



**PRELIMINARY INFORMATION FORM (PIF) for INDIVIDUAL PROPERTIES**

*Note: PIFs are prepared by applicants and evaluated by DHR staff and the State Review Board based on information known at the time of preparation. Recommendations concerning PIFs are subject to change if new information becomes available.*

**DHR No. (to be completed by DHR staff)** 122-1023

**1. General Property Information**

Property name: Fire Station No. 11

Property address: 3127 Verdun Avenue

City or Town: Norfolk

Zip code: 23509

Name of the Independent City or County where the property is located: Norfolk

Category of Property (choose only one of the following):

Building  Site  Structure  Object

**2. Physical Aspects**

Acreage: 0.29

Setting (choose only one of the following):

Urban  Suburban  Town  Village  Hamlet  Rural

Briefly describe the property's overall location and setting, including any notable landscape features:

Norfolk Fire Department Station No. 11 is located on a 0.292-acre, quadruple-lot parcel in the suburban subdivision of Fairmont Park in Norfolk, Virginia. The station is situated on the southern end of the parcel. The northern end consists of a large open lawn with a circular concrete flagpole base near the center. Twelve symmetrically spaced concrete bollards line the north and east parcel lines. These bollards were formerly attached by a large metal chain. A wide concrete driveway provides access from the street to the double-bay garage. A gated alley provides access to the south and west (rear) elevations of the building. Minimal vegetation exists on the parcel.

### 3. Architectural Description

Architectural Style(s): Colonial Revival

If the property was designed by an architect, landscape architect, engineer, or other professional, please list here: Philip B. Moser and Erwin C. Gutzwiller, Architects.

If the builder is known, please list here: Bright & King

Date of construction (can be approximate): 1923

#### **Narrative Description (Please do not exceed one page in describing the property):**

Briefly describe the property's general characteristics, such as its current use (and historic use if different), as well as the primary building or structure on the property (such as a house, store, mill, factory, depot, bridge, etc.). Include the materials and method(s) of construction, physical appearance and condition (exterior and interior), and any additions or other major alterations.

The Norfolk Fire Department Station No. 11 is located at 3127 Verdun Ave in the suburban neighborhood of Fairmont Park in Norfolk, Virginia. The two-story, stuccoed brick fire house was constructed in 1923 in order to accommodate the expansion of the City's Fire Division into newly annexed territories. The building, designed by locally prominent architects Philip B. Moser and Erwin C. Gutzwiller, was constructed by Bright & King. The fire station's exterior was designed to intentionally resemble residential architecture of the period, while its interior plan maintained the functional needs of the fire department. The residential treatment of this otherwise utilitarian building was a popular design approach for fire stations during the first quarter of the twentieth century. Fire Station No. 11's sister station, No. 12 on West Little Creek Blvd (DHR ID 122-1010; NRHP/VLR Listed), is another local example of this design approach. The two stations, both designed by Moser & Gutzwiller, have almost identical floorplans, though they differ in their exterior appearance.

Fire Station No. 11 is a two-story, two-bay masonry building flanked by attached recessed entry wings on the north and south elevations. The façade is characterized by its double-bay engine garage, second floor wood windows, and false mansard roof. The stucco exterior was first applied in 1959, prior to which the common-bond red brick had been exposed.<sup>1</sup> While no documentary evidence has been found to explain the exterior treatment, it was likely a maintenance choice rather than an aesthetic one. The façade of the fire station was altered again in 1998, when the engine door openings were widened for the first time to accommodate new, modern pumpers. This is one of the most common alterations made to historic 19<sup>th</sup>- and early 20<sup>th</sup>-century fire stations, as advancements in firefighting technology and engineering throughout the twentieth century resulted in larger vehicles and apparatus prompting the need to widen the openings.<sup>2</sup> Fire Station No. 12 was similarly altered in 1998, which followed an earlier widening in the 1950s.<sup>3</sup>

Each of the wings to the north and south of the engine bays originally included a wood panel door. The north wing door, which has been enclosed, provided access to the stair tower that led to the second floor. The south wing door led to the hose ramp and the first-floor engine room. While the wood panel door has been replaced with a modern hollow metal door, the opening, trim, and transom remain. The side elevations feature wood windows along the first and second floors. The rear entry has a wood panel door accessing the dining room, and an attached lean-to over the concrete patio.

