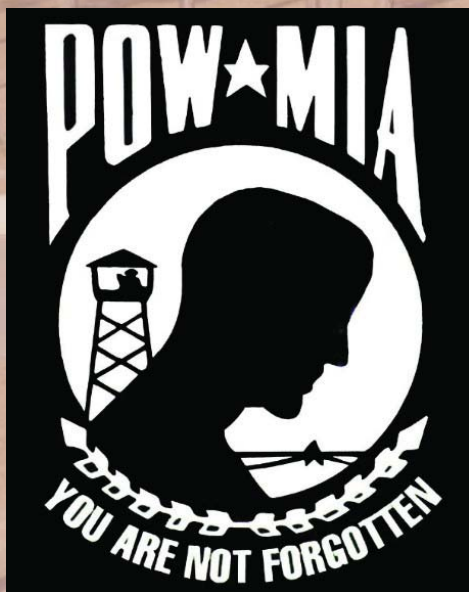


**Designation Application and Report Planning and Development Department  
of the City of Jacksonville regarding:**

**Proposed Designation of  
NAS Cecil Field Chapel  
6112 POW-MIA Memorial Parkway  
LM-18-01**



Submitted by Joel McEachin  
Prepared in accordance with Chapter 307,  
City of Jacksonville Ordinance Code  
September 26, 2018

**I.**

**PLANNING AND DEVELOPMENT  
DEPARTMENT - FINDINGS,  
CONCLUSIONS AND RECOMMENDATIONS**

---

## TABLE OF CONTENTS

- I. Planning and Development Department - Findings, Conclusions and Recommendations.
- II. Designation Application for the property at 6112 POW-MIA Memorial Parkway, NAS Cecil Field Chapel.
- III. Legal Description and Map.
- IV. Proof of Publication of Public Notice.
- V. List of Property Owners Located within Three Hundred and Fifty (350) Feet of the Proposed Landmark.

**REPORT OF THE PLANNING AND DEVELOPMENT DEPARTMENT  
APPLICATION FOR DESIGNATION  
AS A CITY OF JACKSONVILLE LANDMARK**

**LM-18-01**

**NAS Cecil Field Chapel  
6112 POW-MIA Memorial Parkway**

*GENERAL LOCATION:* Near the intersection of 6112 POW-MIA Memorial Parkway and Lake Newman Street in the west part of the Cecil Field complex.

Prepared in accordance with the JACKSONVILLE ORDINANCE CODE, SECTION 307.104, the Jacksonville Planning and Development Department hereby forwards to the Jacksonville Historic Preservation Commission, its "Findings, Conclusions and Recommendations" on the Landmark Designation, **LM-18-01**, sponsored by the Jacksonville Historic Preservation Commission at the request of Mayor Lenny Curry.

**FINDINGS AND CONCLUSIONS**

- (A) Consistent with action of the Jacksonville Historic Preservation Commission, the Jacksonville Planning and Development Department began preparing a designation application for the property located at 6112 POW-MIA Memorial Parkway.
- (B) Consistent with the JACKSONVILLE ORDINANCE CODE, SECTION 307.104(d), the Planning and Development Department determined that the application for designation of the property at 6112 POW-MIA Memorial Parkway as a Landmark was complete. As required, the Planning and Development Department had signs posted in front of the property being considered for designation, as well as sent notices by U.S. Mail to each owner of real property within three hundred and fifty (350) feet of the proposed site. Notice of the public hearing on the designation of the property at 6112 POW-MIA Memorial Parkway as a Landmark was published in the *Financial News and Daily Report*. Proof of publication is attached to this report.
- (C) If designated, any activity affecting the exterior of the NAS Cecil Field Chapel at 6112 POW-MIA Memorial Parkway will require a Certificate of Appropriateness (COA) from the Jacksonville Historic Preservation Commission. Before issuing the Certificate of Appropriateness, the Commission will review the proposed activity for consistency with the *Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*. Routine repairs and maintenance, alterations, and new

construction not seen from the public right-of-way and other projects consistent with the Secretary's Standards can be pre-approved by the Jacksonville Planning and Development Department. However, the following activities will require a review by the Jacksonville Historic Preservation Commission.

1. Additions to historic buildings or structures.
2. Window replacement or major changes to or addition of door and window openings.
3. Demolition of all or part of historic buildings.
4. New construction and additions.
5. Enclosure of porch, porte-cochere, or garage.
6. Porch replacement.
7. Relocation of historic buildings.
8. Roof replacement with material different from existing or change in roof form.
9. Storefront restoration or replacement.
10. Mothballing the building per Chapter 307.303
11. Other work the Planning and Development Department has determined to be in conflict or potentially in conflict with the Secretary's Standards.

(D) In preparing the application, the Planning and Development Department has found the application to meet three of the seven criteria. The three criteria include the following;

*A. Its value as a significant reminder of the cultural, historical, architectural, or archaeological heritage of the City, state or nation.*

Although much of the military infrastructure and facilities still remain after the closure of Cecil Field in 1999, the base chapel has come to be recognized as the physical embodiment of the "Spirit of Cecil Field" defined by service, honor, sacrifice, and patriotism. Hosting hundreds of weddings, baptisms, memorial and funerals services, in addition to Memorial Day and Veteran Day events since 1966, the chapel was a significant part of the lives of military personnel and their families while stationed at Cecil Field. Also, it was the place that the memories of those naval aviators killed or missing in action from Cecil Field during the Vietnam War and Desert Storm are honored with the "Hero's Walk and Freedom Trees".

Another marker once displayed on the rear of the chapel listed the twenty-eight military personnel that died while serving at Cecil Field.

During its fifty-eight years of existence from 1941 to 1999 as an active base, Cecil Field has played a significant role in every major conflict from World War II to Operation Desert Storm. The growing military importance of Cecil Field is reflected in the tremendous growth in size, infrastructure, facilities, personnel as well as quality and quantity of aircraft. Being a master jet base, new technologies and state-of-the-art aircrafts were constantly being tested at Cecil Field. Cecil Field developed into the U.S. Navy's principal base for war-at-sea training, particular carrier based operations. Many veterans that served at Cecil Field described it as the perfect environment for flight training resulting in Cecil Field developing a reputation for producing the best trained and most skillful aviators deployed on aircraft carriers.

With the end of the Cold War, Congress in September of 1993 approved the recommendations of the Defense Base Realignment Committee to close thirty-one large military bases, including Cecil Field, and 134 smaller installations around the country. At the time of closure, Cecil Field provided 8,557 jobs, 7,060 military and 1,497 civilian personnel, with an annual economic impact of 586 million dollars. The base was composed of 24,039 acres with another 8,379 leased, 479 buildings constituting 3.4 million square feet with a plant value of 751 million and 137 miles of roadway.

During the 1960s, Cecil Field received infrastructure upgrades and new facilities such as sewer and water supply systems, street lighting, a five-million dollar enlisted men quarter, new mess hall, two-million-dollar family housing units, a second Miramar hanger, new ordinance facilities, dispensary, sports complex, 500 seat movie theater and chapel. In 1965, construction started on Building # 800, the 14,744 square foot Memorial Chapel at Cecil Field. Opening on December 17, 1966, the chapel was dedicated in honor of all who given "the last full measure of devotion" to their country<sup>1</sup>. At the dedication, Rear Admiral Henry J. Rotrige, director of the Chaplains Division of the Bureau of Naval Personnel, as well as a Roman Catholic priest, gave the dedicatory sermon. The first house of worship on the base, the chapel hosted hundreds of weddings, baptisms, funerals and memorial services as well as events on Memorial Day and Veteran's Day.<sup>2</sup>

Adjacent to the Chapel, twelve "Freedom Trees" with adjacent bronze plaque were planted in memory of Cecil Field pilots who were POW, MIA or killed in action during the Vietnam War. The memorial was started by the Cecil Field Officers Wives Club under the "Lest We Forget Committee". Dedicated in 1974 as the "Hero's Walk and Freedom Trees", the memorial was expanded to include POW, MIA or those killed in action from Cecil Field during Desert Storm. Having a total of sixteen "Freedom Trees", the memorial was enhanced with a stage and pavilion. A permanent marker was displayed on the rear of the chapel listing the twenty-eight military personnel that died while serving at Cecil Field. As part of the

---

1 *Florida Times Union*, December 18, 1966, B-5.

2 Corley, interview with Dennis "Dizzy" Gillespie, March 29, 2017, pp. 3-59, 60 & 72.

memorial, the Shipmate Memorial Chimes (Schulmerich Magnebell Carillon) was dedicated in 1967 at the newly completed chapel.

