Appendix J

Virginia Department of Historic Resources Data Base Reports
Virginia Department of Historic Resources
Intensive Level Survey

DHR ID#: 065-0167

Resource Information

Resource Name(s): Lucius J. Kellam, Jr. Bridge-Tunnel (Historic)
Chesapeake Bay Bridge-Tunnel (Historic/Current)

Date of Construction: 1964

Local Historic District:

Location of Resource

County/Independent City: Commonwealth of Virginia
Northampton
Virginia Beach

Magisterial District:

Town/Village/Hamlet: Virginia Beach

Tax Parcel:

Zip Code:

Address(s): Route 13 (Alternate)

USGS Quadrangle Name:
CAPE HENRY
CHESAPEAKE CHANNEL
FISHERMANS ISLAND
LITTLE CREEK

UTM Boundary Coordinates:

NAD Zone Easting Northing

UTM Center coordinates?: No

UTM Data Restricted?:

Resource Description

Ownership Status: Public - State

Government Agency Owner:

Acreage:

Surrounding area: Transportation Corridor

Open to Public: Yes

Site Description:

Secondary Resource Summary:

Individual Resource Information

<table>
<thead>
<tr>
<th>Count</th>
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<th>Resource Status</th>
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<tr>
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Individual Resource Detail Information

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From shore to shore, the Bridge-Tunnel measures 17.6 miles (28.4 km) and is considered the world's largest bridge-tunnel complex.

National Register Eligibility Status

Property has been recommended Eligible for listing or is listed in the National Register of Historic Places. The property received an evaluation rating of 48.00.
Construction of the span required undertaking a project of more than 12 miles of low-level trestle, two 1-mile tunnels, two bridges, almost 2 miles of causeway, four manmade islands and 5-1/2 miles of approach roads, totaling 23 miles.

**Primary Resource Exterior Component Description:**

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<th>Component</th>
<th>Comp Type/Form</th>
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**Historic Time Period(s):**

S- The New Dominion (1946- Present)

**Historic Context(s):**

Transportation/Communication

**Significance Statement**

Opened on April 15th, 1964 - built over previous 42 months.

17.6 miles in length.

2008 website: For over 43 years, the Chesapeake Bay Bridge-Tunnel has captured worldwide attention as a modern engineering wonder and an important East Coast travel convenience. Crossing over and under open waters where the Chesapeake Bay meets the Atlantic Ocean, the Bridge-Tunnel provides a direct link between southeastern Virginia and the Delmarva Peninsula (Delaware plus the Eastern Shore counties in Maryland and Virginia), and cuts 95 miles from the journey between Virginia Beach and points north of Wilmington, Delaware.

Following its opening on April 15, 1964, the Bridge-Tunnel was selected "One of the Seven Engineering Wonders of the Modern World" in a worldwide competition that included more than one hundred major projects. In addition, in 1965, it was distinguished as "The Outstanding Civil Engineering Achievement" by the American Society of Civil Engineers.

To date, over 95 million commercial and passenger vehicles have crossed the Bridge-Tunnel. In order to meet future traffic demands and provide for a safer crossing, construction of a parallel crossing project began in summer 1995, and opened to four-lane traffic on April 19, 1999. No less challenging than construction of the original span, this project once again drew focus to a remarkable achievement in engineering and construction.

From the early 1930's to 1954, a private corporation managed scheduled ferry service between Virginia's Eastern Shore and the Norfolk/Virginia Beach area. With the number of ships (including the number of passengers and vehicles they transported) increasing steadily, the Virginia General Assembly stepped in to create the Chesapeake Bay Ferry District and the Chesapeake Bay Ferry Commission as the governing body of the District; subsequently the Chesapeake Bay Bridge and Tunnel District and Commission. The Commission was authorized to acquire the private ferry corporation through bond financing, improve existing ferry service and implement a new service between Virginia's Eastern Shore and the Hampton/Newport News area.

In 1956, the General Assembly authorized the Ferry Commission to explore the construction of a fixed crossing. Results of the study indicated a crossing was feasible and recommended a series of bridges and tunnels. In the summer of 1960, the Chesapeake Bay Ferry Commission sold $200 million in revenue bonds to private investors. Monies collected by future tolls were pledged to pay the principal and interest on these bonds. Construction contracts were awarded to Tidewater Construction Corporation; Merritt Chapman, Scott; Raymond International; Peter Kiewitt & Sons, Inc. and American Bridge Co. No local, state or federal tax money was used in the construction of the project. In April 1964 - just 42 months after construction began - the Bridge-Tunnel opened to traffic and ferry service was discontinued.

From shore to shore, the Bridge-Tunnel measures 17.6 miles (28.4 km) and is considered the world's largest bridge-tunnel complex. Construction of the span required undertaking a project of more than 12 miles of low-level trestle, two 1-mile tunnels, two bridges, almost 2 miles of causeway, four manmade islands and 5-1/2 miles of approach roads, totaling 23 miles.
Although individual components are not the longest or largest ever built, the Bridge-Tunnel is unique in the number of different types of structures it includes. In addition, construction was accomplished under the severe conditions imposed by hurricanes, northeasters, and the unpredictable Atlantic Ocean.

The Bridge-Tunnel was officially named the Lucius J. Kellam, Jr. Bridge-Tunnel in August 1987, in honor of the man who spearheaded the project as it moved from a vision to a reality. Kellam served as a member of the Commission from 1954 until his death in 1995. In order to preserve the structure's identity and name recognition, however, it continues to be known as the Chesapeake Bay Bridge-Tunnel.

The Chesapeake Bay Bridge and Tunnel Commission began investigating the possibility of building a parallel crossing in 1987. By 1989, in-house studies and projections and a comprehensive study conducted in cooperation with the Virginia Department of Transportation concluded that parallel bridges, trestles, and roadways would be needed by the year 2000 to meet future traffic demands and provide a safer crossing for travelers.

The Virginia General Assembly in 1990 thereby empowered the Bridge-Tunnel Commission with the authority to proceed with the Parallel Crossing Project.

