

NORMANDY VILLAGE

FREDERICKSBURG, VIRGINIA

**A CULTURAL RESOURCE SURVEY REPORT
FALL 2016**

SURVEY AND PRESERVATION PLANNING
NOVEMBER 10, 2016

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EXECUTIVE SUMMARY

The neighborhood of Normandy Village in Fredericksburg, Virginia was the subject of a Cultural Resource Survey in order to determine if the area as a whole or any individual structures located inside its perimeter were eligible for the National Register of Historic Places.

All of the buildings within the perimeters of the Normandy Village residential area were surveyed and documented using CRS forms that included information about the location and appearance of the structures. In addition, sketches of the structure's footprint were drawn and photographs were taken. This information was used in conjunction with archival research and the Statistical Package for the Social Sciences (SPSS) to develop a comprehensive look at the neighborhood's character while including larger national trends during the time of its construction. This data was used to create graphs and maps that detail the historic and current use of the structures, the building style, the condition of the building, and the number of buildings that have additions.

After the completion of the survey and the addition of comprehensive archival research, it was determined that Normandy Village is an excellent example of suburban development after World War II. After the war, the G.I. Bill allowed American GIs to purchase reasonably priced homes outside of the city to raise their young families. As a result, neighborhoods like Normandy Village sprung up across the United States. This analysis found that a majority of the houses in the neighborhood were built during the 1950s and are in good condition, making them eligible for the National Register. However, it was found that forty-one percent of the structures have additions attached to the original buildings. This brings up the concern that homeowners are changing and adapting their homes without considering the historic fabric of the building and its impact on the neighborhood.

Due to the potential danger to the neighborhood's historic fabric, we recommend that an overlay zone be put in place to regulate building form, use, maintenance, and additions. This zoning tool will help deter commercial development, preserve the historic integrity of the neighborhood, and protect the neighborhood for future generations.

METHODOLOGY

INTRODUCTION

In the fall of 2016, the students of Professor Andrea Livi Smith's Survey and Preservation Planning course conducted a Cultural Resource Survey on the neighborhood of Normandy Village in Fredericksburg, Virginia. Normandy Village is adjacent to south of the Rappahannock River. The neighborhood is bound by Jefferson Davis Highway, the Rappahannock Canal, Riverside Drive, and a section of Fall Hill Avenue. The streets within the boundaries are Charles Street, Wellford Street, Village Lane, Linden Avenue, Normandy Avenue, Hanson Avenue, Woodford Street, Wallace Street, and the continuation of Fall Hill Avenue. Figure 1 is an aerial-view map of Normandy Village.



FIGURE 1: AERIAL-VIEW MAP OF NORMANDY VILLAGE

There are 275 properties within the neighborhood's boundaries. Each property was assigned a unique site number and divided amongst six teams of four or five students. Each team was responsible for forty-some properties within a designated area.

The process took place in three phases: fieldwork, archival research, and data analysis. Each property was surveyed and data was recorded. Then, each team analyzed the collected data in order to determine if the neighborhood of Normandy Village or any individual properties within it meets the requirements for a nomination to the National Register of Historic Places.

PHASE I: FIELDWORK

Following an aerial-view map of the area, each team went out in groups of two or more and surveyed the properties that they were responsible for. They visually inspected each site from the public right of way while filling out a Cultural Resource Survey form on an online database. The information input into the form included: the number of structures on the lot, current and historic use of the structure, style of the primary building, number of stories and bays, depth, foundation material, and roof shape.

While one team member filled out the form, another team member drew a sketch of each lot. Each sketch detailed the main structure, additional structures, the street it is on, sidewalks, pathways, driveways, fences, prominent vegetation, and other noteworthy features. Figure 2 depicts a sample sketch composed at a survey site. Lastly, the main structure was photographed from a ¼ perspective and additional photographs were taken of any noteworthy features or decorative details.

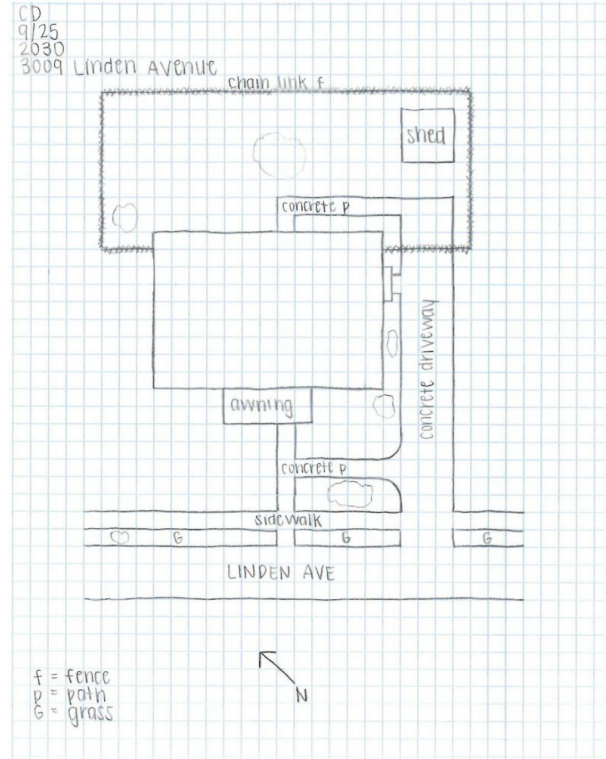


FIGURE 2: SAMPLE SKETCH OF PROPERTY

PHASE II: ARCHIVAL RESEARCH

Once the survey was completed, each team conducted archival research in order to determine the construction date of each property in their allocated area. Teams used land tax records, accessible at the UMW Historic Preservation Resources website, and deed books, accessible at the Fredericksburg City Clerk's Office. Additional research was conducted to uncover the history of the area and the development of Normandy Village.

