

ENVIRONMENTAL ASSESSMENT

*Environmental Assessment  
Appendices*

*Fort Norfolk Pier Rehabilitation and Expansion Project  
USACE, Norfolk District, Fort Norfolk, Virginia*

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## APPENDIX C

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State Historic Preservation Office and Tribal Letter of  
Notification and Responses



Reply to  
Attention of

**DEPARTMENT OF THE ARMY**  
**US ARMY CORPS OF ENGINEERS**  
**NORFOLK DISTRICT**  
**FORT NORFOLK**  
**803 FRONT STREET**  
**NORFOLK VA 23510-1011**

Samantha Henderson  
Virginia Department of Historic Resources  
2801 Kensington Avenue  
Richmond, VA 23221

Dear Ms. Henderson:

In accordance with Section 106 of the National Historic Preservation Act and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800), the U.S. Army Corps of Engineers is providing information for your review and concurrence regarding the NAO Pier Rehabilitation Project, located at Fort Norfolk, Virginia. This project includes improvements to the NAO Pier 1 to allow for the safe mooring of three (3) existing 65-foot vessels at Fort Norfolk.

We have preliminarily determined that the project will have no adverse effect on historic properties pursuant to 36 CFR 800.5. The enclosures for this coordination are included in the submitted Electronic Project Information Exchange (ePIX) application. The submitted NAO Pier Rehabilitation Section 106 Coordination Form contains details on the project's potential impacts to the National Register of Historic Places (NRHP)-eligible Battle of Hampton Roads (114-5471), Fort Norfolk (122-0007 and 44NR0001), Virginia Ice & Freezing Company Cold Storage Warehouse (122-5423), Commercial Building on Southampton Avenue (122-0896), and J.H. Miles Co. Oyster Growers and Packers (122-0897). The remaining enclosures are relevant documents supporting our finding, including project drawings, maps of the area of potential effect, and VCRIS reports. The Proposed Actions are consistent with the current developmental state of the NAO Pier at Fort Norfolk and will enhance the previously developed area. The Proposed Actions will not entail physical destruction or alteration of any of the NRHP-eligible properties, change the character of the properties' physical features or settings, or result in the introduction of elements that diminish the integrity of the properties' significant historic features.

Our office is not aware of any consulting parties with specific interest in these properties. However, an environmental assessment pursuant to the National Environmental Policy Act is currently being developed with a planned 30-day public review and comment period to begin in Summer 2022.

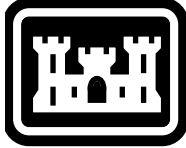
Any comments on historic properties received during that comment period will be forwarded to you for consideration. In the interim and due to the project's critical timeline, we respectfully request that you provide your conditional concurrence with our finding of "no adverse effect" within 30 days.

Should you have any questions or require further information on this submittal, please contact Mrs. Javier Wright of my staff at [JavierAnn.F.Wright@usace.army.mil](mailto:JavierAnn.F.Wright@usace.army.mil) or 757-201-7890. Thank you for your assistance.

Sincerely,

Lesley Dobbins-Noble  
Chief, Operations Branch

Enclosures



U.S. Army Corps  
Of Engineers  
Norfolk District

DATE SENT: June 8, 2022

## **SECTION 106 COORDINATION FORM**

**PROJECT NAME:** Norfolk District (NAO) Pier Rehabilitation and Expansion Project

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### **PROJECT INFORMATION**

#### **PROJECT DESCRIPTION:**

##### Project Overview:

This project proposes to rehabilitate the existing NAO Pier at Fort Norfolk. The primary goal of the project is to modify the existing pier to allow for the safe mooring of three (3) 65-foot (ft) vessels at Fort Norfolk. The north side of the existing pier is proposed to be developed with a floating mooring system. A "main" floating dock with two finger floating docks (three slips) is proposed to be installed. New proposed pilings will be installed no deeper than 40 ft below the existing mudline. The pier will be modified for new utilities as well as raised to accommodate for rising tide levels and a new gangway. Pier raising will be done by building a secondary deck atop the existing pier.

##### Proposed Project Details:

- The main floating dock is proposed to be 30-ft wide and 60-ft long.
- Finger piers: two (2) floating dock finger piers are proposed to be 20-ft wide by 80-ft and 240-ft long, respectively. The floating mooring system will be accessed by an 8-ft wide by 16-ft long platform and a 6-ft wide by 60-ft long aluminum gangway.
- Pier Pilings: Twenty-two (22) new, 30-inch diameter, hollow steel pipe piles would be installed to anchor the floating docks. Four (4) new, 30-inch diameter, hollow steel pipe monopiles with attached donut fenders would be installed on the channelward side of two of the slips to protect the vessels and aid in mooring. The platform would be supported by four (4) 18-inch diameter hollow steel pipe piles or timber piles.
- Breakwater wave screens: One wave screen is proposed to be installed to the west and perpendicular of the existing pier. The wave screen will consist of two legs, joined at approximately a 120-degree angle. The shorter of the two legs will be 90-ft long and the longer of the two will be 220-ft long. The wave screen will have a 3-ft-high opening from the sediment bottom. In addition, on the south side the of the existing pier, a new 335-ft long timber wave fence will be installed on the existing timber fender. On the southwest corner of the existing pier, the wave

screen will be extended by another 45-ft. The wave fence will have a 3-ft-high opening from the sediment bottom.

- Breakwater wave screen pilings: Twenty-one (21) 30-inch-diameter steel pipe piles will support the screen that will be installed to the west of the pier structure. For the southern wave fence, three (3) 30-inch-diameter steel pipe piles will be installed to support the structure. There will be two steel monopiles with floating donut fenders, one at the west end of the 45-ft long new wave screen and the other at the south end of the short 90-ft long segment of the larger wave screen.
- New pier deck: The existing pier deck is proposed to be raised by the addition of new steel beams to protect the deck from flooding. The new deck elevation would be approximately 2-ft higher than the current elevation.
- Boat lift: On the south side of the pier, a new boat lift for a Boston whaler vessel is proposed to be installed. The lift will be supported by four (4) 12-inch-diameter timber piles.

#### **PROJECT LOCATION:**

- The NAO Pier Rehabilitation and Expansion Project work will occur at Fort Norfolk, 803 Front Street in Norfolk, VA 23510 in the Elizabeth River (36.857, -76.308).

**AREA OF POTENTIAL EFFECT (APE):** Approximately 2 acres (see Visual Effects and Area of Potential Effects maps)

#### **KNOWN HISTORIC PROPERTIES:**

A VCRIS search of the Areas of Potential Effect conducted on 20 December 2021 shows no previous Phase I archaeological surveys have been conducted in the direct or visual APEs (attached figure). However, previously documented sites are identified by VCRIS in the visual APE as described below:

##### **A) ARCHAEOLOGICAL SITES:**

- 44NR0001 – Fort Norfolk

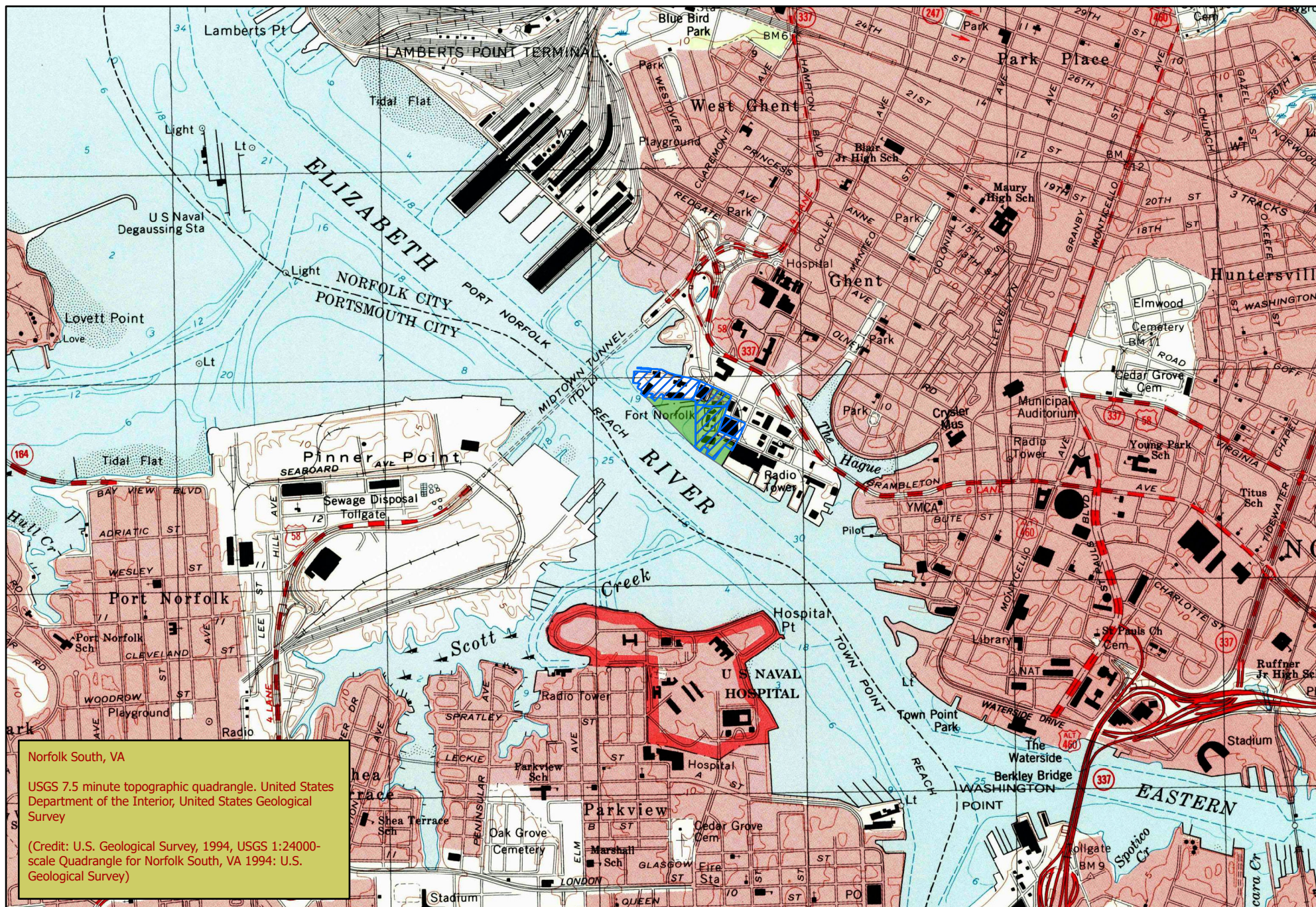
##### **B) ARCHITECTURAL:**

- 114-5471 – Battle of Hampton Roads, Battle of the Ironclads, Monitor vs. Virginia (Merrimack)
- 122-0007 – Fort Norfolk
- 122-5423 – Krisp-Pack, Norfolk Cold Storage and Processing Company, Inc. (Historic), modified into Riverview Lofts (Current Name), Virginia Ice & Freezing Company Cold Storage Warehouse (NRHP Listing)
- 122-0896 – Commercial Building, Southampton Avenue
- 122-0897 – J.H. Miles Co. Oyster Growers and Packers

#### **CORPS EFFECT DETERMINATION:**

☐ Initial Coordination Only (effect unknown)  
☐ No Effect  
☒ No Adverse Effect  
☐ Adverse Effect

Comments: The Proposed Action will be enhancing the previously developed pier and mooring area of Fort Norfolk to support the USACE navigation missions. The undertaking would result in a rehabilitated pier and a new docking system similar to the area's current state. The proposed groundwork is solely channelward of the mean high-water line. No submerged Phase I archaeological survey exists for direct impacts to the APE, but the area has been previously disturbed by construction of the existing dock's complex and long-term maintenance. The proposed new floating docks and wave screens are to support and protect existing vessels and operations. The upland groundwork would occur in existing electrical boxes and conduit, no upland ground disturbance is proposed. The undertaking would rehabilitate the existing dock in the same location and would continue to support small ships and boats; however, it would have minor changes to the viewshed from expanded floating docks and the boat lift. These improvements would be consistent with the historic context of the Elizabeth River and its shoreline as a focus of shipping in the region, and the historic resources in the visual APE consisting of Fort Norfolk and commercial buildings historically serving water-based industries. Therefore, we believe the undertaking would have no adverse effect for the identified historic properties within the areas of potential effect.



US Army Corps of Engineers  
 Norfolk District

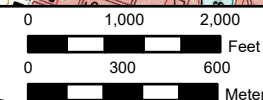
## NAO Pier Improvements Area of Potential Effects



Area of Potential Effects



Norfolk District Parcels



PM:  
 Map:  
 Developed By: Jared Swallow  
 Date of Map: 4/25/2022





**Legend**

- Architecture Resources
- Architecture Labels
- Individual Historic District Properties
- Archaeological Resources
- Archaeology Labels
- DHR Easements
- USGS GIS Place names
- County Boundaries



Feet

0 200 400 600 800  
1:9,028 / 1"=752 Feet

**Title:****Date: 6/7/2022**

*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.*

## Snapshot

Date Generated: December 20, 2021

**Site Name:** Fort Norfolk  
**Site Classification:** Terrestrial, open air  
**Year(s):** 1200 B.C.E - 1606 C.E, 1808 - 2014  
**Site Type(s):** Camp, Fort  
**Other DHR ID:** No Data  
**Temporary Designation:** No Data

### Site Evaluation Status

Not Evaluated

## Locational Information

**USGS Quad:** NORFOLK SOUTH  
**County/Independent City:** Norfolk (Ind. City)  
**Physiographic Province:** Coastal Plain  
**Elevation:** 10  
**Aspect:** Flat  
**Drainage:** James  
**Slope:** 0 - 2  
**Acreage:** 2.850  
**Landform:** Shoreline  
**Ownership Status:** Federal Govt  
**Government Entity Name:** U.S. Army Corps of Engineers

## Site Components

### Component 1

**Category:** Military/Defense  
**Site Type:** Fort  
**Cultural Affiliation:** Euro-American  
**Cultural Affiliation Details:** No Data  
**DHR Time Period:** Antebellum Period, Civil War, Early National Period, Post Cold War, Reconstruction and Growth, The New Dominion, World War I to World War II  
**Start Year:** 1808  
**End Year:** 2014  
**Comments:** January 1977

### Component 2

**Category:** Domestic  
**Site Type:** Camp  
**Cultural Affiliation:** Native American  
**Cultural Affiliation Details:** No Data  
**DHR Time Period:** Early Woodland, Late Woodland, Middle Woodland  
**Start Year:** -1200  
**End Year:** 1606  
**Comments:** January 1977

## Bibliographic Information

### Bibliography:

Fort Norfolk Archaeological Workshop Testing (Site 44NR0001/122-0007): Letter Report; Permit No. DACW65-4-12-29; Submitted to: U.S. Army Corps of Engineers, Norfolk District, 803 Front Street, Norfolk VA 23510-1096; Submitted by: Thane Harpole, Anna Hayden and Dave Brown, DATA Investigations LLC, 1759 Tyndall Point Ln, Gloucester Point VA 23062; April 2013.

### Informant Data:

No Data
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## CRM Events

### Event Type: Survey:Phase II

#### Project Staff/Notes:

DATA Investigations LLC supervised the archaeological component of a preservation workshop held on the grounds of Fort Norfolk at the conclusion of the National Alliance of Preservation Commissions (NAPC) annual conference on July 22, 2012.

#### Project Review File Number:

No Data

#### Sponsoring Organization:

No Data

#### Organization/Company:

DATA Investigations LLC

#### Investigator:

David Brown

#### Survey Date:

7/22/2012

#### Survey Description:

Volunteers under professional supervision excavated a portion of the initial layer (Layer A) of two 5' square excavation units within the footprint of the historic fort. The purpose of this investigation was to identify the presence of intact stratified cultural deposits related to the 19th- and early 20th-century history of Ft. Norfolk, specifically to confirm the location of structural elements related to specific early-to-mid-19th-century buildings, and the construction of the fort itself, referenced in surviving historical documents, as well as the cultural material that survives in context with them. The subsequent information would allow scholars to begin to understand the use of these buildings, their role within the fort during their period of use, and the approximate date, and perhaps reason, for their removal. While excavations did not extend deep enough to identify intact historic cultural layers or features, the presence of older artifacts, along with results from a brief probing survey, suggests that intact archaeological resources are likely to be present throughout the historic fort.

#### Current Land Use

Fort

#### Date of Use

7/15/2013 12:00:00 AM

#### Comments

No Data

#### Threats to Resource:

None Known

#### Site Conditions:

Destruction of Surface and Subsurface Deposits, Unknown Portion of Site Destroyed

#### Survey Strategies:

Historic Map Projection, Subsurface Testing

#### Specimens Collected:

Yes

#### Specimens Observed, Not Collected:

No Data

#### Artifacts Summary and Diagnostics:

In 2013, DATA Investigations LLC recovered 20th-century construction materials, including fragments of concrete, asphalt, machine-made brick, cinder block fragments, and linoleum floor tiles, as well as wire nails, ceramic bathroom tiles, cut nails, pieces of slag and possible roofing material. Additional artifacts included fragments of coal, mortar, and window glass, as well as machine-made bottle glass, copper alloy percussion caps, clam and oyster shell fragments, small amounts of recent trash (aluminum and plastic wrappers) and a large copper-alloy letter "U." The latter artifact is the most significant of the excavation, as it is likely part of an insignia or sign relating to the use of the fort by the U. S. Army or Navy. A small quantity of handmade brick, along with a few pieces of mold-blown bottle glass and American hard paste porcelain, potentially represent mid-to-late 19th-century use of the area.

#### Summary of Specimens Observed, Not Collected:

No Data

#### Current Curation Repository:

DATA Investigations LLC

#### Permanent Curation Repository:

U.S. Army Corp of Engineers

#### Field Notes:

Yes

#### Field Notes Repository:

DATA Investigations, LLC

#### Photographic Media:

Digital

#### Survey Reports:

Yes

#### Survey Report Information:

Fort Norfolk Archaeological Workshop Testing (Site 44NR0001/122-0007): Letter Report. Permit No. DACW65-4-12-29. Submitted to: U.S. Army Corps of Engineers, Norfolk District, 803 Front Street Norfolk VA 23510-1096; Submitted by: Thane Harpole, Anna Hayden and Dave Brown DATA Investigations LLC 1759 Tyndall Point Ln Gloucester Point VA 23062 (April 2013)

#### Survey Report Repository:

DHR

#### DHR Library Reference Number:

NR-082

#### Significance Statement:

The brief excavation workshop detailed in this report was a successful exercise in the benefits of public outreach through archaeology. While the two test units that were partially excavated did not identify intact historic cultural layers or features, due to their shallow nature, the presence of older artifacts, along with results from a brief probing survey, suggests that intact archaeological resources are likely to be present throughout the historic fort. The authors concur with the WMCAR 1995 report that the long history of the site, coupled with records of various activities and former buildings suggests a significant potential for archaeological exploration to broaden our understanding of the history of Fort Norfolk.

#### Surveyor's Eligibility Recommendations:

Recommended for Further Survey

#### Surveyor's NR Criteria Recommendations, :

No Data

**Surveyor's NR Criteria Considerations:** No Data

**Event Type: Survey:Phase I/Reconnaissance**

**Project Staff/Notes:**

No Data

**Project Review File Number:** No Data

**Sponsoring Organization:** No Data

**Organization/Company:** Unknown (DSS)

**Investigator:** Bradshaw, Bill

**Survey Date:** 1/1/1977

**Survey Description:**

[Letter from Bly Bogley attached. The following survey description is lifted from the first paragraph of the letter.]  
I have completed examining the material from Fort Norfolk which you left with the Research Center. As you can see from the attached identification, the collection ranges in date from the third quarter of the 18th century to the late 1800's, and also includes a few prehistoric artifacts. There appear to be two artifact clusters -- 1810-1820's and 1850's-1860's -- coinciding with activities connected with the War of 1812 and the Civil War.

