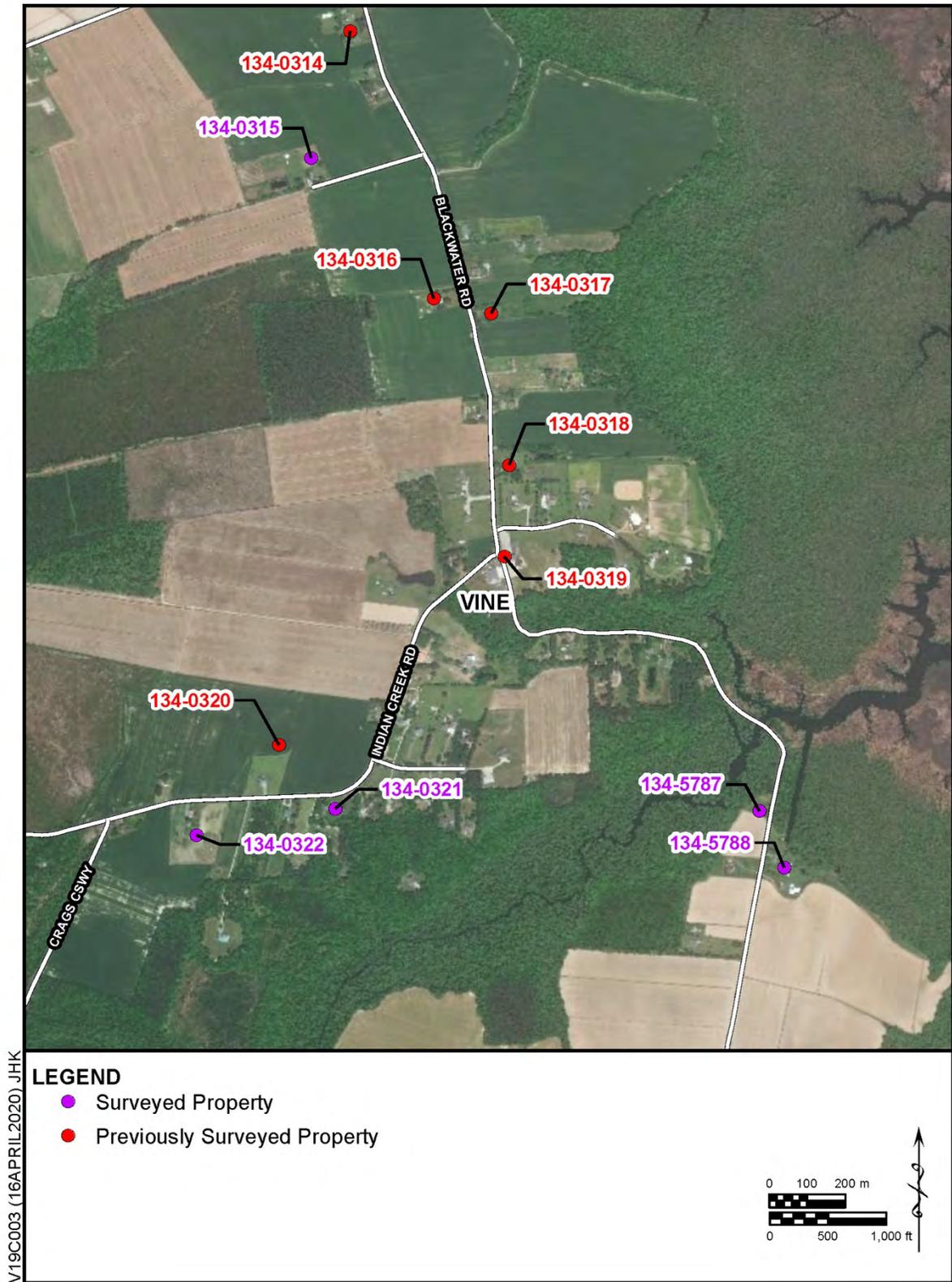


Figure 100. Aerial Photograph Showing Approximate Location of Vine

West Neck

Location: West of the intersection of Princess Anne Road and West Neck Road, northwest to Indian River Road. (Figure 101).

Construction Period: 1780s-1960s

Potential NRHP Historic District: No

Potential For Local Recognition: Yes.

Community History: This area is believed to have been named for the West family and may be one of the longest inhabited areas of former Princess Anne County. In the eighteenth century, the intersection with Princess Anne Road was the site of the second and third Pungo Chapels, on or adjacent to the Anthony Fentress property. Given its proximity to the North River, West Neck was an active and prosperous area. The southern terminus of West Neck Road was historically known as Capps Store or Centerville; however, West Neck is generally north of that intersection. In the mid-nineteenth century, the Whitehurst and Brock store was located in West Neck.

National Register of Historic Places Integrity and Eligibility Evaluation: With the exception of the Anthony Fentress Property (VDHR #134-0057), no resources related to West Neck's eighteenth-century history remain intact. Later nineteenth century agricultural development and twentieth century single family residences do not comprise a contiguous district of historic resources. As a result, West Neck is recommended not eligible to the NRHP as a historic district.

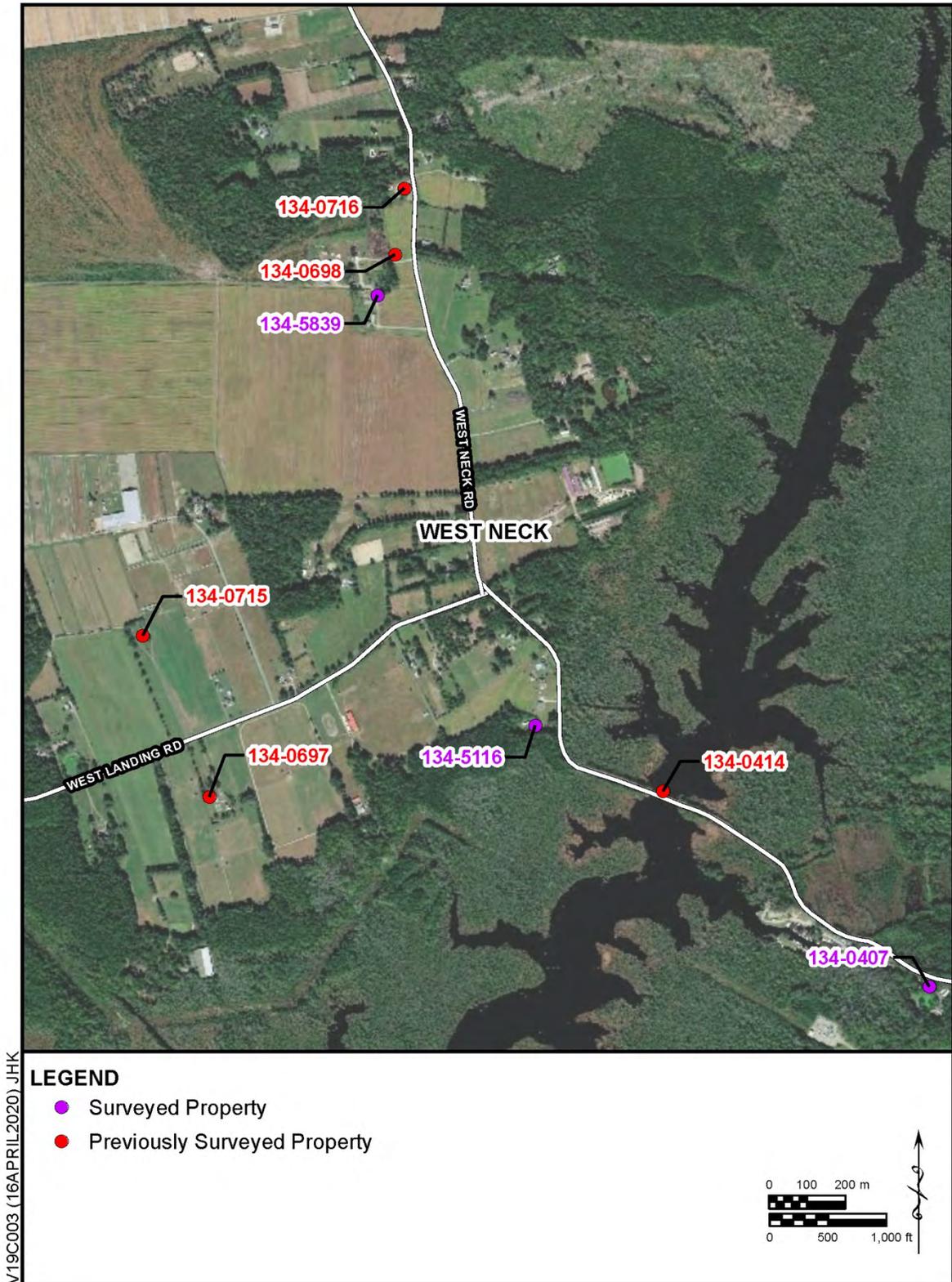


Figure 101. Aerial Photograph Showing Approximate Location of West Neck

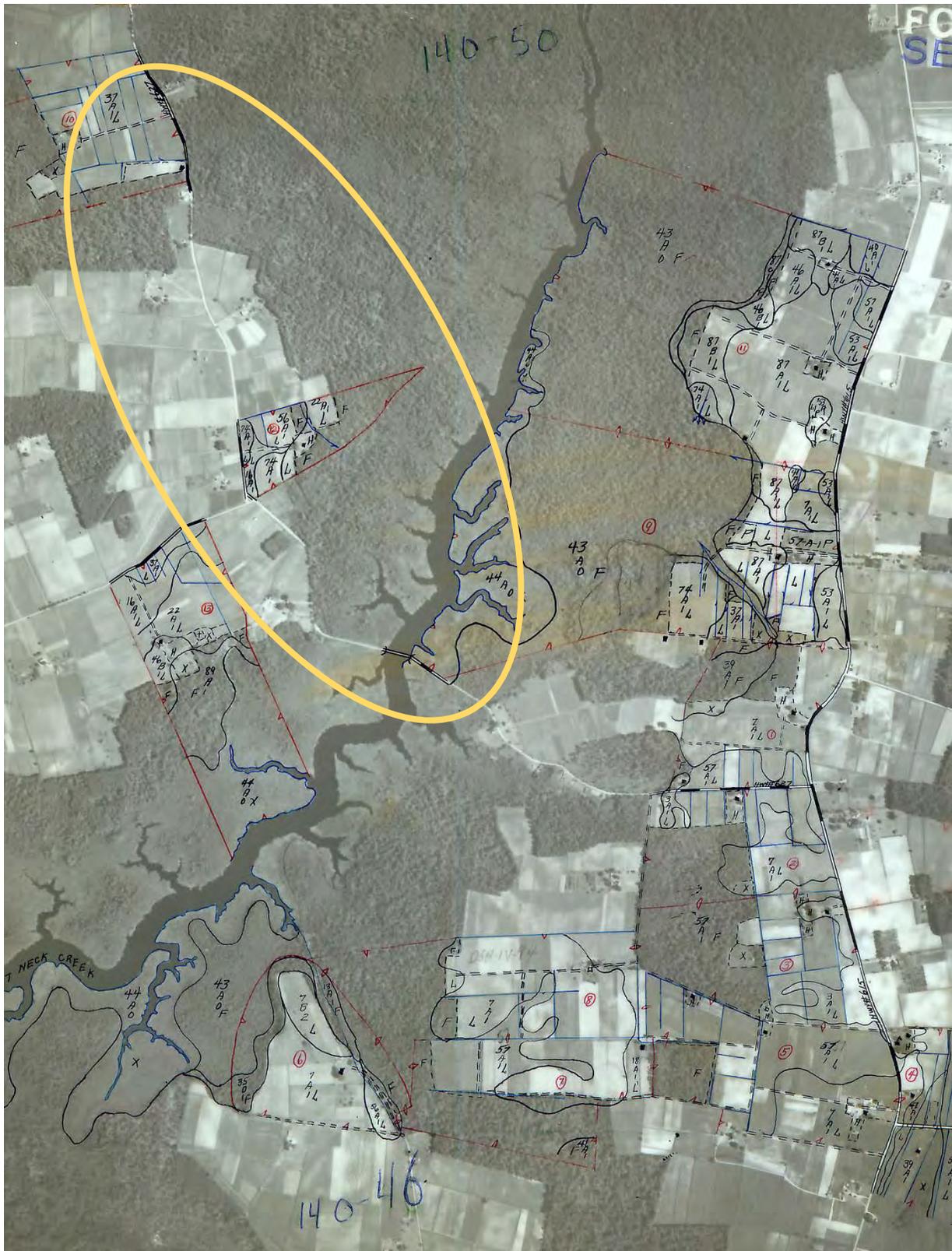


Figure 102. Aerial Photograph of West Neck in 1937 (Source: Virginia Beach Department of Agriculture 1937 140-48)

Other Communities Encountered During Research

Blossom Hill

Location: west side of intersection of Princess Anne Road and Pungo Ferry Road.

The first Creeds school (1809) was formerly located at this site. The Pungo Ferry landing on the North River was located on the west side of Blossom Hill.

Cuffey Town

Location: west of Long Ridge Road, near the community of Hickory.

Site of one of the oldest continuous communities of free-born Africans in Virginia, Cuffey Town was founded in Norfolk County, which is now the City of Chesapeake, near the North Carolina border. It is presumed that the area was named for the Cuffee family. Wiley and George Cuffee were sons of James Cuffee, a free black, who owned considerable land in both Princess Anne and Norfolk counties (Gatewood 1982:38n4). They travelled to New York with Willis Hodges ca. 1833. As noted, many of southern Princess Anne County's residents were closely identified with Chesapeake given its proximity and the relative ease of travel to the area.