PHASE III: DATA ANALYSIS

After the collected data for all 275 properties was input into the online database, the information was imported into SPSS. Before any analyses were run, each column in the SPSS database was sorted and cross-referenced with the online database in order to check for errors made during the initial data entry to the survey forms. After the errors were corrected, statistical analyses of various categories were performed using the "frequencies" and "cross tabulator" functions within SPSS. These categories included: construction dates, styles, historic and current usage, number of houses with additions, condition, and eligibility. Charts, tables, and maps were generated by using SPSS, Microsoft Excel, and Adobe Photoshop. After analyzing the data, recommendations were made in regards to the neighborhood's significance and its overall eligibility for the National Register of Historic Places.

HISTORY

FREDERICKSBURG HISTORY

The City of Fredericksburg was founded in 1728 by order of the Virginia General Assembly. The land was originally patented by John Buckner and Thomas Royston of Essex County in 1681. Due to its location, the town soon began to prosper as a major port on the Rappahannock River. The town served as a meeting place for patriots prior to and throughout the Revolutionary War. Political figures from the area include the Founding Fathers, George Washington, and James Monroe. Shortly before the Revolution ended, the Commonwealth of Virginia incorporated the town of Fredericksburg in 1781. A shift away from an agrarian society helped in contributing to the town's significant growth in industry, particularly the town's commercial district.



AERIAL VIEW OF FREDERICKSBURG, 1933; MYSTERIES AND CONUNDRUMS

Fredericksburg played a pivotal role during the Civil War in the 1860s. In December of 1862, combat made its way into Fredericksburg, contributing to significant damage to what is now Downtown Fredericksburg. At the conclusion of the war, the town set out to rebuild. Since the plantation system collapsed, industry became of more importance during the Reconstruction era. Industry continued to advance with the arrival of northern investors and the arrival of the railroad. Shortly after the turn of the century, in 1908 the State Normal and Industrial School for Women opened and would later become known as the University of Mary Washington.



UNIVERSITY OF MARY WASHINGTON; CITY OF FREDERICKSBURG

The Civilian Conservation Corps helped to establish the Fredericksburg and Spotsylvania National Park. Newly built roads and bridges, as well as stabilized earthworks were the results of their efforts. While segregation touched on all aspects of daily life, one of the most notable and least discussed areas that was affected by racial discrimination was housing. The City of Fredericksburg and its neighborhoods have continued to see growth and development.



1862 MAP OF FREDERICKSBURG; THE LIBRARY OF CONGRESS

Valuable Lots At Public Auction
SALE WEDNESDAY, OCTOBER 30, 1940
Fredericksburg Fair Grounds Property

This desirable subdivision adjoining the city boundary on the north, abuts to the River Road east, backing the Rappahannock River. Part of it fronts on U. S. Highway Route 1, Ed Hill Avenue and River Road. These lots are certain to enhance in value, almost new in the future of Fredericksburg.

Auction Date—Wednesday, October 30, 1940

THE FREE LANCE STAR; OCTOBER 26, 1940

Council Gives Its Approval To Normandy Village Project

(Continued from Page 1)

we sought to go ahead and do the whole town if we are going to do one part."

But other Council members argued if any other developer would offer the same deal, the city would be glad to accept. Normandy Village is the largest housing development in Fredericksburg's history and this is the first time the city has had a chance to benefit from large-scale, instead of "piecemeal," construction of this sort, they contended.

Norris, Streets Committee chairman, reported the city has arranged for early street improvements in Mayfield and the Fairgrounds Subdivision. Much of this may be finished ahead of Normandy Village, he said.

Ferry, before voting for the plan, had declared the people in the older developments should have had improvements before now.

Armstrong said he realized that times in the past the city has let builders put in improvements and paid them back later. But he asked, "Has there ever been a case of the city paying interest?"

Cann called the plan "a departure from our usual procedure" and one giving "quite a saving in money to the city."

BOARD REQUEST

Freeman commented, "We get regulations on Alternate U.S. Route 1.

- Unanimously agreed to abandon Van Buren Street between Germania and Hyster Streets and sell the land to Miss Beatie U. Heflin, owner of the Stratford Hotel, for \$3,000.
- Passed a resolution that the city should landscape and beautify an undeveloped tract of land it owns between Amaret Street and the Bypass. This is to be carried out as soon as possible within budget allowances.
- Was told by Council President Cann the Light's Committee will seek early action on the natural gas project after the committee learns more of the Monday announcement by the Federal Power Commission that Fredericksburg may have gas if it wants it.
- Heard the planning commission is completing re-zoning work for the newly annexed area and will soon be ready for a public hearing.
- Cann named Freeman chairman of a committee of three to investigate suggestions for changes in the city government, including one to elect the mayor from the council. Other members are Chinn and Lowry.

Morganstern Co. Gets Approval

THE FREE LANCE STAR; MARCH 9, 1955

NORMANDY VILLAGE

Normandy Village was established in the early 1950s, after the city annexed the land in 1951. This section of land was formerly used as the town's Agricultural Fair Grounds. However, the local newspaper, The Free Lance Star, suggests that plans for new development were circulating by the 1940s (The Free Lance Star, October 26, 1940). Jefferson Davis Highway (Route 1) provides the west boundary, while the curves of the Rappahannock River create a natural edge to the north. The old VEPCO canal creates the southernmost limit of the area. Also, alongside the canal is now a pedestrian walking trail. In addition, Normandy Village is situated between the Riverside district and the Forest Village district of the city.

DISCRIMINATION IN NORMANDY VILLAGE

It is important to note that as a major city of commerce during the early 18th century, Fredericksburg played a large role in the importation of slaves to the area. The population of slaves in the Fredericksburg county, including Stafford and Spotsylvania, grew throughout the 18th century and well into the 19th century. According to the 1860 Federal Census, Fredericksburg had a population of 4,062 which included 2,582 whites, 305 free blacks and 1,175 slaves, making slaves nearly half of the population in the area (Fitzgerald, 1979). Racial segregation was established at the end of the Civil War despite the freedom given to African-Americans and continued into the 20th century.