**Threats to Resource:** No Data

**Site Conditions:** Site Condition Unknown

**Survey Strategies:** Informant

**Specimens Collected:** Yes

**Specimens Observed, Not Collected:** No Data

**Artifacts Summary and Diagnostics:**

See attached identifications.

[For complete descriptions consult the original site form.]

Artifacts include:

Mendable transfer printed pearlware, transitional transfer printed Pearl/Whiteware, transfer printed whiteware, Chinese porcelain underglaze and overglaze, Chinese stoneware, Blue and Grey, Porcelaneous, doll parts, English porcelain, English clay pipe bowls and stems, Dutch clay pipe stem, Indian pottery, Indian knife, glazed brick fragments, minnie balls, clay marble, bone cutlery handle, nails, diagnostic buttons, glass, coins.

**Summary of Specimens Observed, Not Collected:**

No Data

**Current Curation Repository:** Private Ownership

**Permanent Curation Repository:** No Data

**Field Notes:** No

**Field Notes Repository:** No Data

**Photographic Media:** No Data

**Survey Reports:** Yes

**Survey Report Information:**

1977

William Bradshaw

Fort Norfolk: Archaeological Investigation of Trench

**Survey Report Repository:** DHR

**DHR Library Reference Number:** No Data

**Significance Statement:** No Data

**Surveyor's Eligibility Recommendations:** No Data

**Surveyor's NR Criteria Recommendations, :** No Data

**Surveyor's NR Criteria Considerations:** No Data

## Property Information

### Property Names

Name Explanation	Name
Descriptive	Monitor vs. Virginia (Merrimack)
Historic	Battle of the Ironclads
Historic/Location	Battle of Hampton Roads

### Property Evaluation Status

DHR Staff: Potentially Eligible

### Property Addresses

Current - I-664  
Alternate - I-64 Route 60  
Alternate - Route 17

**County/Independent City(s):** Hampton (Ind. City), Isle Of Wight (County), Newport News (Ind. City), Norfolk (Ind. City), Portsmouth (Ind. City), Suffolk (Ind. City)

**Incorporated Town(s):** No Data

**Zip Code(s):** 23435, 23505, 23507, 23508, 23510, 23511, 23523, 23607, 23651, 23661, 23663, 23669, 23703, 23704, 23707, 23708, 23709

**Magisterial District(s):** No Data

**Tax Parcel(s):** No Data

**USGS Quad(s):** BENNS CHURCH, EAST OF HAMPTON, HAMPTON, MULBERRY ISLAND, NEWPORT NEWS NORTH, NEWPORT NEWS SOUTH, NORFOLK NORTH, NORFOLK SOUTH

## Additional Property Information

**Architecture Setting:** Rural

**Acreage:** 46,034.51

### 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.

October 2020: The Battle of Hampton Roads, also known as the Battle of the Ironclads, spans the northern shores of the City of Suffolk and continues northward across the intersection of the Elizabeth River, James River, and the Chesapeake Bay. The battlefield includes approximately 46,055.78 acres in the CSWAC Study Area and 13,692.77 acres in the Core Area and the PotNR Area contains 35,056.83 acres. The portion of the battlefield within the vicinity of the current survey area is located within the southern end of the Study Area boundaries of the battlefield along I-664 on the shores of the City of Suffolk where it continues northward to the Monitor-Merrimack Memorial Bridge Tunnel. This area features several light industrial and residential properties.

March 2021: The battlefield boundary, as mapped in V-CRIS, overlaps a small portion of the APE for this project that lies south of the intersection of Jefferson Avenue and 20th Street in Newport News. This area is characterized by twentieth-century development and vacant lots, likely due to the development of I-664 to the west, and is no longer representative of the mid-nineteenth century landscape associated with the Battle of Hampton Roads.

### Surveyor Assessment:

Start Year: 1862  
End Year: 1862  
Date Source: Written Data  
Type: Historical Event

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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)

October 2020: The Battle of Hampton Roads (114-5471), also known as the Battle of the Ironclads, occurred between March 8 and 9, 1862 and began when the "Confederate ironclad Virginia steamed into Hampton Roads where she sank [Union] Cumberland and ran Congress aground" (American Battlefield Trust 2020). The following day, "the Union ironclad Monitor having fortuitously arrived to do battle, initiated the first engagement of ironclads in history" and the two ships fought until the [Confederate] Virginia retired (American Battlefield Trust 2020). The battle resulted in an estimated 433 casualties. The boundaries for this battle were previously established by the CWSAC, aided by the American Battlefield Protection Program (ABPP), in the early 1990s and were revised in 2009. As part of the 2009 revision, the ABPP created a four-tiered system that included such factors as historic significance, current condition, and level of threat to determine preservation priorities among the battlefields (CWSAC 2009). The boundaries for this battle, as currently mapped, include the regions of direct fighting, the associated marching routes for soldiers, and the potential NRHP boundaries of the battlefields. The northern end of the current project Study Area crosses into the southern end of the CSWAC/ABPP Study Area, is approximately 625 feet south of the southern extent of the PotNR portion and 2.33 miles from the furthest extent of the ABPP-mapped Core Area for the battlefield. The Battle of Hampton Roads was determined to be potentially eligible for the NRHP under Criterion A for its role in the Civil War by DHR staff in 2007. In the vicinity of the current Study Area the resource has not been greatly altered since 2007 and retains a sufficient amount of historic integrity; therefore, it is recommended that it retain its eligibility determination of potentially eligible for the NRHP. However, the portion that lies within the Preliminary Study Area does not contribute and/or no longer retains sufficient integrity to convey significance.

March 2021: As a whole, the resource was previously determined to be potentially eligible based only on the areas on water and the on-land areas related to Fort Wool and Fort Monroe. The area in the current APE is recommended noncontributing to any eligibility based on these other areas.

**Surveyor Recommendation:** Recommended Not Eligible

**Ownership**

Ownership Category	Ownership Entity
Private	No Data
Public - Local	No Data

**Primary Resource Information**

<b>Resource Category:</b>	Defense
<b>Resource Type:</b>	Battle Site
<b>NR Resource Type:</b>	Site
<b>Historic District Status:</b>	No Data
<b>Date of Construction:</b>	1862
<b>Date Source:</b>	Written Data
<b>Historic Time Period:</b>	Civil War (1861 - 1865)
<b>Historic Context(s):</b>	Military/Defense
<b>Other ID Number:</b>	No Data
<b>Architectural Style:</b>	No Discernable Style
<b>Form:</b>	No Data
<b>Number of Stories:</b>	No Data
<b>Condition:</b>	Good
<b>Threats to Resource:</b>	Development
<b>Cultural Affiliations:</b>	No Data
<b>Cultural Affiliation Details:</b>	No Data

**Architectural Description:**

January 2009: No additional information provided.

October 2020: Overall the integrity of the March 1862 Battle of Hampton Roads, also known as the Battle of the Ironclads, within the current survey area has been partially compromised by the modern construction of I-664 crossing northward to the Monitor-Merrimac Memorial Bridge Tunnel and is flanked by thickly wooded areas which may possibly contain some undisturbed areas of the battlefield are present. The northern end of the current Study Area crosses into the southern end of the CSWAC/ABPP Study Area, is approximately 625 feet south of the southern extent of the PotNR portion and 2.33 miles from the furthest extent of the ABPP-mapped Core Area for the battlefield.

March 2021: The portion of the battlefield within the current project area has been compromised by twentieth-century development and the construction of I-664 to the west. It is no longer representative of the mid-nineteenth century landscape associated with the Battle of Hampton Roads.

## Secondary Resource Information

## Historic District Information

**Historic District Name:** *No Data*  
**Local Historic District Name:** *No Data*  
**Historic District Significance:** *No Data*

## CRM Events

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2020-4956  
**Investigator:** Megan Funk, Lucy Wayne  
**Organization/Company:** Commonwealth Heritage Group, Inc.  
**Photographic Media:** Digital  
**Survey Date:** 3/1/2021  
**Dhr Library Report Number:** *No Data*

**Project Staff/Notes:**

Section 106 survey for 22.6-mile Bus Rapid Transit project. The project will include the construction of BRT guideway, station stops, and traffic signal modifications. The APE was determined by the Federal Transit Administration in consultation with the VDHR. Megan Funk conducted the survey fieldwork.

**Project Bibliographic Information:**

Megan Funk, Lucy Wayne, and Susan E. Bamann  
Architectural Survey, Peninsula Bus Rapid Transit Project, Hampton Roads Transit, Cities of Hampton and Newport News, Virginia  
Commonwealth Heritage Group, Inc. -- 2021

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** 2018-0199  
**Investigator:** Adriana Moss  
**Organization/Company:** Dovetail CRG  
**Photographic Media:** Digital  
**Survey Date:** 10/12/2020  
**Dhr Library Report Number:** CS-167  
**Project Staff/Notes:**

**Project Bibliographic Information:**

Megan Funk, Lucy Wayne, and Susan E. Bamann  
Architectural Survey, Peninsula Bus Rapid Transit Project, Hampton Roads Transit, Cities of Hampton and Newport News, Virginia  
Commonwealth Heritage Group, Inc. -- 2021

### Event Type: Survey:Phase I/Reconnaissance

**Project Review File Number:** *No Data*  
**Investigator:** NPS  
**Organization/Company:** National Park Service  
**Photographic Media:** *No Data*  
**Survey Date:** 1/1/2009  
**Dhr Library Report Number:** VA-093

**Project Staff/Notes:**

*No Data*

**Project Bibliographic Information:**

Megan Funk, Lucy Wayne, and Susan E. Bamann  
Architectural Survey, Peninsula Bus Rapid Transit Project, Hampton Roads Transit, Cities of Hampton and Newport News, Virginia  
Commonwealth Heritage Group, Inc. -- 2021

**Event Type: DHR Staff: Potentially Eligible**

**DHR ID:** 114-5471  
**Staff Name:** ABPP  
**Event Date:** 1/24/2007  
**Staff Comment**

Preliminary survey data from the American Battlefield Protection Program (ABPP) indicates that this historic Civil War battlefield is likely eligible for listing in the National Register of Historic Places and likely deserving of future preservation efforts. This survey information should be reassessed during future Section 106/NEPA compliance reviews.

**Event Type: Survey:Phase I/Reconnaissance**

**Project Review File Number:** *No Data*  
**Investigator:** NPS  
**Organization/Company:** Unknown (DSS)  
**Photographic Media:** *No Data*  
**Survey Date:** 1/1/1993  
**Dhr Library Report Number:** VA-093  
**Project Staff/Notes:**

*No Data*

**Project Bibliographic Information:**

Megan Funk, Lucy Wayne, and Susan E. Bamann  
Architectural Survey, Peninsula Bus Rapid Transit Project, Hampton Roads Transit, Cities of Hampton and Newport News, Virginia  
Commonwealth Heritage Group, Inc. -- 2021

**Bibliographic Information**

**Bibliography:**

*No Data*

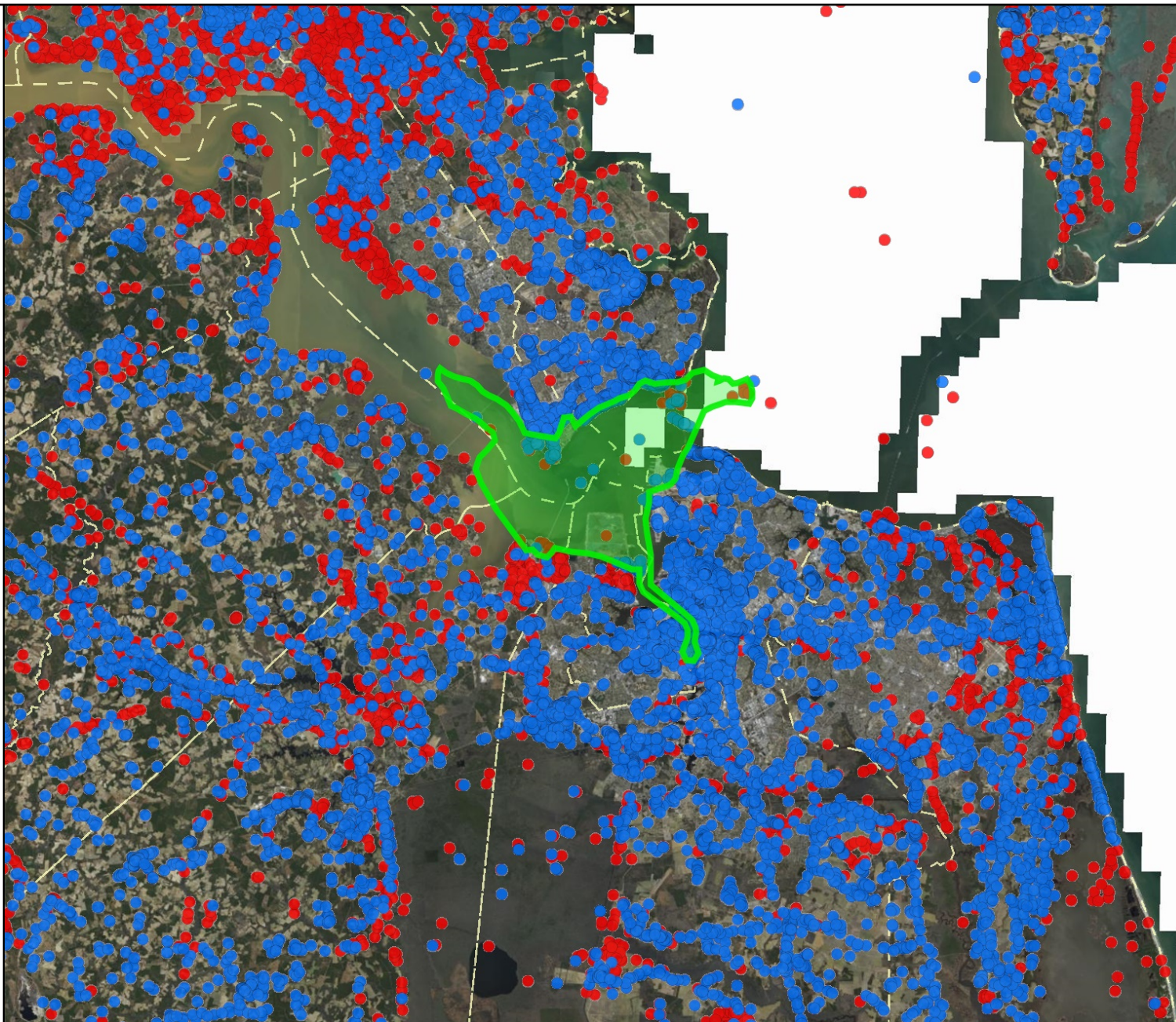
**Property Notes:**

*No Data*

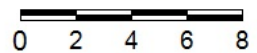


### Legend

- Architecture Points
- Archaeology Points
- County Boundaries



Miles



1:577,791 / 1"=9 Miles

**Title: Architecture Labels**

**Date: 12/20/2021**

*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.*

## Property Information

### Property Names

Name Explanation	Name
NRHP Listing	Fort Norfolk

### Property Addresses

Current - 803 Front Street

**County/Independent City(s):** Norfolk (Ind. City)

**Incorporated Town(s):** *No Data*

**Zip Code(s):** 23510

**Magisterial District(s):** *No Data*

**Tax Parcel(s):** *No Data*

**USGS Quad(s):** NORFOLK SOUTH

### Property Evaluation Status

NRHP Listing  
VLR Listing

This Property is associated with the Fort Norfolk Historic District.

## Additional Property Information

**Architecture Setting:** Urban

**Acreage:** 4

### Site Description:

1938: Located on the eastern bank of the Elizabeth River, and adjoins the Atlantic City Ward on the south, east and north. Directly to the south are the piers of the Norfolk and Washington Steamboat Company. To the north are ice factories and wharves.

1976 NRHP nomination: Fort Norfolk contains approximately 10 acres of land on the shore of the Elizabeth River. The area listed is within the old brick wall, constructed in 1809. [4 acres]

2015: Fort Norfolk includes a brick and earthen fortification and six individual buildings that date from 1808 to ca. 1880. The fort's rampart consists of a brick wall that extends around the perimeter of the fortification. The rampart is reinforced at the interior of the fort with an earthen embankment, which served to support the movement and positioning of cannon. The main defensive side of the rampart, which faces west toward the Elizabeth River, takes the form of a crescent. Two bastions are located to the north and northwest of the crescent and one to the east. The fort's officer's quarters comprise a portion of the eastern side of the defensive wall.

A sally port, located at the southern end of the fort, provides the only means of access to the interior of the fortification. Within the fort, surviving buildings include the 1808, officers quarters; 1808, soldiers barracks; 1808, guardhouse; ca. 1814, storehouse; ca. 1855, powder magazine; and a ca. 1880, pump house. The buildings have undergone numerous alterations throughout their history, as the military re-purposed them for various needs. However, they remain in their original locations and provide a general sense of the fort's historic plan.

### Surveyor Assessment:

1958: Fort Norfolk was used in the War of 1812, but now serves as the district headquarters of the U.S. Army Corps of Engineers.

1976: The Fort was started by the citizens of Norfolk during the Revolutionary War. It was built on private property, so the Second Congress appropriated funds to purchase the Fort. It was transferred to federal ownership on 21 May 1795.

The Fort was manned during the threatened war with England in 1807 and again during the War of 1812. On 22 June, 1813 the complement of Fort Norfolk joined with other forces in defeating the British at the Battle of Craney Island.

During the Civil War, steps were taken to fortify Norfolk: Earthworks were erected at Hospital Point (Fort Nelson), a battery set up at Port Norfolk, the works at Craney Island repaired and a battery placed on Sewells Point. It was on the last-named place that the first encounter with the Federal Navy took place.

See nomination for additional details.

1980: Fort Norfolk was built by private citizens during the American Revolution. It was transferred to Federal ownership in 1795 and manned during 1807 and the War of 1812. In 1813, the complement of Fort Norfolk joined with other forces in defeating the British at the Battle of Craney Island. During the Civil War, a battery was set up at the fort. Following the Confederate surrender of Norfolk in 1862, the fort was transferred to the U.S. Navy. The Navy retained Fort Norfolk through 1923. Since that time, the District Office of the U.S. Army Corps of Engineers has used the facility.

No shot was ever fired from the fort during wartime.

**Surveyor Recommendation:** Recommended Eligible

### Ownership

Ownership Category	Ownership Entity
Federal Govt	Army Corps of Engineers

### Primary Resource Information

**Resource Category:** Defense  
**Resource Type:** Fortification  
**NR Resource Type:** Structure  
**Historic District Status:** Contributing  
**Date of Construction:** 1808  
**Date Source:** Local Records  
**Historic Time Period:** Early National Period (1790 - 1829)  
**Historic Context(s):** Military/Defense  
**Other ID Number:** No Data  
**Architectural Style:** No discernible style  
**Form:** No Data  
**Number of Stories:** No Data  
**Condition:** Good  
**Threats to Resource:** None Known  
**Cultural Affiliations:** No Data  
**Cultural Affiliation Details:**

No Data

### Architectural Description:

1938: Fort Norfolk is a place of beauty, with its well-kept grounds, old guns, sea wall and ramparts. Under the breastworks are solid brick foundations. The present Fort Norfolk has outlived its usefulness as a port.

1958: Built in 1790 and altered in 1810 and 1820. Small moated front with breastworks. The fort was designed by Benjamin Latrobe, and is in good condition.

1967: Fort is surrounded by a brick bastion. Late 18th century; altered.

1976: The original brick walls, magazine, quarters, and mess are in good condition. The original buildings, plus a number of later structures, serve as the district office for the U. S. Army Engineer District, Norfolk.

A visitor to Norfolk in the second decade of the nineteenth century described the fort as "a strong fortification with a brick wall, in the shape of a half-moon."

1853 description: "This is a circular brick fort, on the north side of the river, and about a mile from the western limits of the city. It has been long neglected, and is fast falling into ruins. Fort Norfolk is situated nearly opposite the U. S. Naval Hospital, the site of old Fort Nelson. These forts were, of course, intended to guard the entrance to the inner harbor. During the war (1812), an immense chain was extended across the river from these two points."