Please also see *History Continued: African American Communities in Princess Anne County/Virginia Beach (Part II)* by Edna Hawkins Hendrix, Dr. Joanne Harris Lucas, and Mrs. Jacqueline Gilbert Malbon, completed in February 2020 with a grant from the Virginia Beach Historic Preservation Commission.

VI. SUMMARY AND RECOMMENDATIONS

This study serves as an initial step in continuing to document the City of Virginia Beach's historic architectural resources. The preceding documentation should not be seen in isolation, but rather as a companion document to other ongoing planning and research efforts. Additionally, the data recorded within V-CRIS and through GIS mapping can be used at both the state and local level for infrastructure planning, future recognition, and community engagement. The documentation in this report assists in building an architectural history in the former Princess Anne County and the City of Virginia Beach, while also demonstrating how development activities in the City's northern half have ultimately impacted growth south of the Green Line.

Historic Preservation Program

In recent years, the City of Virginia Beach has made important commitments to its historic preservation program. In 2008, the Virginia Beach City Council established the locality's first Historic Preservation Commission (HPC), which has become active and influential during its initial decade. The HPC works to preserve, protect, and maintain the historic identity of Virginia Beach and the former Princess Anne County through a program of advocacy, public awareness, and increased public involvement.

Notable among the commission's efforts is the inclusion of two appointed student members from local high schools, creating opportunities for youth involvement in and contributions to historic preservation. Another important effort, begun in 2016, is the HPC's Research Grant Program that encourages scholarship about persons, places, and events of historical significance within the City of Virginia Beach, Princess Anne County, and the related earlier historic and prehistoric eras in this area of southeastern Virginia. The grant program supports research on local history that results in a final report or other stated product, such as a historic marker or interpretive sign. To date, twenty-four such grants have been awarded and have resulted in reports, highway markers, and lesson plans for elementary level students. The full list of projects can be viewed on the City's web page at: <https://www.vbgov.com/government/departments/planning/boards-commissions-committees/Pages/Research-Grant-Projects.aspx>. One of these research grant reports, *The History of African-American Communities in Princess Anne County/Virginia Beach (2017)*, completed by Edna Hawkins-Hendrix and Dr. Joanne Lucas, has been a particularly valuable resource for the present survey.

In 2016, the City Council and City administration were awarded a Certified Local Government (CLG) designation by the NPS through the VDHR. Virginia Beach joins 36 other Virginia localities that have been designated as CLGs (March 2020). The designation establishes a partnership between the local government, the state historic preservation office (VDHR), and the federal historic preservation program. As a CLG, the City of Virginia Beach is acknowledged as having a credentialed preservation program with a commitment to continued preservation efforts. Requirements for the designation include an adopted historic district ordinance that provides for protection of local historic resources; the existence of a review board to administer the ordinance (the HPC); an ongoing program of continued survey of historic resources; promotion of public participation; and annual reporting. Among the benefits of the CLG designation are heightened access to state and federal technical preservation expertise and participation in the CLG Grant Program.

Recently, the HPC served an instrumental role in the study and recommendations concerning the Princess Anne County Confederate statue, which was erected in 1905 at the former Princess Anne County Courthouse. Such statues have come under increased scrutiny in Virginia and other states as some citizens have protested the public display of objects that they feel represent the enslavement of and institutionalized discrimination against African-American citizens. In January 2018, the Princess Anne County Confederate Statue Roundtable (PACCSR) was formed to provide guidance on the Princess Anne statue. The PACCSR was co-chaired by two HPC members and included 11 citizen members. The roundtable developed recommendations as of November 2019 for the establishment of a public space at the courthouse site where illustrative panels, sculptures, and other elements can be used to expand the historical narrative to include the African-American experience. The Commission accepted the recommendations and presented them to City Council on January 28, 2020.

In March 2020, Preservation Virginia presented the HPC and Mark Reed, Historic Preservation Planner for the City of Virginia Beach who serves as staff to the commission, with the *Katherine Glaize Rockwood Community Preservation Award*. This award recognizes an individual, group or activity that has made a significant contribution to the preservation of historic resources in Virginia. Mr. Reed and the HPC won this award for their innovative preservation program and activities, which include a historic marker project, a grants program (that has helped to tell previously overlooked stories in Virginia Beach), and a high school school education project, as well as their role in supporting and raising funds for the recent dune restoration at Cape Henry Lighthouse.

The Council and City administration also supported seeking Certified Local Government (CLG) designation through the VDHR, which was achieved in 2016. This study is an outgrowth of the commitment to the CLG program. The City has also recently pursued several successful NRHP historic district nominations and demonstrates a clear readiness to follow up on the recommendations formed over the course of the present study. This report includes a variety of recommendations to not only continue documenting those individual resources and communities that are NRHP-eligible, and also suggests potential programs to honor resources at the local level.

Potential for Rural Historic Districts

The southern half of the City of Virginia Beach is, both historically and currently, in agricultural land use. As part of this project, the consultant was tasked with identifying areas with characteristics that would indicate a strong potential for recognition as an NRHP-eligible rural historic district (RHD). Such districts tend to be described as a cultural landscape that reflects its historic occupation or historic land use. Primary landscape types fall into the following categories: agriculture, industry, maritime, recreation, transportation systems, migration trails, conservation, or sites adapted for ceremonial or religious activities. An NRHP-eligible RHD is a landscape that possesses tangible evidence of the activities and habits of the people who occupied, developed, used, and shaped the land to serve human needs. The NPS has identified 11 landscape “characteristics” that illustrate the processes and physical components that have been instrumental in shaping the land: land uses and activities; patterns of spatial organizational response to the natural environment; cultural traditional circulation networks; boundary demarcations; vegetation related to land use; buildings, structures, and objects; clusters; archaeological sites; and small-scale elements. The RHD must possess significance in at least one of the four NRHP Criteria and must possess integrity; that is, the landscape must closely reflect its historical appearance and character. It is not enough for a landscape to be rural; it must also have contributed in an important way to significant events or activities and must reflect the period of time in which those events took place (McClelland et al 1989:3-6, 13).

The current project covered the entirety of the southern half of the City, extending from the boundary with the City of Chesapeake on the west, to the Atlantic oceanfront on the east, and from the North Carolina border on the south, to the Green Line on the north. Within this area, several contiguous pockets of rural land, active cropland, marshes, and waterways were evaluated for their potential as an RHD. The Blackwater area had the highest potential as an RHD; the land within the area is predominantly in use as agricultural land, several small family farms with historic resources are present, and the historic circulation network of roadways is intact. However, the area did not possess a significant concentration of contiguous properties, making the establishment of district boundaries difficult. Modern housing developments, small-parcel development along road frontage, and the loss of significant historic buildings diminished the integrity of the area.

Other areas assessed for RHD potential included Back Bay, Pleasant Ridge, Creeds, Morris Neck, and Muddy Creek Neck. As in Blackwater, modern development and loss of historic resources diminished the overall integrity of these areas, which are rural in character, but do not possess the level of significance or concentration of historic properties necessary for listing in the NRHP.

Smaller, more discrete parts of the study area, such as crossroads communities, may qualify as NRHP historic districts and further study of these areas is recommended. Among these are: Pungo, Pleasant Ridge, Charity, Back Bay, Creeds, Creeds School, Blackwater, and Munden Point.

Distribution of Resources

Resources documented within this study were generally located along major thoroughfares that developed in the eighteenth and nineteenth centuries, with small alignment changes and upgrades throughout the twentieth century. The majority of the surveyed resources are located east of the North Landing River. Surveyors recorded the highest concentration of single dwellings in Sandbridge where lot sizes are considerably smaller than the typical farm parcel.

Princess Anne Road remains the primary north-south artery through the area, with Pungo Ferry Bridge providing the only direct access to Blackwater within the City's boundaries. Back Bay and the creeks feeding that body of water limit the development of other north-south roads that provide direct connections to the City's northern half. As a result, resources cluster along historic roads and crossroads. Additionally, due to the agricultural character of the area, residences and outbuildings feature deep setbacks and large lots.

A secondary distribution pattern centers on water access. Early in the area's history, the North Landing River provided transportation access that was often easier than traveling over land. Residents required ready access to the water as a result. Once the railroad arrived to facilitate the truck agriculture economy, Munden Point remained a significant terminus for boats transferring cargo to and from the railroad. The advent of sporting tourism at the end of the nineteenth century facilitated a new wave of growth along waterways. Clubs preferred direct access to the water and cut canals where necessary, constructing clubs in relatively remote areas near the best hunting grounds. When the hunting industry faded, recreation shifted focus to the Atlantic beaches and single-family vacation homes within Sandbridge.

Age of Resources

The study's primary focus was to survey and evaluate 250 resources within the City of Virginia Beach that had become 50 years of age or older since the completion of the last wide-spread survey by Tracerics in 1993. In addition, 115 of the initial 176 resources identified for re-survey within the Tracerics report, assisted in capturing resources significant to the period that were only briefly documented during previous work. The remaining 135 resources capture those buildings that have either turned 50 years of age since the last survey (such as mid-twentieth century resources in Sandbridge) or early twentieth-century resources that represented building types that had remained relatively common in the 1990s. The majority of resources within the survey date from the late-nineteenth century through the mid-twentieth century.

The distribution of construction dates was:

1750s – 1 resource	1790s – 2 resources	1800s – 3 resources
1830s – 1 resource	1860s – 1 resource	1870s – 4 resources
1880s – 3 resources	1890s – 5 resources	1900s – 16 resources
1910s – 10 resources	1920s – 41 resources	1930s – 26 resources
1940s – 40 resources	1950s – 19 resources	1960s – 63 resources
1970s – 12 resources	1980s – 3 resources	

Building Types

While properties relating to agricultural, military and resort histories dominated the resources previously recorded within the City of Virginia Beach, this survey focused largely on the agricultural and domestic development that has come to characterize the City's southern half. The documented housing represents agricultural trends and the growth of small crossroads communities. Virginia Beach's growth north of the Green Line was at a scale that mirrors other large urban centers, in particular similar developments surrounding Washington D.C. However, the southern half contrasts sharply during that period. Large-scale development only arrived in the Transition Zone by the 1990s and early 2000s.

While single-family residences and farms were most common, the survey also includes commercial buildings, churches, agricultural buildings, auto service stations, restaurants, clubs, fraternal buildings, and healthcare services buildings. These property types are typically vernacular types with some buildings representing Craftsman, Commercial, and Colonial Revival styles.

Sweet Potato Houses

Sweet potato curing houses or barns are among the regionally distinct agricultural outbuildings found on farms in the southern part of Virginia Beach. The examples documented in the area tend to be nearly identical in size and form. The one-story, frame buildings generally are raised on pier foundations, are clad with weatherboards or metal siding, and are covered by side-facing gable roofs that feature two gable-roofed ventilators and a centrally located chimney. An entrance door is located on one side of the building. Such barns were used to dry the fall sweet potato harvests and to cure the potatoes over winter. Curing involved a process of maintaining the potatoes at a certain temperature with heat provided by a coal- or wood-burning stove and regulated by the roof ventilators (Lanier and Herman 1997:215-216; Mansfield 1989:136). Many of the barns have been converted to other agricultural uses and in at least one case, renovated as a dwelling.

By 1950, there were 60 potato curing and storage facilities in the county. Those farms that did not build barns often stored their crops in earthen hills or holes that were dug and lined with pine straw and covered with soil. These buildings maintained humidity and the ideal temperature of the soil (Cullipher 2003).

Condition of Resources

Resources across the survey were typically in good condition. However, it was noted that properties along waterways were particularly subject to alterations, modifications or demolition due to recent development or ongoing flooding. Surveyors experienced significant flooding, particularly along Muddy Creek Road and secondary roads branching from Sandbridge Road. The flooding limited property access on several occasions. Water damage was often visible on exterior claddings and foundations. Outbuildings, often without elevated foundations, appear to be the most exposed to regular flooding. Landscape features including driveways, sidewalks, and culverts are also impacted by these regular flood events.

Common alterations including replacement cladding, vinyl windows, and additions.

Threats to Resources

Following is an assessment of potential threats to resources surveyed:

Storm Damage

Given the coastal location of Virginia Beach with exposure to both the Atlantic Ocean and Chesapeake Bay, the City is susceptible to extreme weather events impacting the eastern coast of the United States. In addition, the Lynnhaven River supports a vibrant system of tidal creeks and development activities have created lakes throughout the municipality.

The floodplains in the City of Virginia Beach's northern half were developed throughout the mid-twentieth century. Marshes and other buffers were developed and non-permeable surfaces rapidly increased throughout the city with the expansion of roads and parking lots. The potential threats to historic resources, particularly in the vicinity of Back Bay, are aptly described in the 2009 Flood Insurance Study for the City of Virginia Beach:

"The coastal areas of Virginia Beach are vulnerable to tidal flooding from major storms commonly referred to as hurricanes and northeasters. Both types of storms produce winds that push large volumes of water against the shore.

Hurricanes, with their high winds and heavy rainfalls, are the most severe storms that hit the area. The term "hurricane" is applied to an intense cyclonic storm originating in tropical or subtropical latitudes in the Atlantic Ocean just north of the equator. A study of the tracks of all tropical storms for which there is a record indicates

that, on an average of once a year, a tropical storm of hurricane force passes within 250 miles of the area and poses a threat to Virginia Beach. While hurricanes can affect the area from May through November, nearly 80 percent occur in the months of August, September, and October, with approximately 40 percent occurring in September. The most severe hurricanes to strike the area occurred in August 1933. Other notable hurricanes that caused significant flooding in Virginia Beach were those of September 1933, September 1936 and September 1960....