A member of the National League of Families of American Prisoners and Missing in Southeast Asia, Mrs. Mary Hoff, the wife of Cecil Field naval pilot Michael George Hoff who was shot down over Laos in 1970, took the initiative to have a banner or flag designed to remember American soldiers and sailors that are missing in action. Designed by Norman Rivkees with the Annin & Company, the flag became widely recognized as the universal symbol to ensure those missing in action or held as a prisoner of war are not forgotten.<sup>3</sup> The flag is the only one to fly over the U.S. Capitol other than the American flag.<sup>4</sup>

The chapel was designed by the prominent Jacksonville architectural firm of KBJ Architects, recognized for designing many of downtown's most recognizable buildings. After noted Jacksonville architect, Roy Benjamin retired towards the end of World War II, three of his associates, William D. Kemp (1912 – 1982), Franklin S. Bunch (1913-2008) and William K. Jackson (1914-2003) organized a new firm in 1946.<sup>5</sup> All three were graduates of the architectural program at the University of Florida. Interestingly one of the early commissions of Kemp, Bunch and Jackson (KBJ Architects) was Tigert Hall, the administration building at the University of Florida constructed in the late 1940s and early 1950s. KBJ Architects has been identified as the oldest architectural firm in Florida.<sup>6</sup>

William D. Kemp was a member of two pioneer families in north Jacksonville long associated with maritime interest including fishing and boat captains. The son of Napoleon Broward Kemp and Ethel Mildred Fox Kemp, he was born and raised in the river front community of New Berlin. Graduating from architectural school at the University of Florida in 1934, Kemp was recognized as a specialist in the design of theaters and was more associated with the business side of the firm. Under his administrative guidance, the firm grew rapidly in both the number of commissions and employees. It was Kemp's position that the architectural profession should remain pure, thus avoiding involvement in construction related activities. Most of his activities outside of architecture were related to his church, San Jose Episcopal Church, where he served as past Senior Ward and Vestryman.<sup>7</sup>

Franklin S. Bunch was born in 1913 in Madison, Indiana, but spent most of his youth in Jacksonville where he graduated from Andrew Jackson High School in 1930. Like Kemp, Bunch received an architectural degree from the University of Florida in 1934. After serving in the U.S. Navy and the Army Corp of Engineers during World War II, Bunch joined in

---

3 An August 14, 2015 article in the *Florida Times Union* identified the designer of the flag as Newt Heisley..

4 "The Breeze", Orange Park, Florida, December 12, 1974, p. 1.

Vishi R. Garig, "Mary Helen Hoff, an American Hero", *This Month in Clay County History*, undated article, c.2015, Clay County Archives.

5 In the obituary of William D. Kemp (*Florida Times Union*, October 10, 1982, B-1), a fourth founder of the firm was Ralph S. Mizrahi (1910-2002).

6 [https://en.wikipedia.org/wiki/KBJ\\_Architects](https://en.wikipedia.org/wiki/KBJ_Architects)

7 *Florida Times Union*, October 10, 1982, B-1.

[https://en.wikipedia.org/wiki/KBJ\\_Architects](https://en.wikipedia.org/wiki/KBJ_Architects)

partnership with William D. Kemp and William K. Jackson in 1946. Focusing more on construction and technical aspects of architecture, Franklin S. Bunch served at different times as the president of the Florida State Board of Architects, as well as the Florida Association of Architects. He was also active in the community serving on the Jacksonville Building Code Advisory Committee and the Zoning and Building Codes Adjustment Board. Because of his long and successful career in the field of architecture, Bunch was awarded as an AIA Fellow in 1961.<sup>8</sup>

Born in Lakeland and growing up in Miami, William K. Jackson received his architectural degree in 1936 from the University of Florida. After serving as an army engineer during World War II, Jackson joined with William Kemp and Franklin S. Bunch in 1946 to create the firm of KBJ, Architects. Recognized as a lead designer in the firm, Jackson had an exemplary record of public service that included the Jacksonville Chamber of Commerce, the Mayor's Commission on Water Pollution, the Boys Club, and a member of the Local Government Study Commission for considering the consolidation of Jacksonville and Duval County. He was also actively involved in having the state legislature approve the establishment of the Jacksonville-Duval County Area Planning Board which he later served as a member. In 1972, Jackson received an Architect-Community Service Award from the Florida Association of the American Institute of Architects.<sup>9</sup>

Credit with creating Jacksonville's modern skyline, KBJ Architects were responsible for designing seventeen of the city's tallest buildings.<sup>10</sup> Some of the significant buildings designed by KBJ Architects include the former Prudential Building (Aetna Building, 1955), the old Independent Life Building (1955), Seaboard Airline Building (CSX Transportation Building, 1960), Gulf Life Tower in association with Welton Becket (Riverplace Tower, 1967), Times-Union Building (1967), Cathedral Towers (1968), Cathedral Townhouse (1970), Cathedral Terrace (1974), First Union National Bank Building (BB&T Bank Building, 1974), Independent Square (Wells Fargo Center, 1974), Southern Bell Tower (EverBank Center, 1983), Two Prudential Plaza (1985), American Heritage Life Building (SunTrust Tower, 1989), Bryan Simpson United States Courthouse (2002) and the Duval County Courthouse (2012).<sup>11</sup>

The elevation drawings and eave details of the chapel identify the architect as John Richard Graveley (c.1920 – 1980) of Jacksonville. The relationship between John Richard Graveley and KBJ Architects in the design of the Cecil Field Chapel has not been determined. John Richard Graveley was the son of Jacksonville architect, John Graveley (1884 – c.1970) who was originally from New Orleans where his father, Frank P. Graveley had an architectural practice in the early twentieth century. A project list from 1937 to 1975 listed only John Graveley as architect until 1957. However, in that year, the designs were credited to Graveley and Graveley, Architects. Other than alterations and additions, the only church

---

<sup>8</sup> *Florida Times Union*, January 24, 2008.

<sup>9</sup> *Florida Times Union*, April 19, 2003, B-1.

<sup>10</sup> *Florida Times Union*, January 24, 2008.

<sup>11</sup> [https://en.wikipedia.org/wiki/KBJ\\_Architects](https://en.wikipedia.org/wiki/KBJ_Architects)



sanctuary clearly determined to be by Graveley and Graveley, Architects was St. James Lutheran Church in 1954 at 8560 Lem Turner Road in the Riverview neighborhood of Jacksonville. The design of the church had a more traditional roof pitch when compared to the Cecil Field Chapel.<sup>12</sup>

The project list for Graveley and Graveley Architects includes a variety of building types such as single-family residences, apartments, stores, parking garages, filling stations, restaurants, boat houses, fire stations, incinerators and truss designs. They also did numerous alterations and additions over the years including schools and churches. Although the greater majority of projects were in Jacksonville and Duval County, others were in Florida towns and cities such as Ponte Vedra, Tallahassee, West Palm Beach, Orange Park, Green Cove Springs, Starke, Penney Farms, Palatka, Alachua, High Springs, Umatilla, Orlando, Winter Garden, Fernandina Beach, Middleburg, White Springs, Seminole and Miami. Designs outside of Florida are found in Greenville, South Carolina, Orangeburg, North Carolina, as well as Bainbridge, Dublin and Savannah, Georgia.<sup>13</sup>

With the closure of Cecil Field, the chapel was vacated and used for storage and the wings becoming office space for the Florida Division of Forestry and the Jacksonville Sheriff's Office. Because of high renovation cost as well as asbestos and lead abatement estimated at \$105,023, the future of the chapel, which was evaluated as being in fair condition, remained in limbo for several years. A movement grew to save the chapel as a monument to significant life events for so many that occurred over the years.<sup>14</sup> Due to strong public opposition, the chapel was taken off the demolition list in 2001.<sup>15</sup>

In 2016, the Cecil Field POW/MIA Memorial, Inc. was founded for the stated purposes of honoring American POW/MIA that served in the Vietnam War and Desert Storm; research and promote the history of Cecil Field and to preserve the memorial and chapel at Cecil Field. Initial work of the organization involved cleaning of the grounds associated with the chapel and with the memorial markers & Freedom Trees. In addition, the chapel was cleaned up after suffering delayed maintenance and used for storage. This ambitious program is to be completed in phases that include leasing the property containing the chapel and memorial; renovating the chapel and memorial; opening a Cecil Field POW/MIA Museum temporarily in the old base theater; promote and raise funds for a new 100,000 square foot museum building adjacent to the Chapel and memorial; and expanding recreational and economic development initiatives at the Cecil Commerce Center. The Cecil Field POW/MIA Memorial, Inc. has obtained a lease from the City of Jacksonville for property containing the

---

12 Graveley and Graveley Office Records, Southeastern Architectural Archive, Collection 151, Special Collections Division, Tulane University Library, New Orleans, Louisiana, 1987.

HTR Foundation.com/about/us.

13 Ibid.

City of Jacksonville Ordinance 2017-394.

14 *Florida Times Union*, Westside Community News, September 16, 2000, p. 1.

15 Cecil Field – Business/Operations Plan, Facility Evaluation Form.

*Folio Weekly*, October 17, 2000, p. 6

*Florida Times Union*, River City New, March 31, 2001, 2-W.

chapel and memorial.<sup>16</sup>.

***B Its location is the site of a significant local, state or national event.***

It is the determination of the Planning and Development Department that the subject property at 6112 POW-MIA Memorial Parkway, Cecil Field Chapel, does not meet this landmark criterion.

***C It is identified with a person or persons who significantly contributed to the development of the City, state or nation.***

It is the determination of the Planning and Development Department that the subject property at 6112 POW-MIA Memorial Parkway, Cecil Field Chapel, does not meet this landmark criterion.