Described by local historian Reverend W.H.T. Squires in 1936: "The rounded front of the fort facing the river rises 12 feet or more from the lawn. Beneath the velvet green of the lawn, solid brick work, 20 feet thick lies behind the front of the bastion."

See nomination for additional details.

1980: Fort Norfolk was designed in a semi-circular plan facing the Elizabeth River. The site, comprising ten acres of land, contains the original brick walls, powder storage magazine, officers' quarters and officers' mess. A number of twentieth century structures are also on the site. The earliest buildings date to ca. 1808. The cistern, pump house, and powder magazine date to the mid-1850s.

### Secondary Resource Information

#### Secondary Resource #1

**Resource Category:** Defense  
**Resource Type:** Military Residential/Quarters  
**Date of Construction:** 1808  
**Date Source:** Local Records  
**Historic Time Period:** Early National Period (1790 - 1829)  
**Historic Context(s):** Domestic, Military/Defense  
**Architectural Style:** No discernible style  
**Form:** Rectangular  
**Condition:** Good  
**Threats to Resource:** None Known

**Cultural Affiliations:** *No Data*

**Cultural Affiliation Details:**  
*No Data*

**Architectural Description:**

1980: The officers' quarters is a large two-story brick house with broad porches, a gable roof, and fine fireplaces.

May 2015: The officers quarters building is located near the center of the east side of the fort. Built of brick the building stands two stories in height and follows a rectangular plan that measures approximately 24 feet by 87 feet. The officers quarters is a side-gabled building that features gabled parapets at each end. The facade, which faces to the west, is divided into eight bays. A pedestrian entrance is located in the fourth bay from the right side of the facade. Fenestration consists primarily of 6/6 double-hung windows, but there are also a few 4/4 and 2/2 double-hung and fixed windows on the east side of the building. The current fenestration arrangement is not original to the building. During the 1850s, the US Navy converted the quarters to a munitions assembly building. Major alterations to the window openings occurred during that time. Infilled window openings and the original jack arches are visible on all four exterior walls. The replacement windows are considerably shorter, and they lack the jack arches that surmounted the original window openings.

**Interior Plan:** Other

**Number of Stories:** 2

**Exterior Components**

Component	Component Type	Material	Material Treatment
Windows	Double-hung	Brick	<i>No Data</i>

**Secondary Resource #2**

**Resource Category:** Defense  
**Resource Type:** Magazine  
**Date of Construction:** 1855  
**Date Source:** Local Records  
**Historic Time Period:** Antebellum Period (1830 - 1860)  
**Historic Context(s):** Military/Defense  
**Architectural Style:** No discernible style  
**Form:** Rectangular  
**Condition:** Good  
**Threats to Resource:** None Known  
**Cultural Affiliations:** *No Data*

**Cultural Affiliation Details:**  
*No Data*

**Architectural Description:**

1980: The powder magazine, built behind and below the wall, is of substantial construction, with four-foot thick walls built in bays supported by large Roman arches; the roof rests on hand-carved pillars of stone.

May 2015: Built by the US Navy about 1855, the powder magazine is a one-story brick building with a hipped roof and a rectangular plan. The building measures approximately 55 feet by 136 feet. The brick walls measure four feet thick and rest atop a cut granite foundation. The four corners of the building feature granite quoins. The exterior walls are covered with stucco. There is a single pedestrian door in the center of the east wall of the building. The door is clad with spark-resistant copper. A second pedestrian door is located in the west side of the building. This second door was added by the US Army Corps of Engineers during the twentieth century. The only window openings in the building consist of small, rectangular-shaped vents. There are four of these vents in the east wall, five in the west wall, and two in the northern end of the magazine. At the interior of the magazine, the roof trusses rest atop a series of brick groin vaults.

There are two small, brick additions at the southern end of the magazine. They appear to have been built ca. 1900 and consist of a coal shed, pump house, and fire room. The addition to the east side of the building is a one-story, rectangular plan room with a flat parapet on the facade and an arched entryway with a fan light. There are a pair of arched, 12/12, double-hung windows on the side of the addition. A second, shed roof addition is located to the rear of the first addition. Built of brick it consists of only three walls. It is entirely open on one side. This addition may have used as a stable for a brief time.

**Secondary Resource #3**

**Resource Category:** Defense  
**Resource Type:** Gatehouse/Guard House  
**Date of Construction:** 1808  
**Date Source:** Local Records  
**Historic Time Period:** Early National Period (1790 - 1829)  
**Historic Context(s):** Military/Defense  
**Architectural Style:** No discernible style

**Form:** Rectangular  
**Condition:** Good  
**Threats to Resource:** None Known  
**Cultural Affiliations:** No Data  
**Cultural Affiliation Details:**  
No Data

**Architectural Description:**

April 2015: The gatehouse is located at the southern end of the fort. Built of brick and measuring approximately 17 feet by 25 feet, the gatehouse is a one-story building that sits atop an arched sally port. The gatehouse itself sits level with the top of the rampart. A small jail cell is attached to the east side of the sally port at ground level. Like most of the buildings within the fort, the gatehouse features gabled parapets. The roof is covered with fiberglass shingles. A single, 6/6 double-hung window is located in each of the two gabled ends. The east and west sides each feature a single 6/6 double-hung window and a pedestrian door.

**Interior Plan:** One-room  
**Number of Stories:** 1

**Secondary Resource #4**

**Resource Category:** Defense  
**Resource Type:** Dormitory/Barrack  
**Date of Construction:** 1808  
**Date Source:** Local Records  
**Historic Time Period:** Early National Period (1790 - 1829)  
**Historic Context(s):** Military/Defense  
**Architectural Style:** No discernible style  
**Form:** Rectangular  
**Condition:** Good  
**Threats to Resource:** None Known  
**Cultural Affiliations:** No Data  
**Cultural Affiliation Details:**  
No Data

**Architectural Description:**

April 2015: This building originally served as soldier barracks. It is located just south of the magazine. Built of brick the building stands one story in height and measures approximately 22 feet by 63 feet. The building originally stood one and-a-half stories in height and looked considerably different than it does today. It currently features the same gabled parapets as the other buildings within the fort, but these were added when the building was reduced to one story ca. 1854. Currently, a single pedestrian entrance is located in each of the gabled ends of the building. The only windows in the building are located along the northern wall. They consist of three, rectangular-shaped window openings. All three openings have been sealed. There is a brick and wood-frame, lean-to addition along the southern wall. This addition appears to have been added during the twentieth century.

**Interior Plan:** Other  
**Number of Stories:** 1

**Exterior Components**

Component	Component Type	Material	Material Treatment
Structural System and Exterior Treatment	Masonry	Brick	American/Common Bond

**Secondary Resource #5**

**Resource Category:** Agriculture/Subsistence  
**Resource Type:** Storage  
**Date of Construction:** 1814  
**Date Source:** Written Data  
**Historic Time Period:** Early National Period (1790 - 1829)  
**Historic Context(s):** Military/Defense  
**Architectural Style:** No discernible style  
**Form:** Rectangular  
**Condition:** Good  
**Threats to Resource:** None Known  
**Cultural Affiliations:** No Data  
**Cultural Affiliation Details:**

No Data

**Architectural Description:**

April 2015: This building is listed on early maps as a store house. Built of brick it stands two stories in height. It features the fort's characteristic gabled parapets. The facade is divided into three bays with the entrance located in the center of the facade. Fenestration consists of replacement, 8/12, 12/8, and 6/6 double-hung windows. The facade features granite window lintels.

**Interior Plan:** Open  
**Number of Stories:** 1

**Secondary Resource #6**

**Resource Category:** Agriculture/Subsistence  
**Resource Type:** Pump House  
**Date of Construction:** 1880  
**Date Source:** Written Data  
**Historic Time Period:** Reconstruction and Growth (1866 - 1916)  
**Historic Context(s):** Military/Defense  
**Architectural Style:** No discernible style  
**Form:** Rectangular  
**Condition:** Good  
**Threats to Resource:** None Known  
**Cultural Affiliations:** No Data  
**Cultural Affiliation Details:**

No Data

**Architectural Description:**

This building once served as a pump house. It sits atop a large cistern, which appears to date to ca. 1855. Built of brick, the pump house stands one story in height and measures approximately ten feet by 16 feet. It features gabled parapets that are characteristic of the fort's architecture. There is a single, 2/2 fixed wood sash window in the north, gabled end of the pump house, which faces the parade ground. There are no windows on the sides of the building. A wide entryway is located in the southern, gabled end of the building. The entryway features a pair of outward-swinging replacement doors. Made of wood, the two doors each include four panes of glass at the upper half of the doors. The pump house interior features a single, open room with a pair of round access hatches that lead to the cistern below.

**Secondary Resource #7**

**Resource Category:** Transportation  
**Resource Type:** Road-Related (Vehicular)  
**Date of Construction:** 1935  
**Date Source:** Written Data  
**Historic Time Period:** World War I to World War II (1917 - 1945)  
**Historic Context(s):** Government/Law/Political  
**Architectural Style:** No discernible style  
**Form:** Rectangular  
**Condition:** Good  
**Threats to Resource:** None Known  
**Cultural Affiliations:** No Data  
**Cultural Affiliation Details:**

No Data

**Architectural Description:**

April 2015: This building served as a car wash for the US Army Corps of Engineers, Norfolk District. The building is located at the north end of Fort Norfolk, outside the rampart. Built of brick it stands one story in height and measures roughly 20 feet by 30 feet. The car wash is side-gabled and features to roll-away garage doors in the front of the building. A continuous concrete header extends the entire length of the building. The two sides of the car wash each feature a series of three, 8/8 double-hung windows. Similar to the front of the building, a continuous concrete header extends across all three windows. The masonry is set in American bond. The roof is covered with corrugated steel.

**Secondary Resource #8**

**Resource Category:** Domestic  
**Resource Type:** Garage  
**Date of Construction:** 1935  
**Date Source:** Written Data

**Historic Time Period:** World War I to World War II (1917 - 1945)  
**Historic Context(s):** Government/Law/Political  
**Architectural Style:** No discernible style  
**Form:** Rectangular  
**Condition:** Good  
**Threats to Resource:** None Known  
**Cultural Affiliations:** *No Data*  
**Cultural Affiliation Details:**

No Data

**Architectural Description:**

This building serves as a maintenance building and office space for the US Army Corps of Engineers, Norfolk District. It is located at the north end of Fort Norfolk, outside the rampart. Built of brick the building stands one story in height and measures roughly 20 feet by 163 feet. The building is side-gabled. The facade is divided into 18 bays. Twelve of the bays originally served as garage door entrances for vehicle storage, but these have been sealed over with framing and aluminum siding. The garage bays now serve as office space. The remaining six bays consist of two pedestrian doors and 6/6 double-hung replacement windows. An overhead garage door is located in the western, gabled end of the building.

**Interior Plan:** Open  
**Number of Stories:** 1

**Historic District Information**

**Historic District Name:** Fort Norfolk Historic District  
**Local Historic District Name:** Fort Norfolk  
**Historic District Significance:** Fort Norfolk is one of the best preserved War of 1812 sites in the United States.

**CRM Events**

**Event Type: Federal Det. Of Eligibility**

**DHR ID:** 122-0007  
**Staff Name:** Caridad de la Vega  
**Event Date:** 10/9/2019  
**Staff Comment**

October 9, 2019 letter reply to Col. Patrick V. Kinsman, Commanding, U.S. Army Corps of Engineers, Norfolk District, Fort Norfolk  
From Caridad de la Vega, Acting Program Manager, National Historic Landmarks Program

Thank you for your letter of March 15, 2019, requesting consideration of Fort Norfolk, located in Norfolk, Virginia, as a National Historic Landmark (NHL). To follow up on our letter of June 24, 2019, we have had the opportunity to consider your inquiry. Our conclusion is that the property is not a candidate for NHL nomination, and that the 1975 listing in the National Register of Historic Places is the appropriate level of federal recognition. The basis for this conclusion is discussed below.

Fort Norfolk evolved over a period of two hundred years; beginning as an earthen fort in 1795, modified to a semi-circular masonry water battery in 1809, and enlarged to a masonry fort in 1814. As the fort's functions evolved over the years, several buildings were added, while some were subsequently demolished. As you may know, the National Park Service conducted a site visit and evaluation of Fort Norfolk in 1937. Three decades later, in 1964, the property was formally considered for NHL designation. In both instances, the conclusion was that, while worthy of preservation by a local or state agency, Fort Norfolk was not nationally significant. Nevertheless, in response to your letter of March 15, 2019, we have revisited this matter. Each of your letter's proposed areas of national significance (shown here in *italics*) will be addressed below.

"First, it is perhaps the only surviving architecture associated with the Battle of Craney Island, a pivotal Battle of the War of 1812. Although Fort Norfolk was not directly attacked, it served as the headquarters for American forces in the area. Other significant historical associations are from use as an ordnance depot by the U.S. Navy in the mid-19th century, and use as a prison by the Union Army during the Civil War."

Establishing the relative significance of historic battlefields often requires a broader perspective than is available when studying an individual battlefield. Fortunately, considerations of relative significance were a primary feature of the National Park Service's 2007 Report to Congress on the Historic Preservation of Revolutionary War and War of 1812 Sites in the United States. That study grouped battlefields into four tiers, Class A through D. As defined in that report, Class A sites are the most significant: "Site[s] of a military or naval action with a vital objective or result that shaped the strategy, direction, outcome, or perception of the war." Class B sites are: "Site[s] of a military or naval action with a significant objective or result that shaped the strategy, direction, or outcome of a campaign or other operation." For NHL purposes, a battle with a direct impact on the outcome of the war is the more likely threshold of significance for NHL nomination. A battle with a more moderate impact is more appropriately recognized by listing in the National Register of Historic Places. The 2007 Revolutionary War study ranked Fort Norfolk and the Battle of Craney Island as Class B sites. That being the case, the 2007 study's findings concurred with those made in 1937 and 1964, respectively. Also reflecting similar conclusions about this property's relative significance, Fort Norfolk was listed in the National Register of

Historic Places at the state level of significance in 1975. Furthermore, since the battle itself is not nationally significant, the fort's role as headquarters for the American forces in the area does not represent a nationally significant historic association. The letter also refers to "other historical associations" (subsequent use as an ordnance depot and a Civil War prison), but in the absence of any supporting argument an assessment of these events is not possible.

"Second, it was in 1808 that Captain Walker Keith Armistead was given orders to lay out a semi-circular 'water battery' at the site as part of the second system of coastal defenses. This would be only one of his many achievements in a 42 year career of Army services, including appointment as the third official Chief of Engineers. "

We agree that Walker Keith Annistead is a notable figure in military history, but we have seen no evidence that his accomplishments rise to the level of national significance. His association with Fort Norfolk occurred early in his four decades with the army, a career that included engineering and non-engineering roles. He was one of more than fifty US Army Chief Engineers, but we see no evidence that he was among the most significant chief engineers. A case for NHL consideration would have to demonstrate why his 1808 semi-circular water battery importantly represents his national significance as a chief engineer. Even if it can be demonstrated that Armistead is nationally significant, it appears that the subsequent modifications cause the 1808 design to no longer retain a high degree of integrity to that period.

"Thirdly, concerned with vulnerability of landward attacks, Armistead went beyond the water battery to include three salients, resulting in a unique hybrid between the newly conceived water battery design and the more conventional 'star-fort.' This makes Fort Norfolk an exceptional example of early 19th century military architecture. "

Past NHL evaluations of seacoast fortifications have focused on the significance of overall fortification design. If your research demonstrates that the inclusion of salients represent a design variation that rises to the level of national significance, we will be glad to consider that analysis. However, the major modifications mentioned above lead to the conclusion that Armistead's 1808 design no longer retains a high degree of integrity to the fort's earlier period.

"Finally, in 2015 electronic survey and test excavations substantiated the archaeological significance of features and deposits within the fort dating to the War of 1812 period, as well as later eras."

We congratulate you on the recent Phase II level investigations at Fort Norfolk. This information, and other archeological features and deposits found, can enhance ongoing efforts to interpret the fort's history. Nevertheless, for a property to be significant under NHL Criterion 6, it must be demonstrated that the site contains data with the potential to answer nationally significant research questions pertinent to its historic contexts. Furthermore, evidence must be provided in the form of professional scholarly assessments that any extant resources that may answer these questions retain a high degree of integrity. The documentation provided indicates that though the archeological record of Fort Norfolk contains large quantities of artifacts associated with all periods of the fort's history, it has not been established whether the fort retains features or other intact archeological settings which may provide contexts for the artifact's interpretation and analysis. For example, during the 2015 survey artifacts associated with the history of domestic life at the fort were largely recovered from soils displaced from their original contexts that may have offered nuanced information about their origin. The architectural features identified in the recent survey included a powder magazine and soil features associated with the use of canon. While these features shed light on important aspects of the fort's history, including its construction and use, such resources are not particularly unique in archeological scholarship, nor has it been demonstrated that these resources can contribute to data which may answer nationally significant research questions.

In conclusion, we do not believe Fort Norfolk is an appropriate candidate for NHL nomination. In that regard, we concur with the assessments made in 1937, 1964, and 1975. That being the case, we are confident that listing in the National Register of Historic Places is the appropriate level of federal recognition for this historic property. We are pleased to learn that the city of Norfolk is still proud of this historic property, which matches the sentiment reported to us in 1964, when Congressman Porter Hardy Jr., and then Deputy Assistant Secretary of the US Army Eugene M. Merrill, proposed Fort Norfolk for NHL designation. We hope that such sustained enthusiasm will continue to support the commendable local efforts to preserve Fort Norfolk.

## Event Type: Other

**Project Review File Number:** *No Data*  
**Investigator:** Donald Burden  
**Organization/Company:** Gray & Pape, Inc.  
**Photographic Media:** Digital  
**Survey Date:** 4/14/2015  
**Dhr Library Report Number:** *No Data*

### Project Staff/Notes:

Gray & Pape was hired by Pond & Company to prepare a Cultural Resources, Maintenance and Restoration Plan for Fort Norfolk. The US Army Corps of Engineers is the lead agency. The scope of work includes the completion of site forms for the Fort Norfolk historic district. The property is listed on the state and national registers.

### Project Bibliographic Information:

The Benham Companies, LLC  
2010 Preservation Report for Historic Fort Norfolk, Benham Companies, St. Paul, Minnesota.

Becket, Anne S., Charles M. Downing, Willie Graham, Mark R. Wenger, and Donald W. Linebaugh  
1995 A Cultural Resource Management Plan of Fort Norfolk, Norfolk, Virginia, The College of William & Mary, Williamsburg, Virginia.

Thompson, Timothy A.  
2002 Report on Archaeological Monitoring of Footer Excavation for a Vehicle Barrier at US Army Engineers Office, Norfolk District, Norfolk, Virginia, US Army Corps of Engineers, Norfolk District, Norfolk, Virginia.

**Surveyor's NR Criteria Recommendations:** A - Associated with Broad Patterns of History

**Event Type: Survey:Phase I/Reconnaissance**

**Project Review File Number:** *No Data*  
**Investigator:** City of Norfolk  
**Organization/Company:** VA Dept. of Historic Resources  
**Photographic Media:** Digital  
**Survey Date:** 4/1/1980  
**Dhr Library Report Number:** *No Data*  
**Project Staff/Notes:**

Unattributed city survey

**Surveyor's NR Criteria Recommendations:** A - Associated with Broad Patterns of History

**Event Type: NRHP Listing**

**DHR ID:** 122-0007  
**Staff Name:** NPS  
**Event Date:** 10/29/1976  
**Staff Comment**

*No Data*

**Event Type: NRHP Nomination**

**DHR ID:** 122-0007  
**Staff Name:** Karl Kulhmann  
**Event Date:** 12/16/1975  
**Staff Comment**

Recreation Resource Specialist, Norfolk District, U.S. Army Corps of Engineers; the nomination was co-written by VHLC staff.