Beginning in 1991, revenue bonds were sold to finance engineering, environmental and traffic studies. Sverdrup Civil, Inc., Consulting Engineers to the District, was selected to design, prepare specifications and contract documents, and be Construction Manager for the project.

On May 4, 1995, the Commission awarded a construction contract in the amount of $197,185,177 to a joint venture of PCL Civil Constructors, Inc. of Denver, CO, The Hardaway Company of Columbus, GA and Interbeton, Inc. of Rockland, MA, to build a second span parallel and adjacent to the original Bridge-Tunnel. The project, which expanded the two-lane facility into four lanes, included expansion of toll plazas, trestles, bridges and roadways, and maintenance and repair on the original span. The project did not include the expansion of the four manmade islands or additional tunnels. Tunnels will be constructed at a later date.

The project, financed by monies from the Chesapeake Bay Bridge and Tunnel District and through the sale of additional revenue bonds, was completed in April, 1999. No local, state or federal tax monies were utilized for the construction costs.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:  
A- Associated with Broad Patterns of History  
C- Distinctive Characteristics of Architecture/Construction

Period of Significance:  
Level of Significance: statewide

NR Areas of Significance:  
Engineering  
Transportation

Property Retains Integrity of:  
1)Association Yes  
2)Design Yes  
3)Feeling Yes  
4)Location Yes  
5)Material Yes  
6)Setting Yes  
7)Workmanship Yes

Graphic Media Documentation

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Bibliographic Documentation
Virginia Department of Historic Resources
Intensive Level Survey

DHR ID#: 065-0167

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: DHR Staff: Eligible
Date of CRM Event: July 14, 1992
CRM Person: Bryan H. Mitchell
CRM Event Notes or Comments:
Project 92-0704-F Northampton County and City of Virginia Beach, Chesapeake Bay Bridge Tunnel (DHR File 65-167). Subject property was rated at the state level for significance in the area of engineering and transportation. It was found to be eligible with a score of 48.

CRM Event # 2,
Cultural Resource Management Event: DHR Staff: Eligible
Date of CRM Event: August 01, 1996
CRM Person: HSTG
CRM Event Notes or Comments:

Bridge Information

Bridge # 1 Virginia Structure # 1006 Structure ID # 0
Type: Miscellaneous
Bridge Use: Road
# of Spans: 0
Type of Entity Spanned: Water
Name of Entity Spanned: Chesapeake Bay
# of Lanes: 0

Cemetery Information

Ownership Information
Virginia Department of Historic Resources  
Reconnaissance Level Survey

**DHR ID#: 114-5471**

**Resource Information**
- **Resource Name(s):** Battle of the Ironclads  
  (Historic)
- **Battle of Hampton Roads  
  (Historic/Location)
- **Monitor vs. Virginia (Merrimack)  
  (Descriptive)**
- **Date of Construction:** 1862

**Location of Resource**
- **County/Independent City:** Hampton
- **Magisterial District:** Hampton
- **Town/Village/Hamlet:** Hampton
- **USGS Quadrangle Name:**
  - BENNS CHURCH
  - EAST OF HAMPTON
  - NEWPORT NEWS NORTH
  - MULBERRY ISLAND
  - NEWPORT NEWS SOUTH
  - NORFOLK NORTH
  - NORFOLK SOUTH

**UTM Boundary Coordinates:**
- **NAD**
- **Zone**
- **Easting**
- **Northing**

**Resource Description**
- **Ownership Status:** Private
- **Public - Local**
- **Government Agency Owner:**
- **Acreage:** 46,034.51
- **Surrounding area:** Rural
- **Open to Public:** Yes, limited

**Site Description:**
2009: The areas that retain integrity are essentially on water. On land, only historic and archeological resources at Fort Monroe and Fort Wool retain integrity. The 2005 BRAC closure of Fort Monroe and subsequent redevelopment plans may threaten historic landscapes and resources associated with the Civil War-era fortress.

**Secondary Resource Summary:**
N/A

**Individual Resource Information**

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<td>Battle Site</td>
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**National Register Eligibility Status**
- Resource has not been evaluated.*

* Resource has not been formally evaluated by DHR or eligibility information has not been documented in DSS at this time.
Individual Resource Detail Information

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<td>Interior Plan Type</td>
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<td>Threats to Resource:</td>
<td>Development</td>
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Primary Resource Exterior Component Description:

- Historic Time Period(s): O- Civil War (1861 to 1865)
- Historic Context(s): Military/Defense

Significance Statement

1993: Hampton Roads
Other Names: Monitor vs. Virginia (Merrimack), Battle of the Ironclads
Location: Hampton Roads
Campaign: Peninsula Campaign (March-September 1862)
Date(s): March 8-9, 1862
Principal Commanders: Lt. John Worden {US}; Capt. Franklin Buchanan and Lt. Catesby R. Jones {CS}
Forces Engaged: 4 warships {US}; 1 warship {CS}
Estimated Casualties: 433 total (US 409; CS 24)
Description: On March 8, 1862, from her berth at Norfolk, the Confederate ironclad Virginia steamed into Hampton Roads where she sank Cumberland and ran Congress aground. On March 9, the Union ironclad Monitor having fortuitously arrived to do battle, initiated the first engagement of ironclads in history. The two ships fought each other to a standstill, but Virginia retired.
Result(s): Inconclusive
CWSAC Reference #: VA008
Preservation Priority: II.2 (Class B)
Associated Events:
- Event # 1, Historical Event
  - Start Date: March 08, 1862
  - End Date: March 09, 1862
  - Date Source: Written Data
  - Event Notes:

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

Bibliographic Documentation

- Reference #: 1
  - Bibliographic RecordType: Report
  - Author: National Park Service
  - DHR CRM Report Number: VA-083
Virginia Department of Historic Resources
Reconnaissance Level Survey

_DHR ID#: 114-5471_  

Notes:

Reference #: 2
Bibliographic Record Type: Report
Author:  
DHR CRM Report Number: VA-093
Notes:  

