

United States Department of the Interior
National Park Service**National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of PropertyHistoric name: Seatack Historic DistrictOther names/site number: DHR ID 134-0969

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. LocationStreet & number: Ackiss Ave, Americus Ave, Beautiful St, Bells Rd, Birdneck Rd, Brooklyn Ave, Burford Ave, Butts Ln, Carver Ave, Frazee Ln, Hope Ave, Hughes Ave, Longstreet Ave, Loretta Ln, Norfolk Ave, Old Virginia Beach Rd, Olds Ln, Owls Creek Ln, Sea St, Summerville Ct, Winterville CtCity or town: Virginia Beach State: VA County: Independent CityNot For Publication: Vicinity: **3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: national statewide X local

Applicable National Register Criteria:

X A B C DVirginia Department of Historic Resources

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

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In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☒

Public – State

☐

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☐

District

☒

Site

☐

Structure

☐

Object

☐

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Number of Resources within Property

(Do not include previously listed resources in the count)

| | | |
|--------------|-----------------|------------|
| Contributing | Noncontributing | |
| <u>133</u> | <u>191</u> | buildings |
| <u>5</u> | <u>0</u> | sites |
| <u>0</u> | <u>6</u> | structures |
| <u>0</u> | <u>0</u> | objects |
| <u>138</u> | <u>197</u> | Total |

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC/ single dwelling, multiple dwelling, secondary structure
COMMERCE/TRADE/ business, specialty store
EDUCATION/ school
RELIGION/ church
FUNERARY/ cemetery
RECREATION/CULTURE/ sports facility
LANDSCAPE/ park

Current Functions

(Enter categories from instructions.)

DOMESTIC/ single dwelling, multiple dwelling, secondary structure
COMMERCE/TRADE/ business, specialty store
GOVERNMENT/ government office
RELIGION/ church
FUNERARY/ cemetery
RECREATION/CULTURE/ sports facility
LANDSCAPE/ park

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY REVIVALS/ Colonial Revival, Late Gothic Revival, Tudor Revival

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/ Craftsman, Commercial Style

MODERN MOVEMENT/ Ranch

OTHER

Materials: (enter categories from instructions.)

Principal exterior materials of the property: SYNTHETICS, BRICK, CONCRETE, WOOD, STUCCO, ASBESTOS, STONE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

This material was produced with assistance from the Underrepresented Communities grant program, administered by the National Park Service, Department of the Interior. Any opinions, findings, and conclusions or recommendations expressed in this material are those of the author(s) and do not necessarily reflect the views of the Department of the Interior.

The Seatack Historic District is a residential and commercial neighborhood in northern Virginia Beach, Virginia located approximately 1.3 miles west of the Atlantic Ocean and approximately a half-mile northeast of the Oceana Naval Air Station. The district covers approximately 144 acres, is roughly 1.6 miles north to south, and roughly 0.5 miles east to west. This is a discontinuous district due to the construction of the Virginia Beach-Norfolk Expressway (Interstate 264) which opened in 1967 at the northern end of the district and multiple areas of new residential and commercial development in the southern part of the district that have divided remaining contributing residential resources at the southern end of the district. The majority of the district is located south of I-264, while a portion is located on the north side of the expressway and includes four contributing residential buildings and one contributing cemetery. The district is largely defined by the north-south main arterial Birdneck Road, with local roads extending out on both east and west sides. The district is bound largely by modern development and infill that has encroached on the historic neighborhood. The boundary of the district specifically excludes the surrounding non-contributing buildings as much as possible. The main northern boundary is also bound by marsh land to the west, Old Virginia Beach Road to the north, and ends at Beautiful Street and Hughes Avenue to the south with a few contributing resources situated beyond along South Birdneck Road. The southern

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discontiguous boundaries are bound by modern development on all sides as well as South Birdneck Road to the west, and marshland and forest to the north and east.

Most of the residential buildings constructed are modest vernacular or dwellings of no discernable style, with other popular residential styles including Minimal Traditional, Craftsman, Ranch, and Colonial Revival. There are also singular examples of Tudor Revival and a religious building in the Colonial Revival style. Only one contributing Commercial style building remains along Birdneck Road, which is associated with automobile architecture. The district has a period of significance beginning in 1915 to 1969, although resources in the district have construction dates into the first quarter of the twenty-first century. Overall, the district consists of 138 contributing resources and of these, 19 are secondary resources like historic garages and permanent sheds. The district consists of 197 non-contributing resources of which 93 are secondary resources. The resources retain a satisfactory degree of architectural integrity associated with the district's period and areas of significance.¹

Narrative Description

SETTING:

The Seatack Historic District consists of approximately 144 acres of historic suburban residential and commercial development located within the City of Virginia Beach, approximately 1.3 miles west of the beachfront with the majority of the district lying just south of the Virginia Beach-Norfolk Expressway (Interstate-264). The district is bordered by Old Virginia Beach Road to the north, modern development to the east, south and west, and also natural marsh area to the west with Oceana Naval Air Station abutting the marsh to the southwest. The district includes the main commercial corridor of Birdneck Road, with single-family residences primarily fronting the east-west local streets between Old Virginia Beach Road to the north and Beautiful Street and Hughes Avenue to the south. The district also contains three discontiguous boundaries to the south along South Birdneck Road that include resources on South Birdneck Road, Owls Creek Lane, Frazee Lane, Brooklyn Avenue, Olds Lane, and Bells Road. The district includes only a portion of the historic Seatack neighborhood due to modern development in all directions and also the construction of the Virginia Beach-Norfolk Expressway (Interstate 264). The historic uses of the contributing resources primarily include residential with a few commercial, institutional, and religious resources as well. The neighborhood is situated on relatively low, flat land that was historically marsh and farm land. The commercial corridor as well as the east local streets have limited vegetation due to the modern development of small-lot residences abutting the historic neighborhood. To the west, where marshland persists, there are greater areas of dense mature trees and vegetative growth that abuts the surrounding parcels. Residential resources have a mixture of landscapes ranging from one or two mature trees and plantings, to parcels lined at the sides and rear of the property with trees, to ones with buildings surrounded by trees.

¹ A more detailed discussion on contributing versus non-contributing resource count is provided in the "Integrity Analysis" section on Pages 8 and 9 of this document.

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NARRATIVE DESCRIPTION OF HISTORIC RESOURCES:

Discontiguous Boundary (A)

Continuously developed over the course of the twentieth century and into the twenty-first century, the Seatack Historic District is what remains of a much larger historically and predominantly African American neighborhood within what is now Virginia Beach, Virginia. The neighborhood is mostly made up of residential buildings with the main commercial corridor running north to south along Birdneck Road. The neighborhood grew out of a number of farms that were subdivided into smaller parcels over time as the community grew. Because of this, many lots are irregularly shaped and some are extremely deep and narrow to provide access to local roads. The local roads of Sea Street, Butts Lane, Burford Avenue, Hughes Avenue, Longstreet Avenue, and Kenya Court all run at forty-five-degree angles to the north-south Birdneck Road corridor. Similarly, Owls Creek Lane, Olds Lane, and Bells Road in the southern discontiguous boundaries also follow the parcel lines of historic farmland. These angles and lot shapes are consistent with original parcels of farmland. Where these early roads were developed close to one another, subdivided lots are more even and rectangular. Buildings have various setbacks from roads. Based on historic aerials, some of the deeper setbacks are indicative of buildings that were constructed prior to large scale parcel subdivision like 164 South Birdneck Road (DHR ID# 134-0969-0026). Birdneck Road sees the most variance of setbacks, with a number of homes along North Birdneck Road close to the road while the buildings at South Birdneck Road near the edge of the district are more set back.

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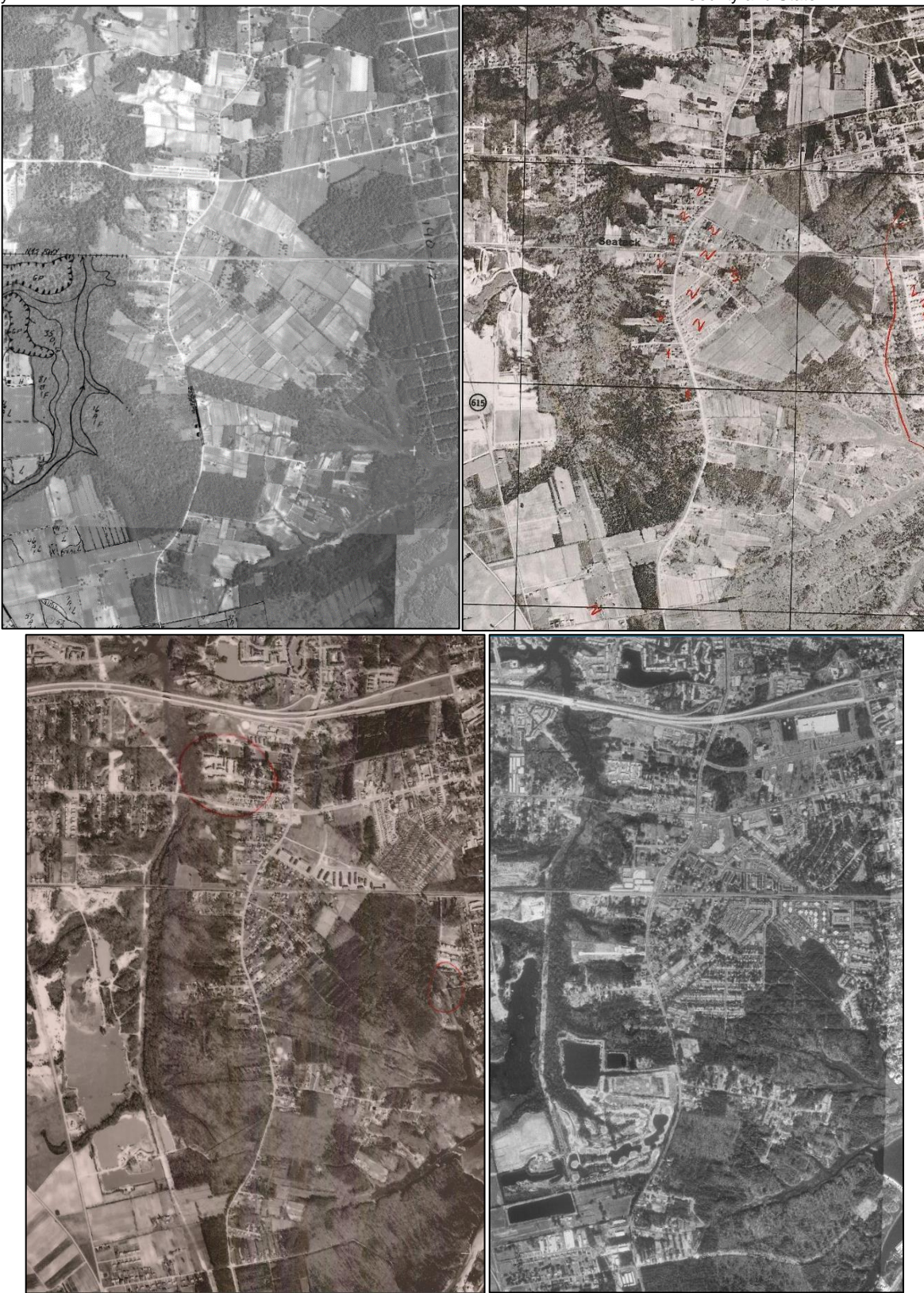


Figure 1. Historic aerials of the Seatack Neighborhood showing the growth from predominantly rural farmland to developed suburban neighborhood. Left to right, starting at the top left: 1937, 1954, 1974, 1994. (City of Virginia Beach Historic Aerial Viewer <https://virginiabeach.gov/services/map-center>)

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The central neighborhood as well as the surrounding community of Seatack has seen continuous change and development which increased in the 1960s. Originally, the neighborhood was known by locals to encompass areas north to Laskin Road, south to General Booth Boulevard, and slightly east towards the Atlantic Ocean.² Few resources dating prior to 1969 remain in those areas, while the highest concentration of historic resources is located within the boundaries of the Seatack Historic District. The creation of the Virginia Beach-Norfolk Expressway demolished approximately 10 residences due to its construction as well as part of the Terrapin Hill Cemetery that serviced the Seatack community, but inevitably endangered more homes to the north.³ As they were effectively cut off from the main commercial and residential hub of Seatack, all but four houses north of the Expressway (DHR ID#s 134-0969-0170, 134-0969-0171, 134-0969-0172, and 134-0969-0186) were torn down and the land redeveloped with multiple apartment and condominium complexes.⁴ The Snowden-Morgan-Hughes Family Cemetery also remains (DHR ID# 134-0969-0173), almost inaccessible in a wooded area between the west on-ramp to the Expressway to the south and a multi-building condominium to the north. Currently, there are no signs, parking, or paths that identify the cemetery. However, it is the oldest extant resource in the Seatack Historic District, with a headstone dating back to 1915.



Figure 2. Commercial building, 1096 Virginia Beach Boulevard (134-0969-0179).

Up until the early 1990s, much of the core of Seatack along Birdneck Road remained a mixture of small commercial, residential buildings, and dense wooded areas. However, only one historic commercial resource remains along the Birdneck Road corridor at 1096 Virginia Beach Boulevard (DHR ID# 134-0969-0179). It is a simple concrete block automobile workshop with multiple garage door openings and a corner storefront facing the intersection of Virginia Beach Boulevard and North Birdneck Road. All other contributing commercial resources have been lost, and this business was not operating during the survey work, indicating a possibility that it will be redeveloped for modern commercial use.

² Cypress Avenue, approximately a mile east of Birdneck Road, has been generally described as the historic eastern boundary.

³ This approximation is from comparing the 1958 and 1974 historic aeriels and counting buildings within the general area of the Seatack Historic District boundary that were no longer present where the Expressway is. Further buildings, at least four including a commercial building, were removed in the mid-1990s to add an on-ramp to the northeast side of the road.

⁴ The development of the apartment and condominium complexes also completely destroyed Terrapin Hill Cemetery.

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Figure 3. Seatack Elementary School, 411 Integrity Way - currently the Virginia Beach Law Enforcement Training Academy (134-0969-0184).

There are a few notable institutional and religious resources within the district. The largest contributing building in the district is the former Seatack Elementary School at 411 Integrity Way (DHR ID# 134-0969-0184), which is typical of many mid-twentieth century vernacular school buildings. Now the Virginia Beach Law Enforcement Training Academy, the 1952 building is a multi-winged brick veneer school that is located at the north end of the district just south of the Virginia Beach-Norfolk Expressway. The school was the first consolidated elementary school for African American students in Princess Anne County, now the City of Virginia Beach.

A notable religious resource is St. Stephens Church of God in Christ at 189 South Birdneck Road (DHR ID# 134-0969-0022). This 1930 Colonial Revival church has a central gable front with a Colonial-style bell tower at the southeast corner. It also features multiple stained-glass, rounded-arch windows on the north, east, and south elevations. Although a large addition was constructed on the rear west elevation that protrudes to the north, it is differentiated enough from the main building. This church has been reclad in brick, but retains its form and fenestration pattern. Also important to the community is the site of Mt. Olive Baptist Church at 310 North Birdneck Road (DHR ID# 134-0969-0133). Although the main 1908 Late Gothic Revival church was recently demolished, the site has been home to the community's congregation through several architectural iterations. A new church is being constructed in its place to allow for the congregation to grow and current architectural plans include details that harken back to the 1908 church that serviced the community for over one hundred years. Thus, the site will remain an important religious and community gathering location for the Seatack neighborhood.



Figure 4. St Stephens Church of God in Christ, 189 South Birdneck Road (134-0969-0022).

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Residential development is found along every block, including being interspersed between the more commercial corridor of Birdneck Road. The residential development in the district includes nearly a century of continuous development, as well as a range of architectural styles and types. Historic buildings are typically small and modest in design and are made up of single-family residences with the exception of one duplex at 1138-1140 Beautiful Street (DHR ID# 134-0969-0020).⁵ While most buildings are oriented perpendicularly to their respective roads, a small number of residences along Beautiful Street are oriented at an angle to the road (DHR ID#s 134-0969-0014, 134-0969-0015, and 134-0969-0029). In a few other instances, buildings are found behind one another when accessed from the same road. For example, between 1059 and 1063 Hope Avenue (DHR ID#s 134-0969-0121 and 134-0969-0119 respectively) lie two driveways. One is to 1054 Norfolk Avenue (DHR ID# 134-0969-0061) though its façade faces Norfolk Avenue and the Virginia Beach Trail (originally a railway corridor). The second provides access to 1061 Hope Avenue (DHR ID#134-0969-0120) whose façade is oriented to the side of the parcel.

Most roads do not have sidewalks with the exception of Birdneck Road and one side each of Loretta Lane and Hope Avenue. Roads are paved, but generally without curbs except along and near Birdneck Road. There are drainage ditches, sometimes steep, between many of the local roads and buildings. Most residences have driveways that are paved near the road and gravel or grass and dirt the remaining length. However, a number have recently laid concrete driveways. Paved walkways from the street to the house are common as well. Another noticeable feature are mailboxes along the roads, where a number of historic resources have more substantial boxes that are constructed in brick or stone tile. They generally have one or two flower beds on either side of the taller pier with the actual mailbox engaged in the masonry. These mailboxes are present in the main boundary area as well as the southern discontinuous boundaries. Individual lots feature minimal landscaping, mostly close to the buildings and also along the property lines. More dense vegetation, marshland, and wooded areas are found near the back property lines, especially along the west boundary line of the district.



Figure 5. Detail of a masonry mailbox with planter box at one side. This is at 161 Hughes Avenue (134-0969-0031).

The residential architectural styles represented include Minimal Traditional, Craftsman, Colonial Revival, Late Gothic Revival, Tudor Revival, and Ranch, but most residences are modest vernacular residences of no discernable style and almost all houses have little to no ornamentation or detail. The district includes a wide variety of building materials among its residential buildings including brick, brick veneer, wood, stone, asbestos, aluminum, and vinyl.

⁵ Another contributing duplex, 145-149 Hughes Avenue (DHR ID# 134-0969-0035), was originally a single-family dwelling that was later subdivided into two residences.

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All roofs have updated architectural or composite shingle replacements, and many houses have been reclad in vinyl or aluminum siding. The majority of houses have replacement vinyl windows and metal doors, with only a few retaining their wood windows and wood doors, such as the singular Tudor Revival example at 401 Birdneck Circle (DHR ID# 134-0969-0183).



Figure 6. Tudor Revival residence, 401 Birdneck Circle (134-0969-0183).

While the majority of residences are vernacular types, there are a few intact examples of popular twentieth-century architectural styles. Craftsman style houses at 164 South Birdneck Road, 153 North Birdneck Road, and 1132 Loretta Lane (DHR ID#s 134-0969-0026, 134-0969-0180, and 134-0969-0061 respectively) feature one and one-and-a-half story residences with deep front porches with battered posts or brick piers, with stucco and brick veneer. These examples are some of the more detailed residences in the district.



Figure 7. Minimal Traditional residence, 1055 Norfolk Avenue (134-0969-0047).

The house at 1055 Norfolk Avenue (DHR ID# 134-0969-0047) is a good example of a brick veneer Minimal Traditional style building with wrought iron detailing on a small central porch. The houses at 110 Hughes Avenue, 1028 Sea Street, and 1140 Carver Avenue (DHR IDs 134-0969-0038, 134-0969-0091, and 134-0969-0140 respectively) are the most indicative of the Ranch style within the Seatack Historic District with emphasis on horizontality with wide facades under low pitched hipped or cross gable roofs, use of brick and stone veneer on the building, and are all one story.

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Figure 8. Ranch style residence, 1140 Carver Avenue (134-0969-0141).

Some residences that retain their original material include ones of split-face concrete block with brick accents around the windows. In particular, Beautiful Street has three rough-hewn concrete block houses of no discernable style: 1117 Beautiful Street, 1124 Beautiful Street, and 1153 Beautiful Street (DHR ID# 134-0969-0029, 134-0969-0028, and 134-0969-0015 respectively).



Figure 9. Split-face concrete block residence, 1153 Beautiful Street (134-0969-0029).

The district also includes several residences that are excellent examples of local craftsmanship and self-built structures. At least one local resident who grew up at 1153 Beautiful Street recalled her father making the brick to build their house on site, which coincides with other oral histories that many of the houses were built, at least in part, by the local residents. Another example of local craftsmanship is 153 Sea Street (DHR ID# 134-0969-0083). This modest one-story home has a front hipped roof extending out below the main front gable. Part of the hipped roof portion is enclosed underneath clad in vinyl with a central metal door. To the side of the entry is a Palladian style window with the central and arch window being vinyl framed while the windows flanking it are wood 6-lite casement. The front of the hipped roof is open, supported by fluted columns. It also has a central stair covered by a smaller additional central hipped roof that intersects the main hipped roof with a barrel vault. An excellent example

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of vernacular design, the house is modest in size, proportion, and form, but detailed with the owner's personalized architectural features.⁶



Figure 10. Residence illustrating local craftsmanship, 153 Sea Street (134-0969-0083).