<sup>1</sup> "1959cStation11," Photograph provided by Norfolk Fire Department.

<sup>2</sup> "Whatever Happened to... The project to Widen Doors," *Virginian-Pilot*, 9 Nov 1998; "Fire Station No. 11, Norfolk Fire and Paramedical Services, Circa 1997, Photograph of the Norfolk Fire Department, provided by Battalion Chief Jerrod Sergi.

<sup>3</sup> The engine openings of historic Fire Station No. 12 have been restored to the 1923 appearance as a result of an historic rehabilitation tax credit project.

The interior of the first floor of the station is primarily dedicated to the fire engine garage. The garage bay has a quarry tile floor, painted brick walls, and a pressed tin ceiling. A metal fire pole is located near the front of the building. The second pole near the rear of the station has been removed, but the circular opening in the ceiling has been retained. At the southeast corner of the engine bay is a lounge room that was enclosed likely in the 1980s or 1990s. Offices, storage rooms, and a bathroom are located along the north wall of the engine room. Most of the historic openings retain their wood panel doors and trim. A door opening along the west wall of the engine room leads into the kitchen and dining areas.

The south entry corridor, originally the hose ramp, has exposed brick walls which have been inscribed by firemen with their names or initials on individual bricks.<sup>4</sup> A large step up near the rear served as hose storage location, and the high point of the former ramp that was used to take advantage of gravity to dry out the fire hoses. This area currently serves as a locker room. The north corridor has been divided into multiple offices and storage rooms as described above. The front half of the corridor is dedicated to the front entry and stair tower. The winding stair tower has historic wood treads, newel posts, and balusters.

The second floor of the station is divided into several large open spaces and a few small offices and storage rooms. Most of the historic wood doors, transoms, and trim remain, as well as wood sash windows; several windows also retain their sash weights. The floors have been covered with a modern LVT and appear to have several layers of floor coverings over what was likely an original wood floor. The walls and ceilings are finished with plaster, though the corridors have dropped ACT. The second floor has two fire pole closets that have wooden double doors and rounded walls with wood paneling on the interior. Doors on both sides of the closet provided quick access from the upper floor to the engine room. The second floor retains two large open rooms that currently serve as a bedchamber and lounge, and a fitness room.

Norfolk Fire Department Station No. 11 retains a high degree of the seven aspects of integrity. It is unmoved and remains in its original **location**, and retains its suburban residential **setting**. Although it has had some exterior alterations including the widening of the engine doors and enclosing the north entry, it retains the **design, materials, and workmanship** associated with its early twentieth century construction and intentional residential character and utilitarian function. Furthermore, the engine door openings, large open garage bay, and upper story floor plan convey the fire station's original design. The masonry walls, wood doors and windows, wood trim, tin ceiling, quarry tile and wood floors, and plaster walls all remain. Therefore, the building retains integrity of materials and workmanship. Fire Station No. 11 also retains integrity of **feeling**, with its engine openings, large engine bay, hose ramp, upper floor barracks, and fire poles clearly conveying its history as a fire station. Additionally, the station retains its **association** with the evolution of firefighting technology and the expansion of fire services to Norfolk's early twentieth century neighborhoods following the "Great Annexation."

In a bullet list, include any outbuildings or secondary resources or major landscape features (such as barns, sheds, dam and mill pond, storage tanks, scales, railroad spurs, etc.), including their condition and their estimated construction dates.

- Concrete Flag Pole Base (flag pole no longer extant), fair condition, constructed by 1951
- Concrete Bollards (12), fair condition, constructed by 1951

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<sup>4</sup> Some inscribed bricks also include a date. It is unclear at this time when this tradition began.

#### 4. Property's History and Significance (Please do not exceed one page)

Briefly explain the property's historic importance, such as significant events, persons, and/or families associated with the property.

If the property is important for its architecture, engineering, landscape architecture, or other aspects of design, please include a brief explanation of this aspect.