***D It is identified as the work of a master builder, designer, or architect whose individual work has influenced the development of the City, state or nation.***

It is the determination of the Planning and Development Department that the subject property at 6112 POW-MIA Memorial Parkway, Cecil Field Chapel, does not meet this landmark criterion.

***E Its value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance.***

It is the determination of the Planning and Development Department that the subject property at 6112 POW-MIA Memorial Parkway, Cecil Field Chapel, does not meet this landmark criterion.

***F It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.***

Although still used in church design, the large A-frame of the Cecil Field Chapel was particularly popular in church architecture during the 1960s and 70s as part of the Mid-Modern Movement. A-frame designs were also used in residential construction particularly associated with resorts or vacation homes.<sup>17</sup> The primary element of the design include the massive A-frame roof usually covered with composition shingles or more contemporary metal standing seam with a roof support system often incorporated as a decorative feature of the interior. The walls of the side elevations are usually short accommodating limited to no fenestration. The front gable end and sometimes the back is reserved for a full height

---

16 Proposal for Cecil Field Memorial and Museum, Cecil Field POW/MIA, Inc. Jacksonville, Florida.

Corley, Oral Interview, Michael Cassata, November 20, 2017, pp. 17-10, 12, 15, 18 & 19.

The Cecil Field Memorial and Museum will join the National Prisoner of War Museum in Andersonville, Georgia as the only institutions uniquely dedicated to America's 83,000 soldiers from all branches of service missing in action since World War II (Corley, Interview with Michael Cassata, November 20, 2017).

17 Virginia & Lee McAlester. *A Field Guide to American Houses*. (New York, Alfred A. Knopf, 1984), pp 497-499.

decorative window that fills the sanctuary with natural light. In many examples, the visibility of the tall A-frame roof is particularly restricted by raised screen walls and towers. The roofs usually form a narrow ridge line along the peak, however in some cases they can be rounded or flatten at the peak. The use of prow roofs is also common. Primary entryways can be centered on the front elevation or accessed in the rear or on the sides. Another common treatment is to have the roof flare out at the ends to cover one-story sections usually with a flat or shed roof that parallels the sides.

There are numerous variations of the large A-frame church design found in Jacksonville predominately from the 1960s. Three designed by Jacksonville architect, Robert Broward include Glynlea United Methodist Church, 6429 Atlantic Boulevard, 1964; Atonement Lutheran Church, (Mother of God of the Zunoro Syrian Orthodox Church), 802 Mandalay Road, 1961 and Unitarian Universalist Church, 1965. Other examples include the 7<sup>th</sup> Day Adventist Church (Mount Sinai Missionary Baptist Church), 2036 Silver Street, 1959, designed by Harris & Frye; Spring Glen United Methodist Church, 6007 Beach Boulevard, 1969 and St. Matthew Evangelical Lutheran Church, 6801 Merrill Road.

***G. Its suitability for preservation or restoration.***

In utilizing this criterion, it has been the practice of the Planning and Development Department to evaluate proposed landmarks based on evidence of significant exterior alterations that have negatively impacted character-defining features, as well as represent alterations difficult, costly, or impossible to reverse. Further, the degree and nature of any exterior deterioration, as well as the evidence of long term and potentially on-going neglect are also a factor in evaluating potential landmarks for their suitability for preservation or restoration.

The Cecil Field Chapel has no evidence of significant deterioration or exterior alterations. The majority of the original historic fabric remains including the windows, doors and exterior wall treatment. Although some of the wings are being used, the interior of the sanctuary is current a large open space with the removal of the pews, pulpit, rails and altar. The sanctuary has a carpeted floor over a wooden subfloor. The proposed reuse of the chapel as part of a national memorial for former prisoners of war and those missing in action will not require altering any major character defining features of the exterior, as well as the interior of the sanctuary.

**RECOMMENDATION**

Based on the findings of this report, the Jacksonville Planning and Development Department recommends that the Jacksonville Historic Preservation Commission **APPROVE** the designation of 6112 POW-MIA Memorial Parkway, NAS Cecil Field Chapel, **(LM-18-01)** as a City of Jacksonville Landmark.

**II.**

**DESIGNATION APPLICATION**

---

**City of Jacksonville Landmark, Landmark Site,  
or Historic District Nomination Form**



Grayed Areas for Use by Staff

**1. Name of Property**

historic name NAS Cecil Field Chapel Designation Number LM-18-1  
other names \_\_\_\_\_ FMSF Number \_\_\_\_\_

**2. Location**

street & number 6112 POW-MIA MEMORIAL PARKWAY  
city or town JACKSONVILLE  
state FLORIDA code FL countv DUVAL code \_\_\_\_\_ zip code 32221

Real estate assessment number(s) \_\_\_\_\_  
(Attach continuation sheet if necessary)

**3. Sponsorship Statement**

As the owner, or official representative of the owner, I am aware of the proposal for designation of the subject property or properties listed above as a city of Jacksonville landmark, landmark site, or historic district. I have been advised of the procedures for review of the proposal by the Jacksonville Historic Preservation Commission and the Jacksonville City Council. I understand that I will be notified of the date and place of any public meetings at which the proposal will be considered by the Jacksonville Historic Preservation Commission, and the City Council. I also agree to sponsor the application and pay for all notification costs. I am also aware that if designated, any construction activities affecting the subject properties including alterations, new construction, demolition and relocation, will require a review for consistency with the appropriate standards.

**Sponsored by the Jacksonville Historic Preservation Commission at the  
request of Mayor Lenny Curry.**

|                                               |      |
|-----------------------------------------------|------|
| Signature of property owner or representative | Date |
|-----------------------------------------------|------|

Representatives need to provide a signed and notarized letter from the property owner(s) identifying them as their official agent.

**Please see attached letter from the Office of Mayor Lenny Curry. dated November 7, 2016.**

|                      |       |      |
|----------------------|-------|------|
| Signature of sponsor | Title | Date |
|----------------------|-------|------|

**4. Legal Description of Property** (according to county property appraiser's office)

**Please see attached Legal Description – Exhibit A**

Attach continuation sheet if necessary

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)

- buildings
- district
- site
- structure
- object

Number of Resources within Property

(Do not include any previously listed resources in the count)

| Contributing | Noncontributing |
|--------------|-----------------|
| 1            | buildings       |
|              | Sites           |
|              | structures      |
|              | objects         |
| 1            | total           |

Name of related multiple property listings

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

Number of contributing resources previously designated

6. Function or Use

Historic Functions

Religious

---

---

---

---

---

---

---

---

Current Functions

Church - Vacant

---

---

---

---

---

---

---

---

7. Description

Architectural Classification

Mid-Modern – A-Frame

---

---

---

Materials

- foundation Concrete - Slab
- Walls Brick
- Concrete Block
- roof Front & Side Gables
- other Decorative Glass, Composition

Narrative Description

(Describe the historic and current condition of the property on one or more continuations sheets.)

SEE ATTACHED CONTINUATION SHEETS

8. Statement of Significance

Applicable Landmark Designation Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for Landmark Designation.)

- X A Its value as a significant reminder of the cultural, historical, architectural, or archaeological heritage of the City, state or nation.
B Its location is the site of a significant local, state or national event.
C It is identified with a person or persons who significantly contributed to the development of the City, state or nation.
D It is identified as the work of a master builder, designer, or architect whose individual work has influenced the development of the City, state or nation.
X E Its value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance.
F It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.
X G Its suitability for preservation or restoration

Criteria Considerations

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

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years

Areas of Significance

- Agriculture
X Architecture
Archaeology
Community Planning
Commerce
Education
Early Settlement
Health/Medicine
Industry
Maritime History
Military
Politics/Government
Recreation
Social History
Transportation
Other:

Period of Significance

1966 - 2018

Significant Dates

1966 & 1999

Significant Person

Cultural Affiliation

Architect/Builder

KBJ Architects, Inc.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Please See Attached Continuation Sheets

**NAS Cecil Field Chapel**

Name of Property

**POW-MIA Memorial Parkway**

Address

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheet

**Please see Attached Continuation Sheets**

**10. Geographical Data**

**Acreage of Property** 1 Acre

**UTM References**

(Place additional references on a continuation sheet.)

|   |                      |                      |                      |   |                      |                      |                      |
|---|----------------------|----------------------|----------------------|---|----------------------|----------------------|----------------------|
| 1 | <input type="text"/> | <input type="text"/> | <input type="text"/> | 3 | <input type="text"/> | <input type="text"/> | <input type="text"/> |
|   | Zone                 | Easting              | Northing             |   | Zone                 | Easting              | Northing             |
| 2 | <input type="text"/> | <input type="text"/> | <input type="text"/> | 4 | <input type="text"/> | <input type="text"/> | <input type="text"/> |
|   |                      |                      |                      |   |                      |                      |                      |

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Please see attached legal description – Exhibit A**

**Boundary Justification: Recently surveyed one-acre Parcel containing the NAS Cecil Field Chapel, 6112 POW-MIA Memorial Parkway**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Joel McEachin,

organization Jacksonville Planning and Development Department date September 26, 2018

street & number 3<sup>rd</sup> Floor, Ed Ball Building, 214 North Hogan Street. telephone (904) 255-7835

city or town Jacksonville state Florida zip code 32202

**12. Property Owner**

name City of Jacksonville, Public Works Department

street & number 10<sup>th</sup> Floor – Ed Ball Building, 214 North Hogan Street telephone \_\_\_\_\_

city or town Jacksonville state Florida zip code 32202



**13. Additional Documentation**

---

Submit the following items with the completed form:

**Continuation Sheets** (All information on continuation sheets must be typed. Sheets should have the name and address of property at top, be labeled with the appropriate application heading, and be numbered)

**Maps**

A Street Map Depicting Location.