The diversity of architectural resources reflects the slow but continuous development of the neighborhood. There is also a wide range of property values throughout Seatack, documented in the Virginia Beach Real Estate Assessor's property cards. These provide a snapshot of combined land and improvement property values at various years. The range of property values between 1964 and 1968 was \$660-\$4,640. When cross-referenced against owner occupations, these property values were not necessarily indicative of owner occupation.⁷ For instance, 173 Hughes Avenue, owned by laborer James T. Freeman, was valued at only \$600 in 1964, while another laborer, Bernard Bridgers, at next-door 169 Hughes Avenue was valued at \$1,1800 that same year.⁸ While both resources are no longer extant, and as such not part of the historic district, they are of similar lot size and building type as many current district resources. This variation in value would indicate that the house at 169 Hughes Avenue was significantly improved as compared to 173 Hughes Avenue. A second comparison relates to female-owned properties. 116 Hughes Avenue, was valued at \$660 and may be indicative of Mrs. Mary C. Sutton's profession as a maid in 1964.⁹ Conversely, another female-owned property, 115 Butts Lane, was owned by Mrs. Helen H. Langford who had no occupation in 1978. Her property was valued at \$120 in 1964, but in 1968 was improved to one of the highest property values at \$4,640.¹⁰ In all cases, the property value was significantly lower than that of a more professional, middle-class African American neighborhood like L & J Gardens, which saw home values alone well above \$10,000 by the 1950s.

As Virginia Beach began to grow west from the oceanfront in the early twentieth century, new development continually encroached upon the historic Seatack neighborhood and infilled nearby marsh, forest, and farmland

⁶ Elizabeth GG Mills is the current owner of 153 Sea Street according to her interview with Commonwealth Preservation Group on September 8, 2021. She stated that she was born in the house, which her parents built in 1942 with help of her mother's employer, Mr. Shelley.

⁷ The following owner occupations were taken from 1967 City directory, which is the closest date represented to the 1964 and 1968 property cards.

⁸ City of Virginia Beach Real Estate Assessor's Office, "Record of Ownership Parcel ID: 2417 52 2736 0000: 173 Hughes Avenue" & "Record of Ownership Parcel ID: 2417 52 2779 0000: 169 Hughes Avenue", 1964.

⁹ City of Virginia Beach Real Estate Assessor's Office, "Record of Ownership Parcel ID: 2417 53 8152 0000: 116 Hughes Avenue", 1964.

¹⁰ City of Virginia Beach Real Estate Assessor's Office, "Record of Ownership Parcel ID: 2417 53 4559 0000: 115 Butts Lane", 1964 & 1968. This property has recently been significantly altered and is not contributing to the district.

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with apartment, industrial, and commercial complexes that were significantly out of scale with the historic character of the neighborhood.

Beginning in 1970, two large-scale apartment complexes were built; one to the north of Hope Avenue and another to the west of residences along Carver Avenue. Other apartment and condominium complexes soon followed to the north past the new Expressway, shrinking the historic neighborhood of Seatack. New residential neighborhoods began to abut Seatack to the east as well, but were planned with access by main roads outside of the neighborhood and are notably disconnected from it.

All streets within the Seatack Historic District also include modern residential infill development and new construction. Late twentieth century construction appear to be custom built with features common of their periods. One example at 148 Sea Street (DHR# 134-0969-0087) has cedar shake and a skillion roof style that is indicative of the 1980s, but uncommon for the Seatack Historic District. Houses constructed in the twenty-first century are generally modest, builder-grade one to two-story buildings with few embellishments.¹¹



Figure 11. Example of modern infill, 148 Sea Street (134-0969-0087).

Historic aerials show by 1994, a significant number of the historic buildings along Birdneck Road, as well as remaining marshland and forest, had been replaced by large industrial complexes and storage facilities that still remain today. Two shopping centers were built between 1987 and 1989; one at the southeast corner of North Birdneck Road and Virginia Beach Boulevard that replaced a smaller single commercial building and another, the Birdneck Community Shoppes (DHR ID# 134-0969-0053), at the southeast corner of South Birdneck Road and Norfolk Avenue that replaced a residential building. One of the most recent alterations to the commercial corridor was in 2019 when the last large swath of wooded area between 19th Street and Virginia Beach Boulevard east of North Birdneck Road was cut down. A large-scale parking lot was finished in 2020 in its place.

¹¹ Three along North Birdneck Road between Virginia Beach Boulevard and Norfolk Avenue alone are new construction homes completed between 2018 and 2020 (DHR ID#s 134-0969-0174, 134-0969-0176, and 134-0969-0126).

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Figure 12. Birdneck Community Shoppes at the corner of South Birdneck Road and Norfolk Avenue (134-0969-0053).

SOUTHERN DISCONTIGUOUS BOUNDARIES

There are three discontinuous boundary areas to the south of the main district, that contain contributing historic resources. These resources have been separated from each other and the main northern boundary by modern development, but still retain important value and association within the Seatack community.

Discontiguous Boundary (B)

Discontiguous boundary (B) lies just south of the main northern boundary with modern townhomes in between. The majority of resources are residential and lie along Owls Creek Lane, which was extant prior to 1937 according to historic aerials. Most of the houses along Owls Creek and Gregory Lane have been replaced in the recent past with modern homes and the boundary specifically excludes the surrounding non-contributing buildings as much as possible to the east and south. Marshland and modern development to the north separates this boundary from Discontiguous Boundary (A) and South Birdneck Road borders to the west. A Seatack community member, Donnie LaSalle Gregory, grew up at 1073 Owls Creek Lane and currently lives on Brooklyn Avenue. The Gregory family has owned much of the land along Owls Creek Lane and the adjacent Gregory Lane to the east, which was named after Donnie LaSalle Gregory's grandfather. Mr. Gregory relayed that his grandfather would divide up his land and give it to relatives who would then build their own homes on the new parcels. Most buildings were constructed by the family and local residents with building skills.¹² Resources within Discontiguous Boundary (B) are simple, mainly one-story dwellings with deep, narrow lots that match the historic farmland parcels in the north side of the district. Most are Ranch style or resources with no discernable style and common building materials include wood-framed homes with vinyl or brick veneer siding, replacement vinyl windows, and composite shingle roofs. Some primary resources are located closer to the lane than others. The resources that are set back are sometimes located behind another resource with a narrow driveway from the lane to the property. This boundary also contains Seatack Park at 340 South Birdneck Road (DHR ID# 131-0969-0246). The park was established in 1970 and developed by Aaron Parsons and the Virginia Beach Jaycees, and some residents remember it being

¹² Donnie LaSalle Gregory was interviewed by Commonwealth Preservation Group on September 8, 2021.

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called Viking Park.¹³ The park currently consists of a parking lot, playground, baseball field, shelter, and a basketball court that was recently painted with a mural with the help of local non-profit ViBe Creative District and artist Troy Summerell.¹⁴ Discontiguous boundary (B) also retains the Rosetta Wheaton Family Cemetery (DHR ID# 131-0969-0244).



Figure 13. Seatack Park, 340 South Birdneck Road (134-0969-0246).

Discontiguous Boundary (C)

Discontiguous boundary (C) lies just south of Owls Creek Lane and is the smallest of the four boundary areas in the Seatack Historic District. It consists of just four residential resources along Frazee Lane that are surrounded by modern construction to the north, South Birdneck Road to the west, and marshland and forest to the east and south. These four residences, three of which are contributing resources, are similar to other houses within the other Seatack Historic District boundaries. There is a concrete duplex at 1082 Frazee Lane (DHR ID# 134-0969-0206) that is similar in size to the single-family dwelling next door at 1077 Frazee Lane (DHR ID# 134-0969-0207). Both have no decorative features with flat façades and no porches.

Discontiguous Boundary (D)

Discontiguous boundary (D) is a slightly larger area and is made up of residential resources that are situated along South Birdneck Road, Brooklyn Avenue, Olds Lane, and Bells Road. The boundary is surrounded by modern construction to the north and east, South Birdneck Road to the west, and marshland and forest to the south. The majority of resources are along the east side of South Birdneck Road and Brooklyn Avenue. Olds Lane is named after the Olds family, another long-standing family within the Seatack community who owned land in this area. The contributing resources here are also simple dwellings like the rest of the Seatack Historic District with mostly Ranch style and resources with no discernable style. Some homes still have the same masonry mailboxes described in the main boundary, even those with new residential buildings. One dwelling at 548 South Birdneck Road (DHR ID# 134-0969-0250) has retained the same parcel size since 1937. It is still a narrow lot that is elongated, similar to

¹³ Ariel Jones, granddaughter of Paul Sparrow Sr, shared the name of the developers during her interview with Commonwealth Preservation Group on September 8, 2021; "Construction Started on 2 Beach Parks," *Virginian-Pilot*, January 18, 1970, 154.

¹⁴ An informational plaque is located within the park documenting the mural project from 2022.

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those in the northern main boundary, while all others in this discontinuous boundary (D) have been subdivided, sometimes multiple times, for smaller, square-sized parcels.

Cemeteries within the Seatack Historic District

There are four cemeteries within the Seatack Historic District; a larger community cemetery and three smaller family cemeteries. The Ackiss and Snowden-Morgan-Hughes family cemeteries (DHR ID#s 134-0969-0185 and 134-0969-0173 respectively) are both extremely small, containing between four and 18 known graves. Both are in disrepair and have been vandalized in recent years according to family accounts and site conditions. The Ackiss family cemetery is on the parcel belonging to 1066 Kenya Lane (DHR ID# 134-0969-0104). Broken tombstones lie in the yard under trees between the residential dwelling to the north and Norfolk Avenue to the south. The highlight of this cemetery is the intact, vertical gravestone of Alexander Ackiss (1833-1912) which identifies him as a former member of the United States Cavalry. The Snowden-Morgan-Hughes family cemetery is located just north of the Virginia Beach-Norfolk Expressway (Interstate 264), hidden between the interstate's drop off and a modern condominium complex. Since the initial survey, community members have cleaned the site, cleared a majority of the vegetation, and created a path for easier access. Most of the graves here are marked by ledgers that have worn over time. Family members have created smaller metal placards that are situated nearby to identify the worn stones. During the survey of the southern discontinuous boundaries in 2023, the Rosetta Wheaton family cemetery (DHR ID# 134-0969-0244) was observed in recent aeriels, but because of its location behind private residential dwellings, it was not able to be surveyed. Previous photographic documentation of the cemetery on the *findagrave.com* website shows a mixture of cement grave ledgers and crosses, some that are embellished with reflective letters set in epoxy or tin placards. The largest of the four cemeteries, Evergreen Terrace Saints Rest Cemetery (DHR ID# 134-0969-0129), is located at the end of Beautiful Street and has approximately 170 known graves; of which the earliest identified is 1958 and the latest documented is 2019. These grave sites are much more spread out than the family cemeteries, but still have a similar mixture of ledgers and tombstones that are simple in ornamentation. Some tombstones are more elaborately decorated with modern, mass-produced styles that are then customized to the person with machine-etched photos, epitaphs, and iconography.



Figure 14. Ackiss Family Cemetery, Kenya Lane (134-0969-0185). Note the recently restored upright tombstone with a broken cross beside it at center. There are also two ledgers present at the right of the photograph.

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INTEGRITY ANALYSIS:

The Seatack Historic District retains a satisfactory degree of the seven aspects of integrity, commiserate with developmental and economic pressures placed upon the neighborhood. The overall *location, setting, and design* of the district reflect the development of the community from the early through the mid-twentieth century and convey the evolution of a predominately African American neighborhood from marsh and farm land just west of the Virginia Beach oceanfront. The majority of the street pattern has been retained, with the exception of a small dead-end lane (Hyman's Lane) between Burford Avenue and Butts Lane. The rest of the streets retain their historic pattern, most indicative of the former farm parcels that originally segmented the land. Some of the marsh area the neighborhood was built around remains to the west and south, with the landscape remaining relatively flat and low, common for a coastal neighborhood. While many of the historic commercial buildings along Birdneck Road have been demolished, it remains the prominent thoroughfare of the neighborhood and serves as the commercial corridor with continued new construction evident from the 1970s to present.

Congruent with this ongoing commercial development is the noticeable continued alterations of the residential areas of the district. Modern residential buildings are interspersed with historical residences, exhibiting an almost continual modification of the neighborhood. This provides a wide variety of building dates and design. Most of the residential parcels have remained residentially zoned and the same with commercial parcels, maintaining a consistency of use that the historical *design and setting* reflects. While many changes have occurred, they have done so while maintaining similar setbacks and features as the adjacent historic parcels, and therefore maintaining the streetscape's *setting*. Some of the more intact areas within the neighborhood include the west end of Carver Avenue into Winterville Court, the north side of Sea Street, a small group on the west side of Burford Road, and a group at the east side of Hope Avenue.

As mentioned in the "Summary Paragraph" section, the district consists of a high number of non-contributing primary resources (97 non-contributing primary resources versus 115 contributing primary resources). The 97 non-contributing primary resources are almost all buildings constructed after the period of significance end date of 1969, with only a few historic resources having been modified beyond a contributing status. Post-1969 non-contributing resources vary greatly in age with examples dating from all decades between 1970 to 2022. They are greatly interspersed between contributing resources, with a denser grouping found near the center of the district along the north side of Burford Avenue and Longstreet Avenue. There are no roads that have remained unaltered by construction dating past 1970. Most of the non-contributing resources are simple in architecture design and features. However, these new houses note a shift from community-based construction towards more commonplace builder-grade residential design found in both African American and white neighborhoods of the 1970s until today. This shift may reflect both local initiatives like Virginia Beach's Target Neighborhood project and also a physical manifestation of the socio-economic changes that took place in many African American communities in response to national events such as the 1964 Civil Rights Act, the 1968 Fair Housing Act, or the 1972 Equal Employment Opportunity Act. When resulting opportunities arose for improvements to long-standing substandard housing, residents understandably often took full advantage of these changes. Homes were often improved or replaced. While this reality does detract from the proportion of contributing to non-contributing resources, it should not be cause to dismiss the history and cohesion of the existing community.

Due to the modest means and environmental conditions of the coastal neighborhood, the many alterations, repairs, and maintenance over time have had a degree of impact on the integrity of *materials* and *workmanship* on an individual resource level. Common material replacements in the district include vinyl windows, metal doors, vinyl siding, and roof materials. These alterations are consistent throughout the neighborhood, with only a few resources retaining all of their original materials. However, the majority of these alterations have been performed on the resource's original structure, with minimal major modifications to the resources' shape, plan, fenestration pattern,

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and size. Although limited, good examples of workmanship have been retained that convey periods of development and the associated style of various residential resources. Workmanship was local, performed by family and friends and those buildings that retain their materials are excellent examples of this local community craftsmanship. These elements preserve the district's historic sense of *feeling and association* as a predominantly African American residential and small commercial neighborhood that developed continually over the twentieth century in response to developmental, social, and economic challenges that created a diverse collection of architectural expressions and styles. Streets like Hughes Avenue, Americus Avenue, and Burford Avenue are named after families of the Seatack neighborhood that helped it grow and prosper. Even with the numerous alterations and consistent threat of redevelopment, the neighborhood has retained a strong sense of place that is conveyed in the remaining contributing architecture and community.

INVENTORY:

The inventory below is the result of reconnaissance level survey of 335 resources in the Seatack Historic District conducted in October 2021-January 2022 and also in May of 2023. Surveyors documented all resources within the district including significant secondary resources. The 2021-2022/2023 survey resulted in the identification of 138 contributing resources, including 133 buildings (of which, 19 are secondary resources) and 5 sites. The survey also identified 197 noncontributing resources, including 191 buildings (of which, 93 are secondary resources) and 6 structures.

Each entry in the inventory below identifies the primary and secondary (where applicable) resource, the resource type (building, site, structure, or object), number of stories, architectural style, approximate construction date, and contributing or noncontributing status organized by address. Resources within the Seatack Historic District are considered contributing if they were constructed during the district's period of significance (1915-1969), are associated with the district's area of significance, and retain architectural integrity. Alterations to contributing resources were evaluated based on the overall impact to the character-defining features of the building. Because the district is significant under Criterion A, integrity of individual resources was not as highly scrutinized, but rather their contribution to the district as a whole was the primary consideration. Where common material alterations exist, such as roof replacement, window and door replacement, and recladding in vinyl siding, resources are still considered contributing if they retain a majority of the seven aspects of integrity. The information below and detailed architectural descriptions of each primary resource can also be accessed via the Virginia Department of Historic Resources architectural survey archives and/or the Virginia Cultural Resource Information System (V-CRIS). Resources are keyed to the attached Sketch Map by the last four digits of the resource's 10-digit identification number (e.g., -0001, -0002, etc.).

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Discontiguous Boundary (A)

Ackiss Avenue

117 Ackiss Avenue

134-0969-0063

Other DHR Id#: 134-5541

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1940

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

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Americus Avenue

1137 Americus Avenue 134-0969-0161

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1960

Contributing Total: 1

1141 Americus Avenue 134-0969-0162

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1982

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

1145 Americus Avenue 134-0969-0163

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1996

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

1153 Americus Avenue 134-0969-0164

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1996

Non-contributing Total: 1

1209 Americus Avenue 134-0969-0165

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, Ca 1960

Contributing Total: 1

Secondary Resource: Garage (Building)

Contributing Total: 1

1220 Americus Avenue 134-0969-0167

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1963

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

Beautiful Street

1109 Beautiful Street 134-0969-0011

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Colonial Revival, 1985

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

1111 Beautiful Street 134-0969-0012

Primary Resource: Single Dwelling (Building), Stories 1, Style: Vernacular, 1994

Non-contributing Total: 1

1113 Beautiful Street 134-0969-0013

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 2003

Non-contributing Total: 1

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1117 Beautiful Street

134-0969-0029

Other DHR Id#: 134-5270

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1940

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

1124 Beautiful Street

134-0969-0028

Other DHR Id#: 134-5269

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: No discernible style, Ca 1940

Contributing Total: 1

Secondary Resource: Garage (Building)

Contributing Total: 1

1138-1140 Beautiful Street

134-0969-0020

Primary Resource: Double/Duplex (Building), Stories 1, Style: No discernible style, Ca 1969

Contributing Total: 1

Secondary Resource: Shed (Building)

Contributing Total: 1

1141 Beautiful Street

134-0969-0017

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1969

Contributing Total: 1

Secondary Resource: Shed (Building)

Contributing Total: 1

1145 Beautiful Street

134-0969-0014

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1940

Contributing Total: 1

1146 Beautiful Street

134-0969-0019

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1940

Contributing Total: 1

Secondary Resource: Shed (Building)

Contributing Total: 1

1153 Beautiful Street

134-0969-0015

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1950

Contributing Total: 1

Secondary Resource: Garage (Building)

Contributing Total: 1

1169 Beautiful Street

134-0969-0016

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Vernacular, Ca 1969

Contributing Total: 1

Secondary Resource: Shed (Building)

Contributing Total: 1

1172 Beautiful Street

134-0969-0018

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: No discernible style, Ca 1969

Contributing Total: 1

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Beautiful Street 134-0969-0129

Evergreen Terrace Saints Rest Cemetery

Primary Resource: Cemetery (Site), Stories N/A, Style: No discernible style, Ca 1958
Contributing Total: 1

Birdneck Circle

401 Birdneck Circle 134-0969-0183 *Other DHR Id#: 134-5284*

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Tudor Revival, Ca 1940

Contributing Total: 1

Secondary Resource: Carport (Structure)

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

405-407 Birdneck Circle 134-0969-0168

Primary Resource: Double/Duplex (Building), Stories 2, Style: No discernible style, Ca 2009

Non-contributing Total: 1

420 Birdneck Circle 134-0969-0169

Treasurer's Office and Resort Management Parking Division

Primary Resource: Government Office (Building), Stories 1, Style: No discernible style, Ca 1960

Contributing Total: 1

Bishop Thoroughgood Avenue

101 Bishop Thoroughgood Avenue 134-0969-0041

Primary Resource: Single Dwelling (Building), Stories: 2, Style: Other, 2004

Non-contributing Total: 1

105 Bishop Thoroughgood Avenue 134-0969-0042

Primary Resource: Single Dwelling (Building), Stories: 1, Style: No discernible style, 1991

Non-contributing Total: 1

109 Bishop Thoroughgood Avenue 134-0969-0132

Primary Resource: Meeting/Fellowship Hall (Building), Stories: 1.5, Style: No disc. style, Ca 1940

Non-contributing Total: 1

125 Bishop Thoroughgood Avenue 134-0969-0059

Primary Resource: Single Dwelling (Building), Stories: 1, Style: Minimal Traditional, 1940

Contributing Total: 1

Burford Avenue

108 Burford Avenue 134-0969-0050

Primary Resource: Single Dwelling (Building), Stories 1, Style: Other, 1989

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

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113 Burford Avenue 134-0969-0051

Primary Resource: Single Dwelling (Building), Stories 1, Style: Other, 1983

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

116 Burford Avenue 134-0969-0052

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1993

Non-contributing Total: 1

120 Burford Avenue 134-0969-0064

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 2003

Non-contributing Total: 1

124 Burford Avenue 134-0969-0068

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1995

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

128 Burford Avenue 134-0969-0069

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1997

Non-contributing Total: 1

129 Burford Avenue 134-0969-0070

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1940

Contributing Total: 1

132 Burford Avenue 134-0969-0071

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1996

Non-contributing Total: 1

133 Burford Avenue 134-0969-0072

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1985

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

136 Burford Avenue 134-0969-0073

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1986

Non-contributing Total: 1

139 Burford Avenue 134-0969-0074

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1955

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 2

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140 Burford Avenue 134-0969-0075