Another type of storm that can cause severe damage to the city is the northeaster. This is also a cyclonic-type storm and originates with little or no warning along the middle and northern Atlantic Coast. Northeasters occur most frequently in the winter, but can occur at any time. Accompanying winds are not of hurricane force, but are persistent, causing above-normal tides for long periods of time. The March 1962 northeaster was the worst to hit the study area. Other northeasters that caused significant flooding in Virginia Beach include those of March 1927, October 1948 and April 1956....

A tidal stage of major proportions occurred during the northeaster of March 6-8, 1962...The hardest hit sections of the city were Sandbridge Beach, the area from Rudee Inlet to 49th Street, North Virginia Beach above 57th Street, and Ocean Park on the Chesapeake Bay...the damage...was the greatest of any storm in the area due to the increased development along the shoreline...." (FEMA 2009).

Hurricanes and northeasters both result in large volumes of water being pushed into the Chesapeake Bay and other bays along the Atlantic Ocean which produces abnormal water levels throughout. The Lynnhaven River, north of the present study area, is particularly susceptible to hurricane-related flooding. However, the south-draining North Landing River may not be as vulnerable to these storms' counter-clockwise winds. Storms passing to the south and west of Virginia Beach appear to have a greater likelihood of significant hurricane impacts along the North Landing River. Severity of flooding is dependent on a variety of factors, including the path of the storm, the topography of the area, the rate of rise of floodwater, depth and duration of flooding, exposure to wave action, and the extent to which damageable property has been placed in the floodplain; this is true of the entirety of Virginia Beach (FEMA 2009). During the study, surveyors regularly spoke with residents who had experienced tidal flooding with fewer mentions of flooding resulting from direct hurricane impacts in the City's southern half.

A copy of the Virginia Department of Emergency Management map indicating potential storm surge inundation levels, with the locations of surveyed neighborhoods overlaid is included as Figure 103.

Wind Tides (Wind-Related Flooding)

All of the City's southern half falls within the Southern Watershed, as examined in the 2018 study Water Resources in the Southern Watershed of Virginia Beach. This study acknowledges the regular flooding along Muddy Creek Road and across other areas that are, on average, less than four feet above sea level. Wind tides are created as a result of southern winds creating backflow conditions along typical drainage sites, ultimately elevating the water level in Back Bay, with a continually expanding effect along creeks and marshes.

Sea Level Rise and Subsidence

The southern Chesapeake Bay region is experiencing the highest rates of sea-level rise along the United States' Atlantic Coast. As continued urbanization and groundwater pumping has continued to lower the land surface in sections throughout the region (subsidence), the impacts of sea-level rise have grown (Eggleston and Pope 2013). Many historic communities on Back Bay's islands are no longer accessible and remain flooded due to these changing environmental conditions. Additionally, the combination of sea level rise and subsidence creates flooding events for properties in low-lying areas that were historically outside of flooding zones. This particularly impacts those historic resources near waterways, such as hunt clubs, docks, and fisheries.

Vacancy/Neglect/Structural Failure

The resources more commonly subject to vacancy, neglect, and structural failure appear to be nineteenth-century structures, those along waterways, and commercial structures. Other notable influences include road expansion,

commercial development pressure, and zoning changes, particularly in the demolition that occurred in the vicinity of Asheville Parkway and Red Mill. Former stores and commercial buildings at community crossroads are another resource type that is particularly susceptible to vacancy or neglect as zoning and new commercial centers change shopping patterns throughout the area.

Deterioration

While deterioration is linked with vacant resources, vacancy is not always the cause of deterioration. If property owners do not continue the upkeep of a property and it becomes deteriorated, it is more likely to be abandoned. A number of residences that were still inhabited appeared to be deteriorated, at least as observed from the right-of-way. While wholesale deterioration of inhabited buildings was rare, deterioration was most often observed in relation to specific building elements such as windows or cladding materials.

Alterations

The majority of resources identified during the survey have been altered in some way, usually through construction of additions or the installation of replacement siding, windows and doors, which compromise the historic integrity of the building. While some replacement cladding materials can ultimately be removed and original materials beneath—if they remain—can often be rehabilitated or replaced with materials sympathetic to the original construction, other features are not so easily replaced. For example, the installation of replacement siding often required the removal of historic casework, which often was discarded. In all but rare circumstances, historic photographs of individual properties are not likely to exist, eliminating the possibility of recreating such features. The same is true of windows and doors. When replacement units were installed, the original components were often disposed of or otherwise removed from the property. While new units can be crafted, the loss of the original units still has the effect of diminishing the building's architectural integrity.

Development

As Virginia Beach continues to be a popular vacation destination, as well as a military and commercial center, the potential for redevelopment of historic resources remains high, particularly north of Pungo. This is true not only of properties located along the points and necks extending into the City's waterways but also of properties located in established neighborhoods that already offer ease of access to major roadways and other amenities. Infill development within historic agricultural communities is common as increased access to the City's water system, as well as drainage systems (such as those along Asheville Parkway), increases buildable acreage and land value. Additionally, the common practice of selling road frontage for single-family dwellings while retaining the agricultural fields to the rear has increased density. In an effort to curb high density development, the City's current policy prohibits the extension of sanitary sewer services south of Indian River Road.

Re-development also increases the frequency of demolition within communities. Surveyors noted that many established farms retained historic outbuildings, but the residence had been replaced in the mid- or late-twentieth century. Likewise, development often emphasizes new construction over rehabilitation of older structures to create new street patterns and other infrastructural changes, particularly within the Transition Zone.

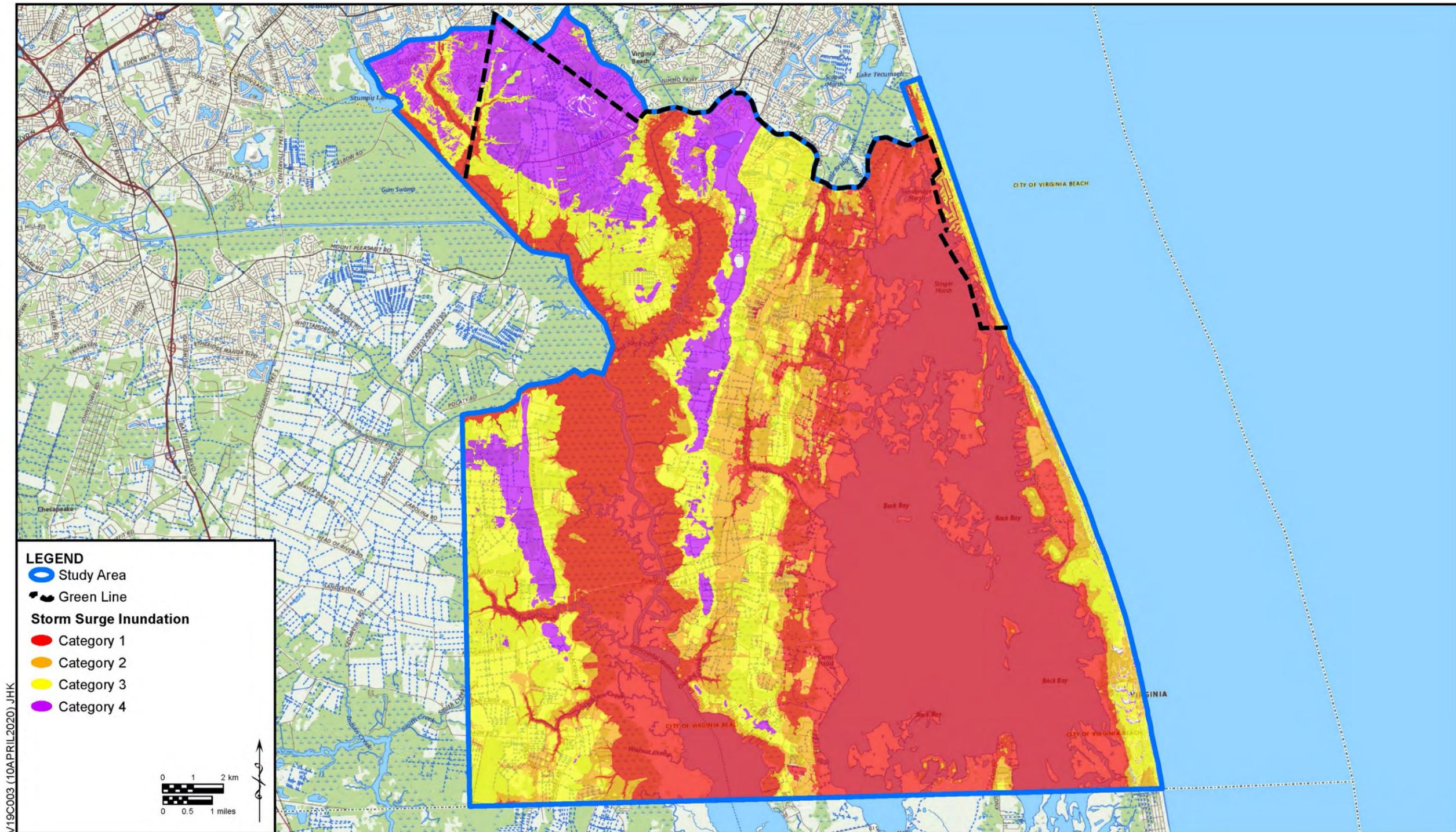


Figure 103. Storm Surge Inundation Map. Category 1 represents the locations most likely to be impacted by storm surge. (Source: Virginia Department of Emergency Management)

Recommendations

The present survey of architectural resources in the southern half of the City contributes to the on-going efforts by the City and the HPC to identify, document, and preserve the historic fabric of the area. An archaeological assessment of the southern half of the City is being conducted concurrently by Dovetail Cultural Resource Group that will provide information on the potential for intact archaeological deposits in the area.

The following recommendations have been formulated following field survey, documentation, and evaluation of architectural resources, and are intended to highlight areas of significance and resources of potential historical significance. Suggestions include potential programs to honor individual resources and communities at the local level (including listing in the Virginia Beach Historical Register), and identifies those that may qualify for state and federal recognition in the VLR and NRHP. These recommendations feature:

- Continuing research into the 17th, 18th, 19th, and 20th century history of southern Virginia Beach leading to formal papers, reports and publications
- Updating Previous and Continuing Reconnaissance-Level Survey
- Completing Intensive-Level Investigations
- Completing NRHP Nominations
- Expand the use of Tax Incentives
- Consider Conservation and Preservation Easements where possible
- Adding Resources to the Virginia Beach Historical Register
- Completing Multiple Property Submissions
- Collate and Expand Cemetery Catalog
- Creating an ongoing Oral History Program
- Developing an Interpretive Signage Program
- Continuing to expand Heritage Tourism and the Historic Highway Marker program
- Develop New Programs Recognizing Historic Communities in the City's Southern Half

Researching 17th – 20th Century History of Southern Virginia Beach

The history of the City of Virginia Beach has not been adequately researched and disseminated in published formats. This is especially true for the southern half of Virginia Beach, or what is sometimes referred to as lower Princess Anne County or "down county." The research efforts by the history group at the Creeds Senior Resource Center resulted in a compilation publication, *Glimpses of Down-County History: Southern Princess Anne County* (Henley 2013) that highlights many of the important historic aspects of this section within the City. In recent years, the Research Grant program developed by the Virginia Beach Historic Preservation Commission has also successfully supported new avenues of research that have increased the knowledge of the history of underrepresented communities in Virginia Beach. A focused research program involving the history group, the Commission and other local historians and researchers would begin to address the gap in scholarly published histories for southern Virginia Beach.

Updating Previous Reconnaissance-Level Survey Information

The present survey project involved, in part, updating identification and condition information for a list of previously surveyed resources. Although some Virginia Beach resources were documented between the late 1960s and 1980s, most of the recorded historic architectural resources in the southern half of the City were documented as part of the *Survey of the City of Virginia Beach: Phase II* completed by Traceries in 1993. Much of the existing survey information, therefore, is outdated or does not meet current survey standards. Although the present project updated information for many properties that had been identified but were not yet included in VDHR's inventory (VCRIS), there remains a large number of properties for which updated information is still needed.

As a result of this project, it is recommended that the City of Virginia Beach continue to confirm the existence of previously recorded architectural resources and to update existing survey documentation in the state's database

(VCRIS). The updated information will provide City staff, preservationists, and property owners with the data they need for future planning initiatives. In the course of the survey, previously unrecorded resources may be identified as well.