**Drawings** (If available)

Current elevations, floorplans, etc.

Historic elevations floorplans, etc.

**Photographs**

Representative digital **photographs** of the property (minimum 2 megapixels, pixel image 1200 x 1600).

(Do not write upon or attach permanent labels to the photographs.)

**List all property owners within 350' of the proposed landmark or landmark site.**

**List all contributing and non-contributing properties in the proposed historic district.**

**Attach proof of publication for the JHPC public hearing.**

**EXHIBIT A**

**NAS Cecil Field Chapel  
6112 POW-MIA Memorial Parkway  
LM-18-01**

**LEGAL DESCRIPTION**

A PORTION OF SECTION 15, TOWNSHIP 3 SOUTH, RANGE 24 EAST, DUVAL COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS THE FOLLOWING; COMMENCE AT THE INTERSECTION OF THE WESTERLY RIGHT OF WAY LINE OF NEW WORLD AVENUE (A 150 FOOT RIGHT OF WAY) WITH THE SOUTHERLY RIGHT OF WAY OF WAY LINE OF LAKE NEWMAN STREET (A 85' RIGHT OF WAY), SAID POINT LYING IN A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE ALONG AND AROUND THE ARC OF SAID CURVE AND SAID WESTERLY RIGHT OF WAY AN ARC DISTANCE OF 39.63 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID ARC IS BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 45°23'59" EAST, 35.61; THENCE SOUTH 00°00'56" WEST, CONTINUING ALONG SAID WESTERLY LINE A DISTANCE OF 197.06 FEET; THENCE NORTH 89°59'30" WEST, 65.37 FEET TO THE POINT OF BEGINNING. THENCE CONTINUE NORTH 89°59'30" WEST, 237.79 FEET; THENCE SOUTH 00°00'43" WEST, 217.42 FEET; THENCE SOUTH 89°59'30" EAST, 237.79 FEET; THENCE NORTH 00°00'43" EAST, 217.42 FEET TO THE POINT OF BEGINNING.  
THE PARCEL CONTAINING 1 ACRE, MORE OR LESS.



## OFFICE OF MAYOR LENNY CURRY

ST. JAMES BUILDING  
117 WEST DUVAL STREET, SUITE 400  
JACKSONVILLE, FLORIDA 32202

PH: (904) 630-1776  
FAX: (904) 630-2391  
[www.coj.net](http://www.coj.net)

November 7, 2016

David B. Case, Chairman  
Jacksonville Historic Preservation Commission  
3rd Floor – Ed Ball Building  
214 North Hogan Street  
Jacksonville, Florida 32202

Dear Mr. Case:

Please accept this letter as my request for the consideration of a landmark designation for the old NAS Cecil Field Memorial Chapel.

An excellent representation of mid-modern era architecture, the chapel was constructed in 1965 to serve the growing number of military personnel stationed at the base. In addition, the chapel has great sentimental value to the many people who have cherished memories of weddings, funerals, baptisms and memorial services held at this sacred place. Its preservation will also allow the chapel to remain as a visual symbol of the historic NAS Cecil Field, which has undergone significant changes with its conversion from military to government and private uses.

As Mayor, I am truly honored to recommend the landmark designation of the chapel as a tribute to the service men and women stationed at Cecil Field during its 60-year history, with some making the ultimate sacrifice for our country. Also, I wish to take this opportunity to thank you and other members of the Commission for your valuable service in the preservation of Jacksonville's significant and irreplaceable historic resources. Your kind consideration of this request is greatly appreciated.

Sincerely,

Lenny Curry  
Mayor

LC/11

## Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

### 7-1 PHYSICAL DESCRIPTION –CECIL FIELD CHAPEL

#### SUMMARY:

Opening in 1966, the Cecil Field Chapel was originally designated Building 800 located at 6112 Avenue B on the grounds of the Naval Air Station Cecil Field in the southwest part of Duval County. After the base closed in 1999, Avenue B was renamed New World Avenue and in 2018 was changed to POW-MIA Memorial Parkway. Shaped in the form of a crucifix, the chapel faces east near the intersection of POW-MIA Memorial Parkway and Lake Newman Street in the west part of the Cecil Field complex. The chapel, adjacent Freedom Walk and other associated properties are part of a large wooded parcel, approximately 27.8 acres, occupying the north half of the horseshoe shaped block defined by POW-MIA Memorial Parkway on the east, Lake Newman Street on the north, Residence Avenue on the west and Lake Fretwell Avenue on the south. However, the property being designated is the one-acre site, identified as Tract 2 on the boundary map, containing just the chapel and does not include the Freedom Walk. **(Photos 1, 2, 3 &4)**

The 14,744 square foot building has two major sections, the high A-frame sanctuary and three one-story wings. **(Photo 5)** Converging in the center at the west or rear end of the sanctuary, a longer wing projects to the south with two shorter ones projecting to the north and west. **(Photo 6)** The sanctuary is covered by a steep massive gable roof with a slight prow and the wings having gable roofs with a much lower pitch. Both sections are covered with three-tab composition shingles. The chapel is constructed of concrete block with a tan brick veneer finish **(Photo 7)**. Except for the large decorative window on the front façade, the windows in the sanctuary are narrow and full height in singles or pairs. **(Photos 8 & 9)** All of the windows on the sanctuary are secured by aluminum framing with a metallic finish. **(Photos 10, 11, 12 & 13)** The windows on the wings are divided into three vertical panes or pairs framed by anodized aluminum in a bronze finish. The windows set on an aluminum panel and topped with the same material. The eaves are enclosed with laminated wooden planks running perpendicular from the wall plane. **(Photo 14)**.

#### PHYSICAL DESCRIPTION: THE SANCTUARY:

The front elevation, which faces east, is defined by the long overhanging roof which shelters the pair of wooden doors above which is the tall window reaching to the apex of the gable end. **(Photo 15)** Both the door pair and large window are centered within the elevation and since having the same width vertically divide the front elevation from the top to the bottom. **(Photo 16)** The doorways are further protected by a flat roof canopy that cantilevers out from the wall. **(Photo 17)** The two pairs of double doors have a centrally placed vertical row of glass in each door. The doors are accessed by three centrally placed brick steps to a low patio defined on each side by brick planter beds that

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

run along the front elevation and wraps on each corner to highlight a grouping of five windows on each side elevation. **(Photos 18 & 19)**

Having the same width as the doorways, the large centrally placed window runs from the top of the cantilevered flat roof canopy over the doorway up to the apex of the roof. The decorative window is visually divided into four vertical sections by a laminated wooden cross. The taller lower section is divided horizontally into four parts each having four vertical panes of glass secured with metallic aluminum framing. The two upper sections include a part with four vertical panes topped with three vertical panes that are cut at an angle to follow the pitch of the gable end. **(Photo 20)** The north and south elevations on the sides of the sanctuary have the same fenestration pattern composed of the grouping of five windows above the raised planter bed followed by four window pairs. The window grouping and pairs are each divided by a brick mullion and defined on each side with a slightly projecting masonry pilaster giving the appearance of being recessed. **(Photos 21, 22 & 23).**

### Interior – Sanctuary

With the removal of the pews, pulpit, rails and altar, the interior of the sanctuary is currently a large open space with a carpeted floor over a wooden subfloor. The interior is defined by five laminated wooden gabled arches supporting a ceiling composed of wood planks. The first arch is immediately to the west of the lobby partition lining up at the west end of the grouping of five windows on each side elevation that provides light into the lobby. The remaining four arches physically divide the window pairs. Centrally placed between each arch is a cylindrical hanging light fixture with the later addition of ceiling fans. A mechanical chase is located between each arch at the point where they start bending towards the apex of the ceiling, as well as HVAC chases along the floor between the arches. The wall finish between the arches and window openings is a tan brick. **(Photos 24 & 25)** The sanctuary originally had two sections of pews separated in the middle by the nave that ran from the lobby partition to the chancel. All of the windows have blue, green and yellow tinted glass. The bottom 1/6 of the glass panels are operational awning style windows. **(Photos 26, 27, 29 & 30)**

Located on the west end of the sanctuary, the chancel is defined by a slightly raised platform framed on each side by an enclosed space constructed of gypsum board with doors that provides access to the interior of the building including the three wings. Above the doorways facing the sanctuary is a panel of wooden vertical slats that mimic organ pipes. Behind the vertical pieces is acoustical cloth. At the corner where the west wall of the chancel meets the two enclosed spaces on each side are wooden vertical slats backed with acoustical cloth. Below the slats are additional doors on each side leading out from the chancel. The two doors immediately perpendicular to the west wall sink below the chancel floor requiring a hand rail. Coming out from the enclosed space is a shorter arch constructed of plywood that functions as a proscenium. **(Photos 31 & 32)**