**Event Type: VLR Listing**

**DHR ID:** 122-0007  
**Staff Name:** DHR  
**Event Date:** 12/16/1975  
**Staff Comment**

*No Data*

**Event Type: Survey:Phase I/Reconnaissance**

**Project Review File Number:** *No Data*  
**Investigator:** Andrew Logan  
**Organization/Company:** VA Dept. of Historic Resources  
**Photographic Media:** Film  
**Survey Date:** 7/1/1967  
**Dhr Library Report Number:** *No Data*  
**Project Staff/Notes:**

update to HABSI form, with photographs, by VHLC staff architectural historian

**Surveyor's NR Criteria Recommendations:** A - Associated with Broad Patterns of History

**Event Type: Survey:HABS Inventory**

**Project Review File Number:** *No Data*  
**Investigator:** S.R. Whitehurst  
**Organization/Company:** National Park Service  
**Photographic Media:** Other  
**Survey Date:** 1/1/1958

**Dhr Library Report Number:** *No Data*

**Project Staff/Notes:**

*No Data*

**Surveyor's NR Criteria Recommendations:** A - Associated with Broad Patterns of History

### Event Type: HABS/HALS/HAER Documentation

**Project Review File Number:** *No Data*

**Investigator:** Daisy Lawrence

**Organization/Company:** National Park Service

**Photographic Media:** *No Data*

**Survey Date:** 2/16/1938

**Dhr Library Report Number:** *No Data*

**Project Staff/Notes:**

WPA Virginia Historical Inventory survey  
Fort Norfolk  
NO-23  
No photographs included with this survey

**Surveyor's NR Criteria Recommendations:** A - Associated with Broad Patterns of History

### Bibliographic Information

#### Bibliography:

Becket, Anne S., Charles M. Downing, Willie Graham, Mark R. Wenger, Donald W. Linebaugh  
1995 A Cultural Management Plan of Fort Norfolk, Norfolk,  
Virginia, The College of William and Mary, Williamsburg,  
Virginia.

The Benham Companies, LLC  
2010 Preservation Report for Fort Norfolk, The Benham Companies,  
LLC, St. Paul, Minnesota.

Thompson, Timothy A.  
2002 Report on Archaeological Monitoring of Footer Excavation  
for a Vehicle Barrier at U.S. Army Engineers Area Office,  
Norfolk District, Norfolk, Virginia, U.S. Army Corps of  
Engineers, Norfolk District, Norfolk, Virginia.

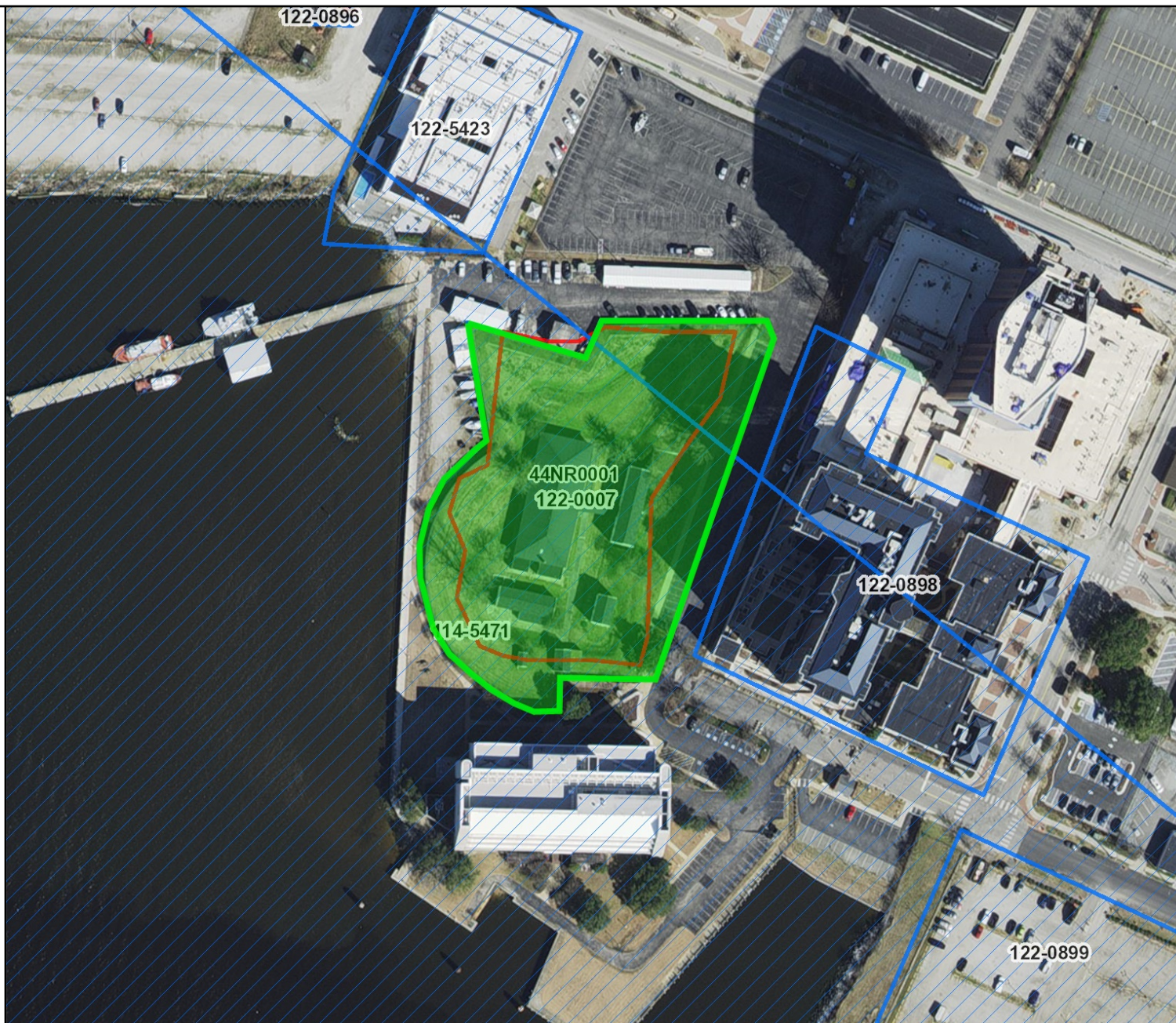
#### Property Notes:

*No Data*



## Legend

- Architecture Resources
- Architecture Labels
- Individual Historic District Properties
- Archaeological Resources
- Archaeology Labels
- DHR Easements
- USGS GIS Place names
- County Boundaries



Feet

0 50 100 150 200  
1:2,500 / 1"=208 Feet

**Title: Architecture Labels**

**Date: 12/20/2021**

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## Property Information

### Property Names

Name Explanation	Name
Current Name	Riverview Lofts
Historic	Krisp-Pak
Historic	Norfolk Cold Storage and Processing Company, Inc.
NRHP Listing	Virginia Ice & Freezing Company Cold Storage Warehouse

### Property Evaluation Status

NRHP Listing  
VLR Listing

### Property Addresses

Current - 139 Riverview Avenue  
Alternate - 835 Southampton Avenue

**County/Independent City(s):** Norfolk (Ind. City)  
**Incorporated Town(s):** No Data  
**Zip Code(s):** 23510  
**Magisterial District(s):** No Data  
**Tax Parcel(s):** No Data  
**USGS Quad(s):** NORFOLK SOUTH

## Additional Property Information

**Architecture Setting:** Urban

**Acreage:** No Data

### Site Description:

2009 PIF: The Virginia Ice & Freezing Corporation cold storage warehouse is located on a large parcel along the Elizabeth River. The subject parcel is bound by the intersection of Southampton and Riverview Avenues to the North, several modern commercial buildings and paved parking lots to the east, Fort Norfolk and the Elizabeth River to the South, and a small-scale industrial operation to the west. There are no secondary resources associated with the subject property.

2009 NRHP: The Virginia Ice & Freezing Corporation Warehouse is an evolved three story masonry building located in a mixed-use area along "the narrows" of the Elizabeth River. The building occupies a large corner parcel located at the intersection of Riverview and Southampton Avenues. The parcel is bound by Fort Norfolk, a small-scale industrial manufacturing operation, several 21st-century commercial buildings, and several parking lots paved with asphalt.

### Surveyor Assessment:

2009: PIF Summary Statement

The Virginia Ice & Freezing Corporation was established in Norfolk in 1920 and the warehouse to serve this company was established in the same year during the height of the seafood industry in early twentieth century Norfolk. At that time, Norfolk was one of the largest producers and distributors of oysters and fish in the country and the ice and cold storage industry played a vital supporting role in that industry. The Virginia Ice & Freezing Corp. had one of the largest ice and cold storage operations in Norfolk. It was also located next to several of the leading oyster and fish processing plants in Norfolk including the largest, J. H. Miles & Co., which still exists on the same site today. The Virginia Ice & Freezing Corp. is sited on its original location, the warehouse retains its original historic features and strong architectural integrity, and the facility still operates as a cold storage facility. It currently represents the most intact and best preserved cold storage warehouse in the City of Norfolk and is one of only two warehouses of any type which retain strong historical integrity in the Atlantic City section of the city. The Virginia Ice & Freezing Corporation cold storage warehouse is recommended eligible for listing on the National Register of Historic Places and the Virginia Landmarks Register under Criterion C, Architecture, for the period 1920-1955, and under Criterion A, Industry. The property is strongly linked to the development and success of the important early twentieth century seafood industry in Norfolk and the period of significance spans from its construction to the closing of the original Virginia Ice & Freezing Corporation.

See PIF for Historical Background.

2009 Tidewater Region Preservation office rating sheet comment - Pam Schenian: There is only one other intact cold storage warehouse left in Norfolk.

2009 NRHP Summary Statement: The Virginia Ice & Freezing Corporation was established in Norfolk in 1920 and the warehouse to serve this company was established in the same year during the height of the seafood industry in early twentieth century Norfolk. At that time, Norfolk was one of the largest producers and distributors of oysters and fish in the country, and the ice and cold storage industry played a vital supporting role in that industry. The Virginia Ice & Freezing Corp. had one of the largest ice and cold storage operations in Norfolk. It was also located next to several of the leading oyster and fish processing plants in Norfolk including the largest, J. H. Miles & Co., which still exists on the same site today. The warehouse was likely designed by notable Norfolk architect B.F. Mitchell. The Virginia Ice & Freezing Corp. is sited on its original location, the warehouse retains its original historic features and strong architectural integrity, and the facility still operates as a cold storage facility. It currently represents the most intact and best preserved cold storage warehouse in the City of Norfolk and is one of only two warehouses of any type which retain strong historical integrity in the Atlantic City section of the city. The Virginia Ice & Freezing Corporation cold storage warehouse is recommended eligible for listing on the National Register of Historic Places and the Virginia Landmarks Register under Criterion A, Industry and

under Criterion C, Architecture for the period 1920-1955. The property is strongly linked to the development and success of the important early twentieth century seafood industry in Norfolk and the period of significance spans from its construction to the closing of the original Virginia Ice & Freezing Corporation.

See National Register Nomination for Historical Background.

**Surveyor Recommendation:** Recommended Eligible

**Ownership**

Ownership Category	Ownership Entity
Private	No Data

**Associate**

Property Associate Name	Property Associate Role
Benjamin Franklin Mitchell	Architect
John Y. Gooch & Co.	Builder

## Primary Resource Information

<b>Resource Category:</b>	Industry/Processing/Extraction
<b>Resource Type:</b>	Warehouse
<b>NR Resource Type:</b>	Building
<b>Historic District Status:</b>	No Data
<b>Date of Construction:</b>	Ca 1920
<b>Date Source:</b>	Local Records
<b>Historic Time Period:</b>	World War I to World War II (1917 - 1945)
<b>Historic Context(s):</b>	Industry/Processing/Extraction
<b>Other ID Number:</b>	No Data
<b>Architectural Style:</b>	Commercial Style
<b>Form:</b>	No Data
<b>Number of Stories:</b>	3.0
<b>Condition:</b>	Fair
<b>Threats to Resource:</b>	Deterioration, Neglect
<b>Cultural Affiliations:</b>	No Data
<b>Cultural Affiliation Details:</b>	No Data

**Architectural Description:**

2009 PIF: The Virginia Ice & Freezing Corporation Warehouse is an evolved 3-story masonry building located in a mixed-use area along "the narrows" of the Elizabeth River. The building occupies a large corner parcel located at the intersection of Riverview and Southampton Avenues. The parcel is bound by Fort Norfolk, a small-scale industrial manufacturing operation, several 21st-century commercial buildings, and several parking lots paved with asphalt. The Virginia Ice & Freezing Corporation building is an example of an early-20th-century commercial style cold storage warehouse. According to the current owner and historic photographs, the building was erected in several phases within the period of significance, 1920-1955. The Virginia Ice & Freezing Co. hired John Y. Gooch & Co. as their contractor. Two building permits were issued in December of 1919 for the Virginia Ice & Freezing Corporation. One was for 1,500 concrete pilings for the foundation of the building. This was done at a cost of \$20,000. The second permit was for the construction of the actual warehouse itself. The permit was for the construction of a 2-story, 24,000 square foot cold storage warehouse costing \$180,000. There have been several additions to the warehouse throughout the years.

The first building was constructed c. 1920 at the rear of the property fronting the Elizabeth River. This two-story warehouse was originally 8-bays on its west side and 8-bays across the rear (south). Each bay is divided by slightly projecting, full-height pilasters clad in stucco. All of the bays on the west elevation have been enclosed with concrete block and plywood except for a raised, enclosed loading dock between the third and fourth bay which is constructed of concrete block and features a shed roof clad with metal and double loading doors. According to historic photographs, the 8 bays across the rear of the building once featured six awning windows in each bay, three on each floor. One bay on the first floor has been completely enclosed except for nine-divided lights at the top of what was once a window. The central bay was historically used as the rear loading area as indicated by a photograph from the 1920s. There are no longer any windows on the first floor of the south elevation. The second floor features windows in only four of the 8-bays. Each of these four bays features a large metal frame window with 32 divided lights each. Some panes are missing and have been covered with plywood on the outside. The windows are still in place as seen from the interior. All other windows have been enclosed with concrete block. A one-story modern frame addition has been appended to the rear of the building. It rests on a concrete slab and features horizontal vinyl siding with a shed roof clad with metal. There are three fixed wood frame windows and one single wood door. The east elevation has several overhead doors on metal tracks and some bays which have been enclosed with block. Several of the enclosed bays feature a single metal door. There is a metal staircase leading from the ground to a single metal door on the second floor. There are no windows extant at the second level, but there is a vent in the far left bay. Historic photographs indicate that the four left bays on the east elevation were used as loading and unloading bays for trucks, each with overhead doors on metal tracks.

The second portion of the building was appended to the north end of the original building sometime between 1920 and 1940. The 3-story, L-shaped building features three bays on its east elevation, each divided by pilasters identical to those on the other portion of the building. There are no windows on this side of the building. It appears they have been enclosed with concrete block. The roof is flat and features a parapet with coping, identical to the rest of the building. The exterior walls are identical to those of the original building being constructed with both concrete

block and concrete tiles. Each bay is separated with slightly-projecting pilasters. The 12-bay west elevation of the 3-story portion features one bay with a modern vinyl and wood window with 5 single panes. The south elevation of the 3-story portion features a variety of windows including one 6/6 wood frame window on the first floor, one 2/2 and one 6/6 wood frame window on the second floor and two of the three third floor bays feature metal frame windows with 20 lights each. Several panes have been covered with plywood. The window in the third bay has been covered with plywood but is extant on the interior.

The third major portion was appended to the north side of the existing building around 1946. It is 2-stories in height and its exterior walls are of the same concrete block and tile as the other portions of the building. The flat roof features a parapet with coping. The one-bay east elevation features the "Krisp-Pak Brand" logo on the second level. The 2-story, 10-bay north elevation fronts Southampton Avenue. Each bay is divided by full-height stucco pilasters with caps. There are no windows extant on either floor of the north elevation. There is evidence of windows being enclosed with concrete block and concrete tiles in several of the bays. There is a single door on the first floor of the third bay and a single door on the second floor of the fourth bay. These doors are no longer function as indicated by the absence of stairs and/or platforms leading to each door. The west elevation of the 2-story portion features only one bay. There are no windows visible from the exterior but several of the former windows have been blocked in as indicated by differing masonry patterns visible from Southampton Avenue.

The 5-bay, one-story loading dock on the west elevation is historic. It rests on a raised concrete foundation and features a shed roof clad in metal supported by round metal posts. It features three large loading dock doors. A historic photograph from the 1940s indicates that there was an additional loading dock on the east elevation of the warehouse. It has since been replaced with one-story enclosed addition.

Modern additions constructed after the defined period of significance include the office appended to the west elevation of the first floor of the 3-story portion and the small one-story addition appended to the east. The west elevation office rests on a poured concrete foundation. Its walls are clad with horizontal siding and its hipped roof is clad in asphalt shingles. There are six vinyl windows and one single door. The one-story addition on the east elevation of the building rests on a poured concrete foundation and features a flat roof. The exterior walls are clad with horizontal vinyl siding. There are three modern windows and two single doors.

The interior is of concrete beam and pilaster construction. Some areas of the building have been reinforced with steel beams and posts where the historic structure was beginning to fail. The walls are either exposed concrete or covered with cork. Cork was used in construction because of its low conductivity of heat, its extreme durability, and its impermeable surface. There are limited amounts of wood paneling on the 2nd floor in the non-warehouse space. There is a winding staircase that leads to the 3rd-story rooftop and a central elevator which appears to be original. The first floor of the building features an office, cold storage, the shipping department and a mechanical room. The second floor is mostly open space. The walls are clad with cork. There are several small office spaces on the second floor as well as a break room for the employees. The third floor portion of the building is all being used for storage and features little to no division, only concrete beams and pilasters.

2009 NRHP Summary Architectural Description: The Virginia Ice & Freezing Corporation Cold Storage Warehouse was constructed in 1920 and likely designed by notable Norfolk architect B.F. Mitchell. It is a three story concrete block building on a concrete foundation, built in three sections in the Commercial Style. Windows are a combination of metal frame with twenty and thirty lights, and two-over-two and six-over-six frame double hung sash. The first section consisted of a two story, eight bay warehouse. Each bay was divided by stucco-clad pilasters. Most of the bays have been enclosed with concrete and plywood. The second and third sections consisted of a three story, L-shaped addition with matching architectural style and characteristics and a two story concrete block addition appended to the north elevation of the building. Today it displays the Krisp-Pak label on the second floor. Modern additions to the warehouse include a one story office on the first floor to the west elevation and one story vinyl sided addition appended to the rear of the original section of the warehouse, and a one story vinyl sided addition appended to the east elevation. The interior walls are exposed concrete or cork and much of the historic interior is intact. The original central elevator is still extant and functioning.

See NRHP nomination for Detailed Description.

#### Exterior Components

Component	Component Type	Material	Material Treatment
Chimneys	None	No Data	No Data
Porch	None	No Data	No Data
Windows	Sash, Double-Hung	Wood	2/2
Windows	Sash, Double-Hung	Wood	6/6
Foundation	Slab	Concrete	Poured
Structural System and Exterior Treatment	Masonry	Concrete	Block
Roof	Flat	Wood	Parapet
Windows	Fixed	Metal	Other

#### Secondary Resource Information

#### Historic District Information

Historic District Name:	No Data
Local Historic District Name:	No Data
Historic District Significance:	No Data

## CRM Events

### Event Type: NRHP Listing

**DHR ID:** 122-5423  
**Staff Name:** NPS  
**Event Date:** 11/13/2009  
**Staff Comment**  
No Data

### Event Type: Other

**Project Review File Number:** No Data  
**Investigator:** Patrick Andus  
**Organization/Company:** National Park Service  
**Photographic Media:** No Data  
**Survey Date:** 11/13/2009  
**Dhr Library Report Number:** No Data  
**Project Staff/Notes:**

Supplementary Listing Record - 09000922

Amended Items in Nomination:

This SLR is issued to make a technical correction to the form. In Section 8 of the Form (Statement of Significance) it is twice noted that the property is nominated under National Register Criteria A and C, but only Criterion A is checked and no appropriate area of significance is indicated for Criterion C in the cover page of Section 8. The VA SHPO has clarified that this was a technical oversight. The form is amended to check Criterion C and to add Architecture as an Area of Significance.