The Norfolk Fire Department Station No. 11 is locally significant under Criterion A in the area of Community Planning and Development for its association with the City of Norfolk's "Great Annexation" of 1923 and with the evolution of the City's fire department and firefighting technology throughout the twentieth century. The building was designed by locally prominent architecture firm, Moser & Gutzwiller, as part of a design package that included four new fire stations for the City of Norfolk. The Colonial Revival style station has Mediterranean and Renaissance Revival style influences. This rare extant early twentieth century fire station is representative of a period of fire station design that borrowed from residential design. The building's design, scale, and massing are reflective of residential building styles in Norfolk's early-twentieth-century suburbs, marrying practicality and aesthetics. Fire Station No. 11 has a period of significance that begins with its original design in construction in 1923. At least two African American members of the "Norfolk Fire 13," who were instrumental in efforts to end racial discrimination within the fire department, had associations with Fire Station No. 11. Therefore, the period of significance extends to 1978, when the Norfolk Fire Department entered into a consent decree with the United States Department of Justice to address fair hiring and promotion practices.

*\*Italicized text is adapted from the National Register Nomination for Fire Station No. 12 in Norfolk, VA (DHR ID 122-1010) prepared by Kayla Halberg.*

*On January 1, 1923, the City of Norfolk added thirty square miles of land and approximately 30,000 additional residents into its jurisdiction, the largest single annexation the City had ever made. The territory included large military installations, as well as areas surrounding the central city that were quickly transitioning from Norfolk County's rural character to more dense residential suburbs along the edge of the city's limits. In "An Ordinance for the extension of the Corporate Limits of the City of Norfolk," the City outlined numerous reasons for its intention to annex the vast swath of land from the County, largely emphasizing this increasing development along the city's perimeter. Among the concerns raised by this peripheral growth was for the public safety of both City and County residents. The City noted that the density of development in some areas "necessitates better police and fire protection," without which the "safety of life and property" were endangered. In order to address this chief concern, the City promised to "afford police and fire protection" immediately following annexation.*

*The City's Fire Division greatly expanded as a result of the City's 1923 Annexation Ordinance. Making good on its promises to its new territories, the City constructed five new fire stations across the annexed area. By 1925, all of the new stations were completed including: Station No. 10 (Broad Creek Road), No. 11 (Verdun Avenue), No. 12 (West Little Creek Road), No. 13 (Ocean View), and No. 14 (Chestnut St.). The annexation and the completion of these stations demonstrated the "progress, development, and growth of the City of Norfolk..." that was prompted by and immediately followed World War I. Fire Station No. 11 is one of two extant stations constructed as part of the city's Great Annexation in the early 1920s. Fire Station No. 12 is the only other extant building associated with this building campaign, which was listed in the National Register of Historic Places in 2020 after the Norfolk Fire Department vacated the building due to evolving twenty-first century needs of the fire and rescue teams, engine sizes, and technology. Although no longer City of Norfolk property, Fire Station No. 4 located at 1236 East Olney Road predates both Fire Station No. 11 and No. 12. Constructed ca. 1903, Fire Station No. 4 is the oldest extant fire station in the City, though its context is unrelated to the Great Annexation.*

By March 1923, plans for four of the five fire stations associated with the 1923 annexation were completed. The City of Norfolk had hired local architecture firm Moser & Gutzwiller to design the new stations for Station Numbers 10, 11, 12, and 13. Philip B. Moser, principal architect, was reported as the primary architect for all four of the buildings. Two of the fire stations that Moser designed—Fire Stations 11 and 12—remain extant and represent rare surviving building types and designs in Norfolk. Moser and the firm were prolific architects, especially for residential buildings in Norfolk, as well as for government buildings and educational institutions. Moser’s skills in residential design aesthetics and institutional function are well represented in Fire Stations 11 and 12 as they both represent residential styles on the exterior but maintain all necessary firefighting functionality on the interior. The two fire stations have slight differences in design such as the roof, both originally featured red brick exteriors, two pedestrian entrances, and two fire doors. On the interior, the plans are nearly identical with a large central engine bay flanked by a hose ramp and storage corridor and a stair tower. The upper floors of both buildings were arranged to house sleeping quarters and offices for the fire fighters. By April 20, 1923, Bright & King, contractors, had obtained a building permit for the construction of the Fairmont Park fire station, or Station No. 11. The estimated cost of construction for the building was \$19,000, which was a portion of the \$65,000 award that Bright & King negotiated for the construction of all four stations designed by Moser & Gutzwiller.<sup>5</sup>