HISTORY: TIMELINE

THE 1940S

The Serviceman's Readjustment Act of 1944, commonly known today as the G.I. Bill, was created to help returning veterans of World War II. This piece of legislation helped establish hospitals, made low-interest mortgages available, and provided stipends to those pursuing college or trade schools. In Fredericksburg, this would eventually aid in the creation of the Normandy Village neighborhood. Normandy Village was founded with the intention of attracting young couples who could raise their families away from the city.

In 1944, the Federal Aid Highway Act helped to construct 40,000 miles of highway. However, this project was not completed until 1956; the national system of highways would be built over the course of the next 13 years. Because of the scale of this immense project, construction began almost right away, and employed tens of thousands of workers. The trucking industry saw a significant increase, as well as the growth of roadside businesses, like the increasingly popular fast food chains, hotels, and amusement parks.

The construction of solid and reliable highways meant that the family breadmakers could travel to the city for work and then return to the leisure of the suburbs. That separation of housing and jobs triggered construction of a reliable roadway network designed primarily to cater to commuters needs.

THE FREE LANCE STAR; SEPTEMBER 24, 1956



New Homes of Normandy Village's Western Edge Among Latest in Development's First 100 Houses Bob Photo

100 Homes Now Built, Normandy Village Collects City Payment for Improvement

The City of Fredericksburg has paid \$25,000 to Normandy Village, Inc. in accordance with an agreement reached 18 months ago. At that time the corporation, starting the first million dollar

what the developer at first proposed in order to get the capital improvements a few years ahead of when they normally would have been obtained. Council split 7-6 in favor of the financing arrangement. Sup-

streets. In the original Normandy Village tract, the 102 houses which now are complete or almost complete take up the entire 37.5 acres, except for a strip along the Vepco canal. There is room

Deeds in Stafford County

The following property transfers have been recorded in Stafford County:

Spurgeon S. Wade and wife to Spurgeon S. Wade, 181.451 acres, Harwood District.

Jose Vasquez and wife to Joseph Martinelli and wife, 3.05 acres, Aquia District.

Carl F. Drannin Jr. and others acre, Falmouth District.

Curtis J. Clay and wife to Raymond C. Sullivan and wife, one acre, Falmouth District.

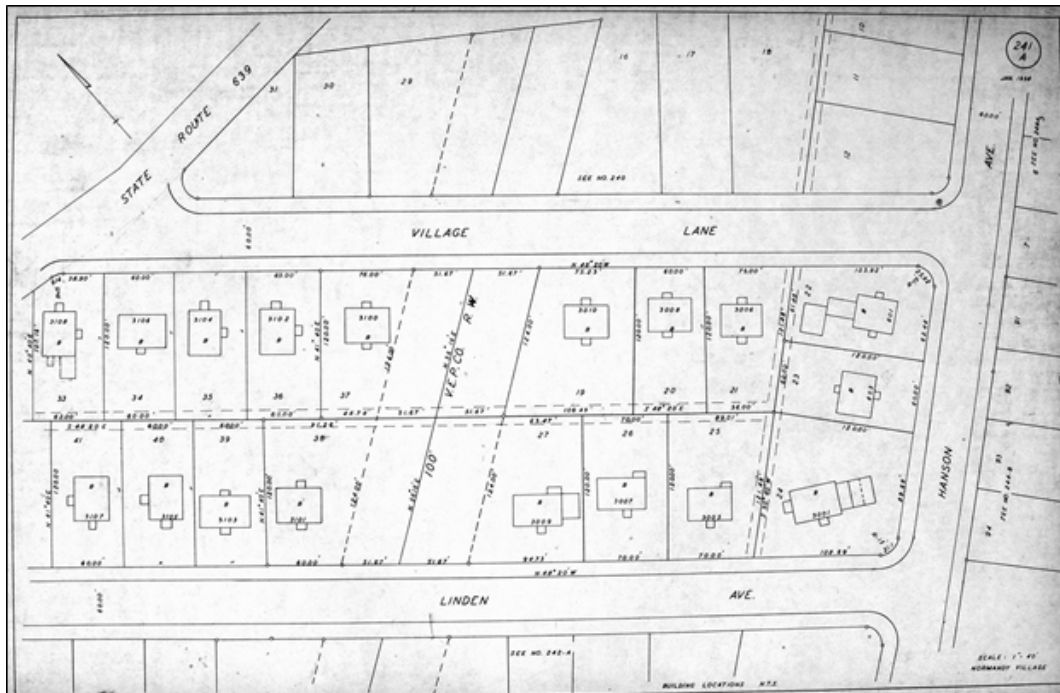
Dorothy Isabel Graham to Martin J. Mikusko and wife, 13 acres and 0.23 acre, Aquia District.

Engineers at an aircraft com-

THE 1950S

In 1951, Normandy Village was officially annexed into part of the City of Fredericksburg (City of Fredericksburg Annexations; n.d.). The land acquired was formerly used as the area's agricultural fairgrounds.

Jefferson Davis Highway also known as Route 1 was developed as part of the Highway Act of 1956. At the time of the act, this was the largest public construction project in U.S. history. This act encouraged families to move out of the city and into the increasingly popular suburbs. During this decade, more Americans were living in the suburbs than ever before (Boundless. n.d.).



1958 FREDERICKSBURG LAND BOOK; RESOURCES.UMWHISP.ORG

THE 1960S

Social norms began to change in the 1960s under the administration of President Lyndon B. Johnson. Congress passed the Civil Rights Act of 1964, banishing segregation in schools and public places. Further, the Civil Rights Act of 1968, enacted federally-enforced provisions for housing. This law provided regulations that prohibited discrimination concerning the sale, rental, and financing of housing based on race, religion, national origin, or sex (Smith. n.d.).