**Surveyor's NR Criteria Recommendations:** A - Associated with Broad Patterns of History, C - Distinctive Characteristics of Architecture/Construction  
**Phase II Intensive Survey Integrity Recommendations:** Association, Design, Location, Materials, Setting

### Event Type: Rehabilitation Tax Credit

**DHR ID:** 122-5423  
**Staff Name:** DHR  
**Event Date:** 11/6/2009  
**Staff Comment**  
No Data

### Event Type: VLR Listing

**DHR ID:** 122-5423  
**Staff Name:** State Review Board  
**Event Date:** 9/17/2009  
**Staff Comment**  
Criteria A and C

### Event Type: DHR Board: Eligible

**DHR ID:** 122-5423  
**Staff Name:** State Review Board  
**Event Date:** 6/18/2009  
**Staff Comment**

Virginia Ice and Freezing Corporation Cold Storage Warehouse, City of Norfolk, DHR File Number 122-5423  
After receiving confirmation that the warehouse would be converted to residential space, the Board cautioned that the architectural details and construction materials, such as the use of cork and the lack of windows, were critical to understanding the building's use as a cold storage warehouse and should be considered carefully in future use. The consultants also reported that since the PIF was written, better construction date information had been located, which indicates that most of the complex was built contemporaneously.

### Event Type: NRHP Nomination

**DHR ID:** 122-5423  
**Staff Name:** Commonwealth Preservation Group, LLC

**Event Date:** 6/1/2009

**Staff Comment**

Sarah McPhail and Marcus Pollard

**Event Type: DHR Staff: Eligible**

**DHR ID:** 122-5423

**Staff Name:** DHR

**Event Date:** 4/30/2009

**Staff Comment**

Virginia Ice and Freezing Corporation Cold Storage Warehouse, City of Norfolk, DHR File Number 122-5423  
The resource is a 3-story concrete block building on a concrete foundation, built in phases beginning in 1920 in the Commercial Style. Windows are a combination of metal frame 20 and 30 divided lights, and 2/2 and 6/6 frame double hung sash. The first phase consisted of a 2-story, 8 bay warehouse, each bay divided by stucco-clad pilasters. Most bays have been enclosed with concrete and plywood. Between 1920 and 1940, a 3-story, L-shaped addition was constructed in a similar style. In 1946, a 2-story concrete block addition was built on the north side of the building, and displays the Krisp-Pak logo on the 2nd floor. Modern additions include a 1-story office on the 1st floor of the 1920-40 portion and a 1-story vinyl sided addition on the rear of the 1920 portion. Interior wall coverings are either exposed concrete or cork, and it includes an original central elevator. The building housed the storage of the Virginia Ice and Freezing Corporation, one of the largest distributors of fish and oysters in the US. It closed in 1955 and was bought in 1976 by Krisp-Pak, who still operates it today. It was evaluated as locally significant under Criterion A (Industry) with a period of significance of 1920-1955. The committee recommended proceed to listing with 30 points.

**Event Type: PIF**

**Project Review File Number:** *No Data*

**Investigator:** Sarah C. McPhail

**Organization/Company:** Commonwealth Preservation Group

**Photographic Media:** Digital

**Survey Date:** 4/13/2009

**Dhr Library Report Number:** *No Data*

**Project Staff/Notes:**

Commonwealth Preservation Group

"To gain listing in the Virginia Landmarks Register and the National Register of Historic Places so that tax credits may be pursued."

**Surveyor's NR Criteria Recommendations:** A - Associated with Broad Patterns of History, C - Distinctive Characteristics of Architecture/Construction

**Phase II Intensive Survey Integrity Recommendations:** Association, Design, Location, Materials, Setting

**Bibliographic Information**

**Bibliography:**

*No Data*

**Property Notes:**

Name: Mr. Paul Battaglia  
Company 1: Riverview Realty Corporation  
City: Norfolk  
State: Virginia  
ZIP: 23510  
Phone 1: 757-258-8609  
Surveyor Notes: 2009 PIF applicant  
Owner Relationship: Owner of property









Riverview Lofts - 139 Riverview Avenue; 835 Southampton Avenue, City of Norfolk  
DHR File No. 2010-1457

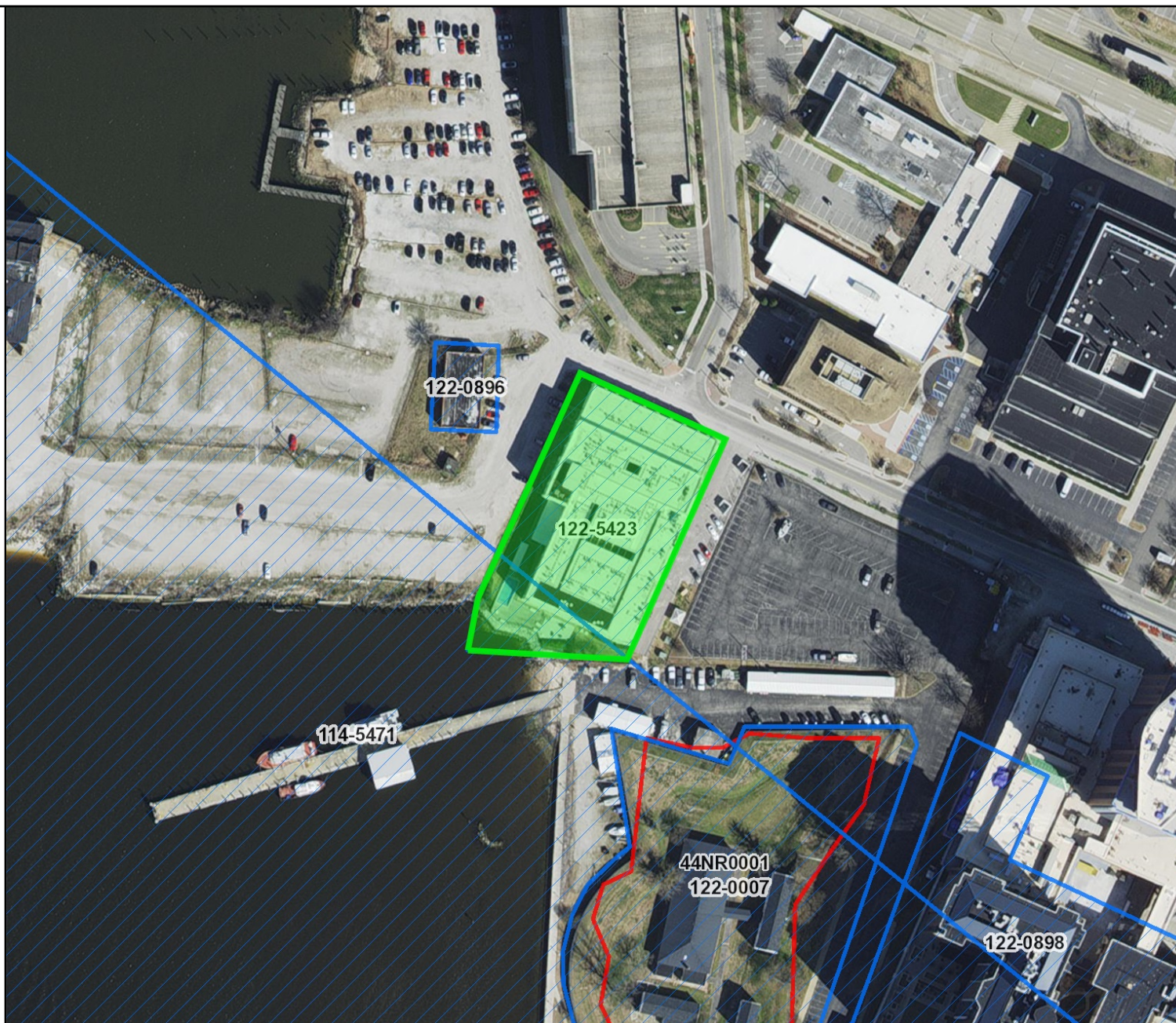
A proposal to utilize HUD-funding to rehabilitate and adaptively reuse the ca. 1020, three-story, cold-storage building at 139 Riverview Avenue, City of Norfolk. The proposed development will include the installation of eighty-one (81) residential units and a rooftop pool. The one-acre project area will be accessed via Riverview Avenue, and parking will be in an adjacent parking garage, which is currently under construction.

The Krisp-Pak building (DHR ID# 122-5423) is listed in the National Register of Historic Places (NRHP). As such the building must be considered an historic property for the purposes of Section 106.

This project has also been submitted to DHR as both a state and federal tax credit project.

**Legend**

-  Architecture Resources
-  Architecture Labels
-  Individual Historic District Properties
-  Archaeological Resources
-  Archaeology Labels
-  DHR Easements
-  USGS GIS Place names
-  County Boundaries



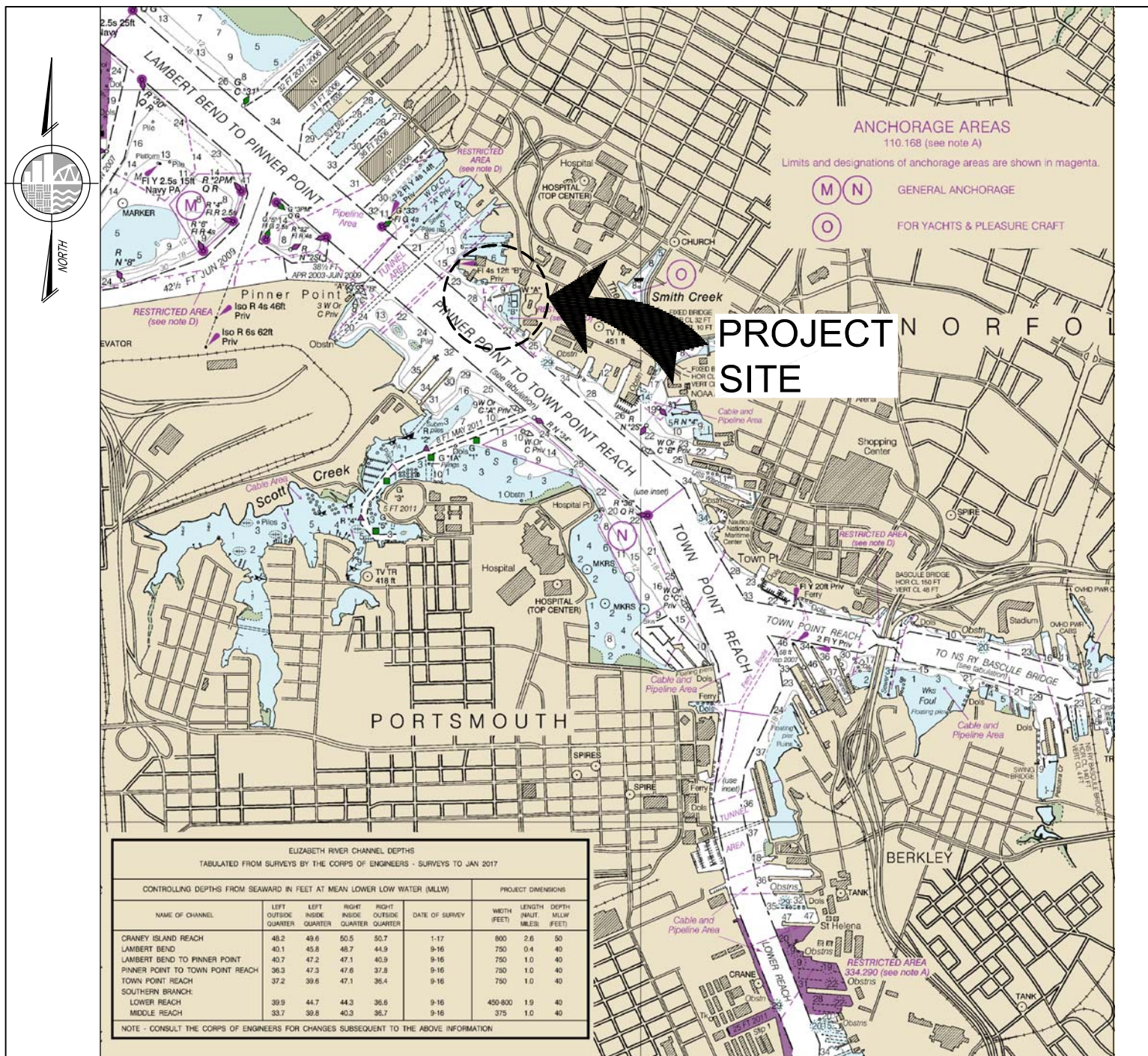
Feet

0 50 100 150 200  
1:2,500 / 1"=208 Feet

**Title: Architecture Labels****Date: 12/20/2021**

*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.*



## SITE LOCATION MAP

N.T.S.

DATUM: NAVD88

ADJACENT OWNERS:

1. REFER TO SECTION 14 OF THE JOINT PERMIT APPLICATION FOR THE LIST OF ADJACENT PROPERTY OWNERS.

## NAO PIER - SMALL CRAFT HARBOR

APPLICANT: Lesley Dobbins-Noble  
United States Army Corps Of Engineers  
Norfolk District 803 Front St.  
Norfolk, VA 23510

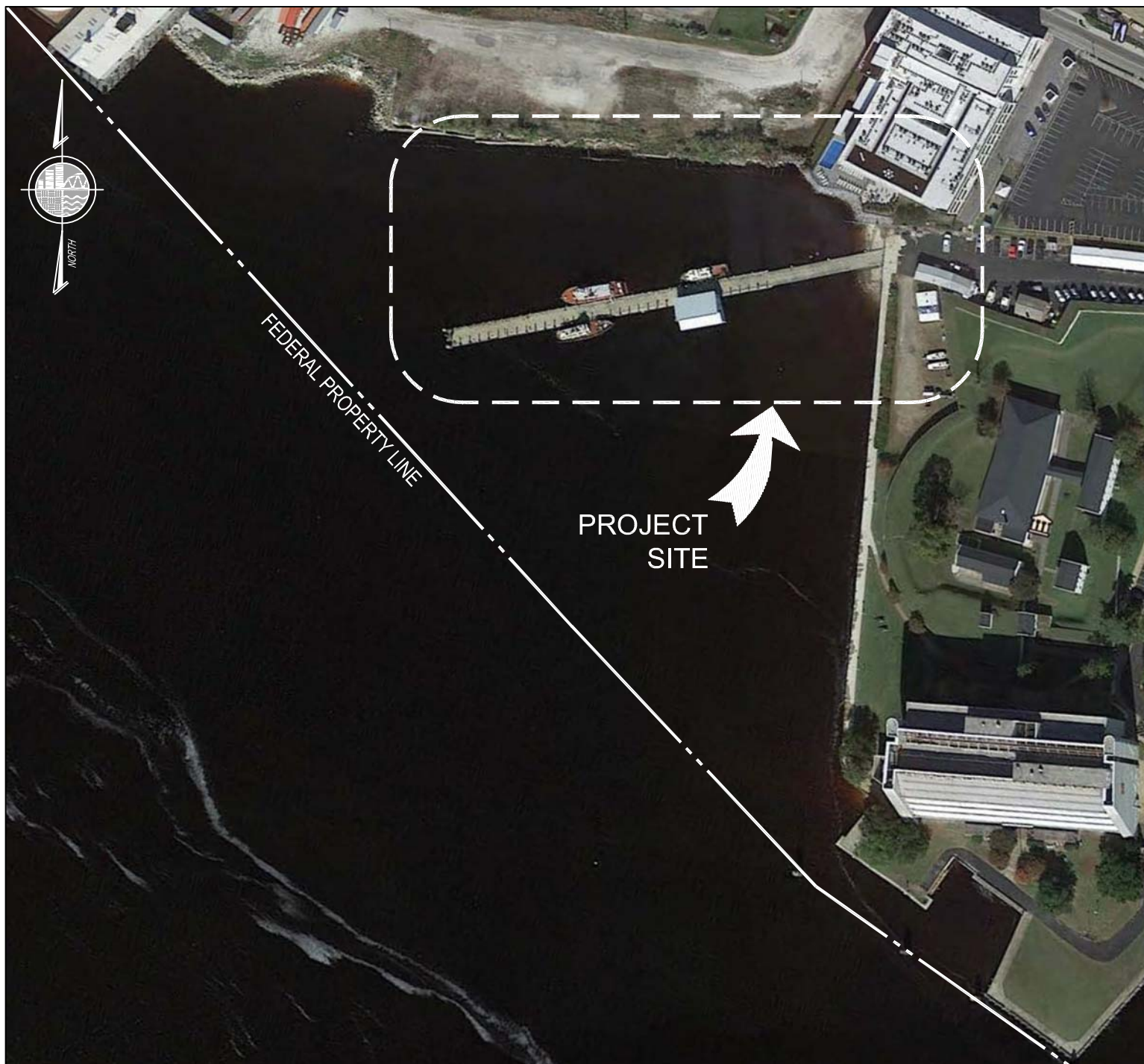
AGENT: M.G. McLaren Engineering  
and Land Surveying, P.C.  
530 Chestnut Ridge Rd.  
Woodcliff Lake, NJ 07677

## SITE LOCATION MAP

IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA

SHT 1 OF 16

11/20/21



## SITE VICINITY MAP

N.T.S.

DATUM: NAVD88

ADJACENT OWNERS:

1. REFER TO SECTION 14 OF THE JOINT PERMIT APPLICATION FOR THE LIST OF ADJACENT PROPERTY OWNERS.

### NAO PIER - SMALL CRAFT HARBOR

APPLICANT: Lesley Dobbins-Noble  
United States Army Corps Of Engineers  
Norfolk District 803 Front St.  
Norfolk, VA 23510

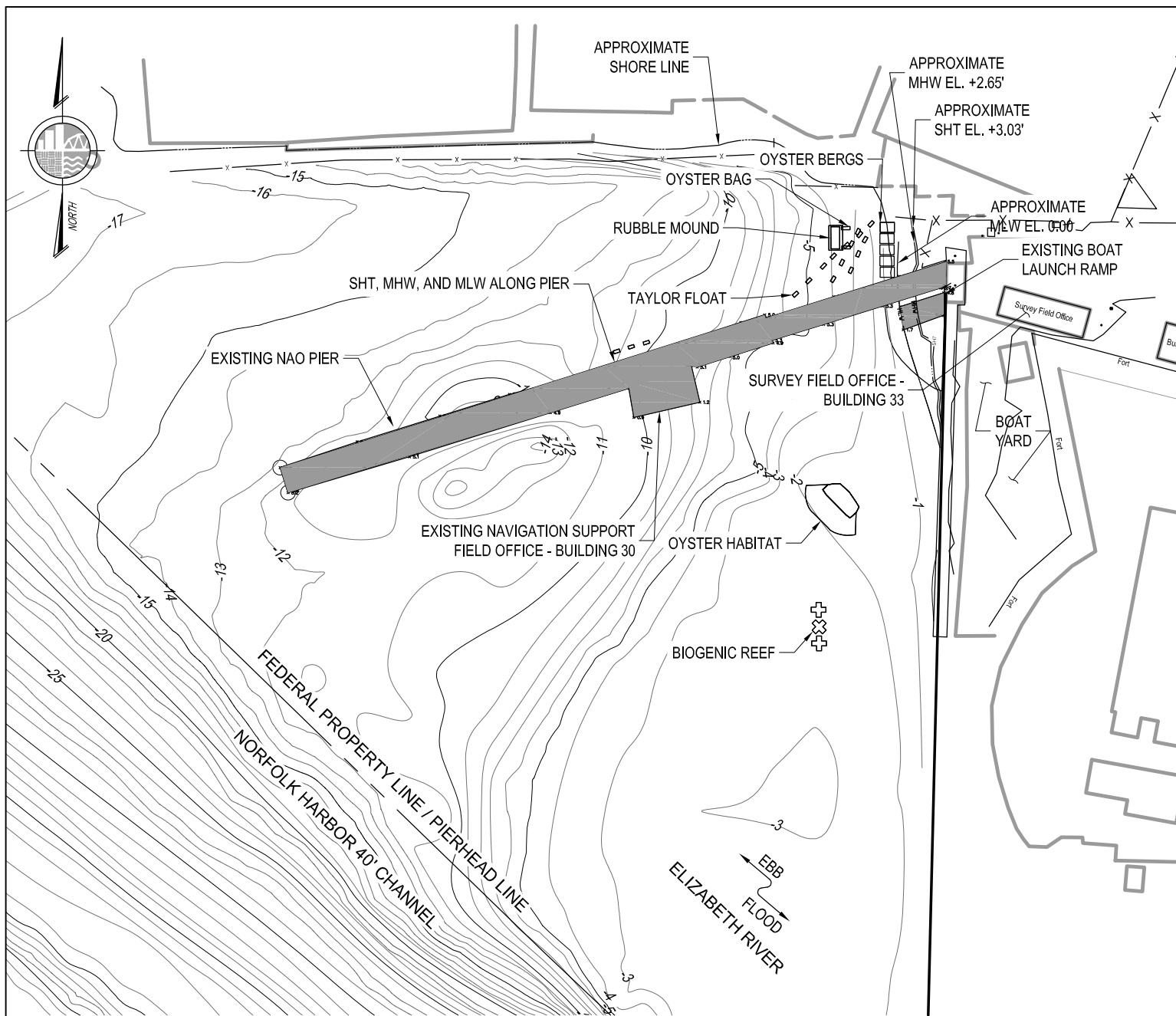
AGENT: M.G. McLaren Engineering  
and Land Surveying, P.C.  
530 Chestnut Ridge Rd.  
Woodcliff Lake, NJ 07677

### SITE VICINITY MAP

IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA

SHT 2 OF 16

11/20/21



# 4 EXISTING SITE PLAN

NOTE:  
1. REFERENCE DATUM IS TO MEAN LOW WATER (MLW).