*Prior to the city’s 1923 annexation, the department had acquired “four motor pump engines, four steamers, four aerial trucks, four combination chemical and hose wagons, two chief’s cars, one service car and one water tower,” and in 1921, purchased five one-thousand-gallon motor driven pumpers and three additional aerial trucks.<sup>6</sup> By 1924, the fire department had “fifteen pumping engines of the latest type, the finest in the country...three tractor steamers and one old horsedrawn engine in reserve.”<sup>7</sup> When Fire Station No. 11 was placed into commission, the city had equipped the station with the latest firefighting technology including an Ahrens-Fix Fire Engine.<sup>8</sup> As firefighting technology continued to advance, new pumpers and aerial trucks were brought into service, while horse-drawn and earlier engines were retired. In the 1940s through the 1950s, Station No. 11 was equipped with a 750-gallon American LaFrance pumper as well as a 250-gallon Form Pumping Engine.<sup>9</sup> From at least 1975 until 1997, Station No. 11 housed an American LaFrance 900 Series engine, again larger than its predecessors.<sup>10</sup>*

Although these engines were larger than the station’s original Ahrens-Fix, the building’s engine door openings remained their original size until 1998. By the 1990s, fire engines and firefighting advancements had evolved such that many smaller, early twentieth century stations in Norfolk had already been altered to accommodate the increased size of the equipment. The expansion of fire engine openings was a common alteration not only for Norfolk, but for most cities with well-established fire departments. While many late-nineteenth or early-twentieth-century fire stations had already been altered once during the mid-twentieth century, it was not until the City purchased a new Cyclone II pumper for Fire Station No. 11 in 1998 that its door openings had to be widened. Both Fire Station No. 11 and No. 12 were altered in the same year to accommodate the new

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<sup>5</sup> “New Fire Stations to be Ready in 90 Days,” Ledger-Star, 16 April 1923; “Plans Ready for Fire Stations: Contractors will be Asked to Bid on Five Buildings for New Territory,” Virginian-Pilot, 30 Mar 1923; Building Permit Application for “Fire Station for the City of Norfolk” in Fairmont Park, 20 April, 1923, Sargeant Memorial Collection, Slover Library.

<sup>6</sup> City of Norfolk, Virginia, Published by authority of City Council, 1924, 35; Norfolk Fire-Rescue, (Nashville, TN: Turner Publishing Company, 2006), 28.

<sup>7</sup> City of Norfolk, Virginia, Published by authority of City Council, 1924, 35.

<sup>8</sup> City of Norfolk, Virginia, Published by authority of City Council, 1924, 35.

<sup>9</sup> “Fire Apparatus Available for Dispersal for Civilian Defense Curing Air Raid Alert,” June 20, 1957, Report, Sargeant Memorial Collection; Photographs from the Norfolk Fire Department provided by Battalion Chief Jerrod Sergi, Titles include, “1959c Station 11”, “Engine 11 B Shift 1949 Mitchell,” and “Engine 11 Crew July 1948 3 Michell.”

<sup>10</sup> Robert Britt, et. al., *History of the Norfolk Fire Department, Norfolk, Virginia*, (Norfolk Firefighters Association: Norfolk, VA, 1975); Photographs from the Norfolk Fire Department provided by Battalion Chief Jerrod Sergi, Titles include “Station 11 1990 4 Jordan,” “Station 11 1998 Sta 11.”

pumpers.<sup>11</sup> The former arched openings were widened and squared off, and the brick column between the two doors was removed and replaced with a steel support beam. Although this alteration changed the design of the first-floor façade, it allowed the fire department to continue to provide state-of-the-art protection services while retaining the historic function of the door openings for almost three more decades.

In 1939, the Norfolk Fire Division established its first organized training school for new recruits. Courses were taught by Fire Captain C. W. Moore, who received instruction training in Richmond prior to the start of the Norfolk Program, at Fire Station No. 11.<sup>12</sup> It is unclear how long Station No. 11 served as the location of the training program, which moved to the Thole Street station in the 1950s. The Norfolk Fire Department's training program is one of the premier programs in the region, and has hosted regional and statewide training for firefighter recruits since the program was established.