_Cultural Resource Management (CRM) Events_

CRM Event #1,
Cultural Resource Management Event: Survey: Phase I/Reconnaissance
Date of CRM Event: 2009
CRM Person: NPS
CRM Event Notes or Comments:

CRM Event #2,
Cultural Resource Management Event: Survey: Phase I/Reconnaissance
Date of CRM Event: 1993
CRM Person: NPS
CRM Event Notes or Comments:

_Bridge Information_

_Cemetery Information_

_Ownership Information_
DEPARTMENT OF HISTORIC RESOURCES
ARCHAEOLOGICAL REPORT

DHR Site Number: 44NN0335
Resource Name: Unknown ship wreck
Temporary Designation: ?
Site Class: Submerged

CULTURAL/TEMPORAL AFFILIATION

Cultural Designation
Euro-American

Temporal Designation
20th Century

THEMATIC CONTEXTS/SITE FUNCTIONS

Thematic Context: Commerce/Trade
Example: Shipwreck

Comments/Remarks:
"We think the ship went down in the early 20th century. That is when we see this sized metal hulled ships on the James River becoming common. Also, since no military ship are reported to have gone down in this area since the Civil War, we are thinking it is a mercantile/transportation ship of some sort." (M. Taylor, 2007).

LOCATION INFORMATION

USGS Quadrangle(s): NEWPORT NEWS SOUTH

Restrict UTM Data? Yes

Center UTM Coordinates (for less than 10 acres):
NAD 18/4092807.831 /371796.863

NAD ZONE EAST NORTH

Boundary UTM Coordinates (for 10 acres or more):

NAD ZONE EAST NORTH

Physiographic Province: Coastal Plain
Aspect:
Elevation (in feet):
Slope:
Landform: submerged

Drainage: James River
Nearest Water Source: James River
Distance to Water(in feet):
Site Soils:
Adjacent Soils:

SITE CONDITION/SURVEY DESCRIPTION

Site Dimensions: 272 feet by 21 feet
Acreage: 0.13

Survey Strategy: Observation

Site Condition: Unknown Portion of Site Destroyed
City/County: Newport News

Threats to Resource:

Survey Description:
A submerged ship wreck was discovered during a sonar survey of the USS Cumberland and Florida sites by the US Navy and NOAA. The unidentified wreck was located by multi-beam and side scan sonar.

CURRENT LAND USE

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SPECIMENS, FIELDNOTES, DEPOSITORIES

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Specimens Reported? No
Assemblage Description—Reported:

Field Notes Reported? Depository:

REPORTS, DEPOSITORY AND REFERENCES

Report(s)? No Depository:
DHR Library Reference Number:
Reference for reports and publications:

PHOTOGRAPHIC DOCUMENTATION AND DEPOSITORY

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CULTURAL RESOURCE MANAGEMENT EVENTS

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<td>Survey: Phase I/Reconnaissance</td>
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Organization and Person:
Organization: 
Sponsor Organization: 
DHR Project Review File No:
CRM Event Notes or Comments: 
Hampton Roads Naval Museum

INDIVIDUAL/ORGANIZATION/AGENCY INFORMATION

First: Mike
Last: Taylor
City/County: Newport News

Individual Category Codes:

Honorif: First: Last:
Suffix:
Title:
Company/
Agency:
Address:

City: State: Zip:
Phone/Ext:

Notes:

Ownership Type:

Government Agency:
Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 121-0038  Other DHR ID#:

Resource Information

Resource Name(s): Jefferson Avenue Commercial Corridor  (Current)
Jefferson Avenue Commercial Historic District  (Descriptive)

Date of Construction: ca 1880

Local Historic District:

Location of Resource

Commonwealth of Virginia

County/Independent City: Newport News

Magisterial District:

Town/Village/Hamlet: Newport News

Tax Parcel:

Zip Code:

Address(s): Jefferson Avenue  (Current)

USGS Quadrangle Name: NEWPORT NEWS SOUTH

UTM Boundary Coordinates:

NAD   Zone   Easting   Northing

UTM Center coordinates:

UTM Data Restricted?:

No

Resource Description

Ownership Status: Private

Government Agency Owner:

Acreage:

Surrounding area: Urban

Open to Public: Yes

Site Description:

The Jefferson Avenue Commercial Corridor is located within the southern part of the City of Newport News. The area is bounded by 50th Street to the north, Madison Avenue to the east, Terminal Boulevard to the west, and Hampton Roads Harbor to the south. Interstate 664 extends overhead of the district between 39th and 33rd streets and then extends south parallel with the corridor until the Hampton Roads Harbor. Jefferson Avenue is the primary north-south street passing through the corridor, with 50th to 13th streets extending east-west through the corridor, intersecting with Jefferson Street. The area is part of the urban core of Newport News containing primarily commercial and residential buildings with King-Lincoln Park and the Seaford Industrial Park located at the southern end of the peninsula near the harbor.

Secondary Resource Summary:

N/A

Individual Resource Information

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<td>1</td>
<td>Historic District</td>
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Architecture Summary, 1999: The distinct commercial section of the corridor along Jefferson Avenue between 30th and 20th street contains a few old commercial buildings constructed between the late nineteenth century and World War II. These buildings are mostly 2-story brick blocks with very minimal detail except moldings around the windows and cornice. These buildings are generally scattered throughout this portion of Jefferson Avenue. End Architecture Summary Additions and alterations: End Additions and alterations Interior Description: Most of the old commercial buildings contain first story commercial space with the second story designated for residential use.

Architecture Summary: The Jefferson Avenue Commercial District (Proposed) is generally delineated as the area bounded by 39th Street on the North, Hampton Roads on the South, Madison Avenue on the East and the Chesapeake and Ohio Railroad on the West.

Architecture Summary, 1999: The majority of commercial buildings throughout the corridor are of relatively recent origin. The section of Jefferson Avenue from 30th to 30th street contains various scattered one-and-two story concrete block commercial buildings constructed during the 1960s and 1970s. Along with these buildings are modern fast food restaurants and gas stations, which are primarily concentrated between 35th and 30th streets.