Intensive-level Investigations

By nature of the project, no resources were surveyed at the intensive level as part of the current survey. However, a number of properties were identified that appeared to warrant additional investigation, including additional background research and physical documentation. Surveyors also evaluated Sandbridge and recommend to re-evaluate that community in 10-15 years once the second wave of significant construction becomes 50 years of age. The 42 properties considered individually eligible or potentially eligible and 7 crossroads communities evaluated as potentially eligible as a result of this survey were:

Individual Resources

- VDHR #134-0056 – 2124 Golfwatch Lane, Single Dwelling
- VDHR #134-0159 – 2737 Princess Anne Road, Farm
- VDHR #134-0203 – 1217 Mill Landing Road, Single Dwelling
- VDHR #134-0211 – 1633 Nanneys Creek Road, Grimstead Place
- VDHR #134-0213 – 1601 Nanneys Creek Road, Enoch Capps House
- VDHR #134-0215 – 1529 Nanneys Creek Road, Campbells Farm
- VDHR #134-0219 – 1401 Drum Point Road, Drum Point Gunning Club
- VDHR #134-0227 – 4104 Muddy Creek Road, Lovitt Hosue
- VDHR #134-0250 – 3456 Charity Neck Road, Farm
- VDHR #134-0274 – 1556 Gum Bridge Road, Wilkerson Farm
- VDHR #134-0287 – 1945 Pleasant Ridge Road, Ginn's Market
- VDHR #134-0304 – 691 Princess Anne Road, Oak Grove Baptist Church
- VDHR #134-0309 – 5605 Blackwater Road, Mansfield's Store
- VDHR #134-0334 – 6273 Blackwater Road, Farm
- VDHR #134-0357 – 4700 Blackwater Road, Store
- VDHR #134-0364 – 756 Princess Anne Road, Cullipher Farm
- VDHR #134-0366 – 772 Princess Anne Road, Cullipher Farm and Concrete Block Barn
- VDHR #134-0369 – 909 Princess Anne Road, Store and Single Dwelling
- VDHR #134-0370 – 905 Princess Anne Road, Beale's Grocery
- VDHR #134-0374 – 969 Princess Anne Road, Farm
- VDHR #134-0381 – 2264 Stowe Road, Stone Farm-Aygarn Farm-Lucy Stone Estate
- VDHR #134-0399 – 1392 Princess Anne Road, Asbury United Methodist Church and Pleasant Ridge Elementary School
- VDHR #134-0411 – 1646 Princess Anne Road, Single Dwelling
- VDHR #134-0598 – 2409 Holland Road, Burroughs House and Buyrningwood Farm
- VDHR #134-0684 – 1724 Princess Anne Road, Flanagan Farm
- VDHR #134-5092 – 1740 Princess Anne Road, Single Dwelling
- VDHR #134-5697 – 4100 Charity Neck Road, Charity Store
- VDHR #134-5698 – 1814 Princess Anne Road, Faith Praise Deliverance Church
- VDHR #134-5699 – 1240 Sandbridge Road, Margie and Ray's Restaurant
- VDHR #134-5701 – 1812 Indian River Road, Single Dwelling
- VDHR #134-5703 – 1228 Sandbridge Road, Single Dwelling
- VDHR #134-5708 – 3161 New Bridge Road, Single Dwelling
- VDHR #134-5709 – 3116 New Bridge Road, Cromwell Farm
- VDHR #134-5720 – 665 Princess Anne Road, Little Piney Grove Church
- VDHR #134-5782 – 2540 Entrada Drive, Aragona House
- VDHR #134-5787 – 6133 Blackwater Road, Dozier Farm

- VDHR #134-5788 – 6152 Blackwater Road, Pete Dozier Farm and Blackwater Hunt Club
- VDHR #134-5796 – 1089 Horn Point Road, Horn Point Hunt Club
- VDHR #134-5806 – 1619 North Muddy Creek Road, Single Dwelling
- VDHR #134-5823 – 1164-1168 Princess Anne Road, Farm
- VDHR #134-5825 – 897-905 Sandbridge Road, Belanga's Seafood
- VDHR #134-5848 – 3252 Indian River Road, Campbell's Chapel

Crossroads Communities

- Back Bay
- Charity
- Creeds
- Creeds School
- Munden Point
- Pleasant Ridge
- Pungo

National Register of Historic Places Nominations

As additional investigations are carried out in Virginia Beach, property owners should be encouraged to nominate their properties for listing in the Virginia Beach Historical Register and NRHP. Back Bay, Charity, Pleasant Ridge, and Pungo, all of which retain representative collections of historic resources, should be considered prime candidates for listing to the NRHP as historic districts. While listing does not offer protection from demolition or inappropriate alterations, NRHP designation often has the effect of boosting community pride and identity and can contribute to local tourism and revitalization efforts. Listing also provides access to historic rehabilitation tax incentives and preservation grants for certain property owner and property types (e.g., non-profit organizations and income-producing properties). The first step in the listing process is typically the completion of an intensive-level survey, which facilitates the preparation of a Preliminary Information Form (PIF) that is reviewed by the VDHR staff. If the VDHR agrees that a property is eligible for listing, the property owner (or a consultant or other entity operating on their behalf) move forward with preparing the formal nomination materials.

Tax Incentives

Tax incentives for the rehabilitation of NRHP-listed properties may be available to property owners from both the federal and state governments. Successful completion of the Historic Rehabilitation Tax Credit application, working within the Secretary of the Interior's Standards for the Treatment of Historic Properties, permits an income tax credit of 20% of the eligible rehabilitation expenses on income-producing properties through the federal government and 25% on both residential (owner-occupied) and income-producing properties through the state government. Income-producing establishments may be able to take advantage of the maximum tax credits of both the state and federal incentives, claiming credits of 45% of eligible rehabilitation expenses. Additional information can be located on the DHR's website at http://www.dhr.virginia.gov/tax_credits/tax-credits/.

The City of Virginia Beach also has a partial tax abatement program for the rehabilitation of historic structures outlined within City Code Section 35-80.1. Projects that have used this program in the past include renovations at 4300 Calverton Lane, 525 Kempsville Road (the former Kempsville High School), and 501 Virginia Beach Boulevard. To be eligible, the property must be listed on the Virginia Beach Historical Register. The program has been underutilized in the past and is an opportunity to encourage rehabilitation at the local level. More information can be found at: <https://www.vbgov.com/government/departments/real-estate-assessor/tax-relief-programs/Pages/historic-renovation-residential.aspx>.

Preservation and Conservation Easements

Preservation and conservation easements are a viable way for property owners to ensure the long-term preservation of their historic resources. The donation of development rights, in the form of an easement, places a permanent encumbrance upon the deed of the property that limits development or major alteration. The value of the easement can be deducted from federal income tax liability over a five-year period, and up to 50% of the easement value may be claimed as a credit on state income tax. Typically, private landowners apply for preservation easements through the

VDHR's Easement Program, which is enabled by Virginia code sections 10.1-2204 (Historic Resources) and 10.1-1701 (Virginia Open Space Land Act). The Virginia Board of Historic Resources holds the easements and the program is administered by Easement Program staff within the VDHR. More information is available at www.dhr.virginia.gov/easements/. Donation of development rights can also lower property and inheritance taxes.

Additionally, conservation easements based on a property's ability to preserve open space or provide environmental benefits are administered through programs such as the Virginia Outdoors Foundation and the Land Trust of Virginia. Each property that has potential for easement consideration should undergo review to ascertain the best program for drafting an easement agreement.

Virginia Beach Historical Register

In 1999, the Virginia Beach City Council established the Virginia Beach Historical Register. The Department of Planning and Community Development accepts applications for potential listings and forwards completed nominations to the HPC for review and evaluation. The register program recognizes buildings, structures, and sites that are important to and/or illustrative of the historical development of the City and its predecessor jurisdictions. Nomination to the register is voluntary and must have the consent of the property owner. A property's standing on the register is honorary and carries no restrictions or regulatory oversight. The nomination/application form for the Virginia Beach Historical Register and a list of properties already listed (to May 2019) are available at www.vbgov.com/historicpreservation.

The present survey identified properties, both those potentially eligible to the NRHP and those with local significance that do not rise to the level required by the NRHP, that may be considered for listing in the Virginia Beach Historical Register. These properties include:

- VDHR #134-0063 – 920 Princess Anne Road, Creeds Elementary School
- VDHR #134-0159 – 2737 Princess Anne Road, Farm
- VDHR #134-0168 – 6408 Knotts Island Road, Farm
- VDHR #134-0211 – 1633 Nanneys Creek Road, Grimstead Place
- VDHR #134-0215 – 1529 Nanneys Creek Road, Campbells Farm
- VDHR #134-0219 – 1401 Drum Point Road, Drum Point Gunning Club
- VDHR #134-0227 – 4104 Muddy Creek Road, Lovitt Hosue
- VDHR #134-0250 – 3456 Charity Neck Road, Farm
- VDHR #134-0274 – 1556 Gum Bridge Road, Wilkerson Farm
- VDHR #134-0287 – 1945 Pleasant Ridge Road, Ginn's Market
- VDHR #134-0293 – 612 Princess Anne Road, Farm
- VDHR #134-0294 – 636 Princess Anne Road, Farm
- VDHR #134-0304 – 691 Princess Anne Road, Oak Grove Baptist Church
- VDHR #134-0309 – 5605 Blackwater Road, Mansfield's Store
- VDHR #134-0315 – 2948 Shirley Lane, Shirley Farm
- VDHR #134-0328 – 6540 Crag Causeway, Farm
- VDHR #134-0336 – 6630-6637 Blackwater Road, Single Dwelling
- VDHR #134-0357 – 4700 Backwater Road, Store
- VDHR #134-0364 – 756 Princess Anne Road, Cullipher Farm
- VDHR #134-0366 – 772 Princess Anne Road, Cullipher Farm and Concrete Block Barn
- VDHR #134-0399 – 1392 Princess Anne Road, Asbury United Methodist Church and Pleasant Ridge Elementary School
- VDHR #134-0514 – 2388 Princess Anne Road, Brown's Body Shop
- VDHR #134-0524 – 2077 Princess Anne Road, Farm
- VDHR #134-0598 – 2409 Holland Road, Burroughs House and Buryningwood Farm
- VDHR #134-0684 – 1724 Princess Anne Road, Flanagan Farm
- VDHR #134-5092 – 1740 Princess Anne Road, Single Dwelling

- VDHR #134-5117 – 3253 Indian River Road, Lodge
- VDHR #134-5137 – 2773 Salem Road, Single Dwelling
- VDHR #134-5699 – 1240 Sandbridge Road, Margie and Ray's Restaurant
- VDHR #134-5706 – 3016 New Bridge Road, CCC Officer's Residence
- VDHR #134-5720 – 665 Princess Anne Road, Little Piney Grove Church
- VDHR #134-5727 – 308 Sandbridge Road, St. Simon's by-the-Sea Church
- VDHR #134-5782 – 2540 Entrada Drive, Aragona House
- VDHR #134-5796 – 1089 Horn Point Road, Horn Point Hunt Club
- VDHR #134-5802 – 5677 Morris Neck Road, Creeds Fire Station
- VDHR #134-5803 – 1976 Munden Point Road, Single Dwelling
- VDHR #134-5807 – 3508 North Landing Road, North Landing Grocery
- VDHR #134-5812 – 2925 North Landing Road, Technical and Career Education Center
- VDHR #134-5816 – 649 Princess Anne Road, Monk's Place
- VDHR #134-5823 – 1164-1168 Princess Anne Road, Farm
- VDHR #134-5825 – 897-905 Sandbridge Road, Belanga's Seafood
- VDHR #134-5834 – 722 Princess Anne Road, Farm
- VDHR #134-5835 – 1073 Princess Anne Road, Store
- VDHR #134-5836 – 1107 Princess Anne Road, Back Bay Post Office
- VDHR #134-5842 – 2444 Seaboard Road, Princess Anne Elementary School
- VDHR #134-5848 – 3252 Indian River Road, Campbell's Chapel
- VDHR #134-5849 – 2310 Princess Anne Road, Lodge
- VDHR #134-5855 – 1064 Princess Anne Road, Back Bay Auto Repair

Local Research Projects

The Virginia Beach Historic Preservation Commission provides grants for local research projects that provide a greater understanding of the community's development and underrepresented histories. In the course of this study, historians identified several topics that may merit additional research and public presentation. These topics include:

- Mennonite settlements and Hungarian immigrant communities
- Transient and migrant labor in the City's southern half, including CCC and labor camps
- Airfields and their significance following World War II and the development of the Military Aviation Museum

Multiple Property Submissions

Multiple Property Submissions (MPS) are another vehicle for assessing the eligibility of a group of similar resources for listing in the NRHP. This format is used exclusively to document resources that are thematically connected but disparately located. In general, MPS documents can capture resources that individually would not qualify for listing in the NRHP, but when viewed as a group represent a specific historic context or significant property type. The MPS provides an opportunity to collectively document and to assess the contribution of these property types and their histories to the county's heritage.

The MPS process involves the development of a comprehensive context statement related to the thematic listing, the identification of eligible property types, and the establishment of guidelines for registration (i.e., those properties that qualify as part of the MPS). Individual resources are then submitted on NRHP nomination forms under the umbrella of the Multiple Property Documentation Form. For additional guidance on this documentation process, see *National Register Bulletin 16b: How to Complete the National Register Multiple Property Documentation Form* (Lee and McClelland 1991). As a result of the present survey findings, three MPS themes are recommended for potential development: historic gunning clubs, educational buildings, and country stores.

Several of Princess Anne County's historic gunning and hunt clubs were documented as part of the present effort. It is estimated that between 1870 and 1920 over 100 clubs were established in Princess Anne County. These buildings and compounds are generally found along the east and west shores of Back Bay and on islands in the bay, but also can be found along the North Landing River and on inland parcels. The clubs provided significant income to area residents who worked as guides, caretakers, cooks, property managers, and decoy makers. The clubs provided supplemental income to many residents who farmed, fished, and raised livestock during the summer months and hunted during the fall and winter.

Another potential MPS could focus on the City's historic educational buildings. In recent years, the documentation of educational resources has been of intense focus, and there is additional potential for these property types to be surveyed outside of an MPS effort. The present survey identified early-twentieth-century school buildings, which included buildings associated with the segregated era of the educational system.

The present survey identifies a number of country stores and service stations and may be a property type that would constitute a successful MPS. Similar studies have occurred in Gloucester and Mathews counties that focus on the role of country stores and service stations in the twentieth-century development of rural communities. In Virginia Beach, this study would highlight the small stores that for decades served as primary commercial establishments for rural areas and often served as post offices, as well as casual social gathering locations. In the late 1920s and early 1930s, as automobiles became more prevalent, many of these stores added gasoline pumps to their properties. Some stores date to the late nineteenth century and others were established in crossroads communities in the 1920s. The present survey identified such resources in the communities of Pungo, Pleasant Ridge, Back Bay, Charity, Creeds, and Blackwater. This MPS would differ from the MPS for automobile-related services that was proposed in the 2018 *Historic Architectural Resource Survey Update, City of Virginia Beach, Virginia – Northern Half* report, which was intended to capture the property types of late-twentieth-century automobile showrooms and urban gas stations.