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Minimal Traditional, 1940

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 2

141 Burford Avenue 134-0969-0077

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1958

Contributing Total: 1

144 Burford Avenue 134-0969-0076

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1940

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

145 Burford Avenue 134-0969-0078

Birdneck Triangle Building

Primary Resource: Office/Office Building (Building), Stories 2, Style: Commercial Style, 1990

Non-contributing Total: 1

148 Burford Avenue 134-0969-0079

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1940

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 3

156 Burford Avenue 134-0969-0080

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1986

Non-contributing Total: 1

Butts Lane

101 Butts Lane 134-0969-0099

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1981

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

104 Butts Lane 134-0969-0098

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1986

Non-contributing Total: 1

109 Butts Lane 134-0969-0097

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 1990

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

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115 Butts Lane

134-0969-0096

Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1963**

Non-contributing Total: 1

120 Butts Lane

134-0969-0095

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 2008**

Non-contributing Total: 1

121 Butts Lane

134-0969-0094

Michael's Cove Apartments

Primary Resource: **Apartment Building (Building), Stories 1, Style: No discernible style, 2008**

Non-contributing Total: 1

125 Butts Lane

134-0969-0092

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, 1940**

Contributing Total: 1

126 Butts Lane

134-0969-0093

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style,**

1940

Contributing Total: 1

Secondary Resource: **Shed (Building)**

Non-contributing Total: 1

Carver Avenue

1104-1106 Carver Avenue

134-0969-0143

Primary Resource: **Double/Duplex (Building), Stories 2, Style: No discernible style, Ca 1989**

Non-contributing Total: 1

Secondary Resource: **Shed (Building)**

Non-contributing Total: 1

1107-1117 Carver Avenue

134-0969-0144

Primary Resource: **Multiple Dwelling (Building), Stories 2, Style: Neo-Eclectic, Ca 2010**

Non-contributing Total: 1

1108-1110 Carver Avenue

134-0969-0145

Primary Resource: **Double/Duplex (Building), Stories 2, Style: No discernible style, Ca 1989**

Non-contributing Total: 1

1114 Carver Avenue

134-0969-0146

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1969**

Contributing Total: 1

Secondary Resource: **Shed (Building)**

Non-contributing Total: 1

1121 Carver Avenue

134-0969-0147

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1996**

Non-contributing Total: 1

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1126 A&B Carver Avenue 134-0969-0148

Primary Resource: Double/Duplex (Building), Stories 2, Style: No discernible style, Ca 1991
Non-contributing Total: 1

Secondary Resource: Shed (Building) Non-contributing Total: 1

1128 A&B Carver Avenue 134-0969-0136

Primary Resource: Double/Duplex (Building), Stories 2, Style: No discernible style, Ca 1991
Non-contributing Total: 1

1130 A&B Carver Avenue 134-0969-0137

Primary Resource: Double/Duplex (Building), Stories 2, Style: No discernible style, Ca 1990
Non-contributing Total: 1

1132 Carver Avenue 134-0969-0138

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, Ca 1940
Contributing Total: 1

1133 Carver Avenue 134-0969-0139

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1982
Non-contributing Total: 1

Secondary Resource: Shed (Building) Non-contributing Total: 1

1137 Carver Avenue 134-0969-0140

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1998
Non-contributing Total: 1

Secondary Resource: Shed (Building) Non-contributing Total: 1

1140 Carver Avenue 134-0969-0141

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1940
Contributing Total: 1

Secondary Resource: Shed (Building) Non-contributing Total: 1

1141 Carver Avenue 134-0969-0153

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1999
Non-contributing Total: 1

1145 Carver Avenue 134-0969-0154

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1940
Non-contributing Total: 1

Secondary Resource: Garage (Building) Non-contributing Total: 1

1149 Carver Avenue 134-0969-0155

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Minimal Traditional, Ca 1967
Contributing Total: 1

Secondary Resource: Garage (Building) Non-contributing Total: 1

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1152 Carver Avenue

134-0969-0156

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1940

Contributing Total: 1

Secondary Resource: Secondary Dwelling (Building)

Non-contributing Total: 1

1153 Carver Avenue

134-0969-0157

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Minimal Traditional, Ca 1940

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

Farrar Street

1088 Farrar Street

134-0969-0044

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1995

Non-contributing Total: 1

1090 Farrar Street

134-0969-0045

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 2002

Non-contributing Total: 1

1094 Farrar Street

134-0969-0046

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1940

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

Hope Avenue

1059 Hope Avenue

134-0969-0121

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1940

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

1061 Hope Avenue

134-0969-0120

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1945

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 2

1063 Hope Avenue

134-0969-0119

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1950

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

1069 Hope Avenue

134-0969-0118

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1940

Contributing Total: 1

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1075 Hope Avenue

134-0969-0117

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1956
Contributing Total: 1

1081 Hope Avenue

134-0969-0116

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Colonial Revival, 1985
Non-contributing Total: 1

1083 Hope Avenue

134-0969-0181

Other DHR Id#: 134-5278

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Minimal Traditional, Ca 1940
Contributing Total: 1

1095 Hope Avenue

134-0969-0115

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1950
Contributing Total: 1

Hughes Avenue

110 Hughes Avenue

134-0969-0038

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1955
Contributing Total: 1
Secondary Resource: Shed (Building)
Non-contributing Total: 1

140 Hughes Avenue

134-0969-0037

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Pre 1970
Contributing Total: 1

144 Hughes Avenue

134-0969-0036

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1965
Contributing Total: 1

145-149 Hughes Avenue

134-0969-0035

Primary Resource: Double/Duplex (Building), Stories 1, Style: Ranch, 1956
Contributing Total: 1
Secondary Resource: Shed (Building)
Contributing Total: 1

152 Hughes Avenue

134-0969-0034

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1940
Contributing Total: 1

157 Hughes Avenue

134-0969-0033

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1940
Contributing Total: 1
Secondary Resource: Shed (Building)
Non-contributing Total: 1

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160 Hughes Avenue 134-0969-0032

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1940

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

161 Hughes Avenue 134-0969-0031

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1940

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

180 Hughes Avenue 134-0969-0030

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1960

Contributing Total: 1

Integrity Way

411 Integrity Way 134-0969-0184

Other DHR Id#: 134-5566

Virginia Beach Law Enforcement Training Academy (formerly Seatack Elementary School)

Primary Resource: School (Building), Stories 1, Style: Colonial Revival, 1952

Contributing Total: 1

Secondary Resource: Government Office (Building)

Non-contributing Total: 1

Kenya Court

108 Kenya Court 134-0969-0109

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 2008

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

Kenya Lane

1066 Kenya Lane 134-0969-0104

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1982

Non-contributing Total: 1

1070 Kenya Lane 134-0969-0105

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Pre 1970

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

1074 Kenya Lane 134-0969-0106

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1999

Non-contributing Total: 1

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1075 Kenya Lane 134-0969-0108

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1980

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

1078 Kenya Lane 134-0969-0175

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 2015

Non-contributing Total: 1

1083 Kenya Lane 134-0969-0107

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1940

Contributing Total: 1

1087 Kenya Lane 134-0969-0110

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 2015

Non-contributing Total: 1

1090 Kenya Lane 134-0969-0111

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 2016

Non-contributing Total: 1

1093 Kenya Lane 134-0969-0112

Primary Resource: Single Dwelling (Building), Stories 1, Style: Other, 1979

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

1094 Kenya Lane 134-0969-0113

Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, 2017

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

1098 Kenya Lane 134-0969-0114

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 2018

Non-contributing Total: 1

Longstreet Avenue

1059 Longstreet Avenue 134-0969-0039

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 2002

Non-contributing Total: 1

Secondary Resource: Garage (Building)

Non-contributing Total: 1

1060 Longstreet Avenue 134-0969-0062

Other DHR Id#: 134-5540

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1950

Contributing Total: 1

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1063 Longstreet Avenue 134-0969-0040

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1945
Contributing Total: 1

1064 Longstreet Avenue 134-0969-0043

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1950
Contributing Total: 1
Secondary Resource: Shed (Building)
Non-contributing Total: 1

1073 Longstreet Avenue 134-0969-0100

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 2012
Non-contributing Total: 1
Secondary Resource: Shed (Building)
Non-contributing Total: 1

1074 Longstreet Avenue 134-0969-0101

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1950
Contributing Total: 1
Secondary Resource: Shed (Building)
Non-contributing Total: 2

1077 Longstreet Avenue 134-0969-0067

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 2012
Non-contributing Total: 1

1080 Longstreet Avenue 134-0969-0102

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, Ca 1958
Contributing Total: 1

1082A Longstreet Avenue 134-0969-0065

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 2003
Non-contributing Total: 1

1082B Longstreet Avenue 134-0969-0066

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 2008
Non-contributing Total: 1

1084 Longstreet Avenue 134-0969-0058

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 1995
Non-contributing Total: 1
Secondary Resource: Pergola (Structure)
Non-contributing Total: 1

1087 Longstreet Avenue 134-0969-0057

Primary Resource: Single Dwelling (Building), Stories 2, Style: Other, 1992
Non-contributing Total: 1

1088 Longstreet Avenue 134-0969-0056

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 1940
Contributing Total: 1
Secondary Resource: Shed (Building)
Non-contributing Total: 1

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1091 Longstreet Avenue 134-0969-0055

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, 1940**
Contributing Total: 1
Secondary Resource: **Shed (Building)** **Contributing Total: 1**
Secondary Resource: **Shed (Building)** **Non-contributing Total: 1**

1095 Longstreet Avenue 134-0969-0054

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1950**
Contributing Total: 1

Loretta Lane

1108 Loretta Lane 134-0969-0122

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, 1991**
Non-contributing Total: 1

1112 Loretta Lane 134-0969-0123

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, 1988**
Non-contributing Total: 1

1113 Loretta Lane 134-0969-0130

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1986**
Non-contributing Total: 1

1116 Loretta Lane 134-0969-0124

Primary Resource: **Single Dwelling (Building), Stories 2, Style: No discernible style, 1948**
Contributing Total: 1
Secondary Resource: **Shed (Building)** **Non-contributing Total: 1**

1117 Loretta Lane 134-0969-0131

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1994**
Non-contributing Total: 1

1132 Loretta Lane 134-0969-0182

Other DHR Id#: 134-5279

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Craftsman, 1928**
Contributing Total: 1

Norfolk Avenue

1054 Norfolk Avenue 134-0969-0061

Other DHR Id#: 134-5280

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, 1949**
Contributing Total: 1
Secondary Resource: **Carport (Structure)** **Non-contributing Total: 1**
Secondary Resource: **Secondary Dwelling (Building)** **Contributing Total: 1**

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Norfolk Avenue 134-0969-0185

Other DHR Id#: 134-5281

Ackiss Cemetery

Primary Resource: Cemetery (Site), Stories N/A, Style: No Discernable Style, Pre 1960

Contributing Total: 1

1055 Norfolk Avenue 134-0969-0047

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1955

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

1067 Norfolk Avenue 134-0969-0048

Primary Resource: Single Dwelling (Building), Stories 1, Style: Other, 1992

Non-contributing Total: 1

1073 Norfolk Avenue 134-0969-0049

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1991

Non-contributing Total: 1

1079 Norfolk Avenue 134-0969-0060

Other DHR Id#: 134-5018

Primary Resource: Single Dwelling (Building), Stories 1, Style: No Discernable Style, Ca 1940

Contributing Total: 1

1091 Norfolk Avenue 134-0969-0053

Primary Resource: Shopping Center (Building), Stories 1, Style: Commercial Style, 1988

Non-contributing Total: 1

North Birdneck Road

104 North Birdneck Road 134-0969-0174

Primary Resource: Double/Duplex (Building), Stories 2, Style: No discernible style, 2020

Non-contributing Total: 1

110 North Birdneck Road 134-0969-0103

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1970

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

141 North Birdneck Road 134-0969-0176

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 2020

Non-contributing Total: 1

153 North Birdneck Road 134-0969-0180

Other DHR Id#: 134-5272

Primary Resource: Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1940

Contributing Total: 1

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201 North Birdneck Road 134-0969-0125

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Craftsman, Pre 1958

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

205 North Birdneck Road 134-0969-0126

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 2018

Non-contributing Total: 1

209 North Birdneck Road 134-0969-0127

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1940

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

310 North Birdneck Road 134-0969-0133

Other DHR Id#: 134-0567

Mt. Olive Baptist Church Site

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1963

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

Secondary Resource: Church Building (Building)

Non-contributing Total: 1

315 North Birdneck Road 134-0969-0142

Primary Resource: Double/Duplex (Building), Stories 2, Style: No discernible style, Ca 1997

Non-contributing Total: 1

325 North Birdneck Road 134-0969-0158

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1993

Non-contributing Total: 1

333 North Birdneck Road 134-0969-0159

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Minimal Traditional, Ca 1940

Contributing Total: 1

339 North Birdneck Road 134-0969-0160

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1940

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

Old Virginia Beach Road

1105 Old Virginia Beach Road 134-0969-0170

Primary Resource: Single Dwelling (Building), Stories 1, Style Minimal Traditional, Ca 1940

Contributing Total: 1

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1109 Old Virginia Beach Road 134-0969-0171

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1960
Contributing Total: 1

1117 Old Virginia Beach Road 134-0969-0172

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Minimal Traditional, Ca 1940
Contributing Total: 1

1133 Old Virginia Beach Road 134-0969-0186

Other DHR Id#:134-5259

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: No discernible style, Ca 1958
Contributing Total: 1

Old Virginia Beach Road 134-0969-0173

Snowden-Morgan-Hughes Family Cemetery

Primary Resource: Cemetery (Site), Stories N/A, Style: No discernible style, Ca 1915
Contributing Total: 1

Sea Street

1028 Sea Street 134-0969-0091

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1965
Contributing Total: 1

125 Sea Street 134-0969-0090

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 2013
Non-contributing Total: 1

Secondary Resource: Shed (Building)
Non-contributing Total: 1

132 Sea Street 134-0969-0089

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1963
Non-contributing Total: 1

Secondary Resource: Shed (Building)
Non-contributing Total: 1

133 Sea Street 134-0969-0088

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1940
Contributing Total: 1

140 Sea Street 134-0969-0087

Primary Resource: Single Dwelling (Building), Stories 2.5, Style: No discernible style, 1988
Non-contributing Total: 1

Secondary Resource: Shed (Building)
Non-contributing Total: 2

141 Sea Street 134-0969-0086

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Minimal Traditional, 1940
Contributing Total: 1

Secondary Resource: Shed - Vehicle (Building)
Non-contributing Total: 1

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145 Sea Street 134-0969-0085

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1940
Contributing Total: 1

149 Sea Street 134-0969-0084

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1960
Contributing Total: 1

Secondary Resource: Shed (Building) **Non-contributing Total: 1**

153 Sea Street 134-0969-0083

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1942
Contributing Total: 1

Secondary Resource: Shed (Building) **Contributing Total: 1**

156 Sea Street 134-0969-0082

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 2005
Non-contributing Total: 1

160 Sea Street 134-0969-0081

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, 2005
Non-contributing Total: 1

Secondary Resource: Garage (Building) **Non-contributing Total: 1**

South Birdneck Road

108 South Birdneck Road 134-0969-0002

Primary Resource: Commercial Building (Building), Stories 2, Style: Commercial Style, 2015
Non-contributing Total: 1

118 South Birdneck Road 134-0969-0027

Other DHR Id#: 134-0942

Primary Resource: Single Dwelling (Building), Stories 1, Style: Vernacular, Ca 1940
Contributing Total: 1

Secondary Resource: Secondary Dwelling (Building) **Contributing Total: 1**

Secondary Resource: Shed (Building) **Non-contributing Total: 1**

124 South Birdneck Road 134-0969-0003

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1969
Contributing Total: 1

Secondary Resource: Shed (Building) **Contributing Total: 1**

141-145 South Birdneck Road 134-0969-0001

The Joseph V. Grimstead, Sr. Seatack Community Recreation Center

Primary Resource: Gymnasium (Building), Stories 2, Style: No discernible style, 1997
Non-contributing Total: 1

Secondary Resource: Office/Office Building (Building) **Non-contributing Total: 1**

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164 South Birdneck Road

134-0969-0026

Other DHR Id#: 134-0939

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Craftsman, 1928

Contributing Total: 1

Secondary Resource: Garage (Building)

Contributing Total: 1

Secondary Resource: Shed (Building)

Contributing Total: 1

170 South Birdneck Road

134-0969-0004

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1974

Non-contributing Total: 1

Secondary Resource: Quonset Hut (Building)

Non-contributing Total: 1

172 South Birdneck Road

134-0969-0025

Other DHR Id#: 134-0936

Primary Resource: Single Dwelling (Building), Stories 2, Style: Colonial Revival, Ca 1940

Contributing Total: 1

182 South Birdneck Road

134-0969-0005

Rehoboth Baptist Church

Primary Resource: Church/Chapel (Building), Stories 1, Style: No discernible style, 1978

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

189 South Birdneck Road

134-0969-0022

Other DHR Id#: 134-0564

St. Stephen's Church of God in Christ

Primary Resource: Church/Chapel (Building), Stories 1, Style: Colonial Revival, 1930

Contributing Total: 1

205 South Birdneck Road

134-0969-0023

Other DHR Id#: 134-0565

Primary Resource: Single Dwelling (Building), Stories 2, Style: No discernible style, Ca 1937

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

208 South Birdneck Road

134-0969-0006

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Minimal Traditional, 1940

Contributing Total: 1

Secondary Resource: Garage (Building)

Contributing Total: 1

209 South Birdneck Road

134-0969-0010

Primary Resource: Single Dwelling (Building), Stories 2.5, Style: Neo-Eclectic, 2014

Non-contributing Total: 1

211 South Birdneck Road

134-0969-0021

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1958

Contributing Total: 1

212 South Birdneck Road

134-0969-0007

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Minimal Traditional, 1952

Contributing Total: 1

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213 South Birdneck Road 134-0969-0009

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1940
Contributing Total: 1

215 South Birdneck Road 134-0969-0008

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1940
Contributing Total: 1

221 South Birdneck Road 134-0969-0024

Other DHR Id#: 134-0934

Primary Resource: Single Dwelling (Building), Stories 1, Style: Craftsman, Ca 1937
Contributing Total: 1

Summerville Court

332-334 Summerville Court 134-0969-0149

Primary Resource: Double/Duplex (Building), Stories 2, Style: No discernible style, Ca 2004
Non-contributing Total: 1

333-335 Summerville Court 134-0969-0166

Primary Resource: Double/Duplex (Building), Stories 2, Style: No discernible style, Ca 2006
Non-contributing Total: 1

336-338 Summerville Court 134-0969-0134

Primary Resource: Double/Duplex (Building), Stories 2, Style: No discernible style, Ca 2004
Non-contributing Total: 1

337-339 Summerville Court 134-0969-0135

Primary Resource: Double/Duplex (Building), Stories 2, Style: No discernible style, Ca 2014
Non-contributing Total: 1

Virginia Beach Boulevard

1096 Virginia Beach Boulevard 134-0969-0179

Other DHR Id#: 134-5265

Primary Resource: Commercial Building (Building), Stories 1, Style: Commercial Style, 1953
Contributing Total: 1

1101 Virginia Beach Boulevard 134-0969-0128

Primary Resource: Service Station (Building), Stories 1, Style: Commercial Style, 1989
Non-contributing Total: 1

Secondary Resource: Service Station (Building) Non-contributing Total: 1

1116 Virginia Beach Boulevard 134-0969-0177

Other DHR Id#: 134-5263

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1939
Contributing Total: 1

Secondary Resource: Garage (Building) Contributing Total: 1

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1125 Virginia Beach Boulevard 134-0969-0178

Other DHR Id#: 134-5264

Primary Resource: Single Dwelling (Building), Stories 1, Style: Vernacular, 1934

Contributing Total: 1

Secondary Resource: Garage (Building)

Non-contributing Total: 1

Winterville Court

336 Winterville Court 134-0969-0150

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1940

Contributing Total: 1

Secondary Resource: Garage (Building)

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

337 Winterville Court 134-0969-0151

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, Ca 1993

Non-contributing Total: 1

340 Winterville Court 134-0969-0152

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1965

Contributing Total: 1

Discontiguous Boundary (B)

Owls Creek Lane

Owls Creek Lane 134-0969-0244

Rosetta Wheaton Family Cemetery

Primary Resource: Cemetery (Site), Stories N/A, Style: No discernible style, Ca 1932

Contributing Total: 1

1026 Owls Creek Lane 134-0969-0227

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, Ca 1968

Contributing Total: 1

1029 Owls Creek Lane 134-0969-0219

Primary Resource: Single Dwelling (Building), Stories 1, Style: Minimal Traditional, Ca 1961

Contributing Total: 1

1030 Owls Creek Lane 134-0969-0226

Primary Resource: Single Dwelling (Building), Stories 2, Style: Neo-Eclectic, Ca 2013

Non-contributing Total: 1

1034 Owls Creek Lane 134-0969-0225

Primary Resource: Single Dwelling (Building), Stories 2, Style: Split-Level/Split Foyer, Ca 1965