In the early 1960s, VEPCO stopped operations of the power house when the water levels of the Rappahannock River became too low to provide the necessary energy. During this time, Interstate 95 crossed part of the Rappahannock River north of town.

In 1962, Normandy Village was zoned strictly in favor of keeping the area as single-unit residential housing. This action came about because developers were interested in the possibility of building apartments. The neighborhood's association came to the conclusion that having apartments, regardless of how nice they would be, would conflict with the overall design of the community (The Free Lance Star; October 2, 1962).

THE 1970S-1990S

The lack of information found about Normandy Village during the 1970s alludes to a lull in construction and alteration to the residential neighborhood. On the other hand, the late 1970s through 1990s saw the construction of most of the commercial buildings along Jefferson Davis Highway such as the shopping center that includes the Papa John's.

During the 1990s, a handful of vinyl-sided houses were constructed on empty land in Normandy Village. These are found at the western end of Normandy Avenue near the Rappahannock Heritage Trail. They are easily identifiable by the vinyl siding and differ greatly from the traditional building material of brick seen throughout the neighborhood.

2000-TODAY

Today, the City of Fredericksburg has become a home to many Washington D.C. commuters, making the use of I-95 and Jefferson Davis Highway essential to the everyday commuter. In recent years, the Virginia Railway Express has made the area a convenient location for families to live and commute.. AMTRAK provides passenger rail service from the city's historic train station and the VRE serves the area residents who commute during the workweek.

The Canal Path that is located behind the homes along Normandy Avenue was once the old VEPCO canal but was recently turned into a pedestrian walking trail that connects to the Rappahannock Heritage Trail. There is an entrance to the trail on site 2003 between two properties along Normandy Avenue, 3006 Normandy Avenue and 3010 Normandy Avenue.



2016 IMAGE OF CANAL PATH ON NORMANDY AVENUE; COURTESY OF MADDIE QUICK

ANALYSIS

INTRODUCTION

The structures encompassed within the present-day neighborhood of Normandy Village were built between 1947 and 2007. Normandy Village has seen both change and continuity over the last 60 years. While the large majority of sites have maintained historic elements such as street setbacks and building materials, there is a large number of adaptations to the exterior and additions to the original structures.



AERIAL-VIEW MAP OF NORMANDY VILLAGE

CONSTRUCTION DATES

Chart 1 shows that 214 out of the 275 total buildings in Normandy Village were constructed during the 1950s after the land's annexation in 1951. Fewer than 50 structures were built in each of the following decades; 5 buildings in the 1940s, 21 buildings in the 1960s, 8 buildings in the 1970s, 3 buildings in the 1980s, 10 buildings in the 1990s, and 9 buildings in the early 2000s. This high density of buildings in the 1950s entails that the overall style of the neighborhood is homogenous and that the structures may still reflect much of their historic look.

When focusing specifically on the 1950s, the majority of homes were built between 1953 and 1956; 21 homes in 1953, 31 homes in 1954, 50 homes in 1955, and 72 homes in 1956. After 1956, the number of houses built annually drops to 7 homes in 1957, a significant decrease. Once the first homes were built in the early 1950s, the popularity and demand to move into and live in the neighborhood greatly increased. The decrease in 1957 is likely the result of lack of land availability. Once the majority of land was used in the mid-1950s, fewer homes would have been built.