The 2018 survey update also recommended an MPS that related to the City's African-American churches. The present survey recorded several examples of historic African-American churches in the southern half of the City that may contribute to that potential MPS. Since such churches are seldom individually eligible for listing in the NRHP, the MPS provides an opportunity to collectively document and assess the contribution of these institutions to the African-American heritage of Princess Anne County and the City of Virginia Beach. Throughout former Princess Anne County, these churches housed much more than a weekly religious service; the organizations became the center of black society by providing educational, artistic, social, economic and political guidance. These buildings provided environments that fostered the growth of the black leaders and political efforts of the post-Civil War period. In addition to religious services, the churches also provided a building for schools and fraternal organizations, and congregants often were at the forefront of leading efforts for educational opportunities and facilities for African-American students.

While a number of significant agricultural building types were recorded, including sweet potato barns, these resources are features of larger agricultural complexes that depend on their full farm context for significance. Sweet potato barns are a distinctive feature of the historic built environment in the City's southern half. However, this collection of agricultural outbuildings does not comprise a resource type, bound by a unique thematic narrative, that meets the criteria for MPS significance. These resources could be included in an MPS that considered a group of historically significant farms that maintain a *high degree of integrity* and include sweet potato barns. Additional survey and documentation of the City's farm complexes is necessary to support the MPS.

Crossroads communities are another development type that is a hallmark of the rural landscape patterns within the City's southern half. While crossroads communities preceded the arrival of the rail travel, like Pungo and West Neck, others flourished with the arrival of the Munden Point Railroad. Still others continued to expand near bridges, like Pungo Beach, or grew along inland roadways, such as Charity. Each crossroads that retains integrity is worthy of individual documentation capturing distinctive development patterns. Historians could not identify one unifying narrative that would support an MPS for this type.

Themes recommended for MPS consideration within the City include African American churches, automobile-related services, gunning clubs, social halls (masonic temples and African American lodges), community stores, and educational resources. Those properties include:

- VDHR #134-0063 – 920 Princess Anne Road, Creeds Elementary School
- VDHR #134-0168 – 6408 Knotts Island Road, Farm
- VDHR #134-0191 – 588 Princess Anne Road, former Creeds School Agricultural Building
- VDHR #134-0203 – 1217 Mill Landing Road, Single Dwelling
- VDHR #134-0206 – 1345 Mill Landing Road, Kirn Hunt Club
- VDHR #134-0219 – 1401 Drum Point Road, Drum Point Gunning Club
- VDHR #134-0222 – 1376 Shipps Cabin Road, Single Dwelling
- VDHR #134-0223 – 1325 Shipps Cabin Road, Single Dwelling
- VDHR #134-0287 – 1945 Pleasant Ridge Road, Ginn's Market
- VDHR #134-0293 – 612 Princess Anne Road, Farm
- VDHR #134-0294 – 636 Princess Anne Road, Farm
- VDHR #134-0309 – 5605 Blackwater Road, Mansfield's Store
- VDHR #134-0357 – 4700 Backwater Road, Store
- VDHR #134-0369 – 909 Princess Anne Road, Single Dwelling and Store
- VDHR #134-0370 – 905 Princess Anne Road, Beale's Store
- VDHR #134-5117 – 3253 Indian River Road, Lodge
- VDHR #134-5697 – 4100 Charity Neck Road, Charity Store
- VDHR #134-5788 – 6152 Blackwater Road, Pete Dozier Farm and Blackwater Hunt Club
- VDHR #134-5796 – 1089 Horn Point Road, Horn Point Hunt Club
- VDHR #134-5802 – 5677 Morris Neck Road, Creeds Fire Station
- VDHR #134-5807 – 3508 North Landing Road, North Landing Grocery
- VDHR #134-5816 – 649 Princess Anne Road, Monk's Place
- VDHR #134-5834 – 722 Princess Anne Road, Farm
- VDHR #134-5835 – 1073 Princess Anne Road, Store
- VDHR #134-5842 – 2444 Seaboard Road, Princess Anne Elementary School
- VDHR #134-5848 – 3252 Indian River Road, Campbell's Chapel
- VDHR #134-5849 – 2310 Princess Anne Road, Lodge
- VDHR #134-5855 – 1064 Princess Anne Road, Back Bay Auto Repair

Collate and Expand the Cemetery Catalog

At the outset of this project, two public meetings were held to obtain input from community residents. Among the top concerns of the citizens who spoke at the meetings was the identification and protection of small family graveyards and rural cemeteries. During field survey, numerous examples of such resources were observed and several were recorded as example properties. As noted in the 1992 architectural survey of the City of Virginia Beach by Frazier Associates, "Princess Anne County contains numerous cemeteries, predominantly in small churchyards or in family plots on farms. Most cemeteries in Virginia before 1900 were family cemeteries on individual farms" (Frazier 1992: 67). Such resources are threatened by development and overgrowth of vegetation, and the deteriorating effects of age and weather.

Historical research found that, over the years, documentation of old Princess Anne County cemeteries has been undertaken by numerous genealogical, fraternal, civic, and research organizations, as well as individual researchers, which has resulted in inventories of disparate detail and limited availability. These inventories have been uploaded to digital repositories or have been released in limited-run printings. Among the cemetery inventories located during the present survey were: "Buried Treasures in Old Princess Anne County, VA" (survey 1978-1982) published by the Lynnhaven Parish Chapter NSDAR (ca. 1990) and online at <https://www.carolshouse.com/cemeteryrecords/oldpao.htm>; "GenThreads" by Linda Jordan (Blackwater, Cava, and Oak Grove) online at <http://www.genthreads.com/cemeteries.html>; "Old Churches, Their Cemeteries and Family Graveyards of Princess Anne County, Virginia" by Laurie Boush Green and Virginia Bonney West (1985); the Virginia

Historical Inventory (WPA) of the 1930s (available through the Library of Virginia); City of Virginia Beach Planning Department records, and larger genealogical web sites such as LDS Genealogy, Ancestry.com, and FindaGrave.com.

The present survey recommends that the City undertake a compilation of existing cemetery inventories that would include field checking locations, assessing conditions, and creating a GIS layer in the City's database that will internally identify these resources. Providing such information will assist any future development or planning efforts that may impact these resources, especially because these resources are often located in close proximity to current roads. Additional documentation of cemeteries should be completed using a standardized form for local use (See Appendix E). Although cemeteries are recorded by VDHR in the VCRIS database, a significant portion are not recorded as primary resources.

Oral History Program

Oral History initiatives supported by the Virginia Beach Historic Preservation Commission have already resulted in significant documentation of history throughout the City. This report is indebted to the work of Edna Hawkins-Hendrix and Dr. Joanne Lucas in *History of African American Communities in Princess Anne County/Virginia Beach*. Building on this already established initiative, it is recommended that an Oral History program be created in partnership with the Virginia Beach Public Library as a repository for all recordings and documentation. By creating an ongoing program, the initiative can be advertised and involve history professionals, avocational historians, the general public, and local students. The Oral History Program could become a node for training in interviewing and recording, as well as building information repositories for future reporting and analysis. Additionally, efforts to record cemeteries would benefit from continued oral history recordation to re-locate family plots that may have lost all headstones and other above-ground markers.

Interpretive Signage Program

Interpretive signage is a means to embed the landscape with historical information that would otherwise not be immediately accessible to a passerby. Parks throughout the city are prime locations to create interpretive signage or markers honoring community history, whether or not historical architectural fabric remains in that location. Additionally, crossroads, church lots, and boat landings in the City's southern half provide accessible locations for signs. These markers could be implemented on a case-by-case basis or as a holistic program with a unified design concept. Interpretive signage is particularly recommended for those communities that lack entrance signs or other gateway markers. Themes for interpretive signage include: agricultural heritage, African American heritage, and the development of the railroad.

Heritage Tourism and the Historic Highway Marker Program

The City has undertaken several heritage tourism projects and the southern half of the City provides several opportunities for the expansion of these programs. Possible initiatives include walking and biking tours highlighting the area's historic development, signage profiling important buildings, or brochures discussing the historic and continued rural character of the region. Heritage tourism products should be incorporated into publicly trafficked areas such as marinas and parks, or integrated into the county's efforts to promote recreational activities such as biking, boating, and fishing. The presence of state and federal conservation areas provides potential spaces for additional programming and collaboration.

At present, the City of Virginia Beach has 19 State Historical Highway Markers that commemorate people, places, or events of regional, statewide, or national significance. None of these markers are located in the southern half of the City. However, despite the current lack of signage, there are a number of sites well-suited for the marker program. These sites include: the World War II-era Creeds and Pungo Auxiliary Airfields, the Lotus Pond, historic communities (such as Blackwater, Creeds, Charity, Pleasant Ridge, Pungo, Sandbridge, and Vine), the North Landing River/Pungo Ferry Landing, Munden Point Railroad, the former site of the WPA labor camp, the sites of former schools, and African-American heritage sites (such as churches and schools).

New Programming Recognizing Historic Communities

During the initial public meetings for this project, citizens emphasized their concern over the lack of awareness regarding the historic communities that existed throughout the City's southern half. Many new residents refer to the entirety of the southern half of the city as "Pungo." For longtime residents, the loss of community identity is equal to a loss of history. Longtime residents continue to identify the locality by its historic name (e.g., Vine) even when the historic buildings are no longer extant.

Based on the findings of this survey, it is recommended that the City identify ways to recognize the locations, or former locations, of these historic rural communities. This may involve the City-sponsored marker program, site-specific interpretive signage, or other distinctive roadway signage akin to the markers offered by the Department of Agriculture to guide visitors to specialty farms and farm stands in the area (such as a graphic that historic farms can add to their existing wayfinding signage). Large mural maps or historical depictions located at high visibility locations would be another way to share this information.

Another way to recognize these historic communities might involve the creation of a self-guided driving tour that would take residents through these localities providing insight into the historic significance of each place and pointing out any standing historic resources in the area. A map depicting the significant crossroads, former railroad stops, and other important resources could accompany such a tour. Mobile application platforms are a suitable platform to augment a driving tour with photographs, maps and audio narratives.

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APPENDIX A: VLR, NRHP, AND NHL PROPERTIES WITHIN VIRGINIA BEACH PRIOR TO SURVEY

Appendix A. Virginia Beach historic architectural resources listed on the Virginia Landmarks Registry (VLR), the National Register of Historic Places (NRHP), and the National Historic Landmarks (NHL) as of May 2020.

* indicates de-listing due to loss of structure or other impacts to integrity

DHR ID	Property Name(s)	Addresses	Primary Resource Type	Date	Evaluation Status
134-0002	Bayville Farm	4139 First Court Road	Single Dwelling	1827	NRHP and VLR Listing Removed*
134-0007	Cape Henry Lighthouse	583 Atlantic Avenue	Lighthouse	1792	NHL, NRHP, VLR Listing
134-0011	Old Donation Farm	4136 Cheswick Lane	Single Dwelling	1830	NRHP Listing, VLR Listing
134-0015	Green Hill	1721 Lovetts Pond Lane	Single Dwelling	1791	NRHP Listing, VLR Listing
134-0016	The Hermitage	4200 Hermitage Road	Single Dwelling	1700	NRHP Listing, VLR Listing
134-0018	Adam Keeling House	3157 Adam Keeling Road	Single Dwelling	1735	NRHP Listing, VLR Listing
134-0022	Thomas Murray House	3425 South Crestline Drive	Single Dwelling	1791	NRHP Listing, VLR Listing
134-0025	Lynnhaven Parish Church, Old Donation Church	4449 Witch Duck Road North	Church/Chapel	1736	NRHP Listing, VLR Listing
134-0026	Pembroke Manor	520 Constitution Drive	Single Dwelling	1764	NRHP Listing, VLR Listing
134-0027	Pleasant Hall	5184 Princess Anne Road	Single Dwelling	1779	NRHP Listing, VLR Listing
134-0031	Francis Land House, Rose Hall	3131 Virginia Beach Boulevard	Single Dwelling	1805	NRHP Listing, VLR Listing
134-0033	Adam Thoroughgood House	1636 Parrish Road	Single Dwelling	1719	NHL, NRHP, VLR Listing
134-0034	Brick House, Upper Wolfsnare	Potter's Road	Single Dwelling	1759	NRHP Listing, VLR Listing
134-0035	Weblin House	5588 Moores Pond Road, 5588 Weblin Farm Road	Single Dwelling	c. 1700	NRHP Listing, VLR Listing
134-0037	James Wishart House, Lynnhaven House	4405 Wishart Road	Single Dwelling	1725	NRHP Listing, VLR Listing
134-0047	Seatack Life Saving Station	2401 Atlantic Avenue	Coast Guard Station	1903	NRHP Listing, VLR Listing
134-0058	Fountain House	3067 West Neck Road	Single Dwelling	1810	VLR Listing
134-0066	de Witt Cottage	1113 Atlantic Avenue	Single Dwelling	1895	NRHP Listing, VLR Listing
134-0079	Cape Henry Light Station, Cape Henry Light	583 Atlantic Avenue	Lighthouse	1881	NRHP Listing, VLR Listing
134-0099	Seashore State Park Historic District	2500 Shore Drive	Park	1933	NRHP Listing, VLR Listing