Contributing Total: 1

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1038 Owls Creek Lane

134-0969-0224

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Neo-Eclectic, Ca 1980**

Non-contributing Total: 1

Secondary Resource: **Garage (Building)**

Non-contributing Total: 1

Secondary Resource: **Shed (Building)**

Non-contributing Total: 1

1042 Owls Creek Lane

134-0969-0223

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Neo-Eclectic, Ca 2013**

Non-contributing Total: 1

Secondary Resource: **Shed (Building)**

Non-contributing Total: 1

1060 Owls Creek Lane

134-0969-0241

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, Ca 1969**

Contributing Total: 1

Secondary Resource: **Shed (Building)**

Non-contributing Total: 1

1064 Owls Creek Lane

134-0969-0240

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1969**

Contributing Total: 1

1078 Owls Creek Lane

134-0969-0238

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, 1955**

Contributing Total: 1

Secondary Resource: **Shed (Building)**

Non-contributing Total: 1

1084 Owls Creek Lane

134-0969-0237

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1950**

Contributing Total: 1

Secondary Resource: **Shed (Building)**

Non-contributing Total: 1

South Birdneck Road

340 South Birdneck Road

134-0969-0246

Seatack Park

Primary Resource: **Park (Site), Style: No discernible style, Ca 1963**

Contributing Total: 1

Secondary Resource: **Athletic Field/Court (Structure)**

Non-contributing Total: 2

Secondary Resource: **Playground (Structure)**

Non-contributing Total: 1

Secondary Resource: **Shelter (Building)**

Non-contributing Total: 1

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Discontiguous Boundary (C)

Fraze Lane

1077 Frazee Lane

134-0969-0207

Primary Resource: **Single Dwelling (Building), Stories 1, Style: No discernible style, 1966**
Contributing Total: 1

Secondary Resource: **Shed (Building)**
Non-Contributing Total: 1

1082 Frazee Lane

134-0969-0206

Primary Resource: **Double/Duplex (Building), Stories 1, Style: No discernible style, 1960**
Contributing Total: 1

1088 Frazee Lane

134-0969-0205

Primary Resource: **Single Dwelling (Building), Stories 2, Style: Other, 2018**
Non-contributing Total: 1

South Birdneck Road

420 South Birdneck Road

134-0969-0204

Other DHR ID#: 134-0928

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional, 1942**
Contributing Total: 1

Discontiguous Boundary (D)

Bells Road

1060 Bells Road

134-0969-0270

Other DHR ID#: 134-0920

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Minimal Traditional, Ca 1958**
Contributing Total: 1

Secondary Resource: **Shed (Building)**
Non-contributing Total: 1

1064 Bells Road

134-0969-0269

Other DHR ID#: 134-0921

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1960**
Contributing Total: 1

Brooklyn Avenue

1057 Brooklyn Avenue

134-0969-0211

Primary Resource: **Single Dwelling (Building), Stories 1, Style: Ranch, 1960**
Contributing Total: 1

Secondary Resource: **Garage (Building)**
Non-contributing Total: 1

Secondary Resource: **Shed (Building)**
Non-contributing Total: 1

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1065 Brooklyn Avenue 134-0969-0210

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1989

Non-contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

1073 Brooklyn Avenue 134-0969-0209

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1965

Contributing Total: 1

1079 Brooklyn Avenue 134-0969-0208

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: Neo-Eclectic, 2008

Non-contributing Total: 1

Secondary Resource: Garage (Building)

Non-contributing Total: 1

Olds Lane

1060 Olds Lane 134-0969-0258

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Pre 1958

Contributing Total: 1

1062 Olds Lane 134-0969-0257

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1954

Contributing Total: 1

1080 Olds Lane 134-0969-0252

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 1996

Non-contributing Total: 1

South Birdneck Road

536 South Birdneck Road 134-0969-0248

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1967

Contributing Total: 1

Secondary Resource: Garage (Building)

Non-contributing Total: 1

544 South Birdneck Road 134-0969-0247

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, Ca 1994

Non-contributing Total: 1

546 South Birdneck Road 134-0969-0249

Primary Resource: Single Dwelling (Building), Stories 2, Style: Neo-Eclectic, 1998

Non-contributing Total: 1

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548 South Birdneck Road 134-0969-0250

Primary Resource: Single Dwelling (Building), Stories 1.5, Style: No discernible style, 1954

Contributing Total: 1

Secondary Resource: Shed (Building)

Contributing Total: 1

Secondary Resource: Shed (Building)

Non-contributing Total: 1

556 South Birdneck Road 134-0969-0251

Primary Resource: Single Dwelling (Building), Stories 1, Style: No discernible style, 2002

Non-contributing Total: 1

570 South Birdneck Road 134-0969-0261

Primary Resource: Single Dwelling (Building), Stories 1, Style: Ranch, 1954

Contributing Total: 1

Secondary Resource: Garage (Building)

Non-contributing Total: 1

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

☒

A. Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐

B. Property is associated with the lives of persons significant in our past.

☐

C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐

D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

☐

A. Owned by a religious institution or used for religious purposes

☐

B. Removed from its original location

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☐

C. A birthplace or grave

☐

D. A cemetery

☐

E. A reconstructed building, object, or structure

☐

F. A commemorative property

☐

G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

Ethnic Heritage – African American

Social History

Period of Significance

1915-1969

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

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N/A

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The community of Seatack, located in the City of Virginia Beach, Virginia represents a rare intact, longstanding African American community in southeastern Virginia. The roots of the Seatack community, and a significant African American presence near the oceanfront, date back to at least the nineteenth century, and perhaps earlier. The current Seatack community is focused around Birdneck Road, about a mile west of the oceanfront, where the name originally developed. Today, Seatack is a largely residential community with a few nonresidential resources: commercial, school, cemeteries, a park and an historic church. The street pattern and housing development evolved organically as families sold larger parcels and the makeup of the community moved from largely agricultural to mostly working class. The story of this community and its residents is a vital part of the district's significance. As seen through the historic resources and the statements of current and former residents, the community has been maintained by its members. Seatack has faced numerous challenges including the construction of an interstate at the northern end of the district, beginning in the mid-twentieth century a near constant threat of demolition and building restrictions from Naval Air Station Oceana, as well as the encroachment of new residential redevelopment. The citizens of Seatack, through family and church connections, have kept the community and physical core of the neighborhood intact. The Seatack Historic District is locally significant under Criterion A, Ethnic Heritage – African American with a period of significance beginning with the oldest extant resource in 1915 and continuing until 1969 when large scale apartment complexes on the edge of the district changed the character and type of residential development on the northern and western edges of the community.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Early History

Like most of rural Virginia, Princess Anne County before the Civil War consisted largely of subsistence agriculture and small towns and villages. The crops grown in the county did not support the ownership of large numbers of enslaved laborers, so most white farmers owned ten

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or fewer enslaved persons, or even one enslaved person with whom they worked the fields. There were free African Americans as early as 1700; the first census in 1790 listed sixty-four free blacks in Princess Anne County, while one estimate during the antebellum period was a population of 200-350 free African Americans, and in 1830, ten free African Americans were recorded as having paid property taxes. These men owned and farmed their own land, raised families and lived in a similar fashion to poor whites of the time, occupying small, simple homes and living day-to-day without any real accumulation of capital beyond their land. Farmers would travel to the small towns, usually located along a waterway or at a significant local crossroad, to sell their goods and purchase supplies. The population of the county remained quite small throughout the nineteenth century, beginning with a population of 2,000 and never exceeding 9,000 by 1900.¹⁵

It was during this early, pre-Civil War period of county history that the community of Seatack may have emerged. The precise date of the creation of the Seatack community is probably lost to history; in all likelihood the community developed over time. However, some local research has placed the age of the community at more than two hundred years, with its inception potentially dating to the late 1700s or early 1800s. In October of 2011, the City of Virginia Beach held the Seatack 200th Anniversary Celebration banquet at the convention center. As part of the celebration, October 15, 2011 was designated “Seatack Community 200 Year Celebration Day”.¹⁶

Princess Anne County after the Civil War provided more opportunities for African Americans to own land, which led to the formation of several African American communities. The Burton Station and New Light communities date to approximately 1870. A few small African American communities, such as Seatack, may have existed before the war. The route for most former enslaved persons took them first to farms run by the Bureau of Refugees, Freedmen, and Abandoned Lands (Freedmen’s Bureau) on land seized from former plantation owners. Some of these government run farms eventually transformed into local African American communities, such as Lake Smith and Newsome Farm. As Reconstruction ended African American laborers (excepting those few who owned their land) were hired as tenant farmers, which sometimes provided another route to land ownership. During the Reconstruction period, the Freedmen’s Bureau also operated two schools enrolling adults as well as children. A significant post-Reconstruction economic development for Princess Anne County was the emergence of truck

¹⁵ Edna Hawkins-Hendrix, *Black History, Our Heritage, Princess Anne County, Virginia Beach, Virginia, a pictorial history* (Virginia Beach, Virginia: Edna Hawkins-Hendrix, 1998), 38, 41-42; Stephen S. Mansfield, *Princess Anne County and Virginia Beach, a pictorial history* (Norfolk, Virginia: The Donning Company Publishers, 1989), 50-51; Laura R. Purvis and Debra A. McClane, *Historic Architectural Resource Survey Update, City of Virginia Beach, Virginia – Northern Half* (Henrico, Virginia: Cultural Resources Analysts, Inc., 2018), 13-14; Frazier Associates, *City of Virginia Beach, Reconnaissance Level Phase I Architectural Survey Report* (Staunton, Virginia: Frazier Associates, 1992), 6.

¹⁶ Liz Carey, “Seatack: Almost as old as the U.S.,” *The Virginian-Pilot Beacon*, October 21, 2012, 1; Jennifer Jiggetts, “Storied Black Neighborhood Turning 200,” *The Virginian-Pilot*, October 14, 2011, 1, 5; “Seatack 200th Anniversary Celebration,” *City Manager’s Update*, October 21, 2011; “Brief History of ‘Seatack,’” *City of Virginia Beach Community Civic League*.

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farming which raised the prospects of most residents of the county as demand for county fruits and vegetables increased dramatically along the East Coast.¹⁷

Seatack followed the county-wide trends, with the area home almost entirely to subsistence farmers and unskilled laborers during the mid-to-late nineteenth century. The late-nineteenth century saw most southern coastal areas, such as Princess Anne County, with sparse populations and miniscule economies; as a result, these areas often became locations for African Americans to become landowners. Rates of black land ownership in Tidewater, Virginia were much higher than the national average; however, ownership of land did not bring corresponding access to economic or political empowerment. Before the concept of beach resorts, the soil quality, constant threat of storms, and remoteness made these areas less attractive to most whites with higher economic means; this unattractive, low-lying land was poor for cash crops, but effective for fruits and vegetables. Truck farmers were the conduit between the small African American farms and the markets on the east coast; this replaced a system of having black workers farm larger plantations for white owners.¹⁸

In another notable change, during and after the Civil War, the African American communities across the south moved to form their own churches, independent of the white community. This was a direct result of slave owners and communities previously using churches as a tool for control of the African American population. On October 20, 1863 the Norfolk Virginia Union Baptist Association was formed by five African American churches located in Norfolk, Hampton, Chesapeake and Williamsburg. The association continued to expand after the Civil War to include dozens of churches across the region; Mount Olive Baptist Church in Seatack was formed as part of this movement. These churches became a foundation for each community as a meeting place, a source of help for the poor and sick, and a location for early schools.¹⁹

Mount Olive Church was founded September 20, 1894 in a meeting at Chatham Hall that included Enoch Morgan, his brother Americus Morgan, and his uncle Moses Snowden. This new church drew its first fourteen members from First Baptist (Lynnhaven) and Piney Grove Baptist (Holland Road) churches. The first minister was Reverend Jacob Gaskins. Soon the church outgrew its original one-room building, which was then used to house the first Seatack School.²⁰

Seatack is a name which has been linked to two locations within Virginia Beach, during two different periods of time. The older Seatack location is the oceanfront, variously identified as being the entire ocean front or, once the town was incorporated in 1906, more limited to the area outside the resorts where the African American workers lived. The origin of the name has been a

¹⁷ Edna Hawkins-Hendrix and Dr. Joanne H. Lucas, *History of African-American Communities in Princess Anne County/Virginia Beach* (Virginia Beach, Virginia: Virginia Beach Historic Preservation Commission, 2017), 6; Hawkins-Hendrix, *Black History*, 55; Purvis and McClane, *Historic Architectural Resource Survey, Northern Half*, 15; Mansfield, *Princess Anne County*, 67-68, 75-76.

¹⁸ Andrew Kahrl, "Sunbelt by the Sea: Governing Race and Nature in a Twentieth-Century Coastal Metropolis," *Journal of Urban History* 38(3) (March 2012): 490-92.

¹⁹ Hawkins-Hendrix and Lucas, *History of African American Communities*, 9-11; Hawkins-Hendrix, *Black History, Our Heritage*, 78-79.

²⁰ Hawkins-Hendrix, *Black History, Our Heritage*, 78-79.

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source of great debate and is often linked to an event in the War of 1812 when British ships fired artillery from their ships and may have made a landing. Tradition says that local militiamen called out “sea attack,” which eventually merged into Seatack. Another proposed explanation is that the area offshore from Seatack is the location where sailing ships would tack to begin an approach to Hampton Roads, to head into the Chesapeake Bay, or to head out to sea, thus “sea tack.” Seatack was also a term for a type of hard bread used on ships. The definitive origin of the name is likely lost, but the oldest known building associated with the name was the first Seatack Life Saving Station, built in 1878, located at present day 24th Street and Atlantic Avenue. However, the name was already well established by that time.²¹ While the Seatack Life Saving Station was staffed by whites, before the construction of the Seatack Life Saving Station, the Cape Henry Lighthouse and Life Saving Station had African American light keepers and were all of the serving “surfmen” in 1875.²²

Multiple articles during the late nineteenth and early twentieth century detail events about both white and African American citizens of Seatack, demonstrating that the area was not exclusively African American. Most of these early Seatack articles involved drownings, land sales, crimes by local residents, obituaries, or social events. One particular tragedy involved the capsizing of a boat and all of the crew lost: “Capt. John B. Faunce...his son Percy, and seven colored boatmen...midway between Seatack and Life Saving Station No. 2, which are five miles apart.”²³ One victim, John Lee, was identified as living in Seatack and leaving a wife and child.²⁴ Clearly African Americans were a significant part of the fishing industry and lived in the Seatack area with their families. By the mid-twentieth century stories about the Seatack Life Saving Station and drownings had faded.

An untitled announcement on January 20, 1901 states that Norfolk and Southern Railroad will extend its tracks from Virginia Beach to Cape Henry. The first station will be at Twentieth street, about three-quarters of a mile north of the Princess Anne Hotel, and the next station will be at Seatack Life Saving Station.²⁵ While the lifesaving station kept the name at the oceanfront, by the early twentieth century the area now known as Seatack was already coming into focus. The initial establishment of a railroad to Virginia Beach was in 1882 when the Norfolk and Virginia Beach Railroad and Improvement Company was created to develop railroad service from Norfolk to Virginia Beach. The nineteen-mile narrow gauge line between Norfolk and Broad Creek was completed in 1883. The railroad company went into receivership three times before being consolidated as the Norfolk, Virginia Beach and Southern Railroad in 1887 and transitioning to a standard gauge line in 1898. A separate stop for Seatack was listed on a schedule in 1894 as the stop before Virginia Beach, documenting the transition of the name from the oceanfront to an inland area.²⁶

²¹ Greg Gaudio, “What’s in a name?”, *The Virginian-Pilot*, July 18, 2008, B3.

²² Hawkins-Hendrix, *Black History, Our Heritage*, 102-05.

²³ “Eight Men Drowned,” *The Virginian-Pilot*, April 11, 1896, 2.

²⁴ “Giving Up Its Dead, Three Bodies of the Drowned Fishermen Recovered Yesterday,” *The Virginian-Pilot*, April 12, 1896, 2.

²⁵ Untitled announcement, *The Virginian-Pilot*, January 20, 1901, 2.

²⁶ Richard E. Prince, *Norfolk Southern Railroad, Old Dominion Line, and connections* (Millard, Nebraska: R.E. Prince, 1971), 10; Mansfield, *Princess Anne County*, 77-78.

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When the village of Virginia Beach was incorporated in 1906 the town leaders purposefully drew the boundaries to place the village of Seatack outside of the seaside resort.²⁷ This had the ironic feature of both offering early documentation of the new location of Seatack, as well as demonstrating early on the relationship between the largely African American Seatack community and the oceanfront. There are some references to the Seatack area being called Chatham before it was Seatack: a young African American boy in Chatham was hit by the 11:30 train to Virginia Beach 1896, and in 1897 the new Hotel Princess Anne needed water for a sewerage system and this was provided by a creek being dammed at Chatham.²⁸

This “new” community of Seatack became more clearly identified with the African American community than the previous, broader area of oceanfront which carried that name. Modern Seatack was never a planned or singularly platted community. Today, the primary artery of the community is Birdneck Road, but this road was previously known as Seatack Road and, at least in part, Chatham Road before that. A large part of the early Seatack community can be traced back to the Williams family. Georgie Anne Williams and William Newton Williams Sr. owned approximately one hundred acres along what is now Birdneck Road. They farmed the land and raised horses. Georgie was a former enslaved person and served as a midwife in the community of mostly freedmen. Overtime, the Williams family divided the property and various generations helped develop the Seatack of today.²⁹

The evolution of the Seatack of today can be seen through the development of a number of early-to-mid twentieth century plats representing the land holdings of important local African American families along what became Birdneck Road.³⁰ The clearest example of a connection between the earlier farming families and the established Seatack of the mid-twentieth century is the history of the land which became the site for the new Seatack Elementary School in 1952. A plat from October 30, 1912 of “America and Enoch Morgan’s Farm (formerly owned by the Williams family), Near Virginia Beach, VA., Princess Anne County” shows a long parcel (running east to west) which is bounded to the west by a winding Wilkins Creek, and to the east by a distinctive bend in Chatham Road. Forty-five years later, the July, 1957 plat created for the Princess Anne County School Board, for the site of what was the Seatack Elementary School, shows a direct link to the Morgan Farm. About half of the former farm parcel (excluding a

²⁷ Kahrl, *Sunbelt by the Sea*, 501.

²⁸ “Brambleton,” *The Norfolk Virginian*, August 2, 1896, 10; “Virginia Beach Opening,” *The New Daily Pilot*, February 2, 1897, 2.

²⁹ Mechelle Hankerson, “Descendants of a freed slave to buy back family land,” *The Virginian-Pilot*, September 17, 2017, 3.

³⁰ Mark Reed, Historic Preservation Planner for the City of Virginia Beach has completed research into the early plats of Seatack which demonstrate the development of the community as well as the evolution of the name from Chatham to Seatack, and to Birdneck Road for the main thoroughfare. These plats include the following: America and Enoch Morgan’s Farm (MB 7, Page 52, 1912); Douglas Park (MB 7, Page 157, 1926); Roy Smith (MB 9, Page 57, 1929); Braithwaite Road (MB 9, Page 100, 1932); Beacon Village (MB 12, Page 92, 1940); Sea Street, partial (MB 13, Page 42, 1941); Beautiful Street, Saints Rest Cemetery (MB 17, Page 81, 1946); John Sharpe (MB 21, Page 8, 1947); Buford’s Block (MB 23, Page 44, 1948); Link Stone (MB 24, Page 88, 1950); South Olive Heights (MB 42, Page 5, 1956); South Olive Heights, extended (MB 47, Page 54, 1959); Seatack Elementary School (MB 58, Page 15, 1957). These plats are attached to this nomination.

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section to the west) is part of the school parcel. The school site has identical boundaries to the north and south, and the east end is capped by the same distinctive bend in what is then called Old Chatham Road and which only constitutes a small side street off of New Military Highway (which would become Birdneck Road). Still belonging to America Morgan is land to the north and west of the school parcel. The land to the west of the former school site is now Seatack North Park, and it still abuts a winding creek with the same basic path as Wilkins Creek on the 1912 plat of the Morgan Farm.³¹

Various other plats, including the Douglas Park Plat (1926), the Roy Smith Plat (1929), the Beacon Village Plat (1940, subdividing the first block of Sea Street off of Seatack Road), the 1941 Sea Street Plat, Burford Block (1948, showing what became the first part of Burford Avenue), South Olive Heights (1956, 1959, which also shows the main road as "Pendleton-Seatack Road, with Camp Pendleton to the south) show the breaking up of the family farms along Seatack Road, subdividing them into lots for the single-family homes which line the streets of Seatack today. Most of these streets bear the names of the original African American farming families from many years earlier.

The Beautiful Street, Saints Rest Cemetery Plat from 1946 shows several notable features which still clearly exist today. First, we see the subdivision of Beautiful Street into building lots from what was land belonging to the Williams family; what was shown as Williams land to the south of Beautiful Street remains undeveloped today. The parcels along both sides of Beautiful Street follow the same pattern laid out on the 1946 plat, right up to what was Saints Avenue. The large parcel at the beginning of Beautiful Street (on the north side), abutting "the Highway to Camp Pendleton," is labeled as Church of God & Christ. The Saint Stephens Church of God & Christ is still in that location. Finally, at the back of Beautiful Street, to the west, we see the Saints Rest Cemetery laid out with dozens of 20'x20' plots. This cemetery is there today, though the plat seems to have been inspirational on some level as it shows plots on the north side of Beautiful Street, but that area has single-family homes today.³²

The three discontinuous areas at the southern end of the district were also derived from large agricultural parcels. However, the eventual size of the parcels developed by individual homeowners were generally larger than those seen in the main area of Seatack to the north. Additionally, the modern commercial and residential development seen in large sections today did not start to appear until the 1980s. Large areas of south Seatack remain undeveloped even today, resulting in a much sparser pattern of residential development. Aerial maps reveal a gradual transformation of early farm roads in the 1930s being firmly established as residential lanes by the 1950s.