1"=100'

DATUM: NAVD88

ADJACENT OWNERS:

1. REFER TO SECTION 14 OF THE JOINT PERMIT APPLICATION FOR THE LIST OF ADJACENT PROPERTY OWNERS.

## NAO PIER - SMALL CRAFT HARBOR

APPLICANT: Lesley Dobbins-Noble  
United States Army Corps Of Engineers  
Norfolk District 803 Front St.  
Norfolk, VA 23510  
AGENT: M.G. McLaren Engineering  
and Land Surveying, P.C.  
530 Chestnut Ridge Rd.  
Woodcliff Lake, NJ 07677

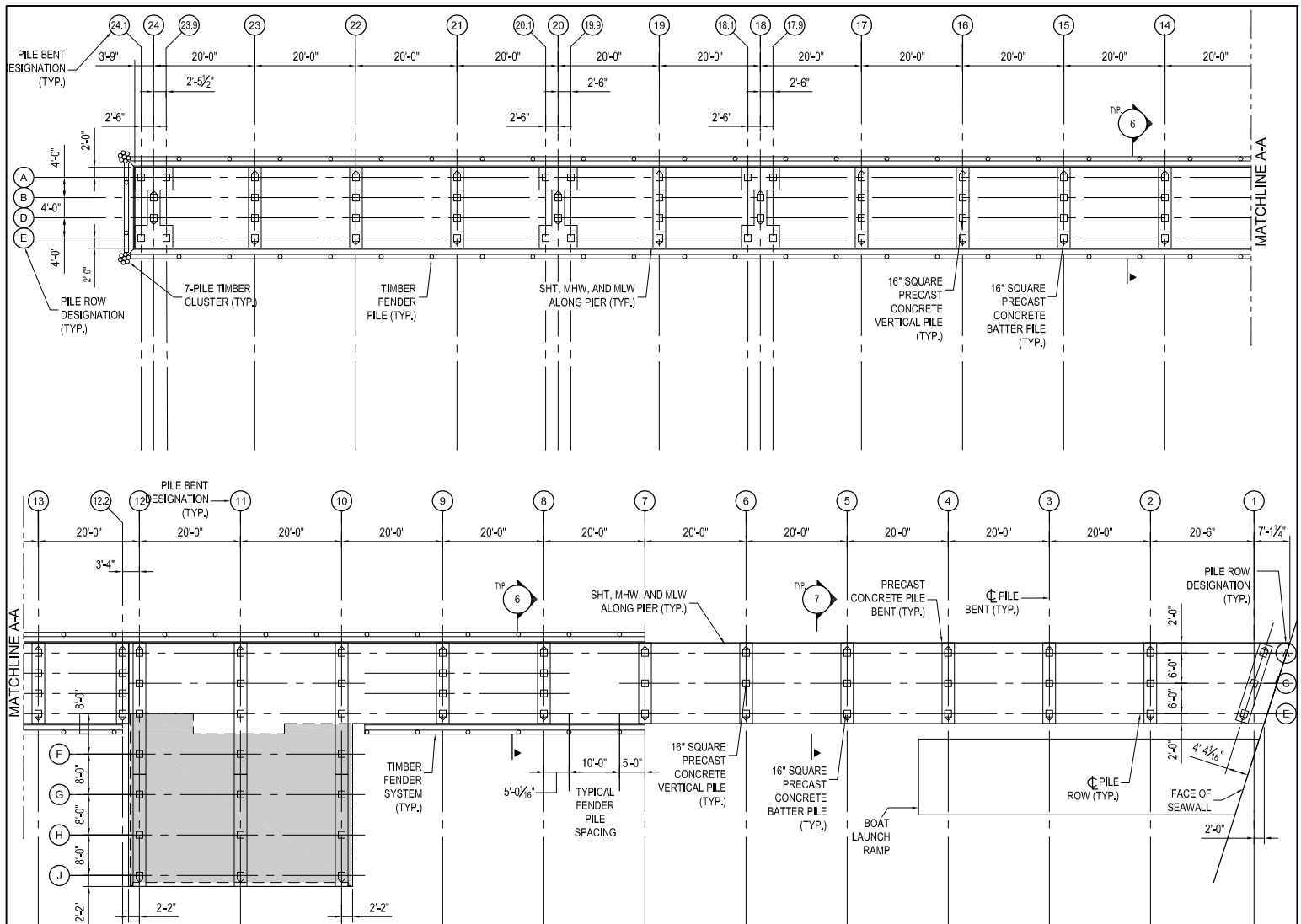
## EXISTING SITE PLAN

IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA

0 100' 200'  
1"=100'

SHT 4 OF 16

11/20/21



5

## EXISTING PIER PILE PLAN

1/32"=1'-0"

DATUM: NAVD88

ADJACENT OWNERS:

1. REFER TO SECTION 14 OF THE JOINT PERMIT APPLICATION FOR THE LIST OF ADJACENT PROPERTY OWNERS.

### NAO PIER - SMALL CRAFT HARBOR

APPLICANT: Lesley Dobbins-Noble  
United States Army Corps Of Engineers  
Norfolk District 803 Front St.  
Norfolk, VA 23510

AGENT: M.G. McLaren Engineering  
and Land Surveying, P.C.  
530 Chestnut Ridge Rd.  
Woodcliff Lake, NJ 07677

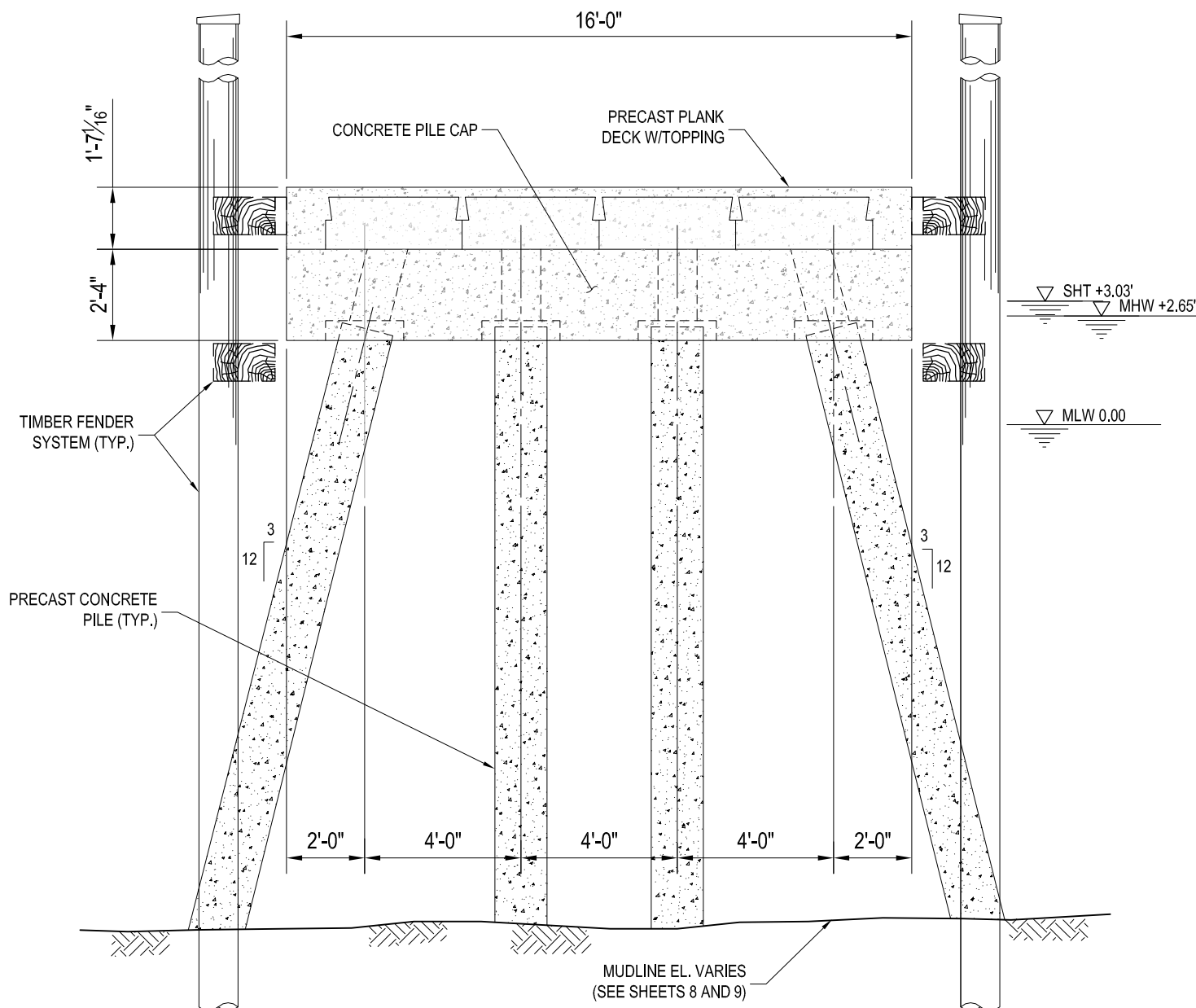
### EXISTING PIER PILE PLAN

IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA



SHT 5 OF 16

11/20/21



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## EXISTING TYPICAL BENT CONFIGURATION

### NOTE:

1. REFERENCE DATUM IS TO MEAN LOW WATER (MLW).

DATUM: NAVD88

### ADJACENT OWNERS:

1. REFER TO SECTION 14 OF THE JOINT PERMIT APPLICATION FOR THE LIST OF ADJACENT PROPERTY OWNERS.

## NAO PIER - SMALL CRAFT HARBOR

APPLICANT: Lesley Dobbins-Noble

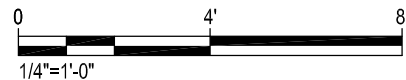
United States Army Corps Of Engineers  
Norfolk District 803 Front St.  
Norfolk, VA 23510

AGENT:

M.G. McLaren Engineering  
and Land Surveying, P.C.  
530 Chestnut Ridge Rd.  
Woodcliff Lake, NJ 07677

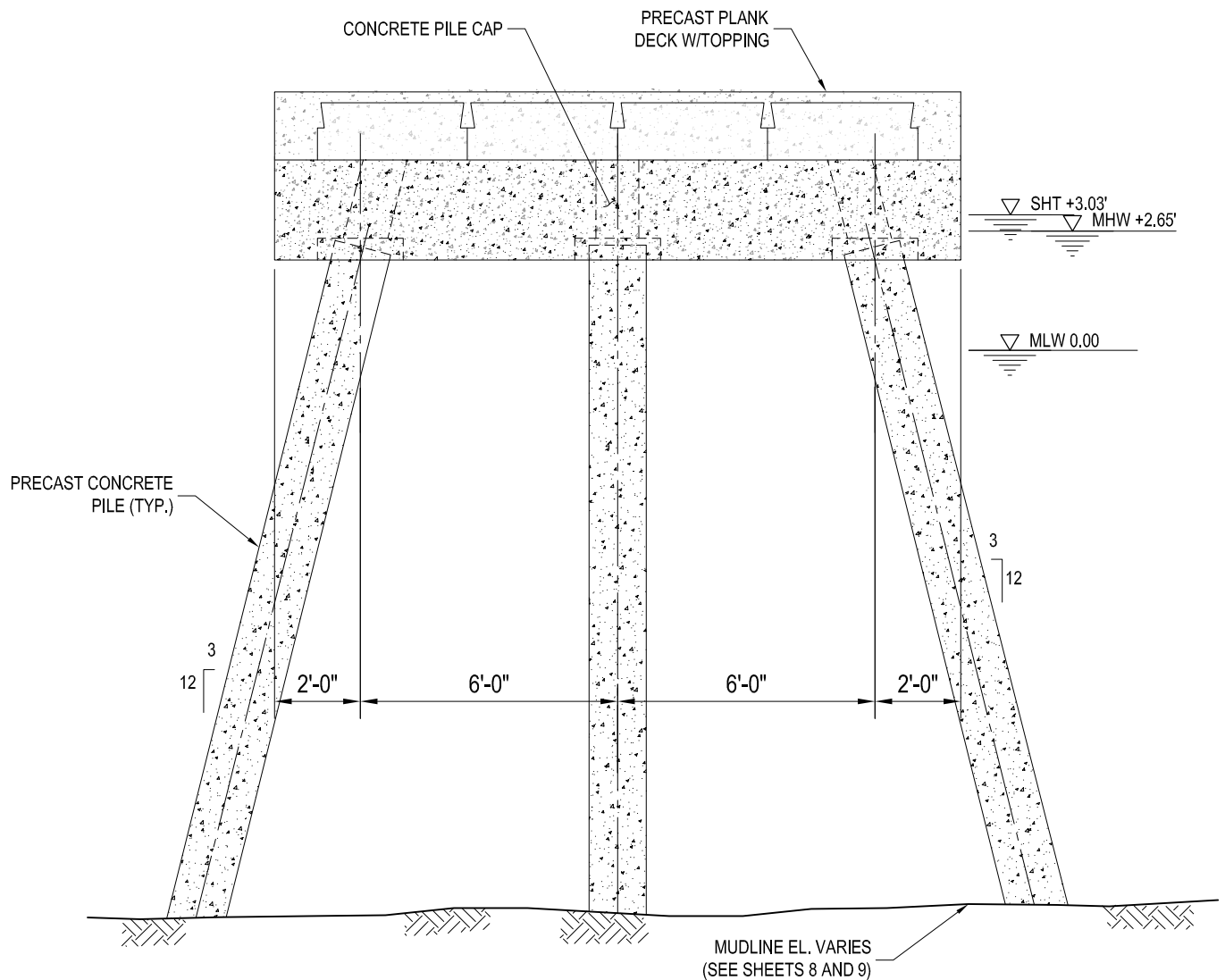
## EXISTING SECTIONS

IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA



SHT 6 OF 16

11/20/21



7

## EXISTING PIER RAMP BENT CONFIGURATION

1/4"=1'-0"

### NOTES:

1. TYPICAL BENT CONFIGURATION FOR BENTS 1-7.
2. REFERENCE DATUM IS TO MEAN LOW WATER (MLW).

DATUM: NAVD88

### ADJACENT OWNERS:

1. REFER TO SECTION 14 OF THE JOINT PERMIT APPLICATION FOR THE LIST OF ADJACENT PROPERTY OWNERS.

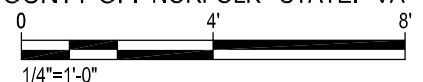
## NAO PIER - SMALL CRAFT HARBOR

APPLICANT: Lesley Dobbins-Noble  
United States Army Corps Of Engineers  
Norfolk District 803 Front St.  
Norfolk, VA 23510

AGENT: M.G. McLaren Engineering  
and Land Surveying, P.C.  
530 Chestnut Ridge Rd.  
Woodcliff Lake, NJ 07677

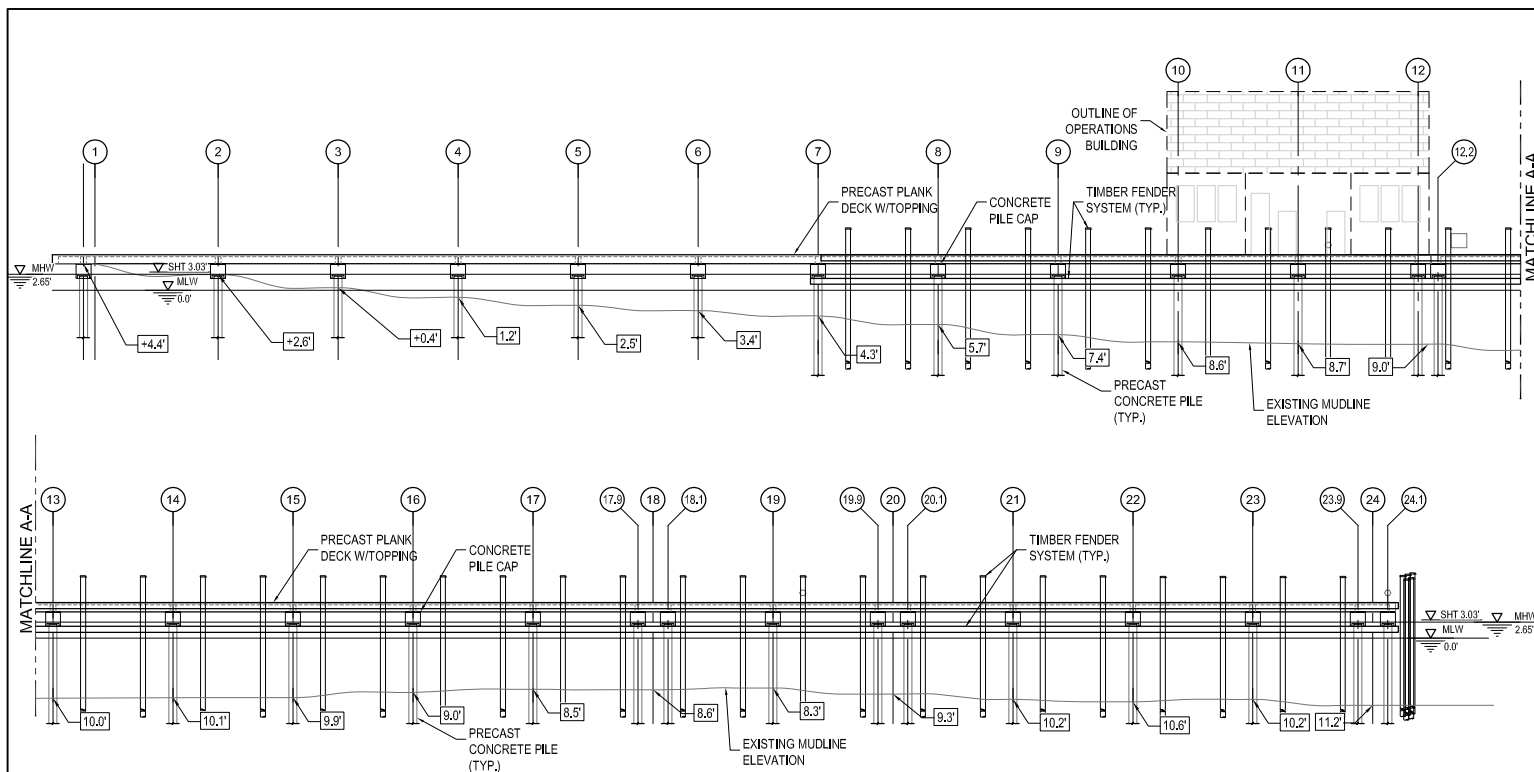
## EXISTING SECTIONS

IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA



SHT 7 OF 16

11/20/21



# **PIER ELEVATION (LOOKING SOUTH)**

## **8 EXISTING ELEVATIONS** 1/32"=1'-0"

NOTE:  
1. REFERENCE DATUM IS TO MEAN LOW WATER (MLW).