Architecture Summary: The Jefferson Avenue Commercial Corridor contains various styles of single dwellings located along the side streets that extend perpendicular to Jefferson Avenue. The dwellings located between 50th and 30th streets consists of various representations of vernacular construction, generally typical of low income families. These dwellings include shotgun, 1-story side and front-gable houses, and some bungalow dwellings. The portion of the corridor between 50th and 30th streets also contains various 1-story Ranch style houses constructed between 1950 and 1970. Most are scattered between the older homes throughout this area.

Architecture Summary: The southern portion of the corridor from 25th to 13 streets consists primarily of 2-story modern block apartment buildings, built during the 1970s and 1980s.

Architecture Summary: The King-Lincoln Park is located on the east side of Jefferson Avenue, east of the Seaford Industrial Park. It consists of a large open flat grassy area with many trees, all of which overlook Hampton Roads Harbor to the south. There is one modern brick hipped roof park building located at the north end of the park. Circa 1970 and in good condition.

Architecture Summary: The Seaford Industrial Park is located south of 13th street at the end of Newport News just before Hampton Roads Harbor. This industrial complex consists mainly of modern, 1-story, flat-roofed concrete block and metal clad storage buildings constructed between 1960 and 1990 buildings. The industrial complex has at most two or three older brick buildings constructed prior to 1950. The buildings house wholesale, warehouse, machine shop, and ship repair activities. The industrial park also contains a large marina. Circa 1960 factory.

Architecture Summary: The Jefferson Avenue Commercial Corridor contains various styles of single dwellings located along the side streets that extend perpendicular to Jefferson Avenue. The dwellings located between 50th and 30th streets consists of various representations of vernacular construction, generally typical of low income families. These dwellings include shotgun, 1-story side and front-gable houses, and some bungalow dwellings.

Primary Resource Exterior Component Description:
Significance Statement

The development of the Jefferson Avenue commercial corridor represents many different historical themes, including residential, commercial, and industrial activities all related to the development of Newport News during the late nineteenth and twentieth centuries. The area contains historic resources representative of all these themes, and the Greater Southeast Development Corporation sought to nominate the district for inclusion in the National Register of Historic Places during the early 1980s. However, no determination of eligibility was ever made because Greater Southeast Development Corporation did not provide any substantial data to the Virginia Historic Landmarks Commission in order for them to make a National Register determination. However, a historic inventory number was assigned to the district while the Virginia Historic Landmarks Commission awaited information concerning the district. It is the opinion of this surveyor that the Jefferson Avenue Commercial Corridor does not constitute a district which would meet criteria for listing on the National Register of Historic Places. While the area does exhibit residential, commercial, and industrial properties representative of the development of Newport News during the late nineteenth and early twentieth centuries, the area has been redeveloped since 1950. The core area of the corridor along Jefferson Street is dominated by post-1960 commercial and industrial construction, including many examples of modern fast-food restaurants and gas stations. Even the residential areas primarily consists of non-distinctive modern housing. The northern part of the corridor between 50th and 30th streets consists primarily of common, undistinctive, vernacular 1-story dwellings mixed with modern Ranch-styled buildings. The southern part of the corridor between 25th and 13th streets consists primarily of modern apartment buildings constructed during the 1970s and 1980s. Only a small portion of the corridor between 30th and 25th streets contains a fairly concentrated collection of distinctive late nineteenth and early twentieth century dwellings with Queen Anne, Italianate, Colonial Revival, and Craftsman stylistic influences. However, this area also contains many scattered, 2-story vernacular gable front residences which generally lack distinctive features. Therefore, the Jefferson Avenue Commercial Corridor as a whole does not contain a concentration of distinctive pre-1950 resources to merit listing as a district on the National Register of Historic Places.

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

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Bibliographic Documentation

Reference #: 1

Bibliographic Record Type: DHR File Data
Author:
DHR CRM Report Number: File # 121-038
Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 121-0038

Notes:

Reference #: 2
Bibliographic Record Type: DHR File Data
Author: Louis Berger & Associates, Inc.
DHR CRM Report Number: File # 121-038
Notes: CS-55: Cultural Resources Survey, Hampton Roads Crossing Study Candidate Build Alternatives 1, 9 and 2, Cities of Chesapeake, Hampton, Newport News, Norfolk, Portsmouth and Suffolk, Virginia.
August 1999.

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey: Phase I/Reconnaissance
Date of CRM Event: March 1999
CRM Person: Eric F. Griffiths
VDHR Project ID # Associated with Event: 1993-0328
CRM Event Notes or Comments:
Berger - VDOT# 0064-114-F12,PE102

CRM Event # 2,
Cultural Resource Management Event: PIF
Date of CRM Event: 1981
CRM Person: Greater Southeast Development Corp.
CRM Event Notes or Comments:
Formal PIF not submitted at this time.

CRM Event # 3,
Cultural Resource Management Event: DHR Staff: Not Eligible
Date of CRM Event: October 06, 2000
CRM Person: DHR
VDHR Project ID # Associated with Event: 1993-0328
CRM Event Notes or Comments:

Bridge Information
Cemetery Information
Ownership Information
Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 121-0084

Resource Information
Resource Name(s): Pier 15 [Historic/Current]
Date of Construction: 1932

Local Historic District:

Location of Resource
Commonwealth of Virginia
County/Independent City: Newport News
Magisterial District: Newport News
Town/Village/Hamlet: Newport News
Tax Parcel:
Zip Code:
Address(s):
USGS Quadrangle Name: NEWPORT NEWS SOUTH
UTM Boundary Coordinates:

* Resource has not been formally evaluated by DHR or eligibility information has not been documented in DSS at this time.

UTM Center coordinates:
UTM Data Restricted?