Owls Creek Lane, the focal point of Discontinuous Area B, was largely developed by the Gregory family with parcels divvied up amongst family members over several generations to build their own homes. The street is a mixture of historic family homes from the mid-twentieth

³¹ Princess Anne County Map Book 7, Page 52, 1912; Princess Anne County Map Book 58, Page 15, 1957.

³² Princess Anne County Map Book 17, Page 81, 1946.

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century as well as more recent infill. This area is also the location of Seatack Park, which was developed by the local community in 1963. Discontiguous Area C is a small lane, also developed in the mid-twentieth century, which features the same simple dwellings seen in the rest of Seatack. Finally, Discontiguous Area D features Brooklyn Avenue, Olds Lane and Bells Road, historic routes which previously were the site of dozens of historic dwellings before modern commercial encroachment as well as residential redevelopment. Olds Lane is named for the Olds family, long-time residents of Seatack.

In July of 1971, The Virginia Beach School Board approved a new busing program to address the issue of racial segregation in the school system. This first ever for the city “busing of children for racial reasons,” was focused on Seatack Elementary School, which was at that time more than ninety percent African American students. The plan established an exchange of students from Alanton, Cooke, Kingston, Linkhorn Park and Trantwood elementary schools with Seatack Elementary School, resulting in all participating schools having an African American student population of approximately 15-20%. Before this program, Seatack Elementary School was the “last predominately black school in the city.” This new program also spelled out which areas were considered part of the Seatack community, and included Beautiful Street, South Birdneck Road, Olds Lane, Brooklyn Avenue, Owls Creek Lane, Gregory Lane, Burford Avenue, Sea Street, among others. The intermingling of streets in this plan, from the upper and lower parts of the district, including all of the discontiguous areas, clearly establishes a longstanding link between the northern and southern areas of the Seatack community.³³

These changes in the land use along Seatack Road (Birdneck Road) with the dramatic and rapid transition from an agricultural setting to numerous streets of single-family homes, are reflected in what was happening at the oceanfront as well. A description of the staff at the Princess Anne Hotel in the late nineteenth century listed African American porters, cooks, waiters and bellboys with the only white employees being wealthy northern hoteliers; additionally, guests “were amused by African American performers in the pavilion ballroom.”³⁴ By the early twentieth century, much of Seatack had transitioned from a more rural, agricultural setting to small, simple houses which often served as homes for hotel workers. As was common during this period, these same workers who staffed the hotels or served as domestic servants, were strictly separated from tourists. Hotel staff and performers, and any African Americans who worked in the resort area were prohibited from being on the beach until late at night, “when the last steam train had whisked Norfolkins away and overnight guests had retired to their quarters.”³⁵ This segregation of African American employees was essentially codified in 1938 when the town of Virginia Beach created an ordinance requiring all hotel and domestic workers to be photographed, fingerprinted and registered with the police. The net result was that any African American on the beach, but not at work, was essentially a criminal; this also had the effect of preventing African Americans from Norfolk from visiting the resorts.³⁶

³³ Bert Rohrer, “Beach to Have 1st Race Busing,” *The Virginian-Pilot*, July 30, 1971, 31.

³⁴ Jonathan Mark Souther, “Twixt ocean and pines: the seaside resort at Virginia Beach, 1880-1930 (Master’s Thesis, University of Richmond, 1996), 35, 37.

³⁵ Kahrl, *Sunbelt by the Sea*, 491-92; Souther, “Twixt ocean and pines,” 38.

³⁶ Kahrl, *Sunbelt by the Sea*, 491-92.

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Another policy which affected African Americans significantly was the creation of huge dunes by the Civilian Conservation Corps in answer to a major hurricane in 1933. These dunes created a barrier between the oceans and the back bays. They also reduced the salinity in the water, which resulted in a dramatic decline in fish populations and the number of marsh plants that local waterfowl consumed, largely eliminating a major source of livelihood and sustenance for local African Americans.³⁷ As a result more locals moved into African American communities such as Seatack and engaged in hotel or domestic work.

Initially, some African Americans participated in this new beach resort economy and ran businesses along the oceanfront in the 1940s and 1950s. Even more notable was the establishment of Seaview Beach on Shore Drive on May 30, 1945 by businessmen from Norfolk and Portsmouth. This beach and large clubhouse were purchased from the Bayshore Beach Club by the African American owned American Seaview Hotel and Beach Corporation. This African American resort included ballrooms, a starlight plaza and an outdoor dance pavilion that allowed the facility to host large events. At the time, Seaview Beach was advertised as “America’s Best Equipped Park for Colored Families.” By the early-to-mid 1960s, desegregation had made Seaview Beach unnecessary: the resort closed and the main clubhouse was torn down. Today the site is occupied by the Seagate Colony Condominiums on what is now Shore Drive on the Chesapeake Bay.³⁸ Nearby on Shore Drive was Parker’s Beach Motel and Restaurant for blacks. Thomas Parker and his mother operated the motel from 1947-1971 which featured cottages for rent and a well-known restaurant.³⁹

Denied access to the resort beaches in Virginia Beach, the African American community was constantly in search of a beach of their own. Before Seaview Beach opened, there was the Ocean Breeze which opened on May 30, 1933. Ocean Breeze was owned and operated by three white men from a location just off Shore Drive on Lake Joyce, part of Baylake Pines today. Owing to the still rural, undeveloped nature of Princess Anne County, the Ocean Breeze was advertised as a beach for Norfolk, as well as African Americans from Tidewater and nearby North Carolina.⁴⁰

Early Development of the Current Seatack Community

With Seatack established and growing, construction of a school for the community was a goal for the residents. The early twentieth century was a time when the Princess Anne County School Board did not provide schools for African American communities. A delegation of parents and community leaders approached the School Board and requested a building to house a new school; the school board offered to provide funding for a teacher and furnishings if the

³⁷ Kahrl, *Sunbelt by the Sea*, 492.

³⁸ Elizabeth Spach, “The Accidental City: Race and the 1963 Virginia Beach Merger” (undergraduate thesis, University of Virginia, 2018), 15; Hawkins-Hendrix, *Black History, Our Heritage*, 146-48.

³⁹ Sherry DiBari, “Seaview Beach and Amusement Park: An African-American Gem on Virginia’s Chesapeake Bay,” (Virginia Beach Historic Preservation Commission, 2017). This paper is likely the definitive source of information on Virginia Beach African-American resort, and the Seaview Beach in particular; Hawkins-Hendrix, *Black History, Our Heritage*, 149.

⁴⁰ Hawkins-Hendrix, *Black History, Our Heritage*, 144-45.

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community could find a building. As mentioned previously, Mt. Olive Baptist Church had outgrown its first location in 1908, and the building at 310 North Birdneck Road was repurposed as the new school. The founder, and first teacher, was 1902 Hampton University graduate Sarah Parsons Daughtry (fig 13); she was hired by the county on a six-month contract for twenty dollars per month.⁴¹



Figure 15. Photograph of Sarah Parson Daughtry and a pen drawing of the first Seatack School. (Edna Hawkins-Hendrix, *Black History, Our Heritage, Princess Anne County, Virginia Beach, Virginia, a pictorial history* (Virginia Beach, Virginia: Edna Hawkins-Hendrix, 1998).

This first Seatack School had no running water, toilets or central heat; students used an outhouse, carried water into the building in buckets, and used a stove fueled by wood cut by the male students from nearby trees. The Patrons League of the Seatack School raised local funds (\$702 in 1921) for industrial works and teacher salaries. Most importantly, they raised funds for a new school. In 1923, a new, three-room school building was constructed at 141 South Birdneck Road on land purchased for \$1800. The original school building survived as a meeting hall until the late 1940s.⁴² At the same time as the second Seatack School was being constructed, Norfolk Southern Railroad Company had been granted permission by the Princess Anne County Board of Supervisors to erect poles along Seatack Road to supply electricity to residents for lighting. The electricity was pulled from the electric rail line.⁴³

A major change for Seatack was the construction of the Norfolk-Virginia Beach Highway (later Virginia Beach Boulevard) beginning in 1916. Virginia Beach Mayor W.J. Wright headed a 1911 commission to find funding and establish a route between the two communities. Soon after

⁴¹ Hawkins-Hendrix, *Black History, Our Heritage*, 119.

⁴² Hawkins-Hendrix, *Black History, Our Heritage*, 119-20.

⁴³ Princess Anne County Board of Supervisors Record (1918-1929), 264.

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work began, it was halted with the entrance of the United States into World War I. The concrete boulevard eventually opened on July 29, 1921, finally linking Norfolk to the beach resort.⁴⁴ This road ran directly past (and through the northern section) of Seatack.

Post-World War II Seatack

African Americans in much of the country, including Princess Anne County and Seatack, faced the terrible specter of racial violence through much of the twentieth century. An article in February of 1948 detailed multiple cases of cross burning faced by residents of the area. "Three burning crosses, long the symbol of the Ku Klux Klan, were sighted last week in scattered sections of Princess Anne County. They were accompanied by shotgun blasts...between 11 o'clock and midnight." "One of the crosses was fired in front of the Negro American Legion headquarters at Seatack." "The night before there had been a meeting of Negro veterans in the Seatack Legion hut." "Thursday's was the second cross to be burned at Seatack in less than two months, it was revealed. Police said they did not know why that particular area...was selected." "Seatack is the only place in the county where Negro veterans meet in large numbers. In both cross burnings men were seen leaving the area, but police could not identify them."⁴⁵ These were the first reports of crosses to be burned in Princess Anne County in several years, but that likely didn't lessen the impact of what was a constant presence of threat in the lives of African Americans.

A less dramatic issue which increasingly affected the community of Seatack was the growth of the Virginia Beach resort as a whole, and the accompanying changes in transportation beginning in the mid-twentieth century. A plan was passed in 1947 to create a "Super Road" which involved spending \$1,900,000 to widen Virginia Beach Boulevard and create control access roads. By this time the traffic between the Town of Virginia Beach and Seatack was 5,549 daily vehicles and Virginia Beach Boulevard in general was the second heaviest traveled highway in the state.⁴⁶

Later in 1947 Norfolk Southern applied to the state Corporation Commission to "abandon railbus schedules between Norfolk and Virginia Beach and substitute road buses to serve the communities affected." The cause was the financial failings of the railbus system since 1945; patrons were encouraged to switch to using the Norfolk Southern Bus Corporation. The vice president and general manager, G.M. Fletcher, "declared that, with the exception of Seatack patrons now using the railbuses, all other communities will be more adequately taken care of..." by road buses.⁴⁷

⁴⁴ Mansfield, *Princess Anne County*, 105, 133.

⁴⁵ "Crosses Burn in 3 Areas of Princess Anne," *The Virginian-Pilot*, February 24, 1948, 1; Note: the term "negro" remained the common use term for African Americans in print until the 1970s in Virginia Beach, so it will appear in quotations regularly in this report.

⁴⁶ "'Super' Road Planned for Beach Route," *The Virginian-Pilot*, May 8, 1947, 15, 26.

⁴⁷ "Railbus 'Sabotaged,' Users Tell SCC on Petition to Abandon," *The Virginian-Pilot*, October, 9, 1947, 16, 26.

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Soon after in 1949 Norfolk Southern requested that the Interstate Commerce Commission grant it the authority to abandon the eighteen and a half miles of its "North Route" from Camden Heights, through Virginia Beach, and ending at Lake Station south of the resort area. "In anticipation of the removal of tracks through the resort, Town Council has designated an industrial area in the Seatack section."⁴⁸ This began decades of struggle between Seatack and the Town of Virginia Beach (and later the city) regarding the issue of zoning for Seatack and the constant goal of residents to protect the physical integrity and residential character of their community.

Despite many challenges facing Seatack, the community has consistently taken care of its own and worked to improve itself. A notable example of this was the Seatack Volunteer Fire Department No.12. During World War II, Civil Defense Units were organized across the region by the Civil Defense Department to provide forest fire services. Seatack hosted one of these units with men from Seatack, Atlantic Park and Cypress Avenue serving. The Civil Defense Department provided the unit with a wide array of equipment and paid to construct the one-story Oceana Civil Defense Building at 141 South Birdneck Road (the location of the Seatack Community and Recreation Center today). Former Defense Warden Reverend David Wright met with Virginia Beach Fire Chief E. B. Bayne in 1948 about creating a Seatack fire department to have a closer fire station and to avoid paying the fifty-dollar fee whenever Virginia Beach fire services made a call. With the support of Chief Bayne, the Seatack Volunteer Fire Department was created in July 1948 with twenty founding members. They used the former Civil Defense building as the fire house. The first elected officers were all well-known leaders of the Seatack community: Rev. David Wright (President), Joseph V. Grimstead (VP), John Sharp (Treasurer), Cylester W. Shaw (Fire Chief). Chief Bayne supervised their training, which included fire-fighting, first aid, hose drills and, finally, competitions with other volunteer fire departments. The Seatack Department eventually won first place in the hose drill competition, completing the task in twenty-nine seconds.⁴⁹

⁴⁸ "N.S. Petitions ICC to Quit 'North Route,'" *The Virginian-Pilot*, August 22, 1949, 20, 24.

⁴⁹ Hawkins-Hendrix, *Black History, Our Heritage*, 155-57.

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Figure 16. Some of the initial leaders of the Seatack Volunteer Fire Department. ("Seatack Fire Volunteers Win Certificates," *Virginia Beach Beacon*, February 17, 1995.)

After completing their training, each man was tested and received a Certificate of Credit in Industrial Education (Elementary Firemanship) from the state Board for Vocational Education of Virginia. The members of the fire department went on to win advanced fire instruction certificates which were awarded at the Seatack Fire House in a special ceremony. The Seatack Department was the "first and only Negro fire department in Virginia..."⁵⁰ To support the department in the 1950s, the wives of the volunteers formed a twelve-woman auxiliary to raise funds for the department; they went door to door for donations and sold lunches and dinners. At the ceremony for the advanced certificates, Fire Chief Bayne noted that the Seatack department had raised more than \$4,000 since it had been formed two years earlier.⁵¹

In 1948 the station was able to purchase "Big Bertha," which was compared to something between a tank and a boxcar. By 1951, the Seatack department was able to secure a loan and purchase a proper Chevrolet chassis fire truck for \$5,499. That same year the firemen completed the work themselves to add a second story and additional rooms onto the fire station: the lower floor for the two fire engines and the upper level for an office, meeting room, game room, kitchen and bathroom. Throughout the 1960s and 1970s, the Seatack Volunteer Fire Department continued to raise funds and upgrade its equipment and trucks. By the 1970s, the station had integrated but finding a regular contingent of volunteers became increasingly difficult; soon after the department allowed its charter to expire and the station was taken over by the City of

⁵⁰ "Seatack Fire Volunteers Win Certificates," *The Virginian-Pilot*, 16; Hawkins-Hendrix, *Black History, Our Heritage*, 155-57.

⁵¹ "Seatack Fire Volunteers Win Certificates," *The Virginian-Pilot*, 16; Hawkins-Hendrix, *Black History, Our Heritage*, 155-57.

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Virginia Beach. In 1983, Seatack received a new fire station at the 900 block of South Birdneck Road next to the Fire Training Center, finally replacing the World War II era fire house.⁵²

Another point of pride for the Seatack community, even seventy years later, is the former Seatack Elementary School building. As part of the larger equalization and consolidation movement, the National Association for the Advancement of Colored People pushed the Virginia Beach school board to equalize the African American facilities with those of white students. The board requested a referendum on \$250,000 in bonds for the new school. The school was proposed to consolidate the existing African American schools in Seatack, Oceana, Great Neck and Lynnhaven and would be the first of three consolidated African American elementary schools in Princess Anne County. The Seatack area was selected because it was the central point of a large African American population and “where the need was greatest.”⁵³ An editorial noted that recent bonds were approved for white schools, but not for African American schools and that the upcoming bond referendum “will constitute a test of the county’s intent with respect to the existing inequality between white and Negro school facilities.”⁵⁴

The vote for the African American elementary school consolidation bond was close, but succeeded in March of 1950. The new school would be the first consolidated school, and the first school ever funded by the county for African American students. Before this, African American schools were financed by the local communities. The previous Seatack school was “built in the early 1920s...three-room affair, of frame construction.” Additionally, “there is no running water, and children drink from a bucket with a dipper...” The building was “heated by a coal stove. Cracks in the frame sides of the building furnish plenty of ventilation.”⁵⁵

The journey towards this new Seatack Elementary School started in September, 1946 with a Princess Anne County Committee joined by county school board officials created to “improve the Negro schools of Princess Anne.” This was followed by a survey of schools led by *The Norfolk Journal and Guide* which revealed “‘deplorable’ school conditions.” This led to G. Tyler Miller, State Superintendent of Public Information, appointing a special commission to investigate, and the commission confirmed the newspaper reporting. To alleviate the completely inadequate schooling situation, the commission recommended the construction of a new high school building along with “three new strategically located regional elementary schools in the county.”⁵⁶ While it took more than a decade, Seatack Elementary School was the direct result of this early action against the unequal school facilities in the county and town.

The new Seatack Elementary School was dedicated on March 1, 1952 at a cost of \$375,000. The school featured twelve classrooms, an auditorium, a cafeteria, a clinic, a library and

⁵² Martin C. Grube, *Virginia Beach Fire Department, A Pictorial History, 1906-2006* (Evansville, Ind: M.T. Publishing Company Inc., 2006), 65; Hawkins-Hendrix, *Black History, Our Heritage*, 155-57.

⁵³ “Princess Anne Asks Vote on School Bonds: \$250,000 Issue Again Up for Negroes; Twice Defeated,” *The Virginian-Pilot*, December, 20, 1949, 1.

⁵⁴ “Princess Anne’s Negro Schools,” *The Virginian-Pilot*, December 22, 1949, 6.

⁵⁵ “Princess Anne School Issue Vote Tuesday,” *The Virginian-Pilot*, March 5, 1950, Part 2, p.1.

⁵⁶ “Negro Court Action Imminent Against Princess Anne Schools,” *Virginian-Pilot*, October 21, 1949, 53, 49.

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administrative offices and had a capacity of five hundred students. In the first year the community raised \$4500 to fund the first African American band in Princess Anne County.⁵⁷ The Junior and Senior women's clubs made a playground at the new Seatack School their project for that year. While there were over 2,000 African American children in Princess Anne County schools the previous year, there were no playgrounds or outdoor recreational facilities available to any of them. The playground was fully equipped with a softball diamond, basketball court, swings, seesaws, a merry-go-round and a health ladder. The Negro Boy Scouts, led by teacher J.L. Robinson, laid out the new field and court and the Seatack Fire Department assembled all of the playground equipment.⁵⁸



Figure 17. Mrs. Emma Hairston, First Principal of the consolidated Seatack Elementary School. Courtesy of the Seatack Community Civic League website, <https://seatackcivic.org/historical-photo-gallery>.

Longtime Oceana teacher Mrs. Emma Hairston was the first principal of the Seatack Elementary School. During her tenure, from 1952 until becoming a county elementary Supervisor in 1962, the school grew from twelve teachers and 450 students to thirty-two teachers and more than 1,000 students. Mrs. Hairston was also the first to apply for federal funds in the area and became the director of the local Head Start program. In addition, she was a founding member of the Virginia Beach branch of the NAACP.⁵⁹ In 1966, there was a substantial physical education and recreation addition completed.⁶⁰ In 1969, after formal integration was adopted, the Seatack Elementary School was renamed the Birdneck Road Elementary School, but continued to have a large majority of African American students.⁶¹

The issue of education, taken in the context of integration and the rapid demographic changes to the city, was another longstanding challenge for the African American communities in Virginia Beach, including Seatack. In mid-1966, the Virginia Beach School Board was forced to end all public-school segregation (for both students and faculty) or accept the eventual loss of federal school funding.⁶² The population of Virginia Beach had increased dramatically over the past two

⁵⁷ Charles Rodeffer, "Building Records For Area Falling," *The Virginian-Pilot*, XJanuary 13, 1952, Sect 5, p.1; "New Negro School Dedicated," *The Virginian-Pilot*, March 3, 1952, 15; Hawkins-Hendrix, *Black History, Our Heritage*, 126-27.

⁵⁸ Omeda Brockett, "Junior Women Equip Playground in Princess Anne," *The Virginian-Pilot*, February 10, 1952, Part 3, p.10; "Women to Back Playground at Seatack School," *The Virginian-Pilot*, September 9, 1951, Part 1, p.12; Hawkins-Hendrix, *Black History, Our Heritage*, 126-27.

⁵⁹ Hawkins-Hendrix, *Black History, Our Heritage*, 127-28.

⁶⁰ "\$4 Million in Bonds Sold," *The Virginian-Pilot*, January 19, 1967, 35.

⁶¹ "Va. Beach Mix Plan Approved," *The Virginian-Pilot*, March 2, 1969, B1.

⁶² "Beach Board Faces 11-Day Mix Deadline," *The Virginian-Pilot*, April 26, 1966, 15.