- LEGEND:
- X.X' MUDLINE ELEVATION BELOW MEAN-LOW-WATER
  - ① PILE BENT IDENTIFICATION

DATUM: NAVD88

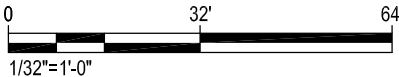
ADJACENT OWNERS:  
1. REFER TO SECTION 14 OF THE JOINT PERMIT APPLICATION FOR THE LIST OF ADJACENT PROPERTY OWNERS.

### **NAO PIER - SMALL CRAFT HARBOR**

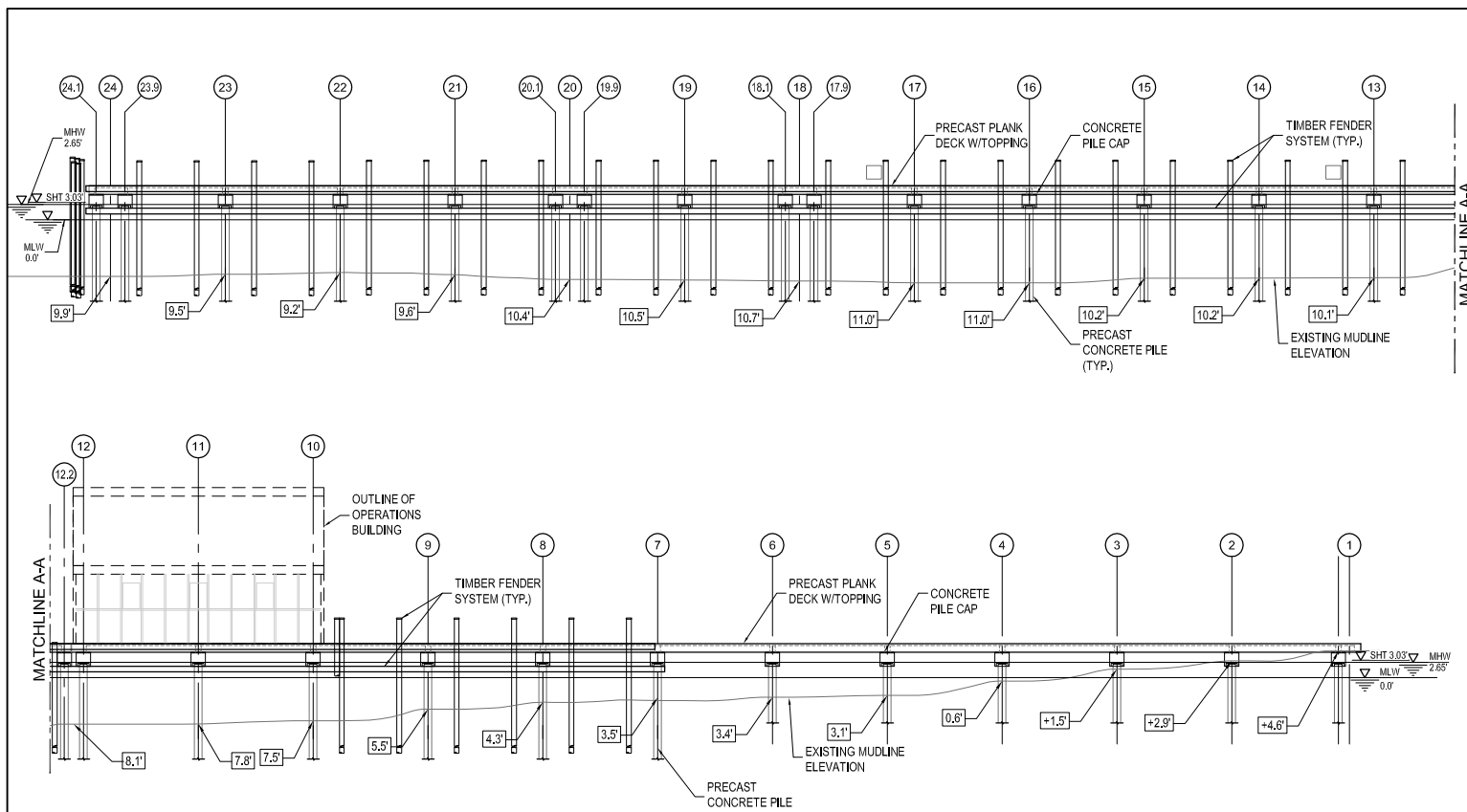
APPLICANT: Lesley Dobbins-Noble  
United States Army Corps Of Engineers  
Norfolk District 803 Front St.  
Norfolk, VA 23510  
AGENT: M.G. McLaren Engineering  
and Land Surveying, P.C.  
530 Chestnut Ridge Rd.  
Woodcliff Lake, NJ 07677

### **EXISTING ELEVATIONS**

IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA



SHT 8 OF 16 11/20/21



## PIER ELEVATION (LOOKING NORTH)

9

## EXISTING ELEVATIONS

1/32"=1'-0"

### NOTE:

1. REFERENCE DATUM IS TO MEAN LOW WATER (MLW).

### LEGEND:

(X.X)

MUDLINE ELEVATION BELOW  
MEAN-LOW-WATER

(1)

PILE BENT IDENTIFICATION

DATUM: NAVD88

ADJACENT OWNERS:

1. REFER TO SECTION 14 OF  
THE JOINT PERMIT  
APPLICATION FOR THE LIST  
OF ADJACENT PROPERTY  
OWNERS.

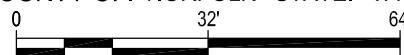
## NAO PIER - SMALL CRAFT HARBOR

APPLICANT: Lesley Dobbins-Noble  
United States Army Corps Of Engineers  
Norfolk District 803 Front St.  
Norfolk, VA 23510

AGENT: M.G. McLaren Engineering  
and Land Surveying, P.C.  
530 Chestnut Ridge Rd.  
Woodcliff Lake, NJ 07677

## EXISTING ELEVATIONS

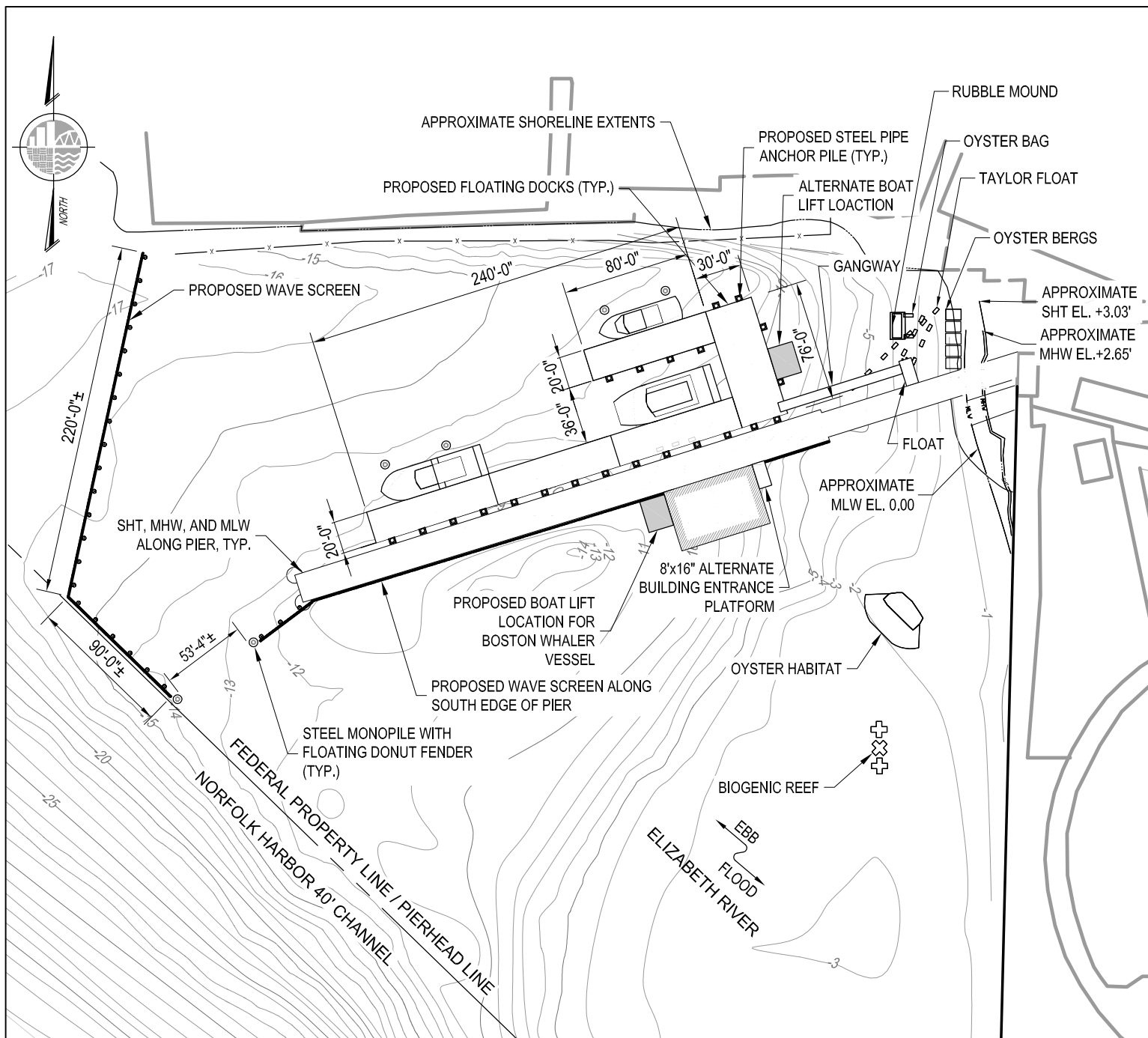
IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA



1/32"=1'-0"

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11/20/21



## 10 PROPOSED SITE PLAN

1"=90'-0"

### NOTE:

1. REFERENCE DATUM IS TO MEAN LOW WATER (MLW).

DATUM: NAVD88

### ADJACENT OWNERS:

1. REFER TO SECTION 14 OF THE JOINT PERMIT APPLICATION FOR THE LIST OF ADJACENT PROPERTY OWNERS.

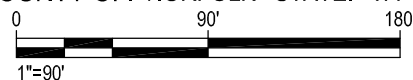
### NAO PIER - SMALL CRAFT HARBOR

APPLICANT: Lesley Dobbins-Noble  
United States Army Corps Of Engineers  
Norfolk District 803 Front St.  
Norfolk, VA 23510

AGENT: M.G. McLaren Engineering  
and Land Surveying, P.C.  
530 Chestnut Ridge Rd.  
Woodcliff Lake, NJ 07677

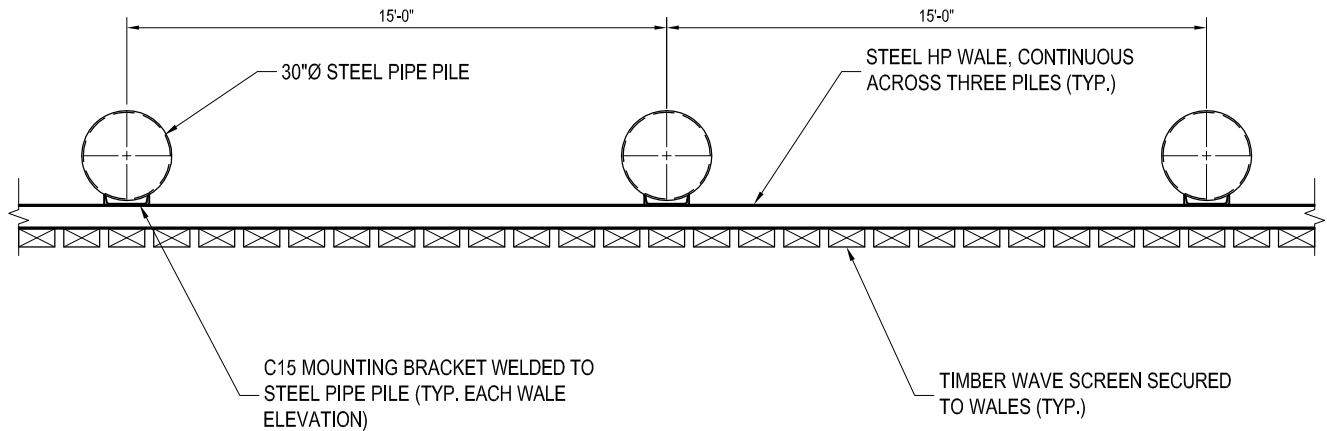
### PROPOSED SITE PLAN

IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA



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11/20/21



## 11 STEEL BREAKWATER PART PLAN

3/16"=1'-0"

DATUM: NAVD88

ADJACENT OWNERS:

1. REFER TO SECTION 14 OF THE JOINT PERMIT APPLICATION FOR THE LIST OF ADJACENT PROPERTY OWNERS.

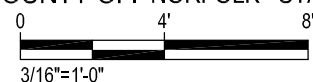
### NAO PIER - SMALL CRAFT HARBOR

APPLICANT: Lesley Dobbins-Noble  
United States Army Corps Of Engineers  
Norfolk District 803 Front St.  
Norfolk, VA 23510

AGENT: M.G. McLaren Engineering  
and Land Surveying, P.C.  
530 Chestnut Ridge Rd.  
Woodcliff Lake, NJ 07677

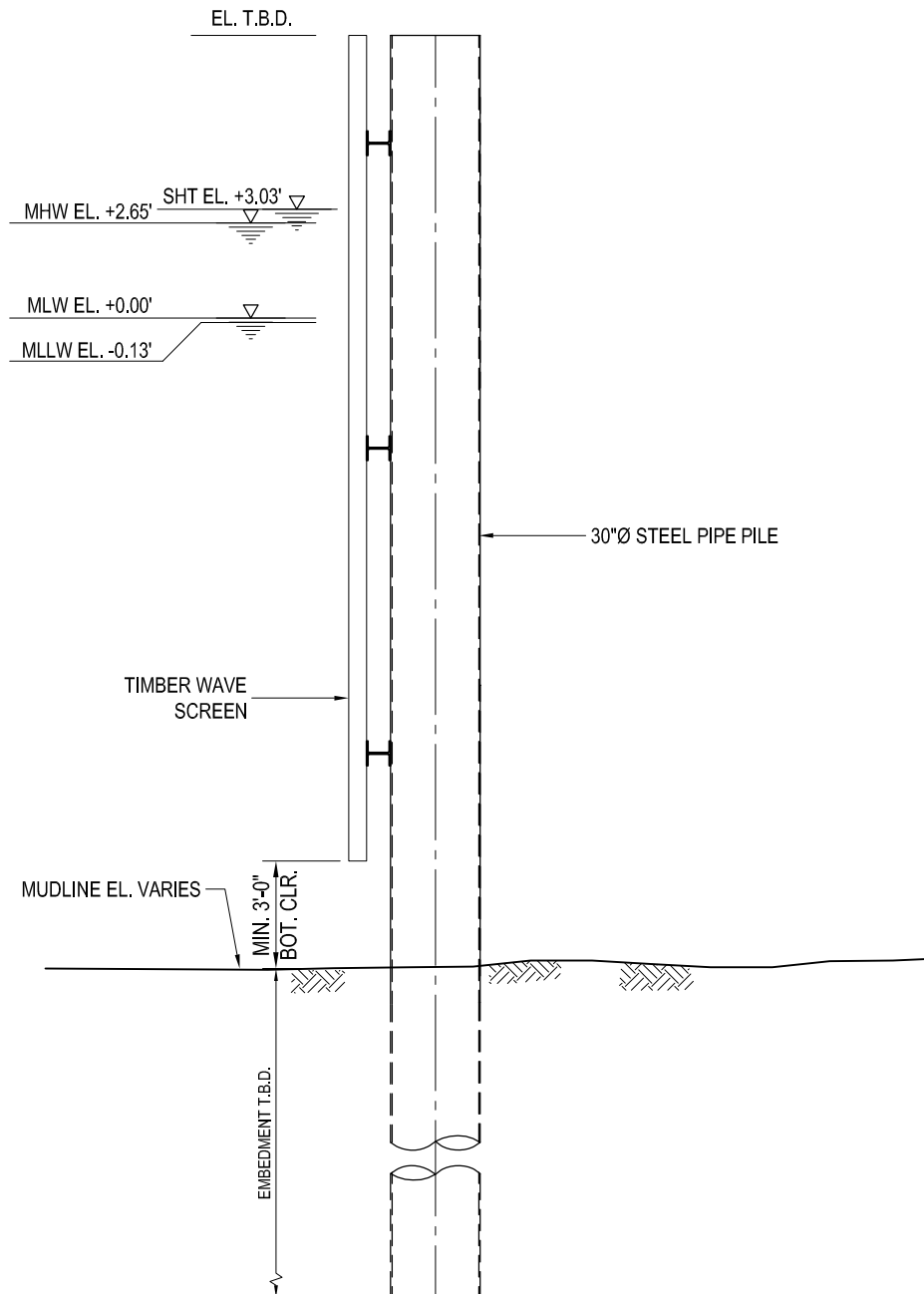
### WAVE SCREEN PART PLAN

IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA



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11/20/21



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## STEEL BREAKWATER SECTION

3/16"=1'-0"

### NOTE:

1. REFERENCE DATUM IS TO MEAN LOW WATER (MLW).

DATUM: NAVD88

ADJACENT OWNERS:

1. REFER TO SECTION 14 OF THE JOINT PERMIT APPLICATION FOR THE LIST OF ADJACENT PROPERTY OWNERS.

## NAO PIER - SMALL CRAFT HARBOR

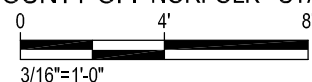
APPLICANT: Lesley Dobbins-Noble

United States Army Corps Of Engineers  
Norfolk District 803 Front St.  
Norfolk, VA 23510

AGENT: M.G. McLaren Engineering  
and Land Surveying, P.C.  
530 Chestnut Ridge Rd.  
Woodcliff Lake, NJ 07677

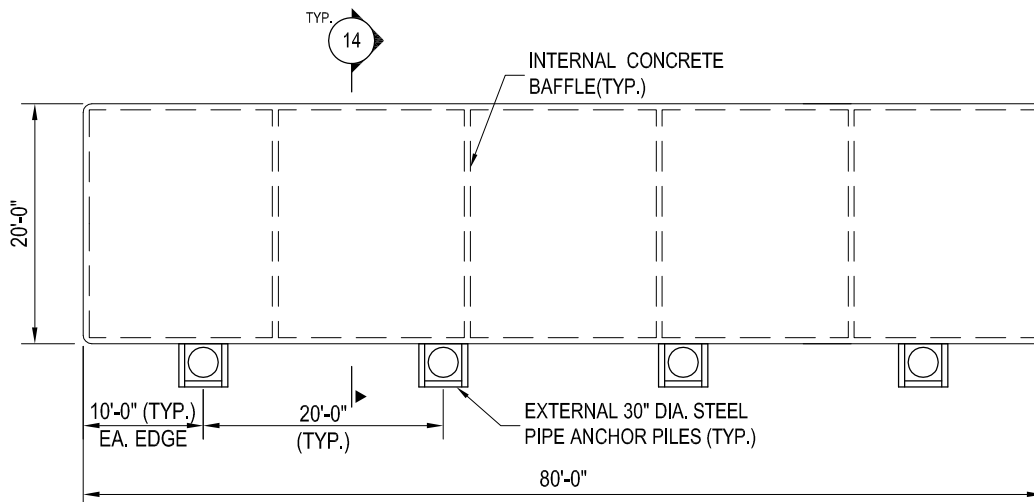
## WAVE SCREEN SECTION

IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA

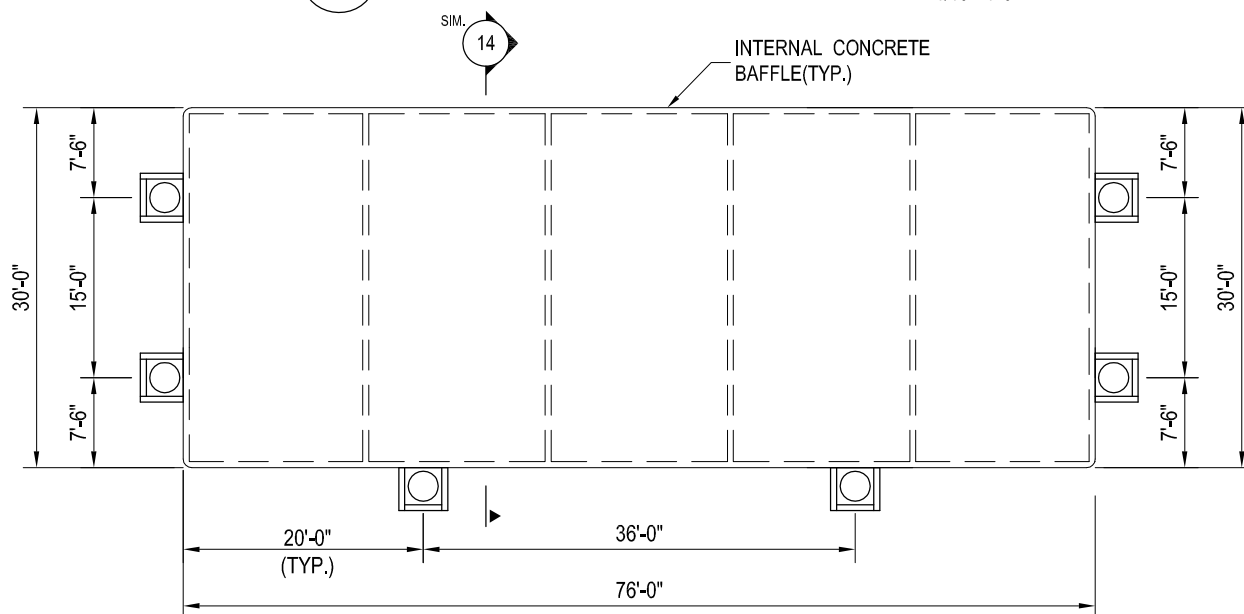


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**13A TYPE 1 FLOATING DOCK PLAN**  
1/16"=1'-0"



**13B TYPE 2 FLOATING DOCK PLAN**  
1/16"=1'-0"

**NOTE:**

1. FLOAT BAFFLE LAYOUT AND GEOMETRY ARE APPROXIMATE. FINAL DESIGN TO BE PERFORMED BY MANUFACTURER AND SUBMITTED TO ENGINEER FOR REVIEW AND APPROVAL PRIOR TO PROCUREMENT.