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

Centered towards the rear of the raised floor of the chancel is another stepped platform that lines up vertically with a dossal curtain running to the apex of the ceiling. Centered within the dossal curtain is a back lit wooden dossal cross, 21 feet tall with a cross arm 7 feet in width. The dossal curtain is flanked by niches with wooden doors located near the raised floor of the chancel. Although removed, the altar originally centered in front of the dossal curtain, had a decorative design in the front that incorporated an anchor and cross. Towards the west end of the chancel was located the pulpit surrounded on each side by a railing. **(Photo 33)**

On the east end of the sanctuary is the narthex which features the interior of the large window and cross previously described on the exterior of the primary or east elevation. The narthex is separated from the main part of the sanctuary by wood and glass partitions that creates a lobby between the front entryway and the sanctuary. The partitions are divided by a pair of centrally placed doors matching the design of the front doors. On each side of the entryway is a series of wood and glass panels each divided into three sections with the bottom 1/3 being wood and the remainder being glass. The seven panels to the north of the central doorway ends with a single door. To the south, the third panel from the central entryway accommodates a single door with another found in seventh or last panel. The extra doorway on the south provides accessed to a section of the lobby that has been partitioned off with a single door, two wood and glass panels, as well as a full wooden panel. A series of bookcases line the east wall of the narthex on the north side of the central entryway. **(Photos 34, 35, 36, 37 & 38)**

## PHYSICAL DESCRIPTION – WINGS

The crufix design of the chapel is created by wings coming out the rear or west elevation of the sanctuary on the north and south sides as well as a west wing coming straight out from the back of the chapel. The one story wings have the same tan brick veneer exterior and composition shingle roof found on the sanctuary. However, they vary in length with the longer south wing being 86'x6" and a width of 39'. The interior of the south wing has a central aisle dividing rooms that continues from behind the sanctuary into the north wing. The east elevation of the south wing has five evenly spaced window pairs. Consistent with the design of the sanctuary, the windows in each pair are separated by a brick mullion. **(Photos 39 & 40)** The gable end of the south wing has a centrally placed recessed entryway. Above the doorway is a panel of textured plywood siding that originally was adorned with a wooden cross. **(Photo 41)** The west elevation of the south wing has the same design and materials found on the east elevation except only having four pairs of windows and one single window. **(Photo 42)** Intersecting the west wing, the south wing continues into the north wing. A pair of glass doors, flanked on each side by a window separated by mullions, is found at the juncture of the south and west wings. Capped with textured plywood siding, this doorway is recessed to accommodate a perpendicular door with narrow sidelights coming out from the west wing. **(Photos 46, 47, 48, 49 & 50)**

## Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

51'2' in length and 39' in width, the shorter north wing has a grouping of five windows centrally placed on the east side and four groupings of three windows on the west elevation, as well as the same gable end treatment on the north elevation of having a central recessed doorway under a panel of textured plywood siding. 52'8" in length and 32' in width, the south wall of the west wing has no fenestration except a pair of doors on the east end framed on each side by a window separated by a brick mullion. This doorway is perpendicular to the one found on the end of the south wing at its intersection with the west wing. The north side elevation of the west wing has a centrally placed grouping of five windows separated by brick mullions. The gable end of the west elevation has the same treatment of a centrally placed recessed entryway. **(Photos 51, 52, 54, 54, & 55)** Having a large open space, the west wing functioned more as a fellowship hall. **(Photos 56 & 57)**

### **PHYSICAL DESCRIPTION – HERO'S WALK AND FREEDOM TREES** **Not included in boundary of the Landmark Designation for the Cecil Field Chapel.**

Immediately to the south of the chapel across from the driveway running west from POW-MIA Memorial Parkway to the rear parking lot is the "Hero's Walk and Freedom Trees". Although not included in the landmark designation, the "the Freedom Trees" with adjacent bronze plaques were planted in memory of Cecil Field pilots who were POW, MIA or killed in action during the Vietnam War. The memorial was started by the Cecil Field Officers Wives Club under the "Lest We Forgot Committee". Dedicated in 1974 as the "Hero's Walk and Freedom Trees", the memorial was expanded to include POW, MIA or those killed in action from Cecil Field during Desert Storm which increase the number of "Freedom Trees" to sixteen. **(Photo 58)**

The memorial is composed of a concrete sidewalk that runs from near the POW-MIA Memorial Parkway west to an another access road to the rear parking lot behind the chapel. At the west end the walk loops back towards the east connecting with the east end which terminates with a concrete pad containing a plaque with information on the memorial. Located along the south side of the walk and within the loop are the sixteen trees highlighted with partially painted trunks at the bottom. In front of each tree is a three-foot-high rounded white concrete pillar setting on a brick circular base. The top of each of the pillars are sloped to accommodate a bronze plaque that memorializes one of the sixteen Cecil Field pilots killed or missing in action. **(Photos 59, 60, 61, 62 & 63)**

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

### 8-1 STATEMENT OF SIGNIFICANCE –CECIL FIELD CHAPEL

Closed in 1999, the Cecil Field Chapel has come to be recognized as one of the most significant landmark buildings remaining from the base's fifty-eight years of military history. Hosting hundreds of weddings, baptisms, memorial and funerals services, in addition to Memorial Day and Veteran Day events since 1966, the chapel was a significant part of the lives of military personnel and their families while stationed at Cecil Field. Cecil Field has played a significant role in every major conflict from World War II to Operation Desert Storm. The growing military importance of Cecil Field over the years is reflected in the tremendous growth in size, infrastructure, facilities, personnel as well as quality and quantity of aircraft. Being a master jet base, new technologies and state-of-the-art aircrafts were constantly being tested at Cecil Field. Cecil Field developed into the U.S. Navy's principal base for war-at-sea training, particular carrier based operations. Built with a large A-frame design popular in church architecture, during the 1960s and 70s, the chapel was designed by the noted Jacksonville firm of KBJ Architects.

### SOUTHWEST JACKSONVILLE – GRAVELY HILL, MAXVILLE AND JACKSONVILLE HEIGHTS

#### Colonial Period

Early settlement of what became Duval County was greatly influenced by the issuing of large land grants to encourage both settlement and economic development, a practice started by the British and continued by the Spanish during their second occupation of East Florida (1783 – 1821).<sup>1</sup> Many of these early land grant recipients included some of the pioneer families of Duval County. With his appointment in 1790, Governor Quesada opened the land grant process to individuals that were not subjects of Spain, and only required that they swear allegiance to the Spanish crown. Prior to that time only Spanish subjects could own land, and had to be of the Catholic faith. The amount of land granted was in proportion to the number of working hands in each family, usually one hundred acres each to the man and wife, and fifty acres for each child and slave sixteen or older. The grant was only for ten successive years during which the property must be occupied and developed or face forfeiture. After ten years of continuous occupancy, the grantee received the property fee simple, and would not be forfeited except for treason. As a result, many residents of the former English colonies of Georgia and South Carolina, most who were not practicing members of the Catholic faith, began seeking land grants in

---

<sup>1</sup> T. Frederick Davis, *History of Jacksonville, Florida and Vicinity*. (St. Augustine, Florida: The Florida Historical Society, 1925), pp. 26-28.

James Robertson Ward, *Old Hickory's Town, An Illustrated History of Jacksonville*. (Jacksonville, Florida: Old Hickory's Town, Incorporated, 1985), pp. 63-64.



## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

spariously populated Spanish East Florida.<sup>2</sup>

Contrary to the previous order of 1790, the Royal Order of 1815 allowed for land grants fee simple in exchange for service and based on head rights with no occupancy requirements. This more liberal policy spurred additional land grants before the end of the colonial period. As part of the Onis Treaty that passed ownership of Florida from Spain to the United States, settlers who received grants between January 24, 1818 and February 19, 1821 could not receive title. However, Congress passed the Donation Act, which allowed for fee simple title to grants made during this transitional period if the grantee could prove to have settled and occupied the subject property. Regardless of when grants were made, ownership of property was confirmed during the Territorial Period by a Board of Land Commissioners.<sup>3</sup>

The earliest documented settlements in the southwest part of Duval County resulted from land grants issued under the terms of the Royal Order of 1815. John Bellamy, also spelled Belleme, claimed several land grants in present-day Duval County, including a tract granted in 1817 composed of 640 acres defined by Sweetwater Branch to the southwest, Willes Creek (Wills Branch) in the center and Sabine Creek on the east. In that same year, Bellamy also was granted 500 acres at the head of McGirth (McGirt's) Creek in an area that was called Gravely Hill.<sup>4</sup> John Bellamy also named his plantation Gravely Hill which was his home at the time appointed to the grand jury of Superior Court in 1823.<sup>5</sup> The origin of the name has not been determined, however, amateur archaeologist and local historian, William Jones, speculated that the name was derived from large chunks of chert found in the area when exposed by washouts. This material was used by Native Americans to fabricate projectile points and other stone tools.<sup>6</sup>

Other land grants in the area included a 250 tract on Cedar Swamp claimed by James Bradley. Testimony before the land commissioners stated that Bradley occupied this 250-acre parcel which was granted in 1817. The heirs of Lindsley Todd laid claim to 390 acres on Cedar Creek west of McGirt's Creek that was granted to him in 1817. Todd's initial claim for the grant was his service in the colonial militia during the Patriot's Rebellion. William Silcock or Silcox received title to his 640-acre tract by congressional action in May of 1824. Testimony was provided that Silcox acquired his grant in 1816 at the age of 21, and settled, improved, and cultivated this land on Wills Creek near Cedar

---

<sup>2</sup> Pleasant Daniel Gold, *History of Duval County Florida*. (St. Augustine, Florida: The Record Company, 1928), pp. 62-64.