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decades, with most of that increase being white families, which meant that the majority of additional school enrollment was also white students and the African American share of the population decreased proportionally. In 1966, there were only four dedicated African American schools in the city with no plans to ever build another one. Three of them were elementary schools located near or within traditionally African American communities. Regarding Seatack, it was stated that the community was “near the western border of Virginia Beach Borough, has served as the school for children of families who work in the service trades in the resort borough.”⁶³ Another notable change to the Virginia Beach population was the influx of more middle-class African American families, and these residents were pressing strongly for an end to racially segregated schools.⁶⁴

During the transitional period between school segregation and integration, and a time of greater African American activism in general, Martin Luther King, Jr. visited the Hampton Roads community on several occasions. Spanning a period from June 30, 1961 to October 30, 1966, King visited the area four times. On June 30, 1961 he spoke at the Norfolk City Arena to 2,500 people, encouraging participation in the NAACP and warning of the hard struggle ahead against segregation. On June 28, 1963 King visited with the Southern Christian Leadership Conference (SCLC) leaders at the Golden Triangle Motel in Norfolk before speaking to a crowd of thousands in a peanut field in Suffolk to raise funds for the SCLC. Martin Luther King, Jr. returned to Norfolk on June 26, 1964 for another speech at the Norfolk City Arena, visited the New Calvary Baptist Church, and toured African American sections of the city, including the Rosemont neighborhood. Finally, on October 30, 1966 King returned to the New Calvary Baptist Church where he installed Milton Reid as pastor.⁶⁵

What is less well known, is that during these visits, Martin Luther King, Jr. stayed with Reverend Clarence Morgan in Seatack. James Rivers, a member of the New Calvary Baptist Church at that time, recalled that, since King didn’t speak in Virginia Beach during these visits, a private home there was a much less obtrusive place to stay. Additionally, Clarence Morgan was an active member of the Virginia Beach chapter of SCLC, so there was a natural connection for King. Clarence Morgan’s granddaughter, Alethea Morris Morgan, was left with the impression from her grandfather that King’s visits to Seatack were as a safety precaution, to keep where he was staying out of the public eye.⁶⁶

The Mid-twentieth Century Seatack Community

From the mid-twentieth century forward Seatack began a decades-long process of fighting for city improvements (water, sewer, sidewalks, lighting, paved roads) while also resisting the

⁶³ “Beach Board Faces 11-Day Mix Deadline,” April 26, 1966, 15.

⁶⁴ “Beach Board Faces 11-Day Mix Deadline,” April 26, 1966, 15. Perhaps the best-known example of the establishment of an African American middle-class community in Virginia Beach is the L & J Gardens neighborhood.

⁶⁵ Michelle Hankerson, “Virginia Beach’s black community recalls Martin Luther King, Jr.’s secret visits,” *The Virginian-Pilot*, January 16, 2017, 1.

⁶⁶ Hankerson, “Martin Luther King, Jr.”

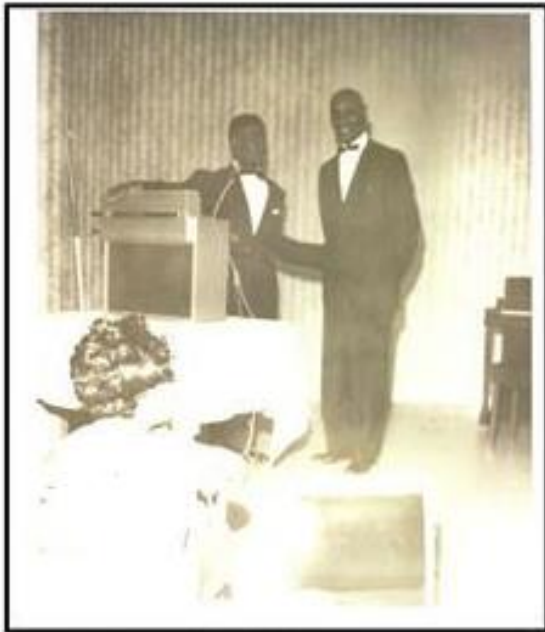
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encroachments of redevelopment and the building restrictions imposed by Naval Air Station Oceana. While this constant struggle must have been disheartening and wearying, another constant over the past several generations has been the positive, supportive attitude of the



Mr. Paul Sparrow

Figure 18. Paul Sparrow (right). (Courtesy of the Seatack Community Civic League website, <https://seatackcivic.org/historical-photo-gallery.>)

residents of the Seatack. The documented history of this period, mostly through newspaper accounts and oral history interviews, will be relayed here. In listening to these accounts, one quickly concludes that, despite significant and long-lasting challenges, the community of Seatack has retained a strong, multigenerational sense of pride. Additionally, without exception these residents relayed accounts of a happy, content, fun childhood seemingly in defiance of the realities of the poverty and prejudices they faced.⁶⁷

This somewhat surprising positivity towards childhood in Seatack was echoed by multiple residents interviewed in both 2008 and 2021.⁶⁸ Mrs. April Delores King (Smith) attended Seatack Elementary School and said of her time growing up in Seatack that it was “all a positive experience.” Her father and church didn’t teach racism; she learned about racism from *Jet Magazine* late in high school. Mrs. King compared living in Seatack to living in a bubble where everyone’s relatives looked out for each

other. She described her favorite Seatack memories: parades when it was time to go back to school, she wore white boots and carried a baton. Her best days were when they went to Seaview Beach. She stated that “everyone” will tell the same positive message about Seatack. Ariel Jones offered many details about her grandfather, Paul Sparrow Sr., who ran his own grocery store in Seatack. He sold things on credit and let people pay back their debts when and how they could. Every Saturday, Paul Sparrow would offer a plate of hot food to anyone who was hungry. On Sundays, people relaxed at home, on the porch, walked around the neighborhood; she called it the “black version of *Andy Griffith*.” When she was a kid, she was not involved with, didn’t know about, understand, or cared about Civil Rights activism; she was a kid and she “just wanted to eat food and play.” Donnie LaSalle Gregory grew up on Gregory Lane, located in the southern

⁶⁷ The ten interviews were completed in two phases. The first was a group of six interviews completed in 2008 and maintained at the Virginia Beach Library on a DVD. The second group of four interviews was completed by Commonwealth Preservation Group staff in the fall of 2021.

⁶⁸ The quotations and references included in these paragraphs were taken from interviews conducted with Seatack residents by Ashlen Stump and Jessica Archer of Commonwealth Preservation Group on September 28, 2021. The other group of interviews is stored on a DVD at the Virginia Beach Library: “Seatack Remembers,” *Community Memories Project*, Virginia Beach Public Library, February 16, 2008.

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areas of Seatack, named after his father. Growing up in Seatack, there was a “real strong community.” There were about twelve families on his street, each had twelve-to-fifteen children, with over one hundred fifty people living on his small street then. His family “ate so good we didn’t even know we was poor...a lot of community caring, self-sufficiency.” Elizabeth GG Mills described a Seatack where everybody knew each other and took care of each other’s children: “you always felt comfortable being with your neighbors. Everybody cooked, so we ate at everybody’s house; all the kids played together...it was just a fun time.” Mrs. Mills’ favorite activity at Seatack Elementary School was May Day: “we all got dressed up in our furry dresses and we wrapped the May Pole...” Her favorite memories were “hopscotch before and after school, waiting on the bus, mostly on dirt roads...you just wish you could catch it and present it to your kids and grandchildren so they could really see what life was about and how simple it was.” “I can’t put into words how much fun Seatack was.”⁶⁹

While the new Seatack Elementary School and adjoining playground were a significant improvement for the community, the residents made the decision that a community center was needed. The Seatack Community Center organization was formed and the then abandoned old elementary school building was chosen for the project. Several community leaders spelled out the justification for the new facility: “We need it primarily for the children...there must be between three and five hundred children in Seatack. Some of these children have, unfortunately, no home life. This becomes a problem of society.”⁷⁰ The organization also planned to use the building as a location for social club and civic league meetings. Since the property had been purchased by the community to serve as a school, it was already owned by the citizens of Seatack and only needed a renovation. A major contributor to the effort was the Princess Anne and Virginia Beach Citizen’s Committee; the chairman of this organization was Francis Taylor, the head waiter at the Cavalier Hotel. This committee obtained the roofing materials and cinder blocks needed for the renovation. Other groups taking part in the effort were the Seatack Women’s Club as well as several African American social groups: the Esquire, the Carnation and the Daisy Chain.⁷¹

Francis Taylor was not atypical of many Seatack residents. Besides his leadership on the community center renovation, he and his wife also took the lead on cleaning up the overgrown Salem Cemetery on Bird Neck Point Road, near to the community center location. When interviewed about the project, Taylor expanded his comments to generally expound on the pride of Seatack community: “we have six police officers on the police force, the only Negro volunteer fire Dept. in the state, accredited as one of the best in the state.”⁷²

Voting was also viewed as a civic obligation and important tool for change by the residents of Seatack. In early 1959, a “kick off meeting” was held at the Seatack Elementary School to address what was viewed as the inevitable upcoming integration of area schools. The participants

⁶⁹ Interviews conducted with Seatack residents by Ashlen Stump and Jessica Archer of Commonwealth Preservation Group on September 28, 2021.

⁷⁰ “Seatack Plans Community House Project,” *The Virginian-Pilot*, April 15, 1957, 25.

⁷¹ “Seatack Plans Community House Project, April 15, 1957, 25.

⁷² “Seatack Plans Community House Project, April 15, 1957, 25.

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“were urged to register and pay their poll tax.”⁷³ Those at the meeting were also needed to reach out to other residents and “get these people out to register and vote...when you vote you understand the power of the vote and are on the way to first class citizenship.”⁷⁴ These efforts, and the general Seatack and larger African American attitude towards the right and need to vote, produced clear results. Mrs. R.H. Fisher, the chairwoman of the Virginia Beach unit of Women Voters described an analysis of voting in the November 1964 election which had a recorded 92% of registered voters casting ballots. However, one precinct had 97% of registered voters casting ballots: Seatack!⁷⁵

The residents of Seatack, and other African Americans, were also commendable in taking advantage of every opportunity provided to improve their community and, most importantly, enhance the educational opportunities for their children. While only introduced in 1965, the City of Virginia Beach already needed to ask “for additional federal funds to take care of the unexpected response to its Head Start program...heavy response to the Virginia Beach program was in contrast to other cities.”⁷⁶ Incoming first grade children, whose family had an annual income of less than \$3,000, were eligible. There were three centers located in the city for the Head Start program: Seatack Elementary School, Bettie Williams Elementary School and Seaboard Elementary School; these were the three elementary schools for African American children.⁷⁷

Challenges and Changes for Seatack

A watershed event for Seatack, and the Virginia Beach African American community at large, was the merger (more specifically the consolidation) of Princess Anne County and the second-class City of Virginia Beach into the first-class City of Virginia Beach in 1963. African Americans in Princess Anne County generally supported the merger because they saw it as a means of preserving their current status as land and business owners, as well as protecting their existing societal institutions and an opportunity to expand their access to municipal services. They “preferred to work with the devil they knew;” whereas they viewed a merger with Norfolk would lead to the destruction of their current status. With the long African American history in Princess Anne County, they identified more with “home” in Virginia Beach than Norfolk, which was widely viewed as an aggressively encroaching town.⁷⁸ This reality is perfectly illustrated by William Watson, an African American landowning farmer in Princess Anne County at the time of the merger. Watson witnessed black public officials and teachers from Norfolk surveying and

⁷³ “Registration of Negroes Termed Vital,” *The Virginian-Pilot*, January 28, 1959, 9. A notable part of this article is the mention of residents paying their poll tax. While often thought of as a nineteenth or early twentieth century tool of voter suppression, it was clearly still present in Virginia Beach in the 1950s and was perhaps not eliminated until the passage of the 24th Amendment in 1964.

⁷⁴ “Registration of Negroes Termed Vital,” *The Virginian-Pilot*, January 28, 1959, 9.

⁷⁵ “Officials Face the Public,” *The Virginian-Pilot*, November 10, 1964, 19. By this point the 24th Amendment had passed and the poll tax, along with some other barriers to voting, were no longer in place and the overwhelming voter turnout is a convincing testament to these changes.

⁷⁶ “Extra Funds Requested for Va. Beach Head Start,” *The Virginian-Pilot*, July 7, 1965, 19.

⁷⁷ “Extra Funds Requested for Va. Beach Head Start,” July 7, 1965, 19.

⁷⁸ Spach, “The Accidental City, 6, 49.

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planning to take over the Seatack village school; they “would have loved to (have) taken it all...of course we stopped them from doing that.”⁷⁹ African Americans in Princess Anne County were voting against Norfolk as much as for consolidation and the City of Virginia Beach. In the final vote for consolidation, Seatack (the only African American voting precinct) voted in favor by more than 95%.⁸⁰

The African American community judged that Sidney Kellam (leader of the Virginia Beach consolidation effort) and the new local government created through the merger, would look out for their interests and institutions. This proved not to be the case as increasingly the city extended services to white communities and resort areas, but not to existing African American areas of the city.⁸¹ African Americans in Virginia Beach lived through a “honeymoon period” in the first few years after the merger, however it soon became clear that the new city intended to use redevelopment to support the tourist economy. Access to political power also did not follow the merger. City Treasurer V. Alfred Etheridge declared, in regards to why no African Americans worked in his office: “hadn’t had a qualified Negro to apply but that we would be happy to have one make an application.”⁸²

Another dramatic result of the merger over the next several decades was the movement of tens of thousands of white residents from Norfolk to Virginia Beach to avoid school integration and the proximity to urban poverty. These families filled the exploding number of new subdivisions in the northern half of the city, creating a vast suburban landscape which decimated small existing African American communities and also significantly diluted the African American share of the overall population. On city council all members were elected at-large, meaning all eligible voters could vote for all council seats. This system provided an impediment to minority communities achieving representation on council due to the need for candidates to mount city-wide campaigns to represent their district. The net result for several decades was that African Americans had no representation in what was then called the “World’s Largest Resort City.”⁸³ It wasn’t until 1986 that an African American was elected to serve on the Virginia Beach City Council. In 2020, a federal court ruled that Virginia Beach’s system violated the Voting Rights Act and the city is currently transitioning to a system that will only have at-large voting for the mayoral seat.

Additionally, the city only established special service districts (water, sanitation, utilities) in rural areas if they were targeted for growth.⁸⁴ As a result, Seatack and other historic African American communities in Virginia Beach effectively could not get city services extended into their areas of the city unless they were designated for redevelopment, creating a spiral of social and economic decline. Ironically, as the City of Virginia Beach became a majority white middle-class resort city, and the robust African American neighborhoods and organizations were decimated, many

⁷⁹ Kahrl, *Sunbelt by the Sea*, 494-95.

⁸⁰ Kahrl, *Sunbelt by the Sea*, 494-95.

⁸¹ Spach, “The Accidental City, 7.

⁸² Spach, “The Accidental City, 57-58.

⁸³ Kahrl, *Sunbelt by the Sea*, 495.

⁸⁴ Kahrl, *Sunbelt by the Sea*, 495.

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African American residents moved to Norfolk where the African American neighborhoods and institutions were often stronger.⁸⁵



Figure 19. Seatack Fire Chief, Aaron Parsons (left) and Fireman Herbert Wilson during an awards ceremony. (Courtesy of the Seatack Community Civic League website, <https://seatackcivic.org/historical-photo-gallery>.)

A 1965 survey of Seatack highlighted the community as a focal point of city poverty, and catalogued the many economic and quality of life issues facing the residents there. The survey was completed by the Virginia Beach Council on Human Relations and the United Council of Church Women. Approximately six hundred households in the predominantly African American neighborhood were surveyed, and it was determined that it was the “largest poverty pocket in Virginia Beach.” At that time, Seatack had 164 families below the \$3,000 per year poverty line and three fifths of families living there qualified for government aid. Seatack was then defined as being bounded by Bells Road, Old Virginia Beach Road, Oceana Boulevard and Cypress Avenue.⁸⁶ Bells Road is the southernmost limit of the proposed historic district, while Old Virginia Beach Road is the northernmost limit.

The same survey found outside hand pumps used for water for 105 families; outside privies at 143 homes; two households with fourteen people in a single house and twenty-one homes with more than ten people. Only 127 houses had city water

and sixty-two had city sewer. 217 homes were owned, while 166 were rented with rent ranging from \$10-100 per month. Many residents did not move because of the cost or lack of housing near their work locations. Asked about job training interests, residents offered the following responses: nursing: twenty-eight responses; interior decorating: twenty-two; bookkeeping: eighteen; clerk: fourteen; fewer numbers also responded with electronics, automobile repair, stenography and welding. Four people simply wanted training in reading and general education.⁸⁷

A significant step in helping the residents of Seatack was the agreement reached to host the new local office of the Southeastern Tidewater Opportunity Project (STOP) at the Seatack Community Center. A leading local citizen at the time (and chief of the Seatack Volunteer Fire

⁸⁵ Spach, “The Accidental City, 7.

⁸⁶ “Survey of Seatack Pinpoints Poverty,” *The Virginian-Pilot Beacon*, December 3, 1965, 1.

⁸⁷ “Survey of Seatack Pinpoints Poverty,” December 3, 1965, 1-2.

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Department), Aaron Parsons negotiated the deal. STOP was the vehicle used to disburse and monitor the federal “war on poverty” funding in the region.

Eventually there would be twenty-five of these centers, but the one in Seatack was the first. An article at the time stated that Seatack is often mentioned as the first, or a leading example of African American leadership and development, reflecting the decades of strong community involvement by the residents.⁸⁸ Another article stated that “the match between the Seatack leaders and STOP is a natural, because the Seatack leadership is unusually aggressive and cohesive.”⁸⁹ STOP’s goal was stated quite simply: “to equip the children of the poor to break the social cycle which up to now has produced one generation of poor people after another,” especially among African Americans. At that time only one in ten Seatack residents had graduated from high school and the average adult level of education was less than the seventh grade.⁹⁰ The article goes on to describe the lack of city sewerage, and rarity of septic tanks, with outside privies being the norm; one particular outhouse was shared by six families. In the past, the community featured mostly owner-occupied homes, but with lower service/labor jobs for most residents, more and more had shifted to renting their homes. These rental homes were not maintained well, or at all, by the landlords. However, there were still enough homeowners and professionals living in the community to provide a foundation for community improvement.⁹¹ One aspect of the STOP program which particularly resonated with residents was the Volunteers in Service to America, or VISTA, program (often termed the domestic Peace Corps). VISTA started with two volunteers who ran the community center, helped with morning preschool and supervised after school recreation for older kids. The program also trained local residents to be teachers at the center in hopes of perpetuating the program past its funding. The two VISTA volunteers also recruited thirty high school dropouts to join the Neighborhood Youth Corps, which provided a combination of part-time work and part-time school. Another facet of their efforts was to visit and encourage elderly residents to sign up for Medicare.⁹²

Consistently through the 1960s and beyond, articles in *The Virginian-Pilot*, which discussed community efforts and federal programs designed to improve schools and facilities, included Seatack: “U.S. Dollars To Facilitate ‘Gap Closing;’” “Federal Dollars Boost Libraries.”⁹³ But almost as often were articles highlighting the poverty of Seatack and the challenges it faced. A 1967 article in *The Beacon* (a section of *The Virginian-Pilot* newspaper dedicated to Virginia Beach) focusing on the community, its residents and the future set this scene: “Within walking distance of the posh Ocean-front resort strip lies a neighborhood that grapples with poverty, though surrounded by affluence. The Negro citizens of Seatack want to catch up with the rest of the city.”⁹⁴ Long-time Seatack residents recall that it took a generation for the community to

⁸⁸ William K. Stevens, “Seatack Patience Rewarded: Early Target in Poverty War,” *The Virginian-Pilot*, May 8, 1966, 19; “First of STOP’s Child Centers,” *The Virginian-Pilot*, May 19, 1966, 44.

⁸⁹ William K. Stevens, “Seatack Patience Rewarded,” May 8, 1966, 19.

⁹⁰ William K. Stevens, “Seatack Patience Rewarded,” May 8, 1966, 19.

⁹¹ William K. Stevens, “Seatack Patience Rewarded,” May 8, 1966, 32.

⁹² William K. Stevens, “Seatack Patience Rewarded,” May 8, 1966, 32.

⁹³ “U.S. Dollars To Facilitate ‘Gap Closing,’” *The Virginian-Pilot Beacon*, October 13, 1966, vol.5, No.30, 1; “Federal Dollars Boost Libraries,” *The Virginian-Pilot Beacon*, October 13, 1966, vol.5, No.30, 1.

⁹⁴ Jim Terrell, “Past Is Past; Seatack Eyes Future,” *The Virginian-Pilot Beacon*, February 9, 1967, 6.