DHR ID	Property Name(s)	Addresses	Primary Resource Type	Date	Evaluation Status
134-0246	Whitehurst House, Witch of Pungo House (Alleged)	1328 North Muddy Creek Road	Single Dwelling	1822	VLR Listing Removed*
134-0413	Camp Pendleton-National Guard Training Site Historic District	501 General Booth Boulevard	Historic District	1911	NRHP Listing, VLR Listing
134-0503	Cavalier Hotel	4200 Atlantic Avenue	Hotel/Inn	1927	NRHP Listing, VLR Listing
134-0532	Crystal Club, Greystone Manor/Masury House	515 Wilder Road	Single Dwelling	1906	NRHP Listing, VLR Listing
134-0600	Bingham House	1500 Southwick Road	Single Dwelling	1932	NRHP Listing, VLR Listing
134-0660	Fort Story Historic District		Historic District	1916	Federal Det. Of Eligibility
134-0968	Oceana Historic District	First Colonial Road, Oceana Boulevard North, Southern Boulevard, Virginia Beach Boulevard	Historic District	1900	NRHP Listing, VLR Listing
134-5002	Shirley Hall	1109 South Bay Shore Drive	Single Dwelling	1940	NRHP, VLR Listing
134-5088	Civilian Conservation Corps Parks in Virginia	First Landing (Seashore) State Park	Historic District	1930	NRHP, VLR Listing
134-5299	Virginia Beach Courthouse Village and Municipal Center Historic District	North Landing Road - Alt Route 165, Princess Anne Road - Alt Route 149	Historic District	1793	NRHP, VLR Listing
134-5379	Cavalier Shores Historic District	42 nd through 45 th Streets, Holly Drive, Atlantic Avenue, Cavalier Drive	Historic District	1900	NRHP, VLR Listing

APPENDIX B: INVENTORY FORMS

(ON ENCLOSED COMPACT DISC)

APPENDIX C: RESOURCE INVENTORY LIST

DHR ID	1993 Survey	Number	Street Address	CRA NRHP Recommendation	CRA VBHR Recommendation	Date	GPIN	Name
134-0056	x	2124	Golfwatch Lane	Further Study	No	1790	24036732760000	Single Dwelling
134-0060	x	1533	Princess Anne Road	Not Eligible	No	1925	24028239960000	Single Dwelling
134-0063		920	Princess Anne Road	Not Eligible, MPD	Potentially Eligible	1935	24005047420000	School, Creeds Elementary School
134-0158	x	3808	Indian River Road	Not Eligible	No	1940	14749180060000	Single Dwelling
134-0159		2737	Princess Anne Road	Further Study	Yes	1920	14945438610000	Farm
134-0168	x	6408	Knotts Island Road	Not Eligible, MPD	Yes	1950	23379275870000	Farm
134-0185	x	5701	Fitztown Road	Not Eligible	No	1900	23182469020000	Single Dwelling
134-0191	x	588	Princess Anne Road	Not Eligible, MPD	No	1935	23089826260000	Single Dwelling, School, former Creeds School Agricultural Building
134-0200	x	4921	Morris Neck Road	Not Eligible	No	1914	23193932550000	Farm
134-0202	x	4853	Morris Neck Road	Not Eligible	No	1933	24103014500000	Single Dwelling
134-0203	x	1217	Mill Landing Road	Further Study, MPD	No	1920	23199941350000	Single Dwelling
134-0204	x	1564	Mill Landing Road	Not Eligible	No	1920	24104267200000	Single Dwelling
134-0206	x	1345	Mill Landing Road	Not Eligible, MPD	No	1910	24107087060000	Single Dwelling, Hunt Club, Kim Hunting Lodge
134-0211	x	1633	Nanneys Creek Road	Further Study	Yes	1900	24105502190000, 24105507340000, 24104573380000	Single Dwelling, Grimstead Place
134-0212		4469	Charity Neck Road	Not Eligible	No	1965	24104699040000	Farm
134-0213	x	1601	Nanneys Creek Road	Further Study	Listed	1831	24105585460000	Farm, Enoch Capps House
134-0214	x	1560	Nanneys Creek Road	Not Eligible	No	1920	24106677620000	Farm
134-0215	x	1529	Nanneys Creek Road	Further Study	Yes	1920	24107513560000	Farm, Campbells Farm
134-0219	x	1401	Drum Point Road	Eligible, MPD	Yes	1913	24200309270000	Hunt Club, Drum Point Gunning Club
134-0221	x	4381	Muddy Creek Road	Not Eligible	No	1925	24107972800000	Farm, Carroll Farm
134-0222	x	1376	Shipps Cabin Road	Not Eligible, MPD	No	1925	24200925390000	Single Dwelling
134-0223	x	1325	Shipps Cabin Road	Not Eligible, MPD	No	1920	24200857740000	Single Dwelling
134-0227	x	4104	Muddy Creek Road	Further Study	Yes	1920	24211313380000	Farm, Lovitt House
134-0230	x	4057	Muddy Creek Road	Not Eligible	No	1930	24210421940000	Single Dwelling
134-0233	x	3910	Muddy Creek Road	Not Eligible	No	1930	24210674490000, 24210676470000, 24210675130000, 24211553770000	Ma and Pa Lovitts Lodge

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134-0234	x	3685	Muddy Creek Road	Not Eligible	No	1930	24220016860000	Single Dwelling, Tenant House
134-0238	x	3554-3568	Muddy Creek Road	Not Eligible	No	1900	24222208930000, 24222236740000	Single Dwelling, Secondary Dwelling (1978)
134-0239		3573	Muddy Creek Road	Not Eligible	No	1942	24221286100000	Single Dwelling, Cemetery
134-0240	x	3529	Muddy Creek Road	Not Eligible	No	1920	24221353350000	Single Dwelling, Atwood Estate
134-0241	x	3497	Muddy Creek Road	Not Eligible	No	1900	24221349260000	Single Dwelling
134-0250	x	3456	Charity Neck Road	Further Study	Yes	1900	24127554600000	Farm
134-0260	x	1376	Princess Anne Road	Not Eligible	No	1920	24019772800000	Farm, James Brock Munden House
134-0262	x	4121	Charity Neck Road	Not Eligible	No	1945	24115383820000	Single Dwelling
134-0264	x	4156	Charity Neck Road	Not Eligible	No	1920	24116235520000	Farm
134-0265	x	4192	Charity Neck Road	Not Eligible	No	1925	24115290270000	Single Dwelling
134-0267	x	4313	Charity Neck Road	Not Eligible	No	1925	24105944330000	Single Dwelling
134-0271	x	1448	Gum Bridge Road	Not Eligible	No	1900	24119273200000	Single Dwelling
134-0274	x	1556	Gum Bridge Road	Further Study	Potentially Eligible	1905	24117377980000	Farm, Wilkerson Farm
134-0275	x	1789	Gum Bridge Road	Not Eligible	No	1935	24114406750000	Single Dwelling
134-0284	x	1825	Pleasant Ridge Road	Not Eligible	No	1920	24112952770000	Equestrian Farm, Dawley House, Love House
134-0286	x	1941	Pleasant Ridge Road	Not Eligible	No	1925	24121005440000	Single Dwelling
134-0287		1945	Pleasant Ridge Road	Further Study, MPD	Yes	1940	24121008410000	Store, Ginn's Market
134-0293	x	612	Princess Anne Road	Not Eligible	Yes	1930	23098011560000	Single Dwelling
134-0294	x	636	Princess Anne Road	Not Eligible	Yes	1930	23097011230000	Single Dwelling
134-0298	x	5553	Buzzard Neck Road	Not Eligible	No	1920	23082761810000	Single Dwelling
134-0299	x	5588	Buzzard Neck Road	Not Eligible	No	1925	23084599570000	Single Dwelling
134-0300	x	5605	Buzzard Neck Road	Not Eligible	No	1910	23084522480000	Single Dwelling
134-0301	x	670	Princess Anne Road	Not Eligible	No	1935	23096165020000	Single Dwelling
134-0304	x	691	Princess Anne Road	Further Study	Yes	1870	23096224140000	Oak Grove Baptist Church, Secondary Dwelling (1957)
134-0307	x	2234	Old Pungo Ferry Road	Not Eligible	No	1800	23093453110000	Single Dwelling, Dudley House
134-0309	x	5605	Blackwater Road	Further Study, MPD	Yes	1920	13981976230000	Mansfield's Store
134-0313	x	3457	Hungarian Road	Not Eligible	No	1940	13881366600000	Single Dwelling, Suth House

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134-0315	x	2948	Shirley Lane	Not Eligible	Yes	1910	13980582230000, 13981524010000, 13981508410000, 13980467360000	Farm, Shirley Farm
134-0321	x	2941	Indian Creek Road	Not Eligible	No	1910	13971945310000	Single Dwelling, Old Shirley House
134-0322	x	3009	Indian Creek Road	Not Eligible	No	1890	13879985350000	Single Dwelling, Old Shirley House
134-0328	x	6540	Crags Causeway	Not Eligible	Yes	1897	13970112030000	Farm
134-0331	x	2864	West Gibbs Road	Not Eligible	No	1920	13971560510000	Farm, Cartwright Farm
134-0332	x	2861	West Gibbs Road	Not Eligible	No	1930	13973427500000	Farm
134-0334	x	6273	Blackwater Road	Further Study	No	1920	13972796070000	Farm
134-0335	x	6621	Blackwater Road	Not Eligible	No	1872	13975045390000	Single Dwelling
134-0336	x	6630-6637	Blackwater Road	Not Eligible	Yes	1940	13963968540000	Single Dwelling
134-0345	x	3609	Head River Road	Not Eligible	No	1930	13892209830000	Single Dwelling
134-0348		3572	Old Carolina Road	Not Eligible	No	1800	13891975550000	Single Dwelling
134-0357	x	4700	Blackwater Road	Further Study, MPD	Yes	1930	14808301500000	Store
134-0360	x	4280-A	Blackwater Road	Not Eligible	No	1920	14817031450000	Single Dwelling
134-0364		756	Princess Anne Road	Further Study	Yes	1920	23094770700000	Farm, Cullipher Farm
134-0366	x	772	Princess Anne Road	Further Study	Yes	1915	23096733430000	Farm, Cullipher Farm
134-0369	x	909	Princess Anne Road	Further Study, MPD	No	1945	24004085340000	Single Dwelling and Store
134-0370	x	905	Princess Anne Road	Further Study, MPD	No	1945	24004083760000	Store, Beale's Grocery
134-0374	x	969	Princess Anne Road	Further Study	No	1890	24005249630000	Farm
134-0381	x	2264	Stowe Road	Further Study	No	1884	24000494810000	Farm, Stone Farm, Aygarn Farm, Lucy Stone Estate
134-0386	x	1130	Princess Anne Road	Not Eligible	No	1920	24006876700000	Single Dwelling
134-0389	x	1217	Princess Anne Road	Not Eligible	No	1928	24017107570000	Single Dwelling
134-0399		1392	Princess Anne Road	Further Study	Yes (School Listed)	1950	24019736900000	Church, Asbury United Methodist Church
134-0401	x	2253	Jarvis Road	Not Eligible	No	1899	24016933470000	Single Dwelling
134-0407	x	4053	West Neck Road	Not Eligible	No	1920	24026011570000	Single Dwelling
134-0411	x	1646	Princess Anne Road	Further Study	No	1928	24029795670000	Single Dwelling

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134-0514, 134-5299-0026	x	2388	Princess Anne Road	Listed, HD	Yes	1920	14949257610000	Service Station, Brown's Body Shop
134-0524		2077	Princess Anne Road	Not Eligible	Yes	1911	24141124180000, 24141202230000	Farm
134-0570	x	2628	North Landing Road	Not Eligible	No	1950	14946058330000	Single Dwelling
134-0598	x	2409	Holland Road	Eligible	Yes	1753	14948524930000	Farm, Burroughs House and Buyrningwood Farm/Kennel
134-0667			Drum Point Road (ruin)	Not Eligible	No	1880	24109691350000	Farm
134-0684		1724	Princess Anne Road	Further Study	Yes	1910	24131022190000	Flanagan Farm
134-5092	x	1740	Princess Anne Road	Further Study	Yes	1929	24039084930000	Single Dwelling
134-5116	x	3769	West Neck Road	Not Eligible	No	1900	24022276210000	Single Dwelling
134-5117	x	3253	Indian River Road	Not Eligible, MPD	Yes	1940	14836582260000	Lodge
134-5122	x	2605	Salem Road	Not Eligible	No	1940	14843123700000	Single Dwelling
134-5137	x	2773	Salem Road	Not Eligible	Yes	1920	14834887170000	Single Dwelling
134-5681	x	661	Sandbridge Road	Not Eligible	No	1940	24246036340000	Single Dwelling
134-5695		1616	Pleasant Ridge Road	Not Eligible	No	1935	24125091030000	Farm
134-5696		4157	Charity Neck Road	Not Eligible	No	1940	24114274430000	Farm
134-5697		4100	Charity Neck Road	Further Study, MPD	No	1960	24116316920000	Store, Charity Store
134-5698		1814	Indian River Road	Further Study	No	1910	24133149060000	Church, Faith Praise Deliverance Church
134-5699		1240	Sandbridge Road	Further Study	Yes	1968	24230574760000	Restaurant, Margie and Rays
134-5700		6209	Pocahontas Club Road	Not Eligible	No	1920	23176453520000	Single Dwelling
134-5701	x	1812	Indian River Road	Further Study	No	1900	24133294360000	Single Dwelling
134-5702	x	1737	Sandbridge Road	Not Eligible	No	1905	24147013250000	Single Dwelling
134-5703	x	1228	Sandbridge Road	Further Study	No	1920	24230595620000	Single Dwelling
134-5704	x	1225	Sandbridge Road	Not Eligible	No	1920	24231500790000	Single Dwelling
134-5705	x	865	Sandbridge Road	Not Eligible	No	1800	24234757300000	Single Dwelling
134-5706	x	3016	New Bridge Road	Not Eligible	Yes	1920	24138377770000	Single Dwelling, CCC Officer's Residence
134-5707	x	3049	New Bridge Road	Not Eligible	No	1930	24136367270000	Single Dwelling
134-5708	x	3161	New Bridge Road	Further Study	No	1935	24136207260000	Single Dwelling
134-5709	x	3116	New Bridge Road	Further Study	No	1790	24139328840000	Farm, Cromwell Farm