<sup>3</sup> Ibid, pp. 90-91

<sup>4</sup> *Spanish Land Grants in Florida Confirmed Claims*, Volume 1, pp.28-29.

<sup>5</sup> Clarence Edwin Carter, *The Territorial Papers of the United States*, Volume XXII, The Territory of Florida 1821-1824 (Washington, D.C. United States Government Printing Office, 1956), p.822.

<sup>6</sup> William M. Jones, *Old Gravely Hill, Duval County, Florida*. Unpublished Paper, 1992, Collection of the Jacksonville Planning and Development Department.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

Swamp.<sup>7</sup> These irregular shaped land grants were depicted in land surveys of Township 2 South and Range 25 East made in 1831 and 1857. However only, the Silcox and Todd grants were identified by name. One of the unnamed land grant probably reflected the property of James Bradley, with the more northern grant, nearer to Marietta, associated with Francisco Barber (Barbe).<sup>8</sup> The land grant to John Bellamy was not identified on the 1831 or 1857 land survey maps.<sup>9</sup>

### Territorial Period & Civil War (1821 – 1865)

Some of the early roads that crossed the western part of Duval County connecting it with adjacent counties were developed during the early part of the Territorial Period. In 1824, the 18<sup>th</sup> Congress authorized \$20,000 for the construction of a twenty-five-foot public road connecting St. Augustine with Pensacola. The initial route started in St. Augustine, and followed the Old Spanish Trail that connected East Florida with the Tallahassee area. Construction of the entire 642-mile road was under the direction of Captain Daniel E. Burch, Quartermaster Corp, U.S. Army. Burch contracted the section from St. Augustine to Tallahassee to John Bellamy, his father-in-law, who used his own slaves, wagons, and teams from the Gravely Hill Plantation to construct the Bellamy Road. The road started on the west bank of the St. Johns River across from Picolata and continued west along the northern boundary of present day Putnam County. Although there were numerous complaints about being only sixteen feet in width with inadequate bridges, as well as full of tree stumps, the Bellamy Road was completed in 1826 and used until the 1850s.<sup>10</sup>

Many of these early roadways followed existing trails as exemplified by the Alachua Trail. Reportedly following an earlier Indian trail, the Alachua Trail crossed the St. Marys River at Colerain and passed by the Gravely Hill Plantation as it headed for Black Creek before eventually reaching Micanopy.<sup>11</sup> Because of this trail, which later became the Old Middleburg Road, Black Creek in present day Clay County was the primary water route used by residents in the southwest part of Duval County to access the St. Johns River. Additional water access was also provided by Cedar Creek, Wills Branch, and McGirts Creek. One of the earliest roads connecting Jacksonville with the west part of Duval County was the Plank Road that was authorized in 1851 to run between the city and Alligator, now Lake City. This corduroy road, which was surfaced with rows of

---

<sup>7</sup> Spanish Land Grants, Vol.2, pp 202-203; Vol. 5, pp. 83, 147-148.

<sup>8</sup> L.G. Hitchcock, Tax Assessor, *Land Grant Map – Duval County*, Undated, Files of the Jacksonville Planning and Development Department.  
*American State Papers*, Vol. 4, P. 278.

<sup>9</sup> Florida Department of Environmental Regulation, *1831 & 1857 Government Land Office Survey of Township 2 South, Range 25 East*.

<sup>10</sup> Charlton W. Tebeau, *A History of Florida*. (University of Miami Press, Coral Gables, 1971), pp. 140-141.

Baynard Kendrick, *Florida Trails to Turnpikes, 1914 – 1964*. (University of Florida Press, 1964), pp. 3-4.

<sup>11</sup> *Florida Times Union*, January 18, 1977.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

logs, ran parallel to today's U.S. Highway 90 (West Beaver Street).<sup>12</sup> Another road coming out of Jacksonville was the Alligator Road that ran close to the Gravely Hill Plantation before splitting, with the southwest section continuing as the Old Gainesville Road and the northwest part continuing as the Alligator Road that connected with the Plank Road located more to the north. Lenox Avenue currently follows much of the route of the Alligator Road.<sup>13</sup>

Expanded to over a thousand acres, the Gravely Hill Plantation was sold in 1825 by John Bellamy to Steven J. Eubanks, who arrived in Florida from Virginia during the colonial period. Although first settling along the Nassau River in northern Duval County, Eubanks moved to the Gravely Hill Plantation house that had been previously constructed by John Bellamy. According to William Jones, the site of the plantation house was on Lenox Avenue 300 feet east of Memorial Park Road, and was reportedly still standing until the late nineteenth or early twentieth centuries.<sup>14</sup> In 1837, Eubanks prepared a will requesting that he be buried beside "*the grave of my departed mother in the burial ground on my plantation called Gravely Hill*". This statement in his will was the first reference to a cemetery associated with the Gravely Hill Plantation. In 1858, Joseph L. Eubanks conveyed the property to Miles Price, who at the time was married to Caroline Eubanks, the daughter of Steven Eubanks.<sup>15</sup>

Originally from Screven City, Georgia, Miles Price and his family settled at the Gravely Hill Plantation. First married to Georgiana Winter and later Catherine Eubanks, Miles Price had seven children including Calvin, Miles, Leila, Lily, Joseph, Theodore, and Peter. In addition to his plantation at Gravely Hill, Price purchased the river front plantation of James Winter at a Commissioner's sale in 1858 for \$1,528. However, Price's association with James Winter was also personal in that his first wife, Georgiana, was Winter's daughter. Purchasing the eight hundred acres immediately southwest of downtown in 1847, Winter had developed a plantation producing cotton, corn and sugar cane, as well as constructed a home near the present intersection of Riverside Avenue and Stonewall Street.<sup>16</sup> In 1868, Price sold the south five hundred acres to New England railroad magnate, John Murray Forbes for \$10,000 in gold. Forbes had the property platted and named Riverside. That same year, Price platted the remaining three hundred acres as Brooklyn. Ironically, it is assumed that Price, a Confederate veteran, gave it the unlikely name of Brooklyn, but still honored his southern sentiments by naming two

---

<sup>12</sup> Gold, p. 124.

<sup>13</sup> William M. Jones, *A Report on the Site of Camp Finegan, A Confederate Stronghold, Duval County, Florida*. Unpublished, 1959 pp. 6 & 7.

<sup>14</sup> Jones, Gravelly Hill.

<sup>15</sup> Ibid.

<sup>16</sup> *Abstract of Title to Riverside Property of the Indian River Association*. Drew Company, Undated (c. 1902).

Wayne W. Wood, *Jacksonville's Architectural Heritage, Landmarks for the Future*. (Jacksonville, University of North Florida Press, 1989), p. 107.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

streets after Confederate General Stonewall Jackson. Miles Price died in December of 1886 and buried at Gravely Hill Cemetery.

During the Civil War, these early roads such as the Alligator and the Old Plank Road became strategically significant by providing access to the state's interior. Further, the importance of west Duval County for the Confederacy was enhanced by the more recent construction of the Florida, Atlantic & Gulf Central railroad that opened in 1860 connecting Jacksonville with Lake City.<sup>17</sup> Two extensive Confederate fortifications were constructed in west Duval County to protect these important transportation links. Camp Milton more to the north ran parallel with McGirts Creek in order to protect the rail line and the Plank Road. Camp Finegan to the south and in close proximity to the Miles Price plantation at Gravely Hill guarded travel along the Alligator Road and from adjacent creeks. The camp was named after Confederate General Joseph Finegan, who was in charge of military operations in Florida and used the site for headquarters on several occasions. Camp Finegan probably was constructed in the early part of 1862. Utilizing documentary and physical evidence, Jones has speculated that Camp Finegan was located around the current site of Joseph Stillwell Jr. High School and the adjacent Rolling Hills Subdivision.<sup>18</sup> In his book on Jacksonville during the Civil War, author, Richard Martin, confirmed Camp Finegan as being in the same general location which he described as eight miles from Jacksonville along Lenox Avenue near the intersection with Normandy Boulevard between Skye Drive and Cahoon Road.<sup>19</sup>

During the first and second occupation of Jacksonville by Union forces, April and again in October of 1862, fighting was mainly limited to small skirmishes and isolated attacks on federal pickets by Confederates working out of Camp Finegan. In March of 1863, Jacksonville was occupied again, this time by black troops under Higginson's Expeditionary Corps. Most of the military action during the third occupation involved clashes with federal pickets encamped in the LaVilla area west of Downtown, as well as some Union raids on local plantations and farms in search of provisions and to free slaves. During the third occupation, the Confederate Army used the railroad to move a flat car with a 64-pound gun to bombard Union positions in the city. However, a fiery response by Union gunboats forced the Confederates to retreat after which Federal troops removed enough track to take the city out of range.<sup>20</sup> After the Union forces abandoned Jacksonville at the end of March, 1863 and with reoccupation of the city by the Confederates, Camp Finegan was visited by General Pierre Gustave Toutant Beauregard, commander of the southern operation.