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deteriorate and could take another generation to rebound. The changes in Seatack began with arrival of many African American workers from North Carolina to work low wage jobs during World War II and substandard housing soon followed.⁹⁵ Aaron Parsons, a thirty-year resident, called for a minimum housing code to both improve the current and future housing stock as well as, hopefully, attracting some form of public housing. Other residents felt that participation in the STOP neighborhood programs could be higher, particularly among adults. Unlike the many adult-focused clubs and organizations, there were not many options for youth. Parsons called for the churches and community leaders to do more to sell the job and education programs. The Seatack Fire Department often was the leader in local fundraising and renovation projects, providing a steadying force in the community. Some residents recalled two dairies covering much of the area of what became Seatack and how different it had become since that land was developed. Parsons also pushed for neighborhood beautification projects to increase pride in the community.⁹⁶

It was not just federal and city officials, and residents of Seatack, who were aware and concerned about the problems the residents there faced. Several letters to the editor during this time expressed dismay at the conditions residents of Seatack endured and questioned how this could exist and when will it be fixed? In 1967 Judith Baker bemoaned the “appalling living conditions...namely the Seatack area. There one finds row after row of tar-paper shacks with no plumbing, inadequate electrical facilities, if any at all, and heat provided by wood-burning stoves. These same stoves, in many cases, are used for cooking.” These are issues that had been raised before, but Baker went further demanding “Why has nothing been done to improve the housing available to the residents of Seatack?” Baker also raised the issue that a minimum housing code is not the answer because the result would be the eviction of most residents and their homes torn down without finding a solution to the problem: a suitable place to live. Baker finishes her letter with a call to action: “I feel it should be a challenge to the residents of Virginia Beach, certainly a progressive city, to...provide for all its people at least a decent place to live.”⁹⁷

David Pactor, a VISTA volunteer in Seatack in 1969, wrote a letter to the editor declaring the obvious that so many Virginia Beach residents ignored, in reference to Seatack in particular: “Yes, Virginia Beach, there is poverty. It’s right in your city and now is an excellent time to try and do something about it.” Pactor described the role of the VISTA volunteers as “the Government’s domestic anti-poverty workers...we are not sent to middle-class neighborhoods...” “We’re sent to poverty-stricken communities, Caucasian and Negro...” “So, don’t close your eyes to the problems of poverty. It’s there. Where? In Virginia Beach, the world’s largest resort city.”⁹⁸ The city was also aware of the problem, and some of its staff were equally ashamed. Timothy E. Barrow (chief of advanced planning for the planning department)

⁹⁵ Jim Terrell, “Past Is Past,” February 9, 1967, 6.

⁹⁶ Jim Terrell, “Past Is Past,” February 9, 1967, 7.

⁹⁷ “Finds Seatack Appalling,” *The Virginian-Pilot*, September 6, 1967, 14 (letter to the editor by Judith H. Baker, VB).

⁹⁸ “Poverty in Seatack,” *The Virginian-Pilot*, September 19, 1967, 14 (letter to the editor by David Pactor, VISTA volunteer in Seatack).

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declared that "It's extraordinary to me that a problem such as Seatack could exist in such close proximity to the resort area. Seatack, with 2% of the city's population, accounts for 50% of the unemployment; 20% of the welfare recipients; and 10% of the health problems."⁹⁹

However, the antipathy and hypocrisy of many Virginia Beach residents explained why changes took so long and required such a tremendous effort. In 1969, the Virginia Beach City Council authorized City Manager Roger M. Scott "to grant a temporary permit for four bus trips a day from Seatack through Birdneck and the Bay Colony area." This temporary permit was protested by the Cavalier Park and Bay Colony Civic League. The reason for the longstanding request by Seatack residents was that they could not easily get to work in these neighborhoods, mostly as domestic workers.¹⁰⁰

In addition to "domestic workers," Seatack residents held a wide variety of professions around this time. The 1967 *Hill's Virginia Beach (Virginia) City Directory* lists a total of 178 individuals across eleven streets in Seatack, and their occupations. The most common response was "none given," with 36 listed, and there were also 9 "retired." Among the majority who did respond, 24 worked at a military facility of some type in a wide variety of positions. Additionally, laborer was listed for 21, 19 were identified as maids, and there were 13 drivers and 9 construction workers. There were also 6 helpers, 4 cement finishers, 4 porters, 4 service stations attendants, 3 longshoremen, 3 mechanics, 3 chef/cooks, 2 janitors, 2 warehousemen, 2 brick layers, 2 painters and 2 "cleaners" at the Naval Station. There were 1 each of the following: gardener, plumber, clerk, teacher and babysitter. A clear majority of the residents listed jobs involving manual labor of some kind, and fell into the broad category of "working class." However, some of these were skilled positions, such as mechanic, bricklayer, cement finisher, chef. There were also 2 engineers and 3 pastors.¹⁰¹ Some of these professions were seen at a variety of employers including businesses, local government, or a military base: laborer, helper, and driver, including a Mrs. Brunetta C. White who was the driver for Seatack Elementary School.¹⁰² Given the likely number of residents at this time in Seatack, we must assume that there were a large number of children, and also many adult residents who lived at an address but are not accounted for in these lists.

In answer to the many complaints and admonitions, the city planning department created a plan for short term improvements. The Planning Commission unanimously passed "An immediate-action plan for the Seatack area, including street paving, street lights, two vest-pocket parks, a cleanup program and a study looking toward provision of city water and sewer service..." Planning Director Patrick L. Standing informed the commission that these improvements were part of a longer term plan but "that conditions in Seatack are so deplorable that 'we would like to deviate from what we told you' and present the immediate action plan."¹⁰³ This plan would include the demolition of twenty-five vacant/hazardous structures; the paving of seven unpaved

⁹⁹ "Planners Tell Needs Of Resort," *The Virginian-Pilot*, June 12, 1969, C8.

¹⁰⁰ "Beach Council Grants Permit for Bus Trip," *The Virginian-Pilot*, May 20, 1969, A14.

¹⁰¹ *Hill's Virginia Beach (Virginia) City Directory*, 1967.

¹⁰² *Hill's Virginia Beach (Virginia) City Directory*, 1967.

¹⁰³ Clifford Hubbard, "Project for Seatack," *The Virginian-Pilot*, July 9, 1969, B3.

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streets and the repaving of four others, and the installation or improvement of all lighting on residential streets until it is adequate. Additionally, there would be a joint city-citizen clean-up of the neighborhood, and a clearing of abandoned automobiles. At the same time the city would complete a "cost and engineering study for the extension of sewer service to the area and provision of water service to those streets where service is currently not available." Timothy Barrow declared that the planning department considered that "action on these recommendations is imperative."¹⁰⁴

This plan brought about some real changes and improvements in Seatack in the short term and galvanized the community. Appropriately called Project Immediate Action, the first stage of the plan resulted in sixty junked autos removed, five structures demolished, seven miles of ditching begun for mosquito control, and one-and-a-half acres cleared for a future park site. Jim Wilson (directing the project for the Planning Department) declared that "I've never seen such a great attitude...terrific representation from the community."¹⁰⁵ Overall the project involved at least three city departments, two military service branches, a civic league, club workers, a federal agency and, of course, many private citizens all working together.¹⁰⁶ By the end of the project ten months later, one estimate placed the effort at more than 25,000 volunteer hours, including on weekends; if provided as a funded city service it would have cost at least \$250,000. Two hundred thirty tons of trash was taken to the landfill and one-hundred-forty automobiles had been removed. The York County Board of Supervisors even sent representatives to observe the rare combination of so many different groups in hopes of setting up a similar program. Citizens rallied to complete work on improving private homes and nearly twenty homes won prizes in a Parks and Recreation sponsored competition. To thank the many groups who helped in the effort the Seatack Civic League sponsored an awards ceremony at the Community Center, with an award presented by Volunteer Fire Department Chief Aaron Parsons to the leaders of each organization.¹⁰⁷

The struggle by the residents of Seatack to protect their community and obtain full city services continued for several decades, but the short period of 1969-1970 brought about dramatic change in the housing and development outlook for the community. Bayside Farms, a new ninety-unit apartment building, was proposed for the area and was the first of several large apartment complexes constructed in Seatack.¹⁰⁸ At the end of 1969, the Planning Commission "approved a combination rent subsidy-conventional apartment complex for Seatack which will open the way for the construction of 404 apartments in the neighborhood," and was viewed as a way of "upgrading conditions in Seatack."¹⁰⁹ These apartment complexes did address the dramatic need for housing in the community. The 1960 Census set the population of Seatack at 3,345 with only 914 housing units available.¹¹⁰ However, while serving as a release valve for the acute housing

¹⁰⁴ Clifford Hubbard, "Project for Seatack, B3.

¹⁰⁵ "Seatack Talk Stops, Action Starts," *The Virginian-Pilot Beacon*, November 9, 1969, 1, 4.

¹⁰⁶ "Seatack Talk Stops, Action Starts, 1, 4.

¹⁰⁷ "Miracle of 'Action' and Friendship," *The Virginian-Pilot Beacon*, December 21, 1969, vol.40, 1; Les Lehigh, "Seatack Clean-Up Campaign Comes To A Successful End" *The Virginian Beach Sun*, July 30, 1970, 9.

¹⁰⁸ "Seatack Housing," *The Virginian-Pilot Beacon*, July 13, 1969, 2

¹⁰⁹ "Apartments May Improve Seatack," *The Virginian-Pilot Beacon*, December 14, 1969, 6.

¹¹⁰ "Seatack Housing", 2.

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pressures, these large apartment buildings began to significantly change the character of some areas of the neighborhood. These changes were first reflected in the dramatic geographic shift with large undeveloped, previously agricultural parcels transformed into apartment complexes housing hundreds of residents in a very small footprint. But just as dramatic was the transformation of Seatack from a community which resembled a small town to one that increasingly reflected a more traditional suburban character. The announcement of these changes justifies ending the Period of Significance at the end of 1969, before the completion of these new developments in the early-to-mid 1970s.



Figure 20. Seatack Kenya Lane east toward dead end, near Kenya Court. Target Neighborhood Program, Phase 1. Ca. 1975. (Courtesy of the City of Virginia Beach.)

However, the story of Seatack did not end in 1969. In 1975 the City of Virginia Beach authorized the “Target Neighborhood Program” with the goal of providing basic services and infrastructure improvements to twelve targeted neighborhoods: Atlantic Park, Beechwood, Burton Station, Doyletown, Gracetown, Lake Smith, Mill Dam, Newlight, Newsome Farm,

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Queen City, Reedtown and Seatack.¹¹¹ All of these neighborhoods were historically African American communities. While this program was eventually largely successful, it took more than twenty years to complete because the city chose to rely on federal block grants, which significantly extended the time frame for the projects. Eventually more than \$40 million in federal, and \$10 million in local matching funds, was spent on ten of the communities, accomplishing significant change. However, along with the insistence on relying on the U.S. Department of Housing and Urban Development (HUD) funds, the city also skirted the rules of the federal programs repeatedly. In 1978 the city was called out by HUD for charging residents for work that had already been funded by federal dollars. The next year HUD almost cut off funds because of the refusal by the city to renovate substandard housing, as required by the grants.¹¹²

¹¹¹ Karen Weintraub, "Urban Redevelopment On-Target Neighborhood Aid," *The Virginian-Pilot*, February 26, 1996, B1.

¹¹² Weintraub, "Urban Redevelopment," B1.

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*Figure 21. Seatack Bu[r]ford Avenue, North from Longstreet Avenue. Target Neighborhood Program, Phase I. Ca. 1975.
(Courtesy of the City of Virginia Beach.)*

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Figure 22. Seatack Burford(s) Avenue, North East from Birdneck. Target Neighborhood Program, Phase I. Ca. 1975. (Courtesy of the City of Virginia Beach.)

The two communities of Atlantic Park and Burton Station were eventually excluded from the plan because of their proximity to Oceana Naval Air Station and the Norfolk International Airport respectively.¹¹³ For the other ten neighborhoods, the final result was the establishment of city water and sewer services, sidewalks, street lights, paved roads, and other needed improvements. These changes resulted in many renovated homes as well as a significant amount of new construction and infill development. The contradiction which resulted for a majority of these African American communities is that they were saved for their residents in regards to quality of life, but at the cost of a significant loss of historic fabric and identity.

¹¹³ Karen Weintraub, "Because of Location, Two Beach Communities," *The Virginian-Pilot*, February 25, 1996, B2. Atlantic Park did receive sewer and water service, but none of the street improvements of other communities. Burton Station was essentially abandoned with the city paying residents to leave in hopes of creating an industrial park. The result was a significant amount of resentment in both of these neighborhoods.

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Since 1970, the Seatack community has seen continued improvements, but also continued change and challenges. The city efforts to provide water, sewer, and other standard city services were finally completed in the 1990s. The streets were all paved, sidewalks and street lights were installed. Vacant and dilapidated homes were demolished and funds were available for renovations. The efforts to maintain the traditional single-family residential character of the community has been largely successful, but has had to reckon with pressures from redevelopment, fights over commercial rezoning, the expansion of Birdneck Road to four lanes, and the growing pressure from the Oceana Naval Air Station. However, today Seatack remains an active community with a substantial collection of historic single-family homes, the historic Seatack Elementary School building, an historic church (St. Stephens COGIC), the mid-twentieth century community cemetery, Saints Rest, and many life-long residents. The contrast between where Seatack stands as a community today versus the status of many other early African American communities in Virginia Beach is striking. Seatack is intact, active, and worthy of being considered a National Register of Historic Places historic district.

The Seatack Community

Through its long history the Seatack community has demonstrated an impressive determination to maintain itself in the face of numerous challenges through multiple generations. One of the vital components in this mission has been the Seatack Community Civic League. The current civic league traces its roots to at least the early 1920s, when an assembly of residents came together as the Patrons League of the Seatack School (alternately identified as the Seatack Public School League of Princess Anne County) to purchase land at 141 South Birdneck Road and construct the second Seatack Elementary School at that location. However, the first record of Seatack citizens coming together for a civic purpose is 1908 when the first Seatack Elementary School was created. After the merger of Princess Anne County and the City of Virginia Beach, the civic league changed its name to the Seatack Community Civic League and the current Constitution and Bylaws date to that time. In 1969, the civic league became a member of the Virginia Beach Council of Civic Organizations. In October of 2011, the civic league organized the Seatack 200th Anniversary Celebration which was recognized by the city and eventually included a banquet and a community parade. The event was the first large African American event held at the Virginia Beach Convention Center.¹¹⁴

In addition to its historic resources and its community organizations, it is the residents of Seatack which make it such a vibrant, connected and active community. A prime example of this was Joseph Grimstead, who spent his life in Seatack and was an integral part of building the post-World War II community. Grimstead, often called Uncle Joe, was one of the founders of the Seatack Volunteer Fire Department in 1948 and remained a member until it was taken over by the city in 1981. Grimstead was also an active local civil rights leader and part of a group called the "Interested Nine." These African American men signed a document in 1963, after the formation of the new City of Virginia Beach, calling for the "peaceful integration of all public

¹¹⁴ Carey, "Seatack: Almost as old as the U.S.," 1; George E. Minns, "Message from the President," *The Current* (Fall/Winter Edition, October 2021, vol.1, issue 2), 4; "Brief History of Seatack."

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accommodations and facilities in Virginia Beach.”¹¹⁵ His father donated the land for the volunteer fire department and Grimstead himself donated land for a new Seatack community center in 1997 on the site of the old fire department; the city renamed it the Joseph V. Grimstead Sr. Seatack Community Recreation Center in 2012.¹¹⁶

The Williams family have been contributors to the community for well over a century. As discussed previously, Georgie Anne Williams and William N. Williams Sr. passed approximately one hundred acres to multiple descendants, including the Morgans who later provided the land for Seatack Elementary School. The Williams-Morgan family had several members help found the Mount Olive Baptist Church and also the New Jerusalem Church of God in Christ. Additionally, Clarence Morgan was the civil rights leader discussed earlier who hosted Martin Luther King Jr. several times during the 1960s.¹¹⁷

The Daughtry-Shaw family also has a long list of contributors to the community. Sarah Parsons Daughtry, was previously discussed as the founder and first teacher at the first elementary school in Seatack. Cylester W. Shaw was one of the founders, and the first chief of the Seatack Volunteer Fire Department. The daughter of Sarah Daughtry, and the wife of Cylester Shaw, was Sadie Shaw, named Seatack’s Historian by the Seatack Civic League in 1999. Sadie Shaw’s sister, Ira Watkins, founded and was the first principal of the School for Pregnant Girls in Virginia Beach.¹¹⁸

African American Cemeteries

Historic African American cemeteries are often not well documented and can be difficult to locate. African American cemeteries have been categorized into three main types: slave cemeteries, antebellum free black cemeteries and postbellum nineteenth and twentieth century cemeteries. The four African American cemeteries in Seatack all fall within the postbellum period. Within the category of postbellum cemeteries, most fall within three subcategories: graveyards of churches, neighborhood cemeteries and family cemeteries. Family cemeteries are usually small and located on private property, sometimes still in the ownership of the original family who established the cemetery. With family cemeteries sometimes inaccessible, and always at risk of being part of a land sale and potential development, the African American community for the most part shifted towards the use of church or community cemeteries by the mid-twentieth century. Today surviving family cemeteries typically have a small number of graves, some with headstones and some unmarked, and sites which are overgrown and poorly

¹¹⁵ Mechelle Hankerson, “Man who helped open Oceanfront to black community honored in city,” *The Virginian-Pilot*, February 15, 2017, 3.

¹¹⁶ Rita Frankenberry, “Virginia Beach center named for community leader,” *The Virginian-Pilot*, December 1, 2011; Hankerson, “Man who helped open Oceanfront,” 3.

¹¹⁷ Hankerson, “Descendants of a freed slave,” 3.

¹¹⁸ Mary Reid-Barrow, “Seatack Servants,” *The Virginian-Pilot*, January 27, 2005, 28-29.

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maintained, if at all. In contrast, later church and community cemeteries are often easily identifiable and well maintained.¹¹⁹

There are four African American cemeteries within the Seatack Historic District: the larger community Evergreen Terrace Saints Rest Cemetery (DHR ID# 134-0969-0129) and three smaller family cemeteries: Ackiss Cemetery (DHR ID# 134-0969-0185), Snowden-Morgan-Hughes Cemetery (DHR ID# 134-0969-0173), and the Rosetta Wheaton Cemetery (134-0969-0244). At the northern edge of the Seatack Historic District, abutting the Virginia Beach-Norfolk Expressway (Interstate 264), is the Snowden-Morgan-Hughes Cemetery which holds at least eighteen graves marked by mostly flat concrete headstones. There appear to be several unmarked graves and some of the headstones are illegible. The earliest documented grave belongs to Annis Snowden Morgan Hughes Lewis (1858-1921) while the two most recent identifiable graves date to 1973, perhaps marking the ending period of active use for this family cemetery. Annis was originally a Snowden before marrying Enoch J. Morgan ca 1870. Annis later married William Thomas Hughes on December 29, 1887, the third family namesake for the cemetery. It was Annis Snowden Morgan Hughes Lewis who established the cemetery on land she owned along Old Virginia Beach Road before her death in 1921.¹²⁰ The cemetery is still privately owned and extensive overgrowth has been recently removed.

The Ackiss Cemetery (DHR ID# 134-0969-0104) is the smallest of the cemeteries located within the Seatack Historic District. There are only a few graves, with only the grave of Alexander Ackiss (1833-1912) clearly marked by an erect gravestone which identifies him as a former member of the United States Cavalry. The Rosetta Wheaton Cemetery (DHR ID# 134-0969-0244) is sited on an approximately quarter acre triangular parcel behind a dwelling parcel along Owl's Creek Lane. The cemetery has at least twenty-two graves marked by a variety of simple stone ledgers and headstones. There are multiple illegible markers, but the earliest identifiable grave dates to 1932. The most recent grave dates to 2009 and online imagery appears to show a maintained cemetery located behind several dwellings and still in use by the family.¹²¹

The largest cemetery in the Seatack Historic District is the Evergreen Terrace Saints Rest Cemetery (DHR ID# 134-0969-0129). This community cemetery is well maintained and still in use, with the earliest identifiable marked grave dating to 1958 and the family names matching many of those from the history of the Seatack community. This cemetery was platted in 1946 with 20'x20' plots on land which was originally owned by the well-known local Williams family.¹²² The Saints Rest Cemetery clearly represents the movement from family cemeteries to community cemeteries within the African American community during the twentieth century.

Other African American Communities

¹¹⁹ Lynn Rainville, *Hidden History: African American Cemeteries in Central Virginia* (Charlottesville, VA: University of Virginia press, 2014), 12, 16, 78, 94, 101-02.

¹²⁰ <https://snowden-morgan-hughes.weebly.com/about-us.html>;

<https://www.findagrave.com/cemetery/2771354/hughes-family-cemetery>.

¹²¹ <https://www.findagrave.com/cemetery/2773604/wheaton-family-cemetery>.

¹²² Princess Anne County Map Book 17, Page 81, 1946.

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Seatack is not like planned African American neighborhoods, such as L&J Gardens, which were developed after World War II in multiple Hampton Roads locations beginning in the 1940s. These developments are excellent examples of residential communities created by and for African Americans, but they were not comparable to more comprehensive communities which evolved organically beginning much earlier in the county's history. Places like Seatack, which had to provide their own services and served as the focal point for almost all aspects of the society (church, commerce, school, social) are a very different type of historic community and historic district. Separately, the southern half of the city, the still rural area of former Princess Anne County, is home to a handful of crossroads communities, some of which have links to African Americans, including Blackwater, Creeds, Pleasant Ridge and Pungo. These communities are of a very different nature than the larger, more densely developed neighborhoods in the northern half of the city and also do not provide an appropriate comparison to Seatack. However, there are multiple neighborhoods in the northern half of Virginia Beach which do provide a useful contrast to Seatack as evolved communities with pre-World War II origins. These neighborhoods vary greatly in the number and quality of existing resources, and serve to highlight the notable status of Seatack with its many extant historic residential resources, historic school building, and historic church.