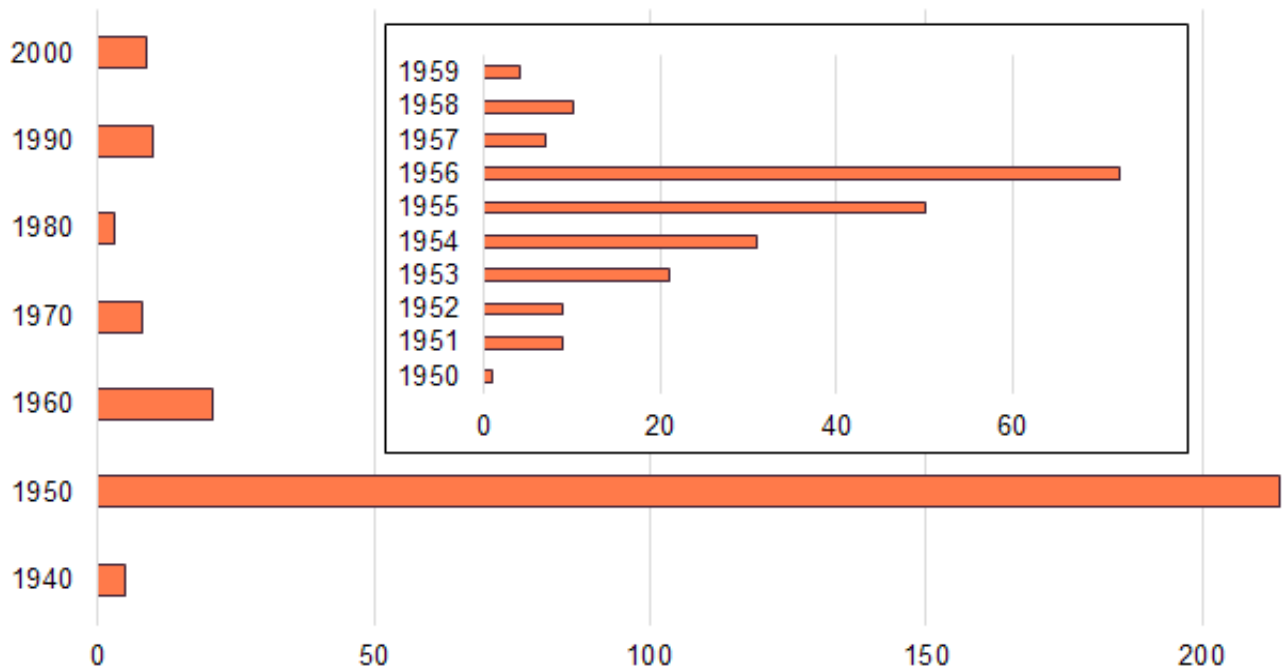


CHART 1: CONSTRUCTION DATES OF BUILDINGS WITHIN NORMANDY VILLAGE

HISTORIC VS. CURRENT USE

The original inhabitants of Normandy Village were mostly young white couples moving to the suburbs to escape the fast-paced city and to start families after World War II. After comparing the historic and current use of the structures, as seen in Chart 2, the neighborhood demographic still reflects this same idea. For a majority of the structures, the current use has not changed from the historic use. Also, 240 out of 275 buildings are currently used as single family residences and 244 buildings were historically used as single family residences. Even though Normandy Village is a residential area, this leaves a four structure difference between the categories. This could be attributed to the area's development, as the structures were converted to multi-family units or commercial buildings. In contrast to these changes, there is no change between historic and current use of properties for restaurants or empty lots.

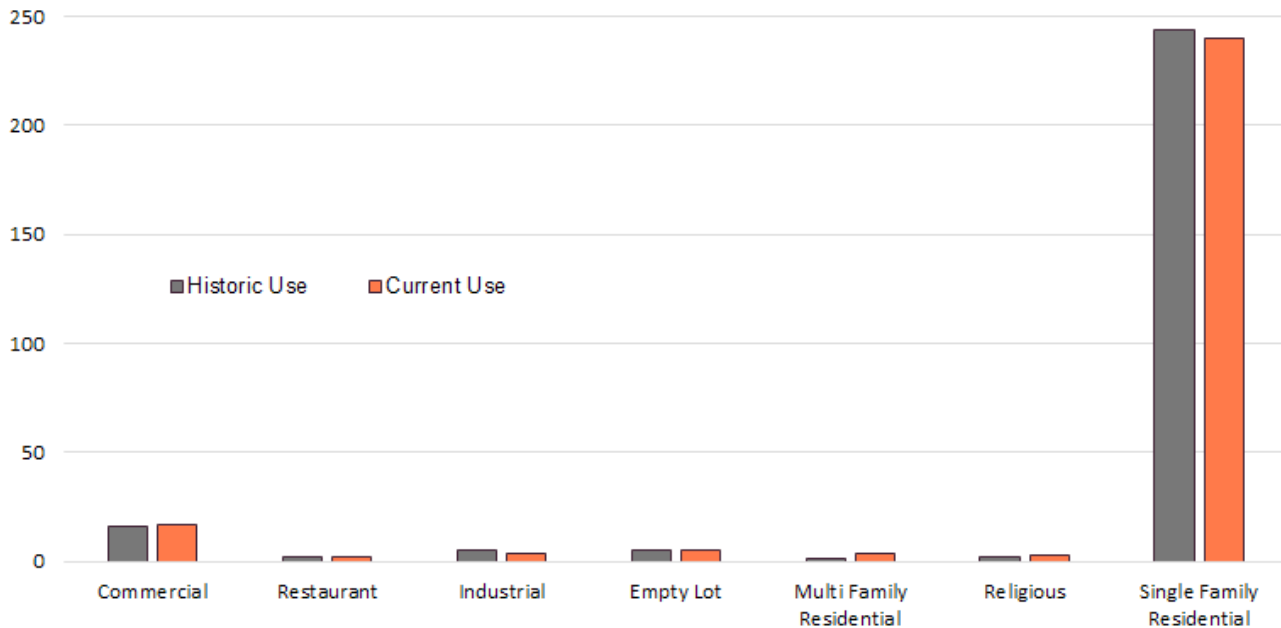


CHART 2: HISTORIC VS. CURRENT USE OF BUILDINGS WITHIN NORMANDY VILLAGE

STYLE

Normandy Village is the host to a variety of housing styles, as seen in Figure 3, including the Bungalow, Cape Cod and Split-Level styles. The Ranch house is the most common style seen in Normandy Village, with 153 out of 275 structures having this style. An area of particularly high density is the area south and southwest of Fall Hill Avenue. These structures were some of the earliest built in the 1950s and were intended to attract the traditional nuclear family. The ease and convenience of only maintaining a one-story abode would have appealed to this demographic.

The Minimal Traditional style was identified on 58 out of 275 houses, in a variety of locations across the map. In the northeast portion of the neighborhood, north of Fall Hill Avenue, Minimal Traditional houses have the same frequency as Ranch houses. This style was used throughout the 1950s and indicates that the buildings northeast of Fall Hill were constructed in conjunction with the houses in the south and southwest part of the neighborhood.

Commercial buildings consist of 18 out of the 275 structures, the majority of which are located along Jefferson Davis Highway or Route 1 in the southeast portion of the map. There are a few outliers in the residential areas such as 335 Riverside Drive and 461 Woodford Street.