Beginning in the 1960s, the Norfolk Fire Department began a decades long effort to racially integrate the department and abolish discriminatory practices against African American men and women of all races. *Although the Civil Rights Act of 1964 prohibited discrimination in hiring, promoting and firing practices on the basis of race, color, religion, or national origin, it was not until March 1967, that Norfolk Fire Department hired its first African-American male.*<sup>13</sup> *Lyman Snead, Jr. was reportedly the first African-American to pass the Fire Department's qualifying examination.*<sup>14</sup> *It was Harry L. Snead, Lyman's younger brother, however, who became the first African American to make it through the year-long probationary period, in 1968.*<sup>15</sup> *The milestones achieved by the Snead brothers came more than two decades after the first black police officers were hired in Norfolk. It is believed that this significant gap was due to the nature of the working and living conditions of the fire department. With most aspects of daily life including public facilities still segregated, Norfolk's early African-American firefighters believed that integrating the sleeping, dining, and restroom facilities was a major factor that delayed the employment of black men in the department.*<sup>16</sup> *When integration of the Norfolk Fire Department did occur, it received significant pushback among white firefighters and the community, and Norfolk's early black firefighters faced discrimination from derogatory language and racial slurs to alleged discrimination in promotion decisions.*<sup>17</sup>

A group of approximately thirteen men, who became known as the "Norfolk Fire 13," formed a local chapter of the United Black Fire Fighters (UBFF) to address issues of discrimination. In 1975, the UBFF members, including Frank Branch, Lyman Snead, Wayland J. Eley, Louis Johnson, Thomas Mitchell, David Williams, James Wilson, Archie Pew, Melvin Snead, Terry Spellman, David Harrison, Charles Gore, and Edward ("Eddie") Pretlow, pressed then Vice-Mayor Joseph Jordan to address the discrimination.<sup>18</sup> Eddie Pretlow, a

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<sup>11</sup> "Whatever Happened to... The project to Widen Doors," *Virginian-Pilot*, 9 Nov 1998; "Fire Station No. 11, Norfolk Fire and Paramedical Services, Circa 1997, Photograph of the Norfolk Fire Department, provided by Battalion Chief Jerrod Sergi.

<sup>12</sup> "Rookie School Plans Drafted," *Ledger-Star*, 2 June 1939.

<sup>13</sup> With the exception of a few newspaper articles, the history of the integration of Norfolk's Fire Department has gone unrecorded in the written record. In an effort to document and preserve this significant component of the department's history, Commonwealth Preservation Group conducted a series of oral history interviews with retired Norfolk firefighters. Much of this section comes from individual and group interviews conducted during May-July 2019. These interviews are held in the archives of Commonwealth Preservation Group.

<sup>14</sup> "Baptism on Job Comes First Day: Once He Ran From Fire-Now He Runs To Them," *Norfolk Journal and Guide*, 18 March 1967.

<sup>15</sup> Group Interview with retired African American Firefighters, 8 June 2019, Oral History Project, Commonwealth Preservation Group.

<sup>16</sup> Group Interview with retired African American Firefighters, 8 June 2019, Oral History Project, Commonwealth Preservation Group.

<sup>17</sup> Frank Branch, "Frank Branch Oral History Interview," Interviewed by Ashlen Clark on June 24, 2019, (Norfolk, VA: Commonwealth Preservation Group, 2019); Group Interview with retired African American Firefighters, 8 June 2019, Oral History Project, Commonwealth Preservation Group; Marti Germann, "Fire Dept. Hiring, Promotions Blasted," *New Journal and Guide*, 10 April 1976.

<sup>18</sup> Frank Branch, "Frank Branch Oral History Interview," Interviewed by Ashlen Clark on June 24, 2019, (Norfolk, VA: Commonwealth Preservation Group, 2019); Kirt Campbell, "Black Firemen Prepare for Next Court Battle," *New Journal and Guide*,

member of the UBFF and party to the discrimination lawsuit against the city, served as a member of Engine Company No. 11 – C.<sup>19</sup> As a result of the efforts of the UBFF, in October 1975, Frank Branch, who also served intermittently at Station No. 11 as he rotated within District 2’s stations, became the first Black firemen promoted to the rank of Lieutenant.<sup>20</sup> *The UBFF members continued to fight for equal treatment and fair hiring and promotion practices through the 1970s. Following multiple lawsuits by the UBFF, its members, and the NAACP, with the help of Attorney James F. Gay, the City of Norfolk filed a consent decree in August 1978.*<sup>21</sup> *The consent decree required that the city award 30 percent of all entry-level firefighter positions to qualified black applicants, as well as women.*<sup>22</sup>