Resource Description
Ownership Status:
Government Agency Owner:
Acreage:
Surrounding area:
Open to Public:
Site Description:

Secondary Resource Summary:

Individual Resource Information

<table>
<thead>
<tr>
<th>Count</th>
<th>Resource Types</th>
<th>Resource Status</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>Outbuilding, Domestic</td>
<td>Contributing</td>
</tr>
<tr>
<td>1</td>
<td>Other</td>
<td>Non-Contributing</td>
</tr>
<tr>
<td>5</td>
<td>Other</td>
<td>Contributing</td>
</tr>
<tr>
<td>1</td>
<td>Scale/Scale Building</td>
<td>Contributing</td>
</tr>
<tr>
<td>1</td>
<td>Boiler House</td>
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</tr>
<tr>
<td>1</td>
<td>Pier/Boat Ramp</td>
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Individual Resource Detail Information

<table>
<thead>
<tr>
<th>Resource Type</th>
<th>Boiler House</th>
<th>Primary Resource?</th>
<th>Access?</th>
<th>Architectural Style</th>
<th>Number of Stories</th>
<th>Condition</th>
</tr>
</thead>
</table>

Threats to Resource:

Architecture Summary: End Architecture Summary Additions and alterations: End Additions and alterations Interior Description;
Virginia Department of Historic Resources  
Reconnaissance Level Survey

**DHR ID#: 121-0084**

---

### Individual Resource Detail Information

<table>
<thead>
<tr>
<th>Resource Type</th>
<th>Outbuilding, Domestic</th>
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<tr>
<td><strong>Date of Construction:</strong></td>
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<td>No</td>
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<td>Architectural Style:</td>
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<td>Form:</td>
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<tr>
<td>Interior Plan Type:</td>
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Architecture Summary: Maintenance shop. End Architecture Summary

### Individual Resource Detail Information

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<td><strong>Date of Construction:</strong></td>
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<tr>
<td>Interior Plan Type:</td>
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Architecture Summary: End Architecture Summary

### Individual Resource Detail Information

<table>
<thead>
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<tbody>
<tr>
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<td>Accessed?</td>
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<tr>
<td>Architectural Style:</td>
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<tr>
<td>Interior Plan Type:</td>
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<td></td>
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</table>

Architecture Summary: There are six buildings or structures that are located near the pier. These include a locker room. An electrical substation, an operator's cab, a machinery house, a boat haul and a cable trough. The locker room was built in 1932, and has 6-course Amer. bond; 6/3 metal windows and 2 arched brick entrances. End Architecture Summary

### Individual Resource Detail Information

<table>
<thead>
<tr>
<th>Resource Type</th>
<th>Pier/Boat Ramp</th>
<th>Primary Resource?</th>
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<tr>
<td><strong>Date of Construction:</strong></td>
<td>1932 (Site Visit)</td>
<td>Yes</td>
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<td>Form:</td>
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</tr>
<tr>
<td>Interior Plan Type:</td>
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</table>

Architecture Summary: Pier 15 is a low-level steel truss coal pier which, when last used, was designed for the simultaneous loading of two ships, one on each side of the pier. The design included a rotary coal dumper. End Architecture Summary

---

### Primary Resource Exterior Component Description:

**Historic Context(s):**  
Industry/Processing/Extraction

**Significance Statement**

Constructed as a low-level coal pier designed to maintain a steady 1 movement of coal cars with fast and efficient turn-around time.

---

Page 2 of 3  
Report generated 9/26/2011
Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 121-0084

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:

Period of Significance:
Level of Significance:

Graphic Media Documentation

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<td>10516</td>
<td>B&amp;W 35mm Photos</td>
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<td>May 1990</td>
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Bibliographic Documentation

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey: Phase II/Intensive
Date of CRM Event: 1990
CRM Person: Roberta Reid
CRM Event Notes or Comments:

Bridge Information

Cemetery Information

Ownership Information
Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 122-5426

Resource Information
Resource Name(s): Battle of Sewell's Point  {Historic/Location}
Date of Construction: 1861
Local Historic District:

Location of Resource
County/Independent City: Commonwealth of Virginia
Norfolk
Magisterial District:
Town/Village/Hamlet: Norfolk
Tax Parcel:
Zip Code:
Address(s):
USGS Quadrangle Name: NEWPORT NEWS SOUTH
NORFOLK NORTH
HAMPTON
UTM Boundary Coordinates:
NAD Zone Easting Northing

UTM Center coordinates:
UTM Data Restricted?: No

National Register Eligibility Status
Resource has not been evaluated.*

* Resource has not been formally evaluated by DHR or eligibility information has not been documented in DSS at this time.

Resource Description
Ownership Status: Private
Public - Local
Government Agency Owner:
Acreage: 11,568.96
Surrounding area: Rural
Open to Public: Yes, limited
Site Description:
2009: The areas that retain integrity are essentially on water. On land, only historic and archeological resources at Fort Monroe and Fort Wool retain integrity. The 2005 BRAC closure of Fort Monroe and subsequent redevelopment plans may threaten historic landscapes and resources associated with the Civil War-era fortress.

Secondary Resource Summary:
N/A

Individual Resource Information

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Individual Resource Detail Information

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Page 1 of 3
Report generated 9/26/2011
Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 122-5426

Primary Resource Exterior Component Description:

Historic Time Period(s): O- Civil War (1861 to 1865)
Historic Context(s): Military/Defense

Significance Statement
1993: Sewell's Point
Other Names: None
Location: Norfolk City
Campaign: Blockade of the Chesapeake Bay (May-June 1861)
Date(s): May 18-19, 1861
Forces Engaged: Two gunboats [US]; battery garrison [CS]
Estimated Casualties: 10 total
Description: Two Union gunboats, including USS Monticello, dueled with Confederate batteries on Sewell's Point in an attempt to enforce the blockade of Hampton Roads. The two sides did each other little harm.
Result(s): Inconclusive
CWSAC Reference #: VA001
Preservation Priority: IV.2 (Class D)

Associated Events:
Event # 1, Historical Event
Start Date: May 18, 1861   End Date: May 19, 1861
Date Source: Written Data

National Register Eligibility Information (Intensive Level Survey):

National Register Criteria:
Period of Significance:
Level of Significance:

Graphic Media Documentation

Bibliographic Documentation
Reference #: 1
Bibliographic RecordType: Report
Author:
DHR CRM Report Number: VA-093