FIGURE 3: STYLES OF BUILDINGS WITHIN NORMANDY VILLAGE

CONDITIONS

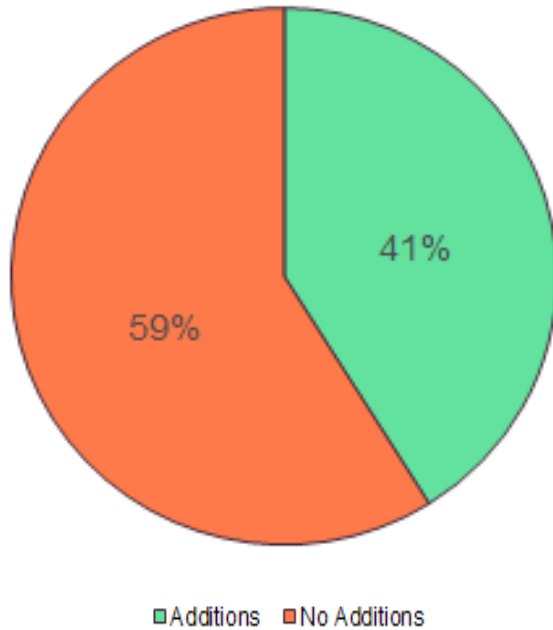
Normandy Village has very few structures on either end of the condition scale. Out of 275 houses, there are only three that are in “Excellent” condition and two that are in “Poor” condition. This is both a negative and a positive observation. On the one hand, hardly any of the structures are in such a detrimental state as to warrant immediate attention. On the other hand, having such a small number of structures that are in excellent condition means that the majority of the buildings are losing their historic fabric. In addition, there are 35 houses that are considered to be in “Fair” condition.

With a wide skew of houses in good condition, it is easy to see in Figure 4 that there is next to no pattern to the different conditions. None of the poorly conditioned houses or those in excellent condition are next to each other or clustered in certain area. The houses in fair condition are spread across the map as well; however, they appear to be more frequent to the south of Fall Hill Avenue. This could be attributed to homes that have an earlier construction date and are deteriorating more quickly than the other structures that have later construction dates. It is also necessary to take into consideration the idea that once a structure begins to fall into disrepair, the surrounding structures are more likely to deteriorate as well.



FIGURE 4: CURRENT CONDITIONS OF BUILDINGS WITHIN NORMANDY VILLAGE

CHART 3: STRUCTURES WITH ADDITIONS VS. STRUCTURES WITHOUT ADDITIONS



ADDITIONS

During the Cultural Resource Survey, we observed that many of the owners had built additions to the exterior of the properties. After analyzing the hard data, we found that 113 out of the 275 structures (41%) had additions attached to the main structure while 162 structures (59%) did not. The building materials used on the additions are mostly modern, such as vinyl siding, indicating that the additions were added significantly later than the original construction dates. Forty one percent is not a majority; however, this percentage shows that nearly half of the properties have been altered in a major way and the materials that are being used are disjunctive with the historic fabric of the building. These additions, while practical in the creation of space, are relatively ignorant of the building's historic integrity.

ELIGIBILITY

For the eligibility of the structures, the difference between contributing and non-contributing structures is clear. Properties that have a construction date after 1965 and show signs of significant deterioration are non-contributing and do not add to the historical merit of the neighborhood. Forty one out of the 275 structures (15%) are non-contributing, compared to 234 properties (85%) that are contributing. Figure 5 shows a clear distinction between the categories. Many of the non-contributing structures are also commercial buildings located along Jefferson Davis Highway. Non-contributing residential structures are spread across the map but show small clusters of properties on the south-facing corner of Fall Hill Avenue and Hanson Avenue, and on the block encompassed by Riverside Drive on the north side, Hanson Avenue on the south side, Woodford Street on the east side and Charles Street on the west side.

FIGURE 5: CONTRIBUTING AND NON-CONTRIBUTING BUILDINGS



CONCLUSION

While the most common style in Normandy Village is the Ranch, the neighborhood has a variety of styles, including Minimal Traditional and Bungalow. Many of the properties in Normandy Village have changed and adapted over the last 50 years. Forty one percent of homeowners built additions to their homes, indicating that the historic integrity of the neighborhood, while not destroyed, is in danger. The overall condition of the neighborhood is good and the original properties remain in place today, albeit with additions and alterations. In addition, the majority of the neighborhood is eligible for historic status.

RECOMMENDATIONS

Normandy Village was built at the height of suburbanization and is an intact example of the changes World War II brought to American housing standards. The addition of new highways from the city into the suburbs was prominent and can be seen in Fredericksburg with the creation of Route 1/Jefferson Davis Highway. The need for larger front and backyards is seen with the uniform setbacks that are significantly larger than the historic homes of Downtown Fredericksburg. Normandy Village was turned into a housing development after World War II for Fredericksburg's young, middle-class, in which white residents could move and start families. Normandy Village adds a new perspective to the city's history, placing a spotlight on the beginning of the movement of mass suburbanization through tract housing.



FIGURE 6: PROPOSED OVERLAY ZONE WITHIN NORMANDY VILLAGE

The lack of preservation for Normandy Village has caused massive change over time. As seen in the analysis, there are over 100 houses in the neighborhood that have one or more additions added to the primary structure. Mid-century neighborhoods are still seen as the “recent past” by the public and professionals alike (Tyler 142, 2009). This perspective allows for homeowners to demolish original detached garages and replace shutters with ease. Thus, dismantling the historic fabric of the neighborhood. However, with the “coming of age” of more recent places, like shopping malls, fast-food restaurants, and suburban developments like Normandy Village the interest in mid-century design is increasing. The emergence of organizations such as DOCOMOMO (Documentation and Conservation of the Modern Movement) and The Recent Past Preservation Network prove that interest in post-WWII communities are rising.(Tyler 143, 2009) Normandy Village will eventually become unrecognizable as a post-WWII community and a significant aspect of American culture and history will be lost without proper action.

The residential structures selected for the proposed historic district, as seen in Figure 6, were built between 1947-1965, making these structures eligible for the National Register of Historic Places. The Fifty-Year Rule, states that in order to be historically significant a building must be at least fifty years old. (Tyler 140, 2009) The types of structures in Normandy Village originally seen was Ranch, Split Level, and Bungalow homes. This changed as additions and alterations were added to the structures to include Minimal Traditional. However, the neighborhood both embodies the characteristics of post WWII housing and contributes to the history of suburbs in America. These characteristics qualify Normandy Village for the National Register under criterion (a) and criterion (c). Criterion (a) requires that the structures are “associated with events that have made a significant contribution to the broad patterns of our history”(National Park Service, 2016). Criterion (c) requires that the structures “embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction”(National Park Service, 2016). Following the guidelines of the previous criteria, Normandy Village’s history makes it uniquely eligible for the National Register.