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134-5710	x	1593	Flanagan's Lane	Not Eligible	No	1930	24136664990000	Single Dwelling
134-5711	x	2773	Seaboard Road	Not Eligible	No	1930	24036729740000	Single Dwelling
134-5712	x	2701	Seaboard Road	Not Eligible	No	1930	24036966870000	Single Dwelling
134-5713	x	2573	Leroy Road	Not Eligible	No	1930	24044109320000	Single Dwelling
134-5714	x	4300	Charity Neck Road	Not Eligible	No	1940	24105986300000	Single Dwelling
134-5715	x	3332	Head River Road	Not Eligible	No	1945	13895355050000	Single Dwelling
134-5716	x	3340	Head River Road	Not Eligible	No	1940	13895430910000	Single Dwelling
134-5717	x	3485-3489	Old Carolina Road	Not Eligible	No	1945	13893685020000	Multiple Dwellings
134-5718	x	3564	Old Carolina Road	Not Eligible	No	1965	13891950670000	Single Dwelling
134-5719		4280	Blackwater Road	Not Eligible	No	1980	14816071550000	Single Dwelling
134-5720	x	665	Princess Anne Road	Further Study	Yes	1900	23096028720000	Church, Little Piney Grove Church
134-5722		205-209	Sandbridge Road	Further Study	No	1955	24341151320000	Store
134-5723		2624	Sandpiper Road	Further Study	No	1960	24332912230000	Single Dwelling
134-5724		304	Sea Scape Road	Further Study	No	1960	24326535540000	Single Dwelling
134-5725		308	Marlin Lane	Further Study	No	1960	24340196010000	Single Dwelling
134-5726		308	Salmon Lane	Further Study	No	1958	24340271150000	Single Dwelling
134-5727		308	Sandbridge Road	Further Study	Yes	1968	24341113250000	Church, St Simon Church
134-5728		309	Pickrel Lane	Further Study	No	1962	24340262760000	Single Dwelling
134-5729		312	Sage Road	Further Study	No	1966	24333191790000	Single Dwelling
134-5730		2209	Sandpiper Road	Further Study	No	1969	24249630950000	Single Dwelling
134-5731		2257	Sandfiddler Road	Further Study	No	1960	24340502540000	Single Dwelling
134-5732		2309	Sandpiper Road	Further Study	No	1969	24340406250000	Single Dwelling
134-5733		2312	Sandpiper Road	Further Study	No	1969	24340425280000	Single Dwelling
134-5734		2313	Sandfiddler Road	Further Study	No	1969	24340438030000	Single Dwelling
134-5735		2332	Sandfiddler Road	Further Study	No	1965	24340464660000	Single Dwelling
134-5736		2349	Sandpiper Road	Further Study	No	1965	24340335890000	Single Dwelling
134-5737		2416	Sandfiddler Road	Further Study	No	1963	24341302930000	Single Dwelling
134-5738		2453	Sandpiper Road	Further Study	No	1971	24340290240000	Single Dwelling
134-5739		2457	Sandfiddler Road	Further Study	No	1960	24341212910000	Single Dwelling
134-5740		2461	Sandfiddler Road	Further Study	No	1980	24341221310000	Single Dwelling
134-5741		2585	Sandfiddler Road	Further Study	No	1958	24332909050000	Single Dwelling
134-5742		2600	Sandfiddler Road	Further Study	No	1960	24332928570000	Single Dwelling
134-5743		2604	Sandfiddler Road	Further Study	No	1969	24332927970000	Single Dwelling
134-5744		2608	Sandfiddler Road	Further Study	No	1960	24332936270000	Single Dwelling

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134-5745		2608	Sandpiper Road	Further Study	No	1969	24331996820000	Single Dwelling
134-5746		2621	Sandpiper Road	Further Study	No	1960	24331983840000	Single Dwelling
134-5747		2641	Sandfiddler Road	Further Study	No	1969	24332839420000	Single Dwelling
134-5748		2645	Sandfiddler Road	Further Study	No	1960	24332838830000	Single Dwelling
134-5749		2749	Sandfiddler Road	Further Study	No	1960	24332785080000	Single Dwelling
134-5750		2761	Sandfiddler Road	Further Study	No	1960	24332793000000	Single Dwelling
134-5751		2765	Sandfiddler Road	Further Study	No	1956	24332792400000	Single Dwelling
134-5752		2824	Sandpiper Road	Further Study	No	1969	24333620150000	Single Dwelling
134-5753		2837	Sandfiddler Road	Further Study	No	1969	24333548120000	Single Dwelling
134-5754		2869	Sandpiper Road	Further Study	No	1976	24333531270000	Single Dwelling
134-5755		2905	Sand Bend Road	Further Study	No	1965	24333441450000	Single Dwelling
134-5756		2921	Sandpiper Road	Further Study	No	1962	24333456040000	Single Dwelling
134-5757		2924	Sandfiddler Road	Further Study	No	1969	24334406790000	Single Dwelling
134-5758		2924	Sandpiper Road	Further Study	No	1960	24333475330000	Single Dwelling
134-5759		2932	Sandpiper Road	Further Study	No	1965	24333483050000	Single Dwelling
134-5760		2933	Sandpiper Road	Further Study	No	1959	24333454810000	Single Dwelling
134-5761		2945	Sandpiper Road	Further Study	No	1967	24333461580000	Single Dwelling
134-5762		2948	Sand Bend Road	Further Study	No	1960	24333344220000	Single Dwelling
134-5763		2960	Sandfiddler Road	Further Study	No	1960	24334338220000	Single Dwelling
134-5764		3005	Sandfiddler Road	Further Study	No	1969	24334325040000	Single Dwelling
134-5765		3011	Little Island Road	Further Study	No	1960	24333364770000	Single Dwelling
134-5766		3013	Little Island Road	Further Study	No	1960	24333374000000	Single Dwelling
134-5767		3024	Sandfiddler Road	Further Study	No	1969	24334351800000	Single Dwelling
134-5768		3101	Sandpiper Road	Further Study	No	1965	24334147690000	Single Dwelling
134-5769		3112	Sandpiper Road	Further Study	No	1971	24334175570000	Single Dwelling
134-5770		3209	Little Island Road	Further Study	No	1969	24334055470000	Single Dwelling
134-5771		3240	Sandfiddler Road	Further Study	No	1968	24335044000000	Single Dwelling
134-5772		3424	Sandfiddler Road	Further Study	No	1967	24326753200000	Single Dwelling
134-5773		3436	Sandpiper Road	Further Study	No	1973	24326628710000	Single Dwelling
134-5774		3528	Sandpiper Road	Further Study	No	1986	24326650600000	Single Dwelling
134-5775		3536	Sandpiper Road	Further Study	No	1970	24326568310000	Single Dwelling
134-5776		3605	Sandfiddler Road	Further Study	No	1966	24326594130000	Single Dwelling
134-5777		3701	Sandpiper Road	Further Study	No	1960	24327325020000	Restaurant, Baja
134-5778		3705	Sandpiper Road	Further Study	No	1960	24327324680000	Store
134-5779		3713	Sandpiper Road	Further Study	No	1970	24327323110000	Office
134-5780		308	Tarpon Lane	Further Study	No	1978	24340249290000	Single Dwelling

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134-5781		2520	Entrada Drive	Not Eligible, Recent Past	No	1968	24148211990000	Single Dwelling
134-5782		2540	Entrada Drive	Further Study	Yes	1968	24147197030000	Single Dwelling, Aragona House
134-5783		1504	Mill Landing Road	Not Eligible	No	1940	24105167050000	Sweet Potato Barn, Single Dwelling (1978)
134-5784		4848	Morris Neck Road	Not Eligible	No	1881	24103064350000	Whitehurst Cemetery, Single Dwelling (1984)
134-5785		4849	Morris Neck Road	Not Eligible	No	1930	24103024090000	Single Dwelling
134-5786		5500	Morris Neck Road	Not Eligible, Recent Past	No	1960	23181899270000, 23181992650000	Church, Church of Christ at Creeds
134-5787		6133	Blackwater Road	Further Study	No	1950	13974914930000	Single Dwelling, Dozier Farm
134-5788		6152	Blackwater Road	Further Study, MPD	No	1955	13974983770000, 13979750020000	Farm, Pete Dozier Farm and Hunt Club, Blackwater Hunt Club
134-5789		6609	Blackwater Road	Not Eligible	No	1940	13975048660000	Farm
134-5790		6352	Knotts Island Road	Not Eligible	No	1930	23378334960000	Farm, Fair Winds Farm
134-5791			North Landing Road	Not Eligible	No	1864	14933995290000	Cemetery, Hickory Bridge Cemetery - McClanan Family Cemetery
134-5792		5612	Blackwater Road	Not Eligible	No	1950	13981994560000	Fishing Cabins
134-5793		5632	Blackwater Road	Not Eligible	No	1950	13982848300000	Fishing Cabin
134-5794		6560	Blackwater Road	Not Eligible	No	1900	13975168300000	Church, Cava Baptist Church
134-5795		6625	Blackwater Road	Not Eligible	No	1940	13963968540000	Farm
134-5796	x	1089	Horn Point Road	Eligible, MPD	Yes	1907	24224548740000	Hunt Club, Horn Point Hunt Club
134-5797		1112	Horn Point Road	Not Eligible	No	1945	24223530940000	Single Dwelling, Cemetery
134-5798	x	3361	Hungarian Road	Not Eligible	No	1940	13882487460000	Single Dwelling
134-5799		1973	Indian River Road	Not Eligible	No	1940	24130281630000	Store, Bonney and Sons Seafood
134-5800	x	3201	Indian River Road	Not Eligible	No	1920	14837466980000	Single Dwelling
134-5801	x	1100	McClannan Lane	Not Eligible	No	1900	24223929220000	Farm
134-5802		5677	Morris Neck Road	Not Eligible, MPD	Yes	1954	23089932590000	Emergency Services, Creeds Fire Station
134-5803		1976	Munden Point Road	Not Eligible, Recent Past	Yes	1979	23078968340000	Single Dwelling

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134-5804		1585	Munden Road	Not Eligible	No	1935	23194513020000	Single Dwelling
134-5805	x	1584	Nanneys Creek Road	Not Eligible	No	1920	24106617020000	Single Dwelling, Secondary Dwelling (1960)
134-5806		1619	North Muddy Creek Road	Further Study	No	1900	24125734350000	Single Dwelling, Secondary Dwelling (2003)
134-5807	x	3508	North Landing Road	Not Eligible, MPD	Yes	1945	14836890050000	North Landing Grocery
134-5808	x	2728	North Landing Road	Not Eligible	No	1920	14945033750000	Single Dwelling
134-5809		2804	North Landing Road	Not Eligible	No	1900	14944050580000	Cemetery, Kellam Cemetery
134-5810	x	2824	North Landing Road	Not Eligible	No	1940	14943097360000	Single Dwelling
134-5811		4093	Muddy Creek Road	Not Eligible	No	1920	24210334420000	Single Dwelling
134-5812		2925	North Landing Road	Not Eligible, Recent Past	Yes	1972	14933886010001	School, Technical and Career Education Center
134-5813	x	1760-1788	North Muddy Creek Road	Not Eligible	No	1940	24123903310000	Single Dwelling, Secondary Dwelling (1991)
134-5814	x	6140	Pocahontas Club Road	Not Eligible	No	1944	23176528320000	Single Dwelling
134-5815	x	6168	Pocahontas Club Road	Not Eligible	No	1945	23176533890000	Single Dwelling
134-5816		649	Princess Anne Road	Not Eligible, MPD	Yes	1940	23086939310000	Restaurant, Monk's Place
134-5817	x	1757	Princess Anne Road	Not Eligible	No	1928	24039089660000	Single Dwelling
134-5818	x	1764	Princess Anne Road	Not Eligible	No	1875	24130131190000	Single Dwelling
134-5819		1800	Princess Anne Road	Not Eligible	No	1966	24130256330000	Service Station, Pungo Offroad
134-5820	x	2373	Princess Anne Road	Not Eligible	No	1897	24040352420000	Single Dwelling
134-5821	x	2733	Princess Anne Road	Not Eligible	No	1930	14945532470000	Single Dwelling
134-5822	x	2841	Princess Anne Road	Not Eligible	No	1960	14944621640000	Single Dwelling
134-5823		1164-1168	Princess Anne Road	Further Study	Yes	1875	24008918440000, 24017074450000, 24141202230001	Farm
134-5824		500 Block	Princess Anne Road	Not Eligible	No	1930	23089813840000	Single Dwelling
134-5825		897-905	Sandbridge Road	Further Study	Yes	1945	24234740790000	Store, Belangas Seafood
134-5826		3453	Hungarian Road	Not Eligible	No	1965	13881465580000	Farm
134-5827		3997	Muddy Creek Road	Not Eligible	No	1960	24210542670000	Single Dwelling
134-5828		521-523	Princess Anne Road	Not Eligible	No	1940	23181507110000	Multiple Dwellings