Reference #: 2
Bibliographic RecordType: Report
Author: National Park Service
DHR CRM Report Number: VA-083

Report generated 9/26/2011
Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 122-5426

Other DHR ID#: 

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey: Phase I/Reconnaissance
Date of CRM Event: 1993
CRM Person: NPS
CRM Event Notes or Comments:

CRM Event # 2,
Cultural Resource Management Event: Survey: Phase I/Reconnaissance
Date of CRM Event: 2009
CRM Person: NPS
CRM Event Notes or Comments:

Bridge Information
Cemetery Information
Ownership Information
DEPARTMENT OF HISTORIC RESOURCES
ARCHAEOLOGICAL REPORT

DHR Site Number: 44SK0540
Resource Name: Civil War Ordnance
Temporary Designation: CANNONBALL
Site Class: Terrestrial, open air

CULTURAL/TEMPORAL AFFILIATION

Cultural Designation: Euro-American
Temporal Designation: 19th Century: 2nd/3rd quarter

THEMATIC CONTEXTS/SITE FUNCTIONS

Thematic Context: Military/Defense
Example:
Comments/Remarks:
Versar, Inc. has been contracted by the U.S. Army Corps of Engineers (USACE) to provide archaeological monitoring services for ongoing Military Munitions Response Program (MMRP) activities within the Former Nansemond Ordnance Depot (FNOD), in the City of Suffolk, Virginia (Figure 1). Since 1987, the USACE has been conducting remedial investigations and removal of munitions and explosives of concern (MEC) or unexploded ordnance (UXO) at the FNOD.

LOCATION INFORMATION

USGS Quadrangle(s): NEWPORT NEWS SOUTH
Center UTM Coordinates (for less than 10 acres): NAD 18/4085060/371270/2
NAD ZONE EAST NORTH

Boundary UTM Coordinates (for 10 acres or more):
NAD ZONE EAST NORTH

Physiographic Province: Coastal Plain
Aspect:
Elevation (in feet): 15.00
Slope: 0-2%

Drainage:
Nearest Water Source: Nansemond River
Distance to Water(in feet): 50
Site Soils: Kalmia fine sandy loam, wet substratum, 0-2% slopes (WSS)
Adjacent Soils:

SITE CONDITION/SURVEY DESCRIPTION

Site Dimensions: 10 feet by 20 feet
Acreage: 0.01
Survey Strategy: Informant
Site Condition: Site Condition Unknown

Threats to Resource: Public Utility Expansion
Erosion

Survey Description: Development
Monitoring was conducted in accordance with a Programmatic Agreement between the USACE, the U.S. Environmental Protection Agency (EPA), and VDHR regarding implementation of Section 106 of the NHPA during future remedial investigations at FNOD (specifically General Procedure #7—Unexpected Discovery: Unexploded Ordnance, Other Hazards). Additional background on the MMRP and cultural resources investigations conducted at FNOD can be found in the report titled: Archaeological Monitoring of the Military Munitions Response Program, Nansemond River Beachfront Area of Concern, Former Nansemond Ordnance Depot, Suffolk, Virginia (Versar 2009).

In November of 2009, severe weather related to tropical storm Ida caused erosion of the Nansemond River shoreline exposing a buried sewer line. During backhoe excavations related to the repair and replacement of the sewer line, 21 8-inch Civil War-era columbiad explosive artillery shells were uncovered. After being notified of the discovery, the USACE FNOD Project Engineer visited the location and photographed the finds. Versar archaeologists reviewed the photographs and made a site visit in May of 2011. During the visit, one intact shell recovered from the location was collected for further analysis which included archival research and preparation for curation. The shell was transferred to Versar’s archaeological laboratory in Springfield, Va.

CURRENT LAND USE

Land Use: Military/Defense Example: Dates of Use: 2011/08/02

Comments/Remarks:
Versar, Inc. has been contracted by the U.S. Army Corps of Engineers (USACE) to provide archaeological monitoring services for ongoing Military Munitions Response Program (MMRP) activities within the Former Nansemond Ordnance Depot (FNOD), in the City of Suffolk, Virginia (Figure 1). Since 1987, the USACE has been conducting remedial investigations and removal of munitions and explosives of concern (MEC) or unexploded ordnance (UXO) at the FNOD. Under the Formerly Used Defense Site (FUDS) Program, USACE has been addressing environmental concerns that resulted from Department of Defense use of the former ordnance depot.

SPECIMENS, FIELD NOTES, DEPOSITORIES

Specimens Obtained? Yes Specimens Depository: Versar, Inc. laboratory, Springfield VA (temp)

Assemblage Description:
In total, 21 shells were reported to have been uncovered during sewer line repairs within the NRB AOC (personal communication, Don McDaniel, Ashley Capital Facility Manager, May 11, 2011). One shell was rendered inert by Navy EOD personnel and returned to the USACE, Norfolk District. The specimen bears the stamp “INERT N456821968”. The remaining shells were either destroyed or considered too dangerous for curation.

Specimens Reported? Yes

Assemblage Description—Reported:
same

Field Notes Reported? Yes Depository: Versar, Inc. Springfield, VA
REPORTS, DEPOSITORY AND REFERENCES

Report(s)?: Yes Depository: Versar, Inc. and VDH

DHR Library Reference Number:
Reference for reports and publications:
Documentation of Civil War Ordnance Uncovered During Sewer Line Repair and Replacement within the Nansemond River Beachfront Area of Concern, Former Nansemond Ordnance Depot, City of Suffolk, Virginia

VDHR File #1996-1776

PHOTOGRAPHIC DOCUMENTATION AND DEPOSITORY

Photographic Documentation?: Depository Type of Photos Photo Date
Versar, Inc. (temp) digital photos 2011/06/06

CULTURAL RESOURCE MANAGEMENT EVENTS

Cultural Resource Management Event: Other Date: 2011/05/99

Organization and Person:
Organization: Versar, Inc. Sprin First: Chris Last: Bowen

CRM Event Notes or Comments:

INDIVIDUAL/ORGANIZATION/AGENCY INFORMATION

Individual Category Codes:

Honorif: First: Last:
Suffix:
Title:
Company/ Agency:
Address:

City: State: Zip:

Phone/Ext:

Notes:

Ownership Type: Public - Federal

Government Agency: U.S. Army Corps of Engineers
DEPARTMENT OF HISTORIC RESOURCES
ARCHAEOLOGICAL REPORT

DHR Site Number: 44SK0481
Resource Name: Other DHR Number:
Temporary Designation: Terrestrial, open air
Site Class:

CULTURAL/TEMPORAL AFFILIATION

Cultural Designation
Native American
Temporal Designation
Prehistoric/Unknown

THEMATIC CONTEXTS/SITE FUNCTIONS

Thematic Context: Funerary
Example: Other
Comments/Remarks:
Burial. Other functions not investigated.