The course of action we recommend for this district is an overlay district. Using overlay zoning, preservationists can regulate both building form and use, maintenance, and additions and infill. This zoning tool would help create guidelines for residents hoping to make changes to their structures that are visible from the public right of way. The Permit, Procedural, and Approval process of overlay zoning will explain the power given to the Architectural Review Board to review submissions and keep the integrity of the historic neighborhood intact. The given power of approval can extend over exterior modifications, proposed additions, demolition of designated historic structures, and changes within the historic district. The residents will then be able to appear before the Architectural Review Board to challenge and propose changes to their homes. Permission for new construction is usually granted with proof of economic hardship by the homeowner. However, if the structure is under ownership by a non-profit organization, such as a church, then new construction can be also be approved for public use. (Tyler 131-133, 2009) The area selected has also remained untouched by commercial encroachment which is the biggest threat to the recommended district. Following along Jeff Davis Highway and moving west, an influx of commercial development can be seen in the form of strip malls, banks, fast food restaurants, cellular phone stores, and gas stations. The proposed overlay zone can prevent unwanted commercial development, maintain historic integrity, and continue to serve the community.



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APPENDIX

ARCHITECTURAL STYLES

Bungalow/Craftsman



Cape Cod



Commercial



Industrial



Minimal Traditional



Neocolonial



Ranch

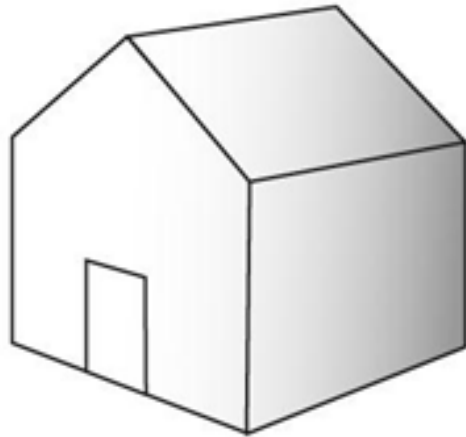


Split Level

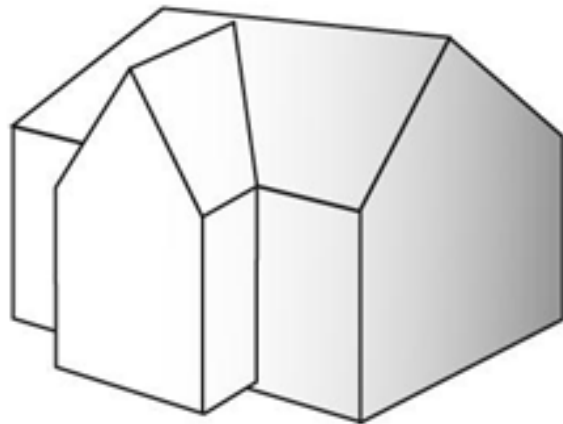


ROOF TYPES

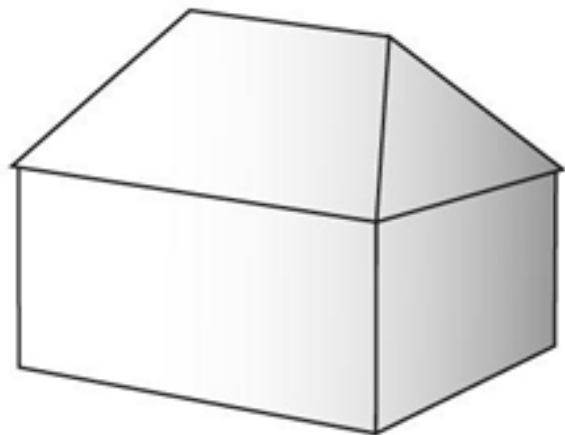
Gable

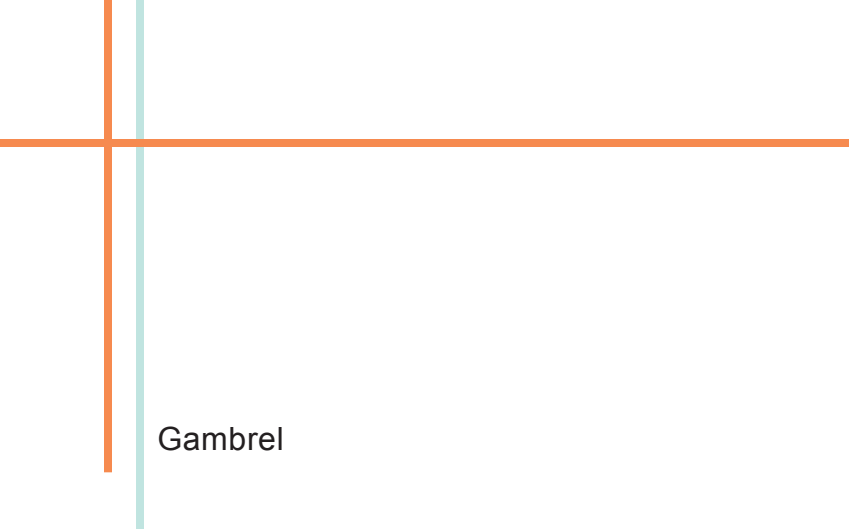


Cross-Gable

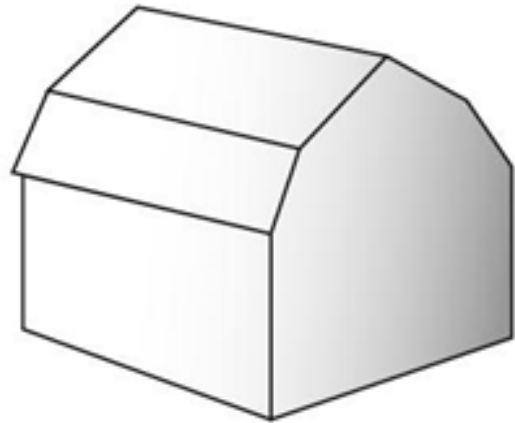


Hipped

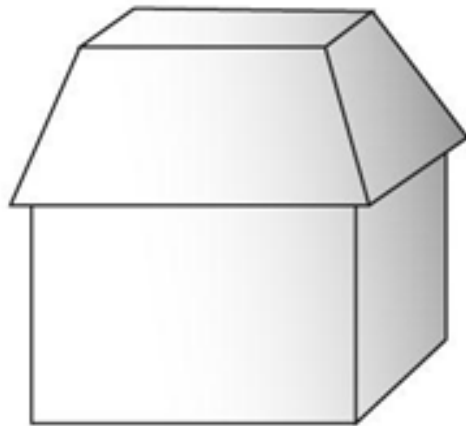




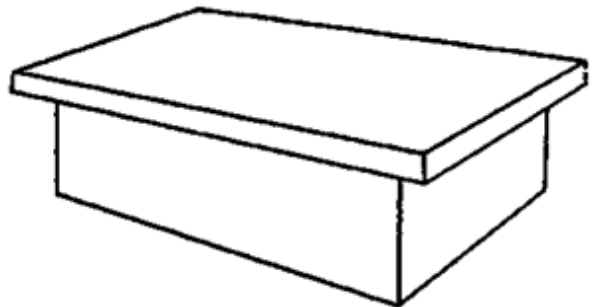
Gambrel



Mansard



Flat



CONDITIONS

(P) Poor - obvious signs of neglect are shown with multiple repairs needed and rapid deterioration present

(F) Fair - building condition is okay and in need of minor repairs

(G) Good - negative building conditions cannot be seen on the primary structure, appears to be in normal condition

(E) Excellent - maintains prime building condition with regards to the historic fabric

ELIGIBILITY POTENTIAL

(B) Borderline - any structure that is within the proper date range but is showing beginning signs of deterioration

(N) Non-Contributing - any structure with a build date past 1965 and/or has clear signs of deterioration

(C) Contributing - any structure built in or prior to 1965 that adds to the historical integrity of the neighborhood

(I) Individually Eligible - any structure that is built in or prior to 1965 and has historical merit separate from the neighborhood



GLOSSARY

A

Addition - additional room or rooms attached to an existing building

B

Batten - a plank or strip of wood used to secure a series of parallel boards by being nailed vertically or horizontally across their surface

Bays - the division of the facade of a building into units based on the number of openings

Bungalow/Craftsman - a one or one and a half story home with a low-pitched gable roof; the porch is the most dominant feature, generally either full or partial width

C

Carport - a shelter for a car consisting of a roof supported by posts, built beside a house