DATUM: NAVD88

**ADJACENT OWNERS:**

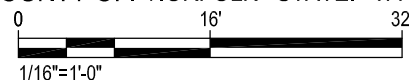
1. REFER TO SECTION 14 OF THE JOINT PERMIT APPLICATION FOR THE LIST OF ADJACENT PROPERTY OWNERS.

**NAO PIER - SMALL CRAFT HARBOR**

APPLICANT: Lesley Dobbins-Noble  
United States Army Corps Of Engineers  
Norfolk District 803 Front St.  
Norfolk, VA 23510  
AGENT: M.G. McLaren Engineering  
and Land Surveying, P.C.  
530 Chestnut Ridge Rd.  
Woodcliff Lake, NJ 07677

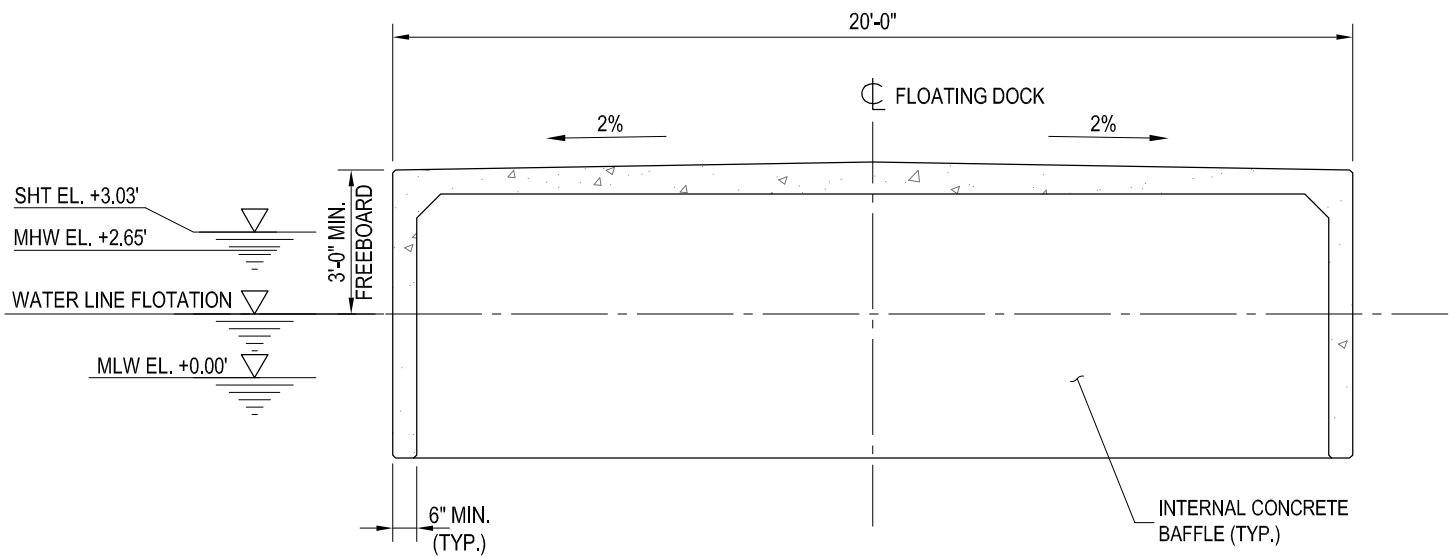
**FLOATING DOCK  
PLAN**

IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA



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11/20/21



14

## FLOATING DOCK TYPICAL SECTION

1/4"=1'-0"

### NOTE:

1. REFERENCE DATUM IS TO MEAN LOW WATER (MLW).

DATUM: NAVD88

### ADJACENT OWNERS:

1. REFER TO SECTION 14 OF THE JOINT PERMIT APPLICATION FOR THE LIST OF ADJACENT PROPERTY OWNERS.

## NAO PIER - SMALL CRAFT HARBOR

APPLICANT: Lesley Dobbins-Noble  
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AGENT: M.G. McLaren Engineering  
and Land Surveying, P.C.  
530 Chestnut Ridge Rd.  
Woodcliff Lake, NJ 07677

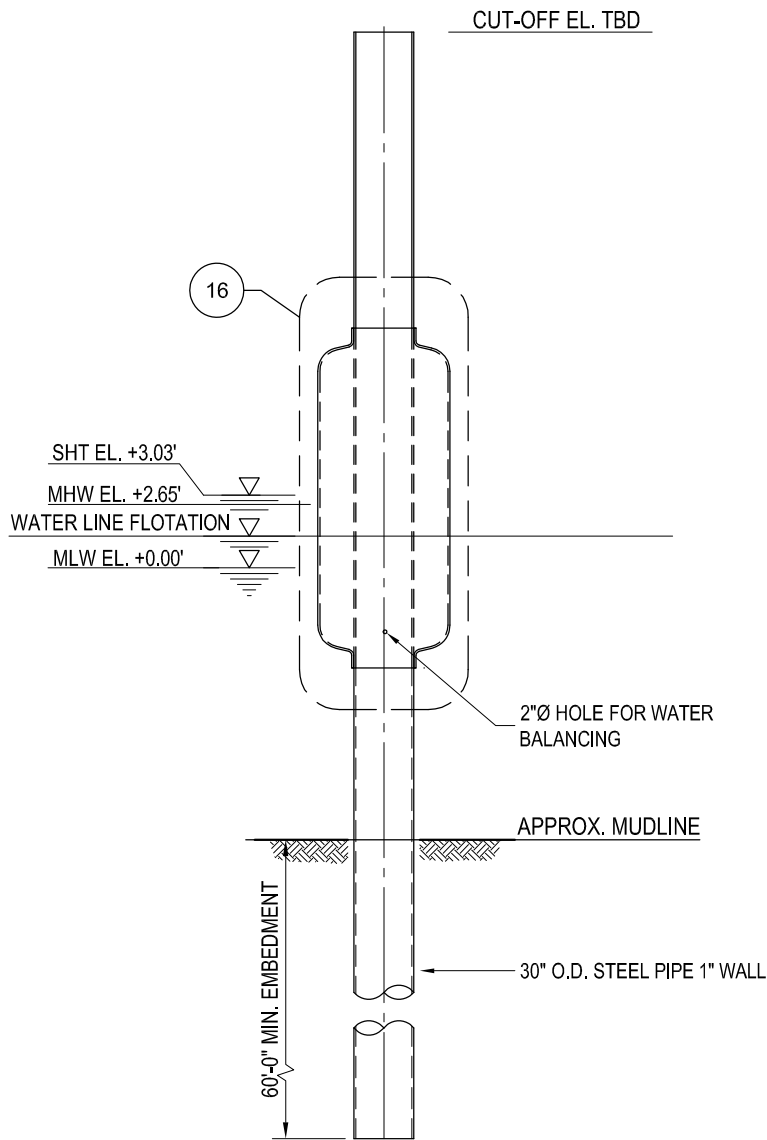
## FLOATING DOCK SECTION

IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA



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11/20/21



15

## MONOPILE ELEVATION

1/8"=1'-0"

### NOTE:

1. REFERENCE DATUM IS TO MEAN LOW WATER (MLW).

DATUM: NAVD88

### ADJACENT OWNERS:

1. REFER TO SECTION 14 OF THE JOINT PERMIT APPLICATION FOR THE LIST OF ADJACENT PROPERTY OWNERS.

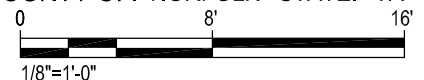
## NAO PIER - SMALL CRAFT HARBOR

APPLICANT: Lesley Dobbins-Noble  
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Norfolk District 803 Front St.  
Norfolk, VA 23510

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Woodcliff Lake, NJ 07677

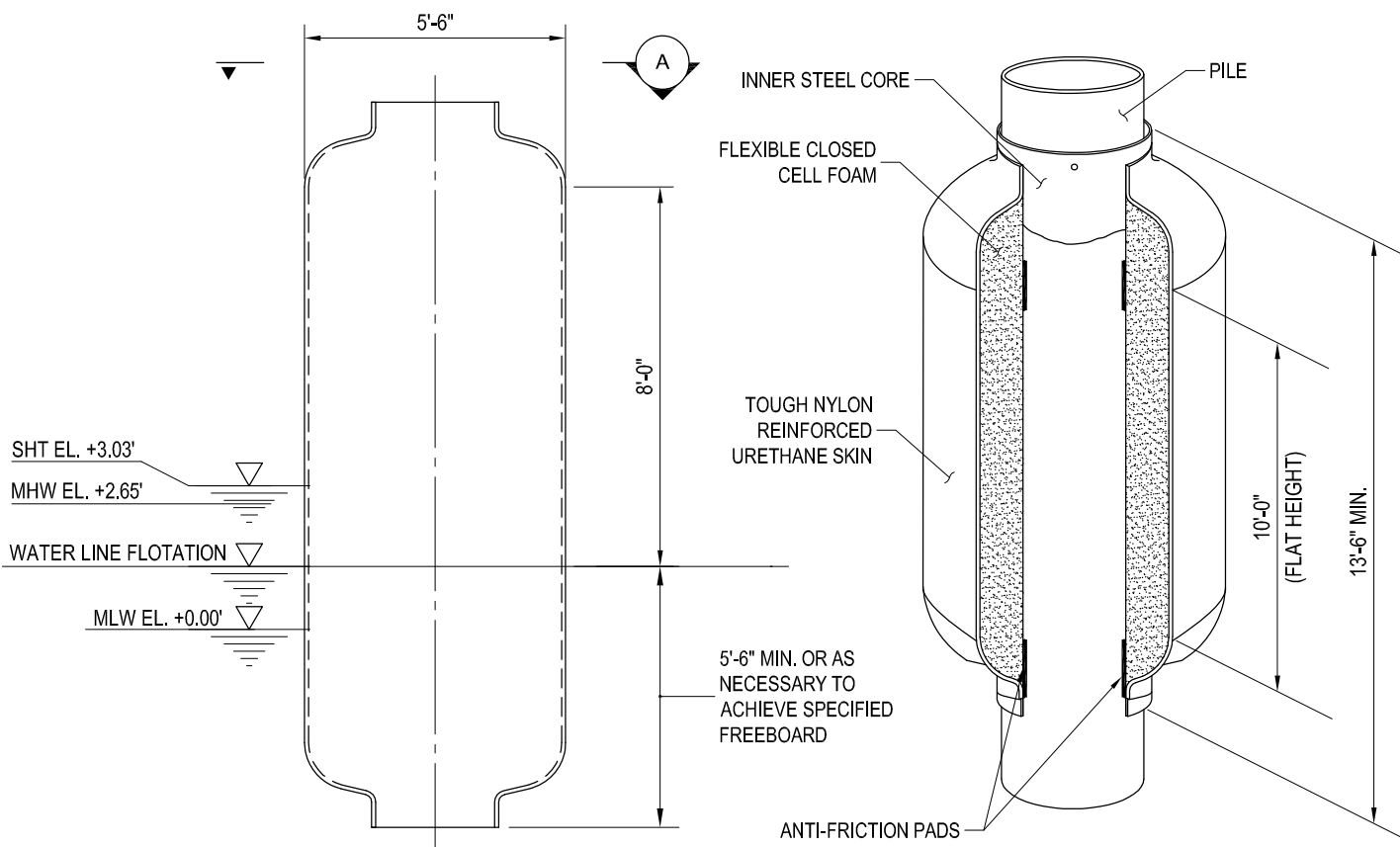
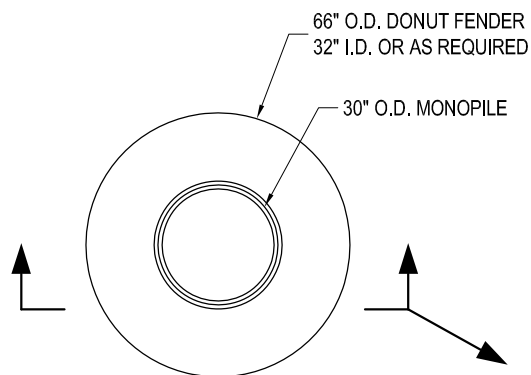
## MONOPILE & FLOATING DONUT FENDER

IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA



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11/20/21



16

## DONUT FENDER

1/4"=1'-0"

NOTE:

1. REFERENCE DATUM IS TO MEAN LOW WATER (MLW).

A

## SECTION

N.T.S.

DATUM: NAVD88

ADJACENT OWNERS:

1. REFER TO SECTION 14 OF THE JOINT PERMIT APPLICATION FOR THE LIST OF ADJACENT PROPERTY OWNERS.

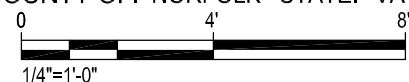
## NAO PIER - SMALL CRAFT HARBOR

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United States Army Corps Of Engineers  
Norfolk District 803 Front St.  
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## FLOATING DONUT FENDER SECTIONS

IN: ELIZABETH RIVER  
AT: NORFOLK (NORFOLK HARBOR)  
COUNTY OF: NORFOLK STATE: VA



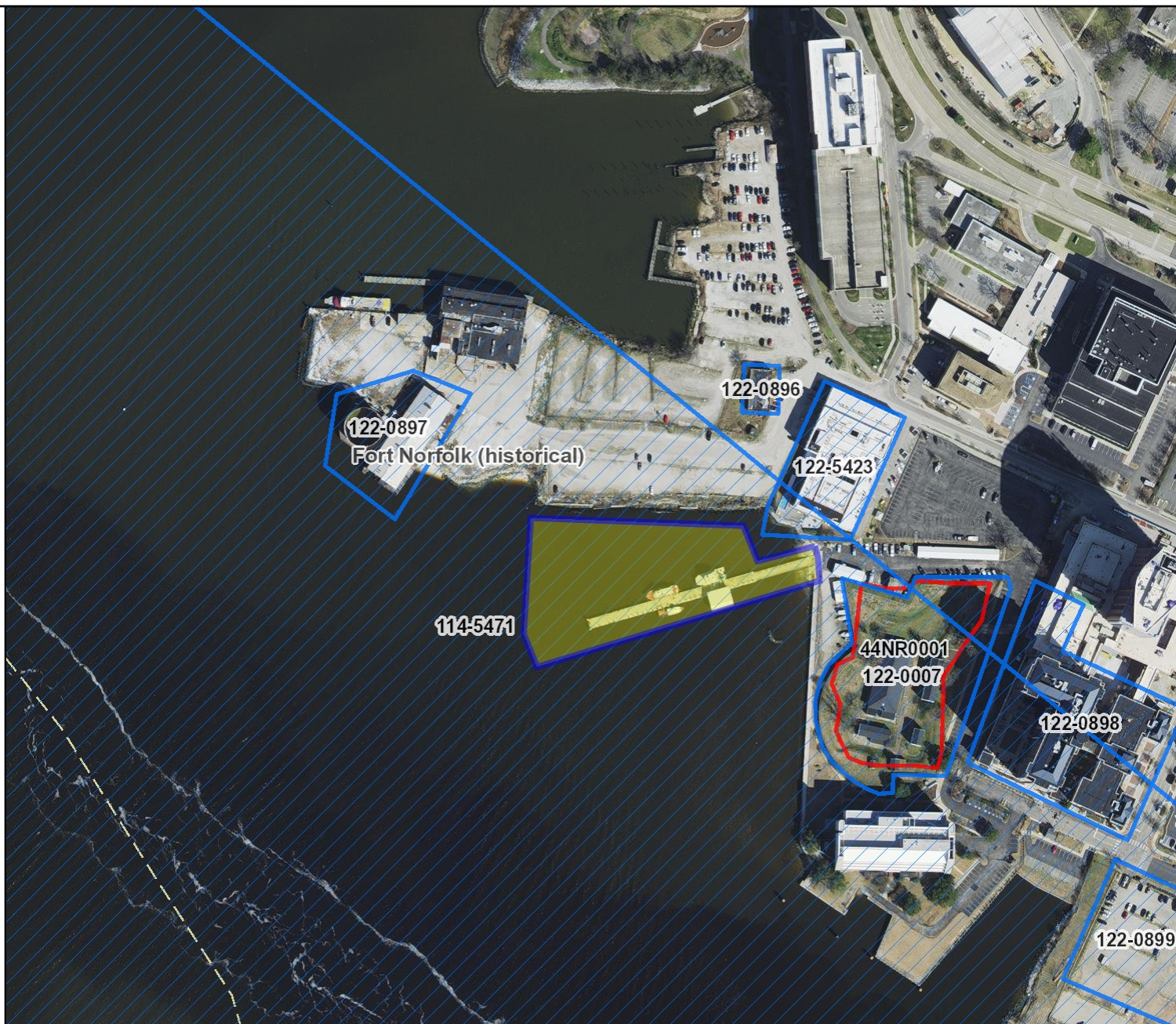
SHT 16 OF 16

11/20/21



## Legend

- Architecture Resources
- Architecture Labels
- Individual Historic District Properties
- Archaeological Resources
- Archaeology Labels
- DHR Easements
- USGS GIS Place names
- County Boundaries



Feet

0 100 200 300 400  
1:4,514 / 1"=376 Feet

**Title:**

**Date: 12/20/2021**

*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.*