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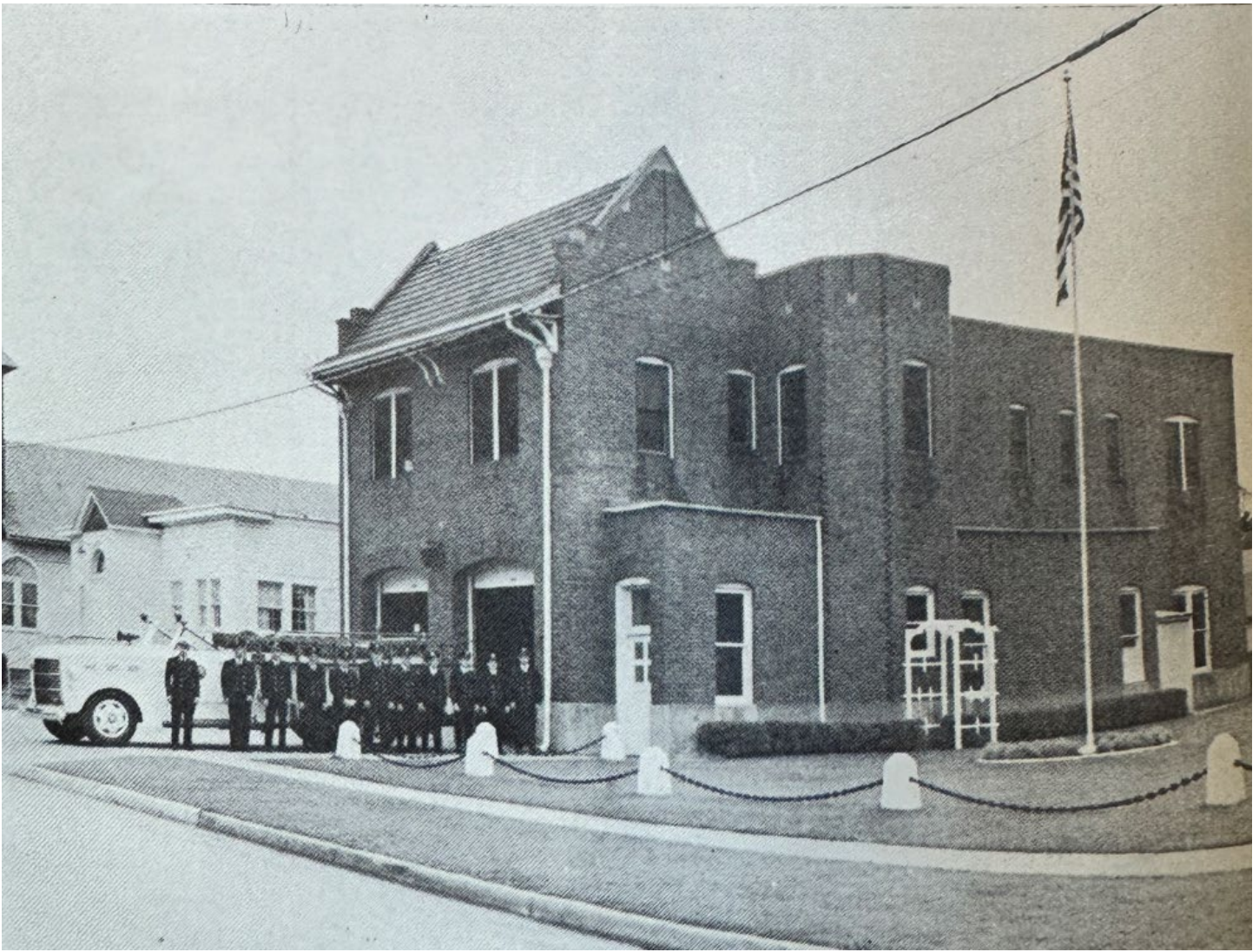
14, Sept 1979; Eva Finney, “Fire Dept.’s First Black Officer: ‘Everything I Do Is Going To Be Watched,’” *New Journal and Guide*, 4 Oct 1975.

<sup>19</sup> Robert Britt, et. al., *History of the Norfolk Fire Department, Norfolk, Virginia*, (Norfolk Firefighters Association: Norfolk, VA, 1975).