Motivated by a political plan to use strong Union sentiment in East Florida to bring

---

<sup>17</sup> Davis, pp. 341-342.

<sup>18</sup> Jones, Camp Finegan, p.9.

<sup>19</sup> Richard A. Martin, *Jacksonville's Ordeal by Fire, A Civil War History*, (Jacksonville, Florida Publishing Company, 1984), p. 213.

<sup>20</sup> *Ibid*, pp 84-87, 113, 116, 137, 146, 158 & 159.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

this part of the state back into the Union, a fourth and final occupation was planned. A Federal invasion force of 6,000 soldiers including infantry, cavalry, artillery and engineers, all under the leadership of Brigadier General Truman Seymour, met light resistance in their occupation of Jacksonville in February of 1864. This force included the 54<sup>th</sup> Massachusetts Colored Troop, the first black regiment organized in the north and sent south. Bypassing Camp Finegan, a Union cavalry under Colonel Guy V. Henry was able to penetrate fifty miles inland before meeting strong resistance. With a strong Federal force settled in Jacksonville, the Confederates abandoned Camp Finegan, and retreated further west. Camp Finegan was occupied by the Second South Carolina and Third U.S. Colored Troops who renamed it Camp Shaw. The Union occupied Camp Finegan as part of their advancement towards the interior that was ultimately stopped at the Battle of Olustee on March 1, 1864. The Federal forces retreated back to Jacksonville where they constructed a defensive wall around the city. Both sides dug in with the Union forces behind the defensive wall at Jacksonville, and the Confederates concentrated at Camp Milton. During this standoff, the Union military strength had swelled to 12,000 men with the Confederates having 8,000 troops in the general area.<sup>21</sup>

During late February and early March of 1864, there were numerous small clashes between the opposing forces. One of these skirmishes occurred outside of Camp Finegan on February 27 when a Company of Confederate cavalry briefly engaged a battalion of the Independent Massachusetts Cavalry which resulted in only one casualty. A much larger skirmish of five hours occurred between the rival cavalries on May 25 at Cedar Creek with both sides suffering a single casualty. Referred to as the “Skirmish at Cedar Creek”, this engagement, which involved a force of 500 Confederate soldiers, occurred along Lenox Avenue between Cedar Creek and Memorial Park Road.<sup>22</sup> Over time both the Federal and Confederate forces were being systemically drawn down as the demand for additional soldiers increased in other parts of the South. The Confederates soon abandoned Camp Milton which was occupied and then destroyed in August of 1864 by the Union.<sup>23</sup> Over time, the earthen and log fortifications of Camp Finegan and Camp Milton began to fade into history. Today only a small part of the earthen works at Camp Milton is still visible.

Scattered in southwest Duval County west of Blanding Boulevard are several historic cemeteries, mostly late 19<sup>th</sup> century family burial grounds. Located on the grounds of Cecil Field is the Hysler Cemetery which was included in base expansion in the early 1960s. The cemetery was located on farm land belonging to John Alfred and Anna Stalls. The first burial was his five-year-old daughter Rosa Lillie Stalls who was badly burned when her dress caught fire from the heath in the family home. She was

---

<sup>21</sup> Summary of the 4<sup>th</sup> occupation from Martin’s *Ordeal by Fire* and Jones’s *Camp Finegan*.

<sup>22</sup> Jones, *Camp Finegan*, p. 5.

<sup>23</sup> Martin, pp. 214-216.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

buried on March 23, 1881 near her home. Overtime other relatives and neighboring families were allowed to be buried in the Stalls family cemetery. Never given a proper name, the cemetery over time became known as the Hysler Cemetery, a family that lived close to the Stalls. The base allowed new burials and continued family access to the Hysler-Stalls Cemetery. Currently there are approximately forty graves on the .60 acre site.<sup>24</sup>

The Daniels-Smith Cemetery and the adjacent Turknett Cemetery are on the north side of 103<sup>rd</sup> Street near its intersection with I-295 in the Oak Haven neighborhood. Of the approximately 177 graves in the 1.88-acre Daniel –Smith Cemetery, the oldest is dated 1899. The cemetery is named after the Daniels and Smith families. The adjacent Turknett Cemetery has 48 graves on .38 acres with the oldest dating to 1892. The cemetery primarily has burials of the Turknett and Silcox families.<sup>25</sup> Located at the end of Parrish Cemetery Road south of Normandy Boulevard, the Parrish Cemetery is the primary burial site for members of the Parrish and Stratton families. The 1.69-acre cemetery has approximately 80 burials. It originated from the family of Hiram Parrish, a Confederate veteran, who settled in southwest Duval County in 1866. Three miles west of Cecil Field and south of Normandy Boulevard is the Manning Cemetery which originated from the family of Joseph Hurley Manning who settled in the area in 1845. The 1.50-acre cemetery has approximately 175 graves with the oldest being Confederate veteran, W.S. Oliver who died in 1889. Near the Manning Cemetery is the .82 acre Deese Cemetery which has 43 graves with the earliest recorded in 1911. It is south of Normandy Boulevard at the end of Nathan Hall Road.<sup>26</sup>

---

<sup>24</sup> *Airwinger*, Newspaper of the Master Jet Base, NAS Cecil Field, June 18, 1998, p. 4.

Lucy Ames Edwards, "Stores in Stone, A Study of Duval County Grave Markers", *Florida Historical Quarterly*, Vol. 35, July, 1956-57, p. 10.

Letter – April 5, 2013 from Francis S. Lumby to Joel McEachin, Site File – Hysler Cemetery, Jacksonville Planning and Development Department.

<sup>25</sup> Site Files – Daniels – Smith Cemetery and the Turknett Cemetery, Jacksonville Planning and Development Department.

Jon R. Ferguson & Michael E. Lawson, Transcriptions of Grave Markers in the Smith Family, October 17, 2011 and Transcriptions of Grave Markers in the Turknett Family, January 23, 2012

Lucy Ames Edwards, *Grave Markers of Duval County, 1808 – 1916*. Jacksonville, Florida: 1955, pp. 96 & 97.

<sup>26</sup> Site Files – Parrish, Manning and Deese Cemeteries, Jacksonville Planning and Development Department.

*Florida Times Union*, Westside News, August 3, 1991, W-8.

Edwards, pp. 99 & 100.

Jon R. Ferguson & Michael E. Lawson, Transcriptions of Grave Markers in the Deese Cemetery, August 25, 2011. Ferguson & Lawson only listed 26 burials.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

### Maxville & Jacksonville Heights

#### Maxville

The large area in the west side that eventually included Maxville and Jacksonville Heights was undeveloped flat pine lands broken occasionally by swamps and creeks. Growth in these areas was spurred by the opening of the Florida Railroad that ran from Fernandina through Baldwin and Maxville to the gulf coast port of Cedar Key. A 1885 publication described Maxville as a “village settled 60 years ago by emigrants from Georgia”.<sup>27</sup> According to another source, the name of the community may have commemorated Maxville in Georgia. Pleasant Gold in his *History of Duval County* states that it was settled between 1825 – 1835 during the Territorial Period by a “colony of Georgians”. By July of 1875, Maxville had sufficient population to warrant a post office. Some of the important residents in Maxville at the time included O.C. Plummer, Elias Padgett, Sr., William Padgett, Cornelius Ducher, and postmaster, B.H. Powell.<sup>28</sup>

By 1890, the community had a population of 349 residents mainly employed in lumber and naval store operations, but had dropped to 267 by 1900. With a county-wide increase in population during the first decade of the twentieth century, Maxville grew from 267 to 457 between 1900 and 1910. Also along the Florida Railroad between Maxville and Baldwin was the small community of Fiftone that was served by its own post office by 1911.<sup>29</sup> Prominent farmers and shippers in Maxville included J. Spencer, J. Speer and lumber mill owner, W. J. Lohrig. In addition to the growing of strawberries and produce, Maxville also developed a successful pecan market.<sup>30</sup>

The first platted development in the area was Maxville Farms platted in 1910 by the Maxville Farm & Development Company under president, W.K. Sligh and secretary S.F. Wiley. Located on both the east and west sides of the railroad track, the plat included a combination of large “farm lots” and a centralized concentration of smaller residential lots that constituted a town center. In addition to a circular “city park”, the residential concentration had seven larger parcels parallel to the west side of the railroad track that was reserved for manufacturing. U.S. Highway 301, that runs parallel to the railroad, would later run through the town center sites. Similar to the Jacksonville Heights and

---

<sup>27</sup> Wanton S. Webb. *Webb's Florida, Historical, Industrial & Biographical*. (New York: W.S. Webb Company, 1885) pp. 46 & 47.

Bertha E. Bloodworth & Alton C. Morris *Places in the Sun, The History & Romance of Florida Place Names*. (Gainesville, Florida: University Presses of Florida, 1978), p. 165.

<sup>28</sup> Gold, p. 106.