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134-5829		525	Princess Anne Road	Not Eligible	No	1950	23180598430000	Single Dwelling
134-5830		1792	Princess Anne Road	Not Eligible	No	1962	24130240490000	Office, Verizon Building
134-5831		581	Princess Anne Road	Not Eligible	No	1935	23089821250000	Single Dwelling
134-5832		592	Princess Anne Road	Not Eligible	No	1940	23089838770000	Single Dwelling
134-5833		652	Princess Anne Road	Not Eligible	No	1950	23096031350000	Auto Service Station, B. F. Hayes Co.
134-5834		722	Princess Anne Road	Not Eligible	Yes	1930	23096416480000	Farm
134-5835		1073	Princess Anne Road	Not Eligible, MPD	Yes	1966	24006687850000	Store
134-5836		1107	Princess Anne Road	Not Eligible	Yes	1968	24006744710000	Back Bay Post Office
134-5837		1777	Princess Anne Road	Not Eligible	No	1955	24130107700000	Service Station, Pungo Garage
134-5838		1787	Princess Anne Road	Not Eligible	No	1945	24130210270000	Single Dwelling
134-5839	x	5712	Blackwater Road	Not Eligible	No	1945	13981730890000	Single Dwelling
134-5840	x	3517	West Neck Road	Not Eligible	No	1920	24021622940000	Farm, Dawley Farms LLC
134-5841		1396	Princess Anne Road	Not Eligible	No	1945	24019735930000	Single Dwelling
134-5842		2444	Seaboard Road	Not Eligible, MPD	Yes	1956	24045297280000	School, Princess Anne Elementary School
134-5843		2316	Sandfiddler Road	Further Study	No	1969	24340458260000	Single Dwelling
134-5844		2328	Sandpiper Road	Further Study	No	1978	24340431690000	Single Dwelling
134-5845		2408	Sandpiper Road	Further Study	No	1977	24340362930000	Single Dwelling
134-5846		2205	Widgeon Lane	Further Study	No	1975	24249623750000	Single Dwelling
134-5847		1824	Princess Anne Road	Not Eligible	No	1960	24130364520000	Restaurant, Pungo Pizza and Ice Cream
134-5848		3252	Indian River Road	Further Study	Yes	1940	14836584840000, 14837503070000	Church, Campbell's Chapel
134-5849		2310	Princess Anne Road	Not Eligible, MPD	Yes	1952	24045315490000	Lodge
134-5850		1589	Munden Road	Not Eligible	No	1962	23194633170000	Single Dwelling
134-5851		2864	North Landing Road	Not Eligible	No	1945	14934907060000	Single Dwelling
134-5852		1751	Princess Anne Road	Not Eligible	No	1941	24039077950000	Single Dwelling
134-5853		1636	Princess Anne Road	Not Eligible	No	1940	24029790870000	Single Dwelling
134-5854		909	Sandbridge Road	Not Eligible	No	1945	24234649740000	Single Dwelling
134-5855		1064	Princess Anne Road	Not Eligible, MPD	Yes	1965	24007615570000	Service Station, Back Bay Auto Repair
134-5856		1749	Princess Anne Road	Not Eligible	No	1942	24039076990000	Single Dwelling

APPENDIX D: DEMOLISHED RESOURCE LIST

Now Demolished (or Non-Historic) Properties Included in the 1993 Traceries Study

DHR ID	Number	Property Address	Date	GPIN	Name	Status
134-0153	2849	Princess Anne Road	1850	14944612050000	Princess Anne Masonic Lodge	Demolished
134-0155	2653	Holland Road	1890	14946735720000	Pleasant Acres Farm	Demolished
134-0178	1624	Back Bay Landing Road	1915	23188156410000	Single Dwelling	Demolished
134-0182	5920	Fitztown Road	1900	23089427380000	Single Dwelling	Demolished
134-0188	5516	Fitztown Road	1900	23183791110000	Single Dwelling	Demolished
134-0195	5172	Morris Neck Road	1880-1910	23194412740000	Farm	Demolished
134-0201	4904	Morris Neck Road	1880-1910	23193963980000	Single Dwelling	Demolished
134-0201	1628 (4900)	Stone Road (Morris Neck Road)	1935	23194917090000	Single Dwelling	Demolished, duplicate VDHR number
134-0209	1808	Nanneys Creek Road	1880-1900	24102719300000	Single Dwelling	Demolished
134-0210	1769	Nanneys Creek Road	1880-1910	24102632900000	Single Dwelling	Demolished
134-0225	4273	Muddy Creek Road	1880-1910	24119051060000	Single Dwelling	Demolished
134-0228	4073	Muddy Creek Road	1930	24119373540000	Single Dwelling	Demolished
134-0232	3977	Muddy Creek Road	1880-1910	24210559480000	Single Dwelling	Demolished
134-0235	3620	North Muddy Creek Road	1880-1910	24222115290000	Single Dwelling	Demolished
134-0252	3676	Charity Neck Road	1880-1910	24127101690000	Single Dwelling	Demolished
134-0258	3972	Charity Neck Road	1880-1910	24116549780000	Single Dwelling	Demolished
134-0259	4021	Charity Neck Road	1880-1910	24115532250000	Single Dwelling	Demolished
134-0281	1368	Pleasant Ridge Road	1880-1910	24119961300000	Single Dwelling	Demolished
134-0285	1877	Pleasant Ridge Road	1880-1910	24122032470000	Single Dwelling	Demolished
134-0297	5544	Buzzard Neck Road	1880-1900	23084790730000	Single Dwelling	Demolished
134-0311	3125	Hungarian Road	1890-1920	13887436060000	Single Dwelling	Demolished
134-0318	5924	Blackwater Road	1880-1910	13982267910000	Single Dwelling	Demolished
134-0326	6465	Craggs Road (Craggs Causeway)	1880-1910	13877176950000	Single Dwelling	Demolished
134-0340	3248	Head River Road	1920-1940	13896473490000	Single Dwelling (Bungalow)	Demolished
134-0346	5072	Blackwater Road	1915-1930	13898864150000	Single Dwelling	Demolished
134-0373	948	Princess Anne Road	1920-1940	24006210920000	Single Dwelling (Bungalow)	Demolished
134-0380	2345	S Stowe Road	1870-1900	24004453370000	Single Dwelling	Demolished
134-0383	2172	N Stowe Road	1880-1910	24003765710000	Single Dwelling	Demolished
134-0400	-	Jarvis Road (abandoned)	1880-1910	24015821040000	Single Dwelling (I-House)	Demolished

DHR ID	Number	Property Address	Date	GPIN	Name	Status
134-0409	1576	Princess Anne Road	1880-1910	2412044240000	Single Dwelling	Demolished
134-0664	5677	Muddy Creek Road	1900	23089920780000	Single Dwelling	Demolished
134-0711	6404	Knotts Island Road	1890	23378275110000	Single Dwelling	Demolished
134-5134	2283	Salem Road	1880-1910	14840435060000, 14840437830000, 14840448080000, 14840449830000, 14840550630000	Single Dwelling	Demolished
134-5136	4261	Elbow Road	1880-1910	14744555410000	Single Dwelling, Cedar Ridge Stables	Demolished
134-5297	4081	Elbow Road	1920-1940	14747641530000	Single Dwelling	Demolished
-	1505	Back Bay Landing Road	1920-1940	23186209090000	Single Dwelling (Bungalow)	Non-historic
-	5804	Blackwater Road	1880-1910	13981684510000	Single Dwelling	Demolished
-	6336	Blackwater Road	1880-1900	13974599260000	Church, Princess Anne Church	Demolished
-	3608	Charity Neck Road	N/A	24127224080000	Single Dwelling	Non-historic
-	3892	Charity Neck Road	N/A	24117687750000	Single Dwelling	Non-historic
-	3905	Charity Neck Road	1880-1910	24115781320000	Single Dwelling	Demolished
-	4220	Charity Neck Road	1880-1910	24115197550000	Single Dwelling	Demolished
-	3028	Colchester Road	1920-1940	24232372270000	Single Dwelling	Demolished
-	1705	Flanagan's Lane	1880-1910	24134764570000	Single Dwelling	Demolished
-	3268	Head River Road	1920-1940	13896514040000	Single Dwelling (Bungalow)	Demolished
-	3290	Head River Road	1880-1910	13895395280000	Single Dwelling	Demolished
-	-	Head River Road	1880-1910	13893370700000	Single Dwelling	Demolished
-	2491	Holland Road	1920-1940	14948652540000	Single Dwelling	Demolished
-	1864	Indian River Road	1880-1910	24132255950000	Single Dwelling	Demolished
-	5600	Morris Neck Road	1880-1900	23180855800000	Single Dwelling	Demolished
-	5612	Morris Neck Road	1880-1910	23180833920000	Single Dwelling	Demolished
-	5634	Morris Neck Road	1880-1910	23180807880000	Single Dwelling	Demolished
-	2818	North Landing Road	1920-1940	14934979040000	Single Dwelling (Bungalow)	Demolished
-	3000	North Landing Road	1880-1910	14941271120000	Single Dwelling (I-House), The Original Children's Home	Demolished
-	3465	North Landing Road	1880-1910	14837748980000	Single Dwelling	Demolished

DHR ID	Number	Property Address	Date	GPIN	Name	Status
-	-	North Muddy Creek Road, abandoned	1880-1910	24121839790000	Single Dwelling	Demolished
-	3308	Old Carolina Road	N/A	13894981990000	Single Dwelling	Non-historic
-	1613	Pleasant Ridge Road	1880-1910	24115888260000	Single Dwelling	Demolished
-	1101	Princess Anne Road	1920-1940	24006761410000	Single Dwelling	Demolished
-	1761	Princess Anne Road	1880-1910	24039181040000	Single Dwelling	Demolished
-	2512	Princess Anne Road	1880-1910	14947209690000	Single Dwelling	Demolished
-	2645	Princess Anne Road	1880-1900	14946414570000	Commercial Building, Princess Anne Lodge	Demolished
-	819	Sandbridge Road	1920-1940	24235895580000	Single Dwelling	Demolished
-	2381	Seaboard Road	1920-1940	24045317590000	Single Dwelling (Bungalow)	Demolished

APPENDIX E: EXAMPLE CEMETERY SURVEY FORM

Virginia Beach Cemetery Documentation Form

Identity

Cemetery name(s) _____

Date Recorded _____ City Assigned Site Number _____

Other site numbers _____ Organization assigning other number _____

Recorded by _____ Organization name (if any) _____

Mailing address _____

Phone number(s) _____ Email _____

Form submitted by _____ Date Submitted _____

Reason for recording cemetery _____

Location and Ownership

Neighborhood or Crossroads _____

Cemetery address (if applicable) _____

Directions to cemetery:

Access to cemetery: Restricted (explain) _____
 Unrestricted

Cemetery owner name and address:

USGS topographic quadrangle map name _____

Provide coordinates in Latitude ___ * ___ ' ___ " Longitude ___ * ___ ' ___ "

OR Universal Transverse Mercator (UTM)

Datum: NAD27 Zone Easting _____ Northing _____
 NAD83

*****Please attach a map showing the cemetery's location*****

Description

Public cemetery _____ Entity Name _____

Private cemetery: Family
 Church (Name, denomination) _____
 Fraternal/Organization (Name) _____
 Other (explain) _____

Status: in use Size of cemetery (approx) _____
 maintained Number of graves (approximate) _____
 neglected
 abandoned

Is the cemetery enclosed? Yes Type of enclosure: wall
 No fence
 hedge
 other _____

Condition of enclosure
 Good
 Poor
 Other _____

Number of marked graves _____ unmarked graves _____ legible markers _____

Period of use began _____ Period of use ended _____

Date of earliest marker _____ Date of most recent marker _____

Marker type(s) wood concrete
 limestone ceramic
 granite encased paper
 marble other _____

If unusual markers present, please describe:

****Please use the table attached to list the individuals buried in the cemetery and provide transcriptions of any marker inscriptions****

Cultural Affiliation: Native American White
 African American Unknown
 Slave Other _____

Are historic or prehistoric artifacts present?
 Yes Describe _____
 No
 Unknown

Has the cemetery been documented in a cemetery survey? Yes
 No

Publication (Please provide publication information and/or Web address):

Special/historical significance of cemetery:

Research potential: _____

Recommendations : _____

Any other information pertinent to the cemetery:

Environment and Condition

Topographic situation _____

Modern vegetation

General condition of cemetery:

- | | |
|--|---|
| <input type="checkbox"/> Well maintained and preserved | <input type="checkbox"/> Overgrown, but easily identifiable |
| <input type="checkbox"/> Marginally maintained | <input type="checkbox"/> Overgrown, not identifiable |
| <input type="checkbox"/> Not maintained | <input type="checkbox"/> Not identifiable as burial site (known to exist by oral tradition) |

Explain: _____

Have markers or other aspects of cemetery been damaged? Yes
 No

Damage caused by (check all that apply):

- | | |
|---|---|
| <input type="checkbox"/> Vandalism | <input type="checkbox"/> Development or construction activities |
| <input type="checkbox"/> Animals/grazing | <input type="checkbox"/> Custodial care |
| <input type="checkbox"/> Farming operations | <input type="checkbox"/> Natural activities |
| <input type="checkbox"/> Industrial operations | <input type="checkbox"/> Neglect or attrition |
| <input type="checkbox"/> Other means (describe) _____ | |

Percent destroyed (estimate) _____ Date destroyed, if known _____

Is cemetery currently threatened?

- Yes (please explain) _____
 No

OFFICE USE

Virginia Landmarks and National Register Status

- Recommended Eligible - VCRIS
- Recommended Potentially Eligible - VCRIS
- Recommended Not Eligible - VCRIS
- Currently listed on NRHP
- Removed from NRHP
- Virginia Beach Historical Register Listed
- Virginia Beach Historical Register Recommended
- Local Survey Only

Form Review

- Complete
- Incomplete
- Additional Survey Required

Form Checked by _____ Date _____

Criterion

- A
- B
- C
- D

Date Entered in GIS Layer _____

Locational reliability

- Accurate
- Unknown
- Unreliable
- Within 100 meter radius
- Within 500 meter radius
- Within 1 km radius

Please mail completed form, map and any photographic attachments to:

Mark Reed
Historic Preservation Planner
City of Virginia Beach
2875 Sabre Street, Suite 500
Virginia Beach, VA 23452-7385

Please contact Mark Reed (MReed@vbgov.com, 757-385-8573) with any questions.