LOCATION INFORMATION

USGS Quadrangle(s): NEWPORT NEWS SOUTH
Restrict UTM Data?

Center UTM Coordinates (for less than 10 acres):
NAD ZONE EAST NORTH

Boundary UTM Coordinates (for 10 acres or more):
NAD ZONE EAST NORTH

Physiographic Province: Coastal Plain
Drainage: James River
Aspect: Flat
Nearest Water Source: James River, Hampton Roads Harbor
Elevation (in feet): 10.00
Distance to Water(in feet): 50
Slope: 0-2%
Site Soils: Kalmia series
Adjacent Soils:

SITE CONDITION/SURVEY DESCRIPTION

Site Dimensions: feet by feet
Survey Strategy: Observation
Site Condition: Unknown Portion of Site Destroyed

Acreage:
Threats to Resource:

Survey Description:
Size unknown. Site was exposed by erosion in a road cut placed for access to the James River Beach. Suffolk Police collected some human bone, and submitted to Norfolk Police for evaluation as a crime scene. Crime lab determined that bones not recent, and Suffolk Police reburied remains at location of burial. After this, Norfolk District Archaeologist was consulted, and visited the scene, making surface inspection. No additional excavation conducted. Consultation with SHPO and Nansemond Tribal Association resulted in placement of filter cloth, sand, and road gravel over burial location to protect it from further erosion until further action could be planned.

CURRENT LAND USE

<table>
<thead>
<tr>
<th>Land Use</th>
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<tr>
<td>Landscape</td>
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Comments/Remarks:

SPECIMENS, FIELDNOTES, DEPOSITORIES

Specimens Obtained? Specimens Depository:

Assemblage Description:
Reburied. Human bone only. No artifacts reported or observed. Observer at time of police investigation stated that burial was in flexed or semi-flexed. Shovel-shaped incisor observed by archaeologist.

Specimens Reported? No

Assemblage Description--Reported:
See above descriptions.

Field Notes Reported? Yes Depository: Norfolk,

REPORTS, DEPOSITORY AND REFERENCES

Report(s)? Depository:
DHR Library Reference Number:
Reference for reports and publications:
City/County: Suffolk

PHOTOGRAPHIC DOCUMENTATION AND DEPOSITORY

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CULTURAL RESOURCE MANAGEMENT EVENTS

<table>
<thead>
<tr>
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<th>Date:</th>
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Organization and Person:
Organization:
Sponsor Organization:
DHR Project Review File No:
CRM Event Notes or Comments:

INDIVIDUAL/ORGANIZATION/AGENCY INFORMATION

Individual Category Codes:
Owner of property:
Honorif:
Suffix:
Title:
Company/Agency: Tidewater Community College
Address:

City: State: Zip:
Phone/Ext:

Notes:

Ownership Type: Public - State

Government Agency:
DEPARTMENT OF HISTORIC RESOURCES
ARCHAEOLOGICAL REPORT

DHR Site Number: 44SK0481
Resource Name: Other DHR Number:
Temporary Designation:
Site Class: Terrestrial, open air

CULTURAL/TEMPORAL AFFILIATION

Cultural Designation
Native American

Temporal Designation
Prehistoric/Unknown

THEMATIC CONTEXTS/SITE FUNCTIONS

Thematic Context:
Funerary

Example:
Other

Comments/Remarks:
Burial. Other functions not investigated.

LOCATION INFORMATION

USGS Quadrangle(s):
NEWPORT NEWS SOUTH

Restrict UTM Data?

Center UTM Coordinates (for less than 10 acres):

NAD ZONE EAST NORTH

Boundary UTM Coordinates (for 10 acres or more):

NAD ZONE EAST NORTH

Physiographic Province:
Coastal Plain

Drainage:
James River

Nearest Water Source:
James River, Hampton Roads Harbor

Elevation (in feet):
10.00

Distance to Water (in feet):
50

Slope:
0-2%

Site Soils:
Kalmia series

Adjacent Soils:

SITE CONDITION/SURVEY DESCRIPTION

Site Dimensions: feet by feet

Acreage:

Survey Strategy: Observation

Site Condition: Unknown Portion of Site Destroyed
Threats to Resource:

Survey Description:
Size unknown. Site was exposed by erosion in a road cut placed for access to the James River Beach. Suffolk Police collected some human bone, and submitted to Norfolk Police for evaluation as a crime scene. Crime lab determined that bones not recent, and Suffolk Police reburied remains at location of burial. After this, Norfolk District Archaeologist was consulted, and visited the scene, making surface inspection. No additional excavation conducted. Consultation with SHPO and Nansemond Tribal Association resulted in placement of filter cloth, sand, and road gravel over burial location to protect it from further erosion until further action could be planned.

CURRENT LAND USE

Land Use: Landscape Example: Forest Dates of Use:

Comments/Remarks:

SPECIMENS, FIELDNOTES, DEPOSITORIES

Specimens Obtained? Specimens Depository:

Assemblage Description:
Reburied. Human bone only. No artifacts reported or observed. Observer at time of police investigation stated that burial was in flexed or semi-flexed. Shovel-shaped incisor observed by archaeologist.

Specimens Reported? No

Assemblage Description—Reported:
See above descriptions.