Beechwood is a small, residential neighborhood which dates to the 1880s and is one of the earlier African American communities in the area. It was begun by Judge Landing D. Wetmore for the purpose of creating housing for former slaves working the adjoining plantation. However, the remaining resources date to the early-to-mid twentieth century. Additionally, many resources have been altered through updates and renovations over many decades. While Beechwood has maintained its historic layout (which is largely focused on two streets: Hook Lane and First Court Road) and has resources with good integrity, it does not have a tradition of commerce or local entertainment, the historic three-room school has been demolished and a new Morning Star Baptist Church was constructed in 1993. The old original wood frame church still exists and is reclad with brick. The community was part of the city "Target Neighborhood Program" so street improvements were added in the late twentieth century.¹²³

Burton Station was originally created by former enslaved persons in the 1880s at a site which is now part of the Norfolk Municipal Airport. With the expansion of the airport in the 1940s, the community was forcibly relocated southeast to the current location and resources date from the 1940s and later. This process also resulted in the loss of community organizations and buildings, including two churches. The current community consists of large wooded parcels and open fields. Streets have been abandoned as housing was demolished and some remaining roads are unpaved. This community was left out of improvements from the city "Target Neighborhood Program" and only received city water and sewer services in 2014. With the neighborhood

¹²³ Hawkins-Hendrix and Lucas, *History of African American Communities*, 22-25; Purvis and McClane, *Historic Architectural Resource Survey, Northern Half*, 94-96.

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surrounded by commercial and industrial development, and a decades long lack of city support, the majority of homes have been demolished.¹²⁴

Doyletown was created in the 1920s by Lucian Doyle for the African American workers of his Eureka Brick company. The original houses were built along Doyle Way, and the neighborhood eventually expanded in the 1940s and beyond onto Robert Jackson Drive (named after one of the original owners) and later Gimbert Drive. Housing stock consists of homes built from the 1920s through the later mid-twentieth century development. The city "Target Neighborhood Program" did furnish city sewer and water services in the 1980s. Doyletown is a rare example of an African American community in the Virginia Beach which retains a dense collection of historic resources as well as a clear link to its historic roots as a working-class neighborhood. Many resources have been altered with repairs and updates, but the overall integrity is intact. This neighborhood has been recommended as a potentially eligible historic district. However, an early store and the only school have been lost, leaving the First Lynnhaven Baptist Church as the only nonresidential resource.¹²⁵

Gracetown began in the 1920s as a farming community. Residents were congregants of the Beechwood Morning Star Baptist Church, attended school at Beechwood's William Skinner School, and were members of the Lake Smith Washington #139 Lodge Hall. As with many other African American communities, Gracetown eventually had city services added through the city "Target Neighborhood Program." Today the neighborhood is an established community, but most of its historic homes have been lost or significantly altered.¹²⁶

Great Neck developed as a farming community in the late 1800s. The Great Neck Community School was a two-room building which served the community, but has now been lost. The community did not have its own social hall or church. The homes that remain today date to the mid-twentieth century (with modern infill) and retain good integrity.¹²⁷

The Lake Smith neighborhood was originally called Hodgman Estates after the man who sold the land to African Americans who formed what was initially a farming community in the early 1900s. There was initially a Lake Smith School, though residents attended the Beechwood Morning Star Baptist Church. There were also a couple of small African American owned stores which no longer exist. The neighborhood did receive city "Target Neighborhood Program" funds to add city services in the 1980s. Because of its waterfront location, redevelopment resulted in

¹²⁴ Hawkins-Hendrix and Lucas, *History of African American Communities*, 26-28; Purvis and McClane, *Historic Architectural Resource Survey, Northern Half*, 104-06.

¹²⁵ Hawkins-Hendrix and Lucas, *History of African American Communities*, 29-31; Purvis and McClane, *Historic Architectural Resource Survey, Northern Half*, 126-29.

¹²⁶ Hawkins-Hendrix and Lucas, *History of African American Communities*, 32-35; Purvis and McClane, *Historic Architectural Resource Survey, Northern Half*, 143-45.

¹²⁷ Hawkins-Hendrix and Lucas, *History of African American Communities*, 36-37; Purvis and McClane, *Historic Architectural Resource Survey, Northern Half*, 147-48.

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the loss of nearly all pre-1970 resources, with a handful of early-to-mid twentieth century homes remaining.¹²⁸

Little Neck (a small section of the larger peninsula) may have had African American residents as early as 1871. The community at one time had a school, several businesses and was the original location of the First Lynnhaven Baptist Church. Unfortunately, none of these resources remain, with the exception of a few simple commercial buildings. The neighborhood today consists of mid-to-late twentieth century housing with a significant amount of infill. Of the historic resources which remain, the majority have seen substantial alterations or updates.¹²⁹

New Light was first occupied by freedmen who had worked on the Princess Anne County Freedmen's Bureau farms and earned the funds to purchase land of their own in the 1880s. These families either farmed their own land or worked on neighboring farms. The initial community was located south of Indian River Road, with further development coming after 1908 when the land around the New Light School north of Indian River Road was subdivided. Eventually the community had dozens of homes, businesses, two churches and a school. The community was another recipient of funding from the city "Target Neighborhood Program" to establish water and sewer services. Today, approximately twenty historic residences remain scattered throughout the neighborhood, most with integrity challenges, as well as the New Light Baptist Church and Mount Olivet Church. None of the commercial buildings are extant.¹³⁰

Newsome Farm may be the earliest African American community in Virginia Beach besides Seatack. The roots of the community date to 1869 when five freedmen purchased approximately 220 acres of land from Lewis Webb for farming. By 1887 the then titled Newsome Farm was surveyed and divided into lots. The neighborhood eventually had seventy homes, but it was not until the city "Target Neighborhood Program" beginning in the 1980s that the community finally had sidewalks, paved streets, street lights, and city water and sewer services. Over time the neighborhood has seen a large number of infill homes constructed as well as substantial renovations completed on existing homes. Newsome Farm never included institutional resources such as a school, church, social hall, or businesses.¹³¹ However, the Newsome Farm Cemetery (DHR #134-5670) was determined eligible for listing on the National Register of Historic Places by the State Review Board in 2022.¹³²

Queen City was created in 1904 when John Wise subdivided much of his land into lots which he sold to African Americans. Many of the early residents worked as tenant farmers on neighboring

¹²⁸ Hawkins-Hendrix and Lucas, *History of African American Communities*, 38-40; Purvis and McClane, *Historic Architectural Resource Survey, Northern Half*, 178-80.

¹²⁹ Hawkins-Hendrix and Lucas, *History of African American Communities*, 41-43; Purvis and McClane, *Historic Architectural Resource Survey, Northern Half*, 205-06.

¹³⁰ Hawkins-Hendrix and Lucas, *History of African American Communities*, 50-55; Purvis and McClane, *Historic Architectural Resource Survey, Northern Half*, 219-24.

¹³¹ Hawkins-Hendrix and Lucas, *History of African American Communities*, 56; Purvis and McClane, *Historic Architectural Resource Survey, Northern Half*, 226-30.

¹³² The original 1887 plat denotes "Grave yard" at the current graveyard location.

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white-owned farms. The Greater St. Andrews African Methodist Church was established in 1919 at the center of the neighborhood and there were also several small locally owned stores. There are a handful of pre-World War II houses remaining, but most resources date from after the war. While part of the city "Target Neighborhood Program," improvements to the infrastructure and city services were not completed until the 1990s. However, despite some demolition, the majority of the existing houses are historic and retain overall good integrity. This is one of only four African American communities which has been recommended potentially eligible as a National Register of Historic Places historic district (with L&J Gardens, Doyletown and Seatack being the others).¹³³

An African American farmer named Joseph Reed purchased the George Smith Farm in 1902 for the purpose of founding a community for African Americans. Reedtown began as a place where fishermen and laborers who worked neighboring farms lived. There was a white-owned neighborhood store run by Frank Miller, which is now gone. Similarly, to several other nearby African American communities, residents attended the Beechwood Morning Star Baptist Church. Older residents remember a one-room log cabin school with a dirt floor, but students are also known to have attended the William Skinner School in Beechwood until 1953. The city "Target Neighborhood Program" eventually led to city water and sewer services and street paving. However, with the improvements came decades of redevelopment leaving only five pre-1970 resources.¹³⁴

Atlantic Park is a small, largely residential neighborhood between Seatack and the Oceana neighborhood which was likely developed between the 1930s and the 1950s. This traditionally African American community has retained a fair number of historic houses, though many have been modified. However, there has also been substantial demolition, limiting the integrity of the community. Additionally, there are no cross streets to connect the neighborhood internally which is an impediment to a community identity. There are a handful of simple commercial buildings along Virginia Beach Boulevard. Even before decades of redevelopment, Atlantic Park was never a self-sufficient, fully developed community like Seatack with a church, school, or civic organization. Finally, while it did receive city water and sewer service eventually, Atlantic Park was not part of the city "Target Neighborhood Program," so street and neighborhood improvements were never added to this community.¹³⁵

Unfortunately, a significant challenge which has faced the majority of Virginia Beach's African American neighborhoods, is the substantial loss of historic resources. These lost buildings were either the result of externally sourced redevelopment of the communities, or through the natural process of renovations and replacements of residences by owners over many years. Examples of this include Reedtown and Gracetown, where little is left of the historic fabric. This challenge is particularly acute for the African American communities with earlier origins, such as New Light

¹³³ Hawkins-Hendrix and Lucas, *History of African American Communities*, 57-58; Purvis and McClane, *Historic Architectural Resource Survey, Northern Half*, 249-52.

¹³⁴ Hawkins-Hendrix and Lucas, *History of African American Communities*, 59-60; Purvis and McClane, *Historic Architectural Resource Survey, Northern Half*, 254-57.

¹³⁵ Purvis and McClane, *Historic Architectural Resource Survey, Northern Half*, 75-77.

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and Burton Station. Seatack is the rare, early African American community which has managed to survive the neglect of the post-World War II period, and the intensive redevelopment of the late twentieth century in Virginia Beach, to emerge as a smaller, but viable community with a still significant number of historic resources and a strong sense of identity.

Criterion A: Ethnic Heritage: African American and Social History

The Seatack community is locally significant under Criterion A in the areas of Ethnic Heritage: African American and Social History as an independent, thriving community which has existed as a focal point of Black life for well over a century. Seatack was, and remains, the most prominent early African American community in former Princess Anne County. The origins of the current location of Seatack can be traced to at least the late nineteenth century, and it is a community which transformed from a largely agricultural setting to what was essentially a self-sufficient town with its own churches, stores, school, businesses, and civic and social organizations. While the residents of Seatack mostly worked outside their community, and often for the segregated resort businesses of Virginia Beach, they maintained a strong, supportive, vibrant community apart from the larger segregated society. Even after the end of Jim Crow laws, Seatack held together and pushed for improvements from the City of Virginia Beach which were usually denied to the Black communities within the city. The result is a community which has survived and maintained its identity when many of the other early African American communities have not survived or have lost their historic identity. During the twentieth century the residents of Seatack fully funded several elementary schools before the first county funded school, Seatack Elementary School, was constructed in 1952. Additionally, in 1948 the residents of Seatack created and funded the first African American fire department in Virginia. Seatack has a period of significance which spans more than half a century from 1915, the date of its earliest extant resource until 1969, when the construction of large apartment complexes began to change the character of the community.

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9. Major Bibliographical References

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The Virginian-Pilot Beacon, various.

Previous documentation on file (NPS):

- ___ preliminary determination of individual listing (36 CFR 67) has been requested
- ___ previously listed in the National Register
- ___ previously determined eligible by the National Register
- ___ designated a National Historic Landmark

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 recorded by Historic American Buildings Survey #
 recorded by Historic American Engineering Record #
 recorded by Historic American Landscape Survey #

Primary location of additional data:

 X State Historic Preservation Office
 Other State agency
 Federal agency
 X Local government
 University
 X Other

Name of repository: Virginia Beach Public Library, Virginia Beach, Virginia; Virginia
Department of Historic Resources, Richmond, Virginia

Historic Resources Survey Number (if assigned): 134-0969

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10. Geographical Data

Acreage of Property 144 Acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

Coordinates for Boundary A

- | | |
|------------------------|-----------------------|
| 1. Latitude: 36.505350 | Longitude: -76.001650 |
| 2. Latitude: 36.505350 | Longitude: -75.593932 |
| 3. Latitude: 36.495559 | Longitude: -75.593918 |
| 4. Latitude: 36.495559 | Longitude: -76.001636 |

Coordinates for Boundary B

- | | |
|------------------------|-----------------------|
| 5. Latitude: 36.495306 | Longitude: -75.595212 |
| 6. Latitude: 36.495293 | Longitude: -75.593147 |
| 7. Latitude: 36.494040 | Longitude: -75.593144 |
| 8. Latitude: 36.494053 | Longitude: -75.595209 |

Coordinates for Boundary C

- | | |
|------------------------|-----------------------|
| 1. Latitude: 36.494002 | Longitude: -75.594580 |
|------------------------|-----------------------|

Coordinates for Boundary D

- | | |
|------------------------|-----------------------|
| 2. Latitude: 36.492066 | Longitude: -75.595804 |
|------------------------|-----------------------|

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

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- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

The true and correct historic district boundary of the main boundary are shown on the attached maps entitled "Seatack Historic District, Virginia Beach, VA (134-0969) Sketch Maps (A) 1-6."

The true and correct historic district boundary of the southern discontinuous boundaries are shown on the attached maps entitled "Seatack Historic District, Virginia Beach, VA (134-0969) Sketch Map (B)", "Seatack Historic District, Virginia Beach, VA (134-0969) Sketch Map (C)", and "Seatack Historic District, Virginia Beach, VA (134-0969) Sketch Map (D)".

Boundary Justification (Explain why the boundaries were selected.)

The Seatack Historic District boundaries include the known properties which are historically associated with and which contribute to the district's history, period, and areas of significance. The district's historic setting and all known associated historic resources have been included within the historic boundary. This is a discontinuous district due to the construction of the Virginia Beach-Norfolk Expressway (Interstate 264) which opened in 1967 at the northern end of the district and multiple pockets of new residential and commercial development in the southern part of the district that have divided remaining contributing residential resources at the southern end of the district. The Seatack Historic District boundary follows the district's historic patterns of development which include largely single-family residential buildings with varying degrees of density. The district is bound largely by modern development and infill that has encroached on the historic neighborhood. Few resources dating prior to 1969 remain in the greater area historically known as Seatack, specifically to the south with fewer to the east. In the southern area, multiple contributing residential resources are still owned by families that were integral to the development of the Seatack neighborhood. Although separated by new construction, three discontinuous boundaries are located here to document these inherited resources that are still strongly connected to the community to the north. The highest concentration of historic resources is located within the boundary of the Seatack Historic District and the boundary of the district specifically excludes the surrounding non-contributing buildings as much as possible.

Main boundary (A): The majority of the district is located south of I-264, while a portion is located on the north side of the expressway and includes four contributing residential buildings and one contributing cemetery. The district is largely defined by the north-south main arterial

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Birdneck Road, with local roads extending out on both east and west sides. Much of the development is out of scale with the historic neighborhood and does not serve the historic functions of the contributing resources. It is also bound by marsh land to the west, Old Virginia Beach road to the north, and ends at Beautiful Street and Hughes Avenue to the south with a few resources extending past the east west streets along South Birdneck Road.

Discontiguous boundary (B): This boundary area features residential resources and a family cemetery along Owls Creek Lane, as well as a park near to the north along South Birdneck Road. It is also bound by marsh land, forest, and newer development to the east and South Birdneck to the west. This district boundary specifically excludes the surrounding non-contributing buildings also along Owls Creek Lane.

Discontiguous boundary (C): This boundary area features residential resources along Frazee Lane. It is also bound by newer development to the north, east, and south, and also South Birdneck Road to the west. This district boundary specifically excludes the surrounding non-contributing buildings also along Frazee Lane.

Discontiguous boundary (D): This boundary area features residential resources along Brooklyn Avenue, Olds Lane, Bells Road, and South Birdneck Road. It is also bound by newer development to the north, east, south and west. This district boundary specifically excludes the surrounding non-contributing buildings also along Brooklyn Avenue, Olds Lane, Bells Road, and South Birdneck Road.

11. Form Prepared By

name/title: Jess Archer and Marcus Pollard, Project Managers

organization: Commonwealth Preservation Group

street & number: 536 W 35th Street

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

e-mail admin@commonwealthpreservationgroup.com

telephone: 757-923-1900

date: _____

Additional Documentation

Submit the following items with the completed form:

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- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.

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- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Seatack Historic District

City or Vicinity: Virginia Beach

County: N/A

State: VA

Photographer: Jess Archer (JA), Marcus Pollard (MP)

Date Photographed: February 2022, April 2022, June 2023

Description of Photograph(s) and number, include description of view indicating direction of camera:

| <u>Photo Number of 12</u> | <u>Description</u> | <u>Camera Direction</u> | <u>Date</u> | <u>Photographer</u> |
|---------------------------|--|-------------------------|-------------|---------------------|
| 1 | Burford Avenue at Longstreet Avenue Intersection | S | 02/2022 | JA |
| 2 | 1087, 1091, and 1095 Longstreet Avenue | W | 02/2022 | JA |
| 3 | 140, 144, and 152 Hughes Avenue | SW | 02/2022 | JA |
| 4 | 1141, 1145, and 1153 Beautiful Street | SW | 02/2022 | JA |
| 5 | 1146 and 1140/1138 Beautiful Street | NE | 02/2022 | JA |
| 6 | 124 and 120 South Birdneck Road | N | 04/2022 | MP |
| 7 | 153 North Birdneck Road | N | 04/2022 | MP |
| 8 | 1096 Virginia Beach Boulevard | NE | 04/2022 | MP |
| 9 | 1149 and 1145 Carver Avenue | SE | 02/2022 | JA |

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| | | | | |
|----|--|----|---------|----|
| 10 | South Birdneck Road near intersection of Brooklyn Avenue | SE | 06/2023 | JA |
| 11 | Owls Creek Lane looking toward South Birdneck Road | W | 06/2023 | JA |
| 12 | Bells Road looking toward South Birdneck Road | W | 06/2023 | JA |

Figures and Historic Images Log

1. Historic aerials of the Seatack Neighborhood showing the growth from predominantly rural farmland to developed suburban neighborhood. Left to right, starting at the top left: 1937, 1954, 1974, 1994. (City of Virginia Beach Historic Aerial Viewer <https://virginiabeach.gov/services/map-center>).
2. Commercial building, 1096 Virginia Beach Boulevard (134-0969-0179).
3. Seatack Elementary School, 411 Integrity Way - currently the Virginia Beach Law Enforcement Training Academy (134-0969-0184).
4. St. Stephens Church of God in Christ, 189 South Birdneck Road (134-0969-0022).
5. Detail of a masonry mailbox with planter box at one side. This is at 161 Hughes Avenue (134-0969-0031).
6. Tudor Revival residence, 401 Birdneck Circle (134-0969-0183).
7. Minimal Traditional residence, 1055 Norfolk Avenue (134-0969-0047).
8. Ranch style residence, 1140 Carver Avenue (134-0969-0141).
9. Split-face concrete block residence, 1153 Beautiful Street (134-0969-0029).
10. Residence illustrating local craftsmanship, 153 Sea Street (134-0969-0083).
11. Example of modern infill, 148 Sea Street (134-0969-0087).
12. Birdneck Community Shoppes at the corner of South Birdneck Road and Norfolk Avenue (134-0969-0053).
13. Seatack Park, 340 South Birdneck Road (134-0969-0246).
14. Ackiss Family Cemetery, Kenya Lane (134-0969-0185). Note the recently replaced upright tombstone with a broken cross beside it. There are also two ledgers present at the right of the photograph.
15. Photograph of Sarah Parson Daughtry and a pen drawing of the first Seatack School. (Edna Hawkins-Hendrix, Black History, Our Heritage, Princess Anne County, Virginia Beach, Virginia, a pictorial history (Virginia Beach, Virginia: Edna Hawkins-Hendrix, 1998).
16. Some of the initial leaders of the Seatack Volunteer Fire Department. ("Seatack Fire Volunteers Win Certificates," Virginia Beach Beacon, February 17, 1995.)
17. Mrs. Emma Hairston, First Principal of the consolidated Seatack Elementary School. Courtesy of the Seatack Community Civic League website, <https://seatackcivic.org/historical-photo-gallery>.
18. Paul Sparrow (right). (Courtesy of the Seatack Community Civic League website, <https://seatackcivic.org/historical-photo-gallery>.)
19. Seatack Fire Chief, Aaron Parsons (left) and Fireman Herbert Wilson during an awards ceremony. (Courtesy of the Seatack Community Civic League website, <https://seatackcivic.org/historical-photo-gallery>.)
20. Seatack Kenya Lane east toward dead end, near Kenya Court. Target Neighborhood Program, Phase 1. Ca. 1975. (Courtesy of the City of Virginia Beach.)
21. Seatack Bu[r]ford Avenue, North from Longstreet Avenue. Target Neighborhood Program, Phase 1. Ca. 1975. (Courtesy of the City of Virginia Beach.)
22. Seatack Burford(s) Avenue, North East from Birdneck. Target Neighborhood Program, Phase 1. Ca. 1975. (Courtesy of the City of Virginia Beach.)

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Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours

Tier 2 – 120 hours

Tier 3 – 230 hours

Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.