<sup>20</sup> Frank Branch, “Frank Branch Oral History Interview,” Interviewed by Ashlen Clark on June 24, 2019, (Norfolk, VA: Commonwealth Preservation Group, 2019); Kirt Campbell, “Black Firemen Prepare for Next Court Battle,” *New Journal and Guide*, 14, Sept 1979; Eva Finney, “Fire Dept.’s First Black Officer: ‘Everything I Do Is Going To Be Watched,’” *New Journal and Guide*, 4 Oct 1975.

<sup>21</sup> “Black Firefighters Sue City of Norfolk for Racial Discrimination,” *Journal and Guide*, 10 Dec. 1977; “Black Firemen Prepare for Next Court Battle,” *New Journal and Guide*, 14 Sept. 1979.

<sup>22</sup> *United States of America v. City of Norfolk*, Consent Decree, Civil Action No. 78-418-N, 28 August 1978.



**Figure 1: Fire Station No. 11, photograph undated, published in the Souvenir Program of the 23<sup>rd</sup> Annual Convention of the Southeastern Fire Chief's Association held in Norfolk in June 1951. Courtesy of the Sargeant Memorial Collection.**



**Figure 2: Fire Station No. 11 in ca.1959 taken while stucco finish was being applied to the exterior.  
Courtesy of Norfolk Fire Department.**



**Figure 3: Fire Station No 11 in 1990. Courtesy of Norfolk Fire Department.**



**Figure 4: Norfolk Fire Station No. 11 in ca. 1997. Courtesy of Norfolk Fire Department.**



**Figure 5: Fire Station No. 11, undated, after 1998 door alteration. Courtesy of Norfolk Fire Department.**

Please list all sources of information used to research the history of the property, such as deeds, census and tax records, and/or published articles and books. (It is not necessary to attach lengthy articles or family genealogies to this form.)

- See footnotes

**5. Property Ownership** (Check as many categories as apply):

Private: \_\_\_\_\_ Public\Local  X  Public\State \_\_\_\_\_ Public\Federal \_\_\_\_\_

**Current Legal Owner(s) of the Property** (If the property has more than one owner, please list each below or on an additional sheet.)

name/title: Patrick Roberts, City Manager

organization: City of Norfolk

street & number: 810 Union Street, Suite 1101

city or town: Norfolk state: VA zip code: 23510

e-mail: \_\_\_\_\_ telephone: 757-664-4242

Legal Owner's Signature: \_\_\_\_\_

Date: \_\_\_\_\_

**•• Signature required for processing all applications. ••**

In the event of corporate ownership you must provide the name and title of the appropriate contact person.

Contact person: Elizabeth.Nowak@Norfolk.gov

Daytime Telephone: 757-664-4752

**Applicant Information** (Individual completing form if other than legal owner of property)

name/title: Kayla Halberg, Senior Historian

organization: Commonwealth Preservation Group

street & number: 536 W 35<sup>th</sup> Street

city or town: Norfolk state: VA zip code: 23508

e-mail: admin@commonwealthpreservationgroup.com telephone: 757-923-1900

Date: February 2026

PLEASE DO NOT ATTACH CONTINUATION SHEETS TO THIS FORM. THANK YOU!