Field Notes Reported? Yes Depository: Norfolk,

REPORTS, DEPOSITORY AND REFERENCES

Report(s)? Depository:

DHR Library Reference Number:
Reference for reports and publications:
PHOTOGRAPHIC DOCUMENTATION AND DEPOSITORY

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CULTURAL RESOURCE MANAGEMENT EVENTS

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Organization: First: Last:
Sponsor Organization: DHR Project Review File No:
CRM Event Notes or Comments:

INDIVIDUAL/ORGANIZATION/AGENCY INFORMATION

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<td>Title:</td>
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<td>Company/Agency: Tidewater Community College</td>
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| Address: |
| City: State: Zip: |

| Notes: |
| Ownership Type: Public - State |

Government Agency:
City/County: Suffolk

DEPARTMENT OF HISTORIC RESOURCES
ARCHAEOLOGICAL REPORT

DHR Site Number: 44SK0006
Resource Name: Pig Point
Temporary Designation: Submerged

CULTURAL/TEMPORAL AFFILIATION

Cultural Designation Temporal Designation
Euro-American Historic/Unknown
Native American Prehistoric/Unknown

THEMATIC CONTEXTS/SITE FUNCTIONS

Thematic Context: Indeterminate
Example:
Comments/Remarks:

LOCATION INFORMATION

USGS Quadrangle(s): NEWPORT NEWS SOUTH
Restrict UTM Data?

Center UTM Coordinates (for less than 10 acres):

NAD  ZONE  EAST  NORTH

Boundary UTM Coordinates (for 10 acres or more):

NAD  ZONE  EAST  NORTH

Physiographic Province: Drainage:
Aspect: Nearest Water Source:
Elevation (in feet): Distance to Water(in feet):
Slope: Site Soils:
Landform: other
Adjacent Soils:

SITE CONDITION/SURVEY DESCRIPTION

Site Dimensions: feet by feet
Survey Strategy: Surface Testing
Site Condition: Site Condition Unknown

Acreage:
Threats to Resource:

Survey Description:
Length of site is approx. 400 yds. (1200'), the width of the site is unknown because it extends into the river. The depth of the artifacts differs greatly depending on the time of year; during the spring seasonal low rides draw off about 18" of sand; during this time are found most artifacts. Collecting conditions therefore depend primarily on the lowest tides and the sand pulled out. Frequently clay deposits are uncovered at low tide; these seem to hold quite a few artifacts. A few field drawings have been made.

The land was supposedly purchased in 1637 by two men with a stream for the boundary (proper lake). One owned the land east to Kepass beach, one west of the point.

CURRENT LAND USE

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SPECIMENS, FIELD NOTES, DEPOSITORY

<table>
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<tr>
<th>Specimens Obtained?</th>
<th>Specimens Depository:</th>
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</table>

Assemblage Description:
Mostly very early specimens consisting of small barrel bowl clay pipes, very crude small free blown gin bottles (fragmented), delfware, and associated slipwears are found including rough kitchen pots and crockery. The pipes are not of the white Bristol kaolin origin but are of yellow, brown, red, or agate clays.

Specimens Reported? No

Assemblage Description--Reported:
A Turlington bottle was found but it is unrelated because of the date (19th century).

Field Notes Reported? No Depository:

REPORTS, DEPOSITORY AND REFERENCES

Report(s)? Depository:
DHR Library Reference Number:
Reference for reports and publications:

PHOTOGRAPHIC DOCUMENTATION AND DEPOSITORY

<table>
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2
CULTURAL RESOURCE MANAGEMENT EVENTS

|-----------------------------------|-------------------------------|-------|------------|

Organization and Person:
Organization: 
Sponsor Organization: 
DHR Project Review File No: 
CRM Event Notes or Comments:

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Organization and Person:
Organization: 
Sponsor Organization: 
DHR Project Review File No: 
CRM Event Notes or Comments:

INDIVIDUAL/ORGANIZATION/AGENCY INFORMATION

Individual Category Codes:

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<td>Company/Agency:</td>
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<td>Address:</td>
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</table>

City: 
Phone/Ext: 

Notes:

Ownership Type:

Government Agency:
Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 133-5038

Resource Information

Resource Name(s): Tidewater Community Campus-Frederick Campus
{Historic/Current}

Date of Construction: ca 1940

Local Historic District:

Location of Resource

County/Independent City: Commonwealth of Virginia

Portsmouth

Magisterial District:

Town/Village/Hamlet:

Tax Parcel:

Zip Code:

Address(s): Route 17 {Current}

USGS Quadrangle Name: NEWPORT NEWS SOUTH

UTM Boundary Coordinates:

NAD Zone Easting Northing

UTM Center coordinates:

UTM Data Restricted?: No

Resource Description

Ownership Status:

Government/Agency Owner:

Acreage:

Surrounding area:

Open to Public: No

Site Description:

Secondary Resource Summary:

Individual Resource Information

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Individual Resource Detail Information

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Architecture Summary: There are several World War II vintage brick and block warehouses and small buildings which have been converted to community college use. End Architecture Summary Additions and alterations: End Additions and alterations Interior Description: End Interior Description

Primary Resource Exterior Component Description:
Virginia Department of Historic Resources
Reconnaissance Level Survey

**DHR ID#: 133-5038**

**Historic Time Period(s):**

Q- World War I to World War II (1917-1945)

**Historic Context(s):**

Education

**Significance Statement**

Originally built as an Army ammunition base, it has been converted to community college use.

**National Register Eligibility Information (Intensive Level Survey):**

**National Register Criteria:**

**Period of Significance:**

**Level of Significance:**

**Graphic Media Documentation**

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**Bibliographic Documentation**

**Cultural Resource Management (CRM) Events**

**CRM Event # 1,**

**Cultural Resource Management Event:**

Survey: Phase I/Reconnaissance

**Date of CRM Event:**

August 1987

**CRM Person:**

Land & Community Associates

**CRM Event Notes or Comments:**

**Bridge Information**

**Cemetery Information**

**Ownership Information**