Clapboards - a long, thin, flat piece of wood with edges horizontally overlapping in series, used to cover the outer walls of buildings

Cape Cod - a two story home with a steep roof, dormers, and large central chimney

Commercial - buildings and structures designed for businesses

D

Doorframe - the structure of a door opening

Dormer - a window projecting from a sloping roof, usually housing a window in residential structures or a ventilating louver in commercial or industrial structures

E

Eaves - the lower part of a sloping roof projecting beyond the wall and forming a protective overhang

Empty Lot - a vacant site that never housed residents

Elevation - the height of vertical plane of a building; the wall height

F

Facade - the principal front of a building; any side of a building facing a street or public space

Foundation - the prepared base that supports a structure; also the lowest part of a building, usually masonry, resting below ground level

Frame Structural System - a type of construction where floors and roofs, as well as exterior and other bearing walls are made of wood

Flemish Bond - a brick wall consisting of alternate headers and stretchers in each course

G

Gable Roof - a pitched roof with a gable at each end

Garage - A parking structure, is detached when the exterior walls are surrounded by open space, and attached when connected to the primary structure

I

Industrial - an area zoned and planned for the purpose of industrial development

M

Masonry Structural System - creating a building, wall, floor or other structure with bricks, concrete blocks or stone

Minimal Traditional - a vernacular form of architecture that builds upon traditional building styles with modern elements

Multi Family - multiple families housed in one building

Muntin - small molded bars of wood for holding the edge of glass panes in a window sash

N

Neocolonial - the re-emergence of colonial design at the end of the 19th and into the 20th century, typically seen in bank buildings, churches and suburban homes

P

Pediment - a low, triangular gable with a horizontal cornice

Pilaster - an engaged pier projecting slightly from a wall and furnished with a base, capital, and entablature

Pitch - the angle of a roof

Porch - an exterior structure forming a covered shelter at the entrance of a building

Primary Structure - the structure on a lot where the main activity occurs

R

Ranch - a one story house usually adorned with a low-pitched side gable roof and has a horizontal emphasis

S

Secondary Structure - a shed, garage, or other auxiliary structure separate from the primary structure

Shed - a freestanding structure built for storage or used as a covered workspace

Shutter - a paneled or battened wood leaf hinged to a window frame

Setback - the distance which a building is from a street or road

Single Family - one family housed in one building

Site Plan - a plan of an area including primary and secondary structures, sidewalks, light poles, and landscaping

Split Level - a house in which the entry is between two floors, one above and one below

Stretcher - a brick laid with its long side parallel to the face of the wall

Suburb - a populated area lying outside the corporate limits of a city or town

V

Vacant - an empty site that previously housed residents

Veneer - a thin layer of wood of a superior quality applied over another, more common type

Vernacular - architecture concerned with domestic and functional rather than monumental buildings

W

Window Frame - the structure of a window opening

Y

Yard - an area of uncultivated ground attached to, or enclosed by, a dwelling or building