**Legend**

County Boundaries

Fire Station No. 11  
3127 Verdun Ave  
Norfolk, VA 23509

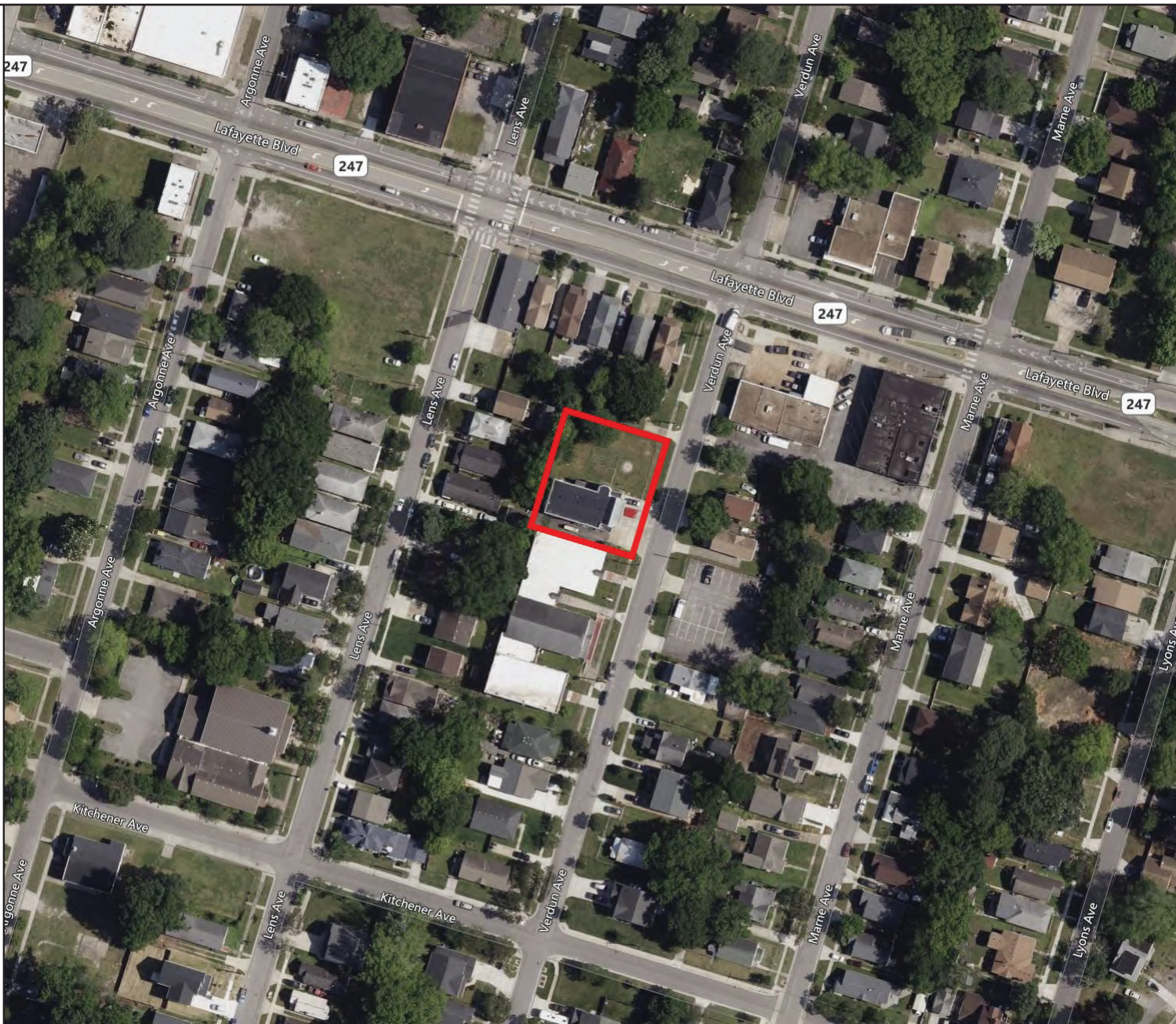
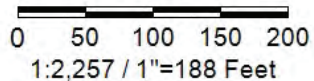
PIF Location Map  
Lat: 36.87523506  
Long: -76.25630689

Parcel ID/GPIN: 1438951957

Fire Station 11  
Historic Boundary



Feet



**Title: Fire Station No. 11 Location Map**

**DHR ID:122-1023**

**Date: 2/19/2026**

*DISCLAIMER: Records of the Virginia Department of Historic Resources (DHR) have been gathered over many years from a variety of sources and the representation depicted is a cumulative view of field observations over time and may not reflect current ground conditions. The map is for general information purposes and is not intended for engineering, legal or other site-specific uses. Map may contain errors and is provided "as-is". More information is available in the DHR Archives located at DHR's Richmond office.*

*Notice if AE sites: Locations of archaeological sites may be sensitive the National Historic Preservation Act (NHPA), and the Archaeological Resources Protection Act (ARPA) and Code of Virginia §2.2-3705.7 (10). Release of precise locations may threaten archaeological sites and historic resources.*

## Legend

 County Boundaries

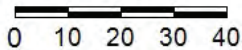
Fire Station No. 11  
3127 Verdun Ave.  
Norfolk, VA 23509

PIF Sketch Map

 Fire Station No. 11  
Historic Boundary



Feet



1:564 / 1"=47 Feet



**Title: Fire Station No. 11 Sketch Map**

**DHR ID:122-1023**

**Date: 2/19/2026**

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MARKHAM 2002  
2003

GLAZNER

EPPY 20

RUNNER 16-24

CHALFANT 2019

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