Gold may have gotten his date of Maxville's founding from Webb.

<sup>29</sup> Myles Bland & David Mynatt, *Intensive Cultural Resource Assessment Survey of the Three SAP Parcels, Duval County, Florida*. (Jacksonville, Florida: Bland & Associates, Inc., March, 2006), pp. 6, 8 & 12.

<sup>30</sup> *Ibid*, p. B-21

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

Dinsmore subdivisions, this development followed a town and farm pattern that provided larger lots for truck and poultry farms and smaller lots for individual residences. There were at least three plats in the town center made between 1911 and 1926.<sup>31</sup>

### Jacksonville Heights

A significant part of the land that later constituted Maxville and Jacksonville Heights was part of the property deeded to the Florida Railroad by the Internal Improvement Fund. Much of this property was mortgaged to New York investment bankers, James Souther and John McRae, trustees of the railroad. Most of the property was sold in June of 1870 to New Yorker banker, Richard T. Wilson, who in turn sold 4,806 acres for \$2,403 to William Alsop and Henry Clark that operated a large sawmill in Jacksonville. Alsop and Clark purchased an additional 7,935 acres in the general area that was included in the 44,000 acres of timberland owned by the company. After the pines were harvested, the properties were sold.<sup>32</sup>

The greater majority of southwestern part of Duval County remained as vacant land until the tremendous population growth that occurred during the first quarter of the twentieth century. The first major subdivision that was platted in the area was Jacksonville Heights. Although properties were being sold as early as 1909, the plat of Jacksonville Heights was not filed until September of 1913 by the Jacksonville Heights Improvement Company. The principals in the company included Joseph H. Phillips, Louis R. Fendig, George R. Lynn, and William Nussbaum. Originally from Illinois, Joseph H. Phillips, resident of Riverside, stayed in the area until 1920 when he moved to San Francisco. Born in 1878 in Indiana, Louis R. Fendig came to Jacksonville in 1900 where he opened a successful real estate company. William Nussbaum came to the United States in c.1890 from Germany and worked as a book keeper for a Brunswick, Georgia real estate company before relocating to Jacksonville in c.1900 to open a real estate company that developed properties throughout Duval County.<sup>33</sup>

This twelve square mile development stretched north to West Beaver Street, south to the "shell Road" of 102<sup>nd</sup> Street, Cedar River on the east to the Town of Baldwin on the west. The plat followed section lines with a few sections being subdivided into small residential lots along existing or proposed roadways with larger parcels to the rear marketed for truck farms, poultry production and dairies. The south half of Section 10 and the north half of Section 15 were subdivided into smaller rectangular lots that constituted the "town site". The "town site" was originally platted as a large

---

<sup>31</sup>Duval County Clerk of the Court Plat Books: Maxville Farms, Book 3, Page 94 (1910); Book 4, Page 9 (1911); Plat of Maxville, Florida, Book 6, Pages 78 & 79 (1916); Lucas Addition, Book 13, Page 14 (1927).

<sup>32</sup> Bland, p. B-13.

<sup>33</sup> Ibid, p. 16.



## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

vacant parcel called Lynn Park which had an artisan well in the center of Jacksonville Heights Road. In 1909, both halves of the “town site” was platted with sixty-four rectangular blocks each with 24 lots. The “town site” was divided down the middle by Jacksonville Heights Road, now known as 103<sup>rd</sup> Street. In 1946, the “Town Site” or Lynn Park was replated by the Jacksonville Heights Improvement Company to create four large blocks each with three long lots.<sup>34</sup> The company constructed a pavilion for use by the residents and a large administration building, as well as dug a clear water pond off Collins Road.<sup>35</sup>

Using a town and farm sales strategy, Jacksonville Heights was marketed locally and to northern and Midwestern farmers and city dwellers anxious to try a rural life. With promotions being handled by the Ben Levin-Nichols Advertising Company in Chicago, Georgia state senator and Waycross realtor, George W. Deen was contracted to serve as spokesman for the new development and used testimonials on the many assets of the development in his campaigns. To further promote its potential for truck farms, poultry production and dairies, the company hired George W. Hess, an agricultural expert that worked with the US Soil Service to develop an experimental farm.<sup>36</sup>

The company also offered bus tours from downtown to the new development to highlight its many virtues to potential buyers. Although emphasizing its rural qualities and agricultural potential, Jacksonville Heights was also promoted for its close and easy automobile access to the city with the opening of the Orange Park Road (Park Street). Large advertisements were placed in local and out-of-town newspapers and included cut-out coupons to purchase a ten-acre farm tract at \$20.00 per acre with a limited number of smaller residential lots at \$1.00 per acre with payments of \$1.00 per month.<sup>37</sup>

The development and promotion of the Jacksonville Heights Subdivision coincided with the good roads movement that developed nationwide. The Florida Good Roads

---

<sup>34</sup> Duval County Plat Book 5, p. 93

Plat Book 3, P. 50, South Half of Section 10, Jacksonville Heights Town Site and p. 51, North Half of Section 15.

Plat Book 19, P, 67, Replat of Lynn Park.

<sup>35</sup> Rosalie Cates, “Westside Steamboat Landing”, *Bargain Finder*, March 15, 1988, Volume 1, p. 3.

<sup>36</sup> *Florida Times Union*, April 4, 1909 and December 1, 1980, D-1. & *Florida Times Union* July 9, 1910, p. 5

Bland, pp. 14 & 16.

<sup>37</sup> Bland, p B-16

*Florida Times Union*, April 4, 1909, Section 2, p. 4.

One of the most famous land owners in Jacksonville Heights was legendary entertainer Bob Hope and his wife, Delores Hope. In 1956, the Hopes deeded the south 25 feet of tracts 13 & 14, Block 4, Section 30, Township 3 South, Range 24 East, Jacksonville Heights to the Duval County Board of Commissioners for the widening of Collins Road (Quit Claim Deed, Volume 25, p. 340).

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

Congress, later renamed the Florida Good Roads Association, was established by the Orlando Board of Trade in 1897.<sup>38</sup> A member of the Jacksonville Board of Trade's Good Road Committee was John Phillips, one of the developers of the Jacksonville Heights Subdivision. The local committee took a tour of local roads including a visit to Jacksonville Heights to inspect the company's recently completed roads which represented a \$15,000 investment. The company revealed plans of building thirty to forty miles of additional roads and to improve fifty to hundred farm parcels by clearing the land and building spec homes.<sup>39</sup>

The Board of the Jacksonville Heights Company was expanded in 1912 with two additional members, Judge J.W. Bennett of Brunswick and Albert Schaul of Atlanta. Having limited success, the Jacksonville Heights Company closed its office downtown in the 1930s and sold most of their property. The majority of the tracts came under the ownership of James Gorden Boyd, owner of a Jacksonville lumber and naval stores operations. Born in 1874 in Lumber City, Georgia, Boyd opened a naval store business in 1901 in Polk County before coming to Jacksonville in 1909. Boyd was president of the Herty Turpentine Cup Company with J.R. Powell and R.B. Burroughs. Half of the company's stock was controlled by the Consolidated Naval Stores in Jacksonville, at the time the largest naval store factor in the world controlling over 3 million acres.<sup>40</sup>

In 1916, Boyd sold his holdings to the Duval Cattle Company. However, as the result of a lawsuit in 1931 involving several parties related to non-payment of drainage taxes most of Boyd's land came under the ownership of the Baldwin Drainage District Corporation. One of seven such districts, the Baldwin Drainage District was incorporated in 1917 to drain and protect farm lands, as well as reclaim wetlands for agricultural purposes. The Baldwin Drainage District dug 57 miles of open drainage ditches that drained 56,600 acres. Recovering from bankruptcy in 1928 in addition to a lawsuit related to property ownership, the Baldwin Drainage District continued to own a significant amount of land in the area into the 1950s. Sixty acres was owned by the Baldwin Realty Investment Company at Yellow Water Road and Caldwell Branch near Cecil Field.<sup>41</sup>

---

<sup>38</sup> In 1909, Florida had only 17,579 miles of public roads with the vast majority not improved (Bland, p. B-17).

<sup>39</sup> Bland, p. B-17.

*Florida Times Union*, May 31, 1911, p. 15

*Florida Times Union*, June 2, 1911, p. 5.

<sup>40</sup> Bland, p. B-18.

<sup>41</sup> A native of Milledgeville, Georgia, Charles Holmes Herty was a graduate of the Middle Georgia Military & Agricultural College and the University of Georgia after which he received a Ph.D. from John Hopkins University in 1890. Becoming an expert on naval store operations, he invented a clay pot to more efficiently collect the sap. Introduced in 1904, the Herty Pot was widely used until replaced with the current metal trays. Herty was also a pioneer in the manufacturer of paper from wood pulp. Bland, p. B-18, 21 & 25.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

Other plats or replats adjacent to Jacksonville Heights Subdivision included Jacksonville Farms (1910), De Soto Park, platted in 1925 by Blalock-Thomas Realty Company, and Jacksonville Terrace, also platted in 1925 by the Cooper-Price Land Company.<sup>42</sup> Although having limited development during the 1940s and 50s, the Jacksonville Heights area has significantly grown with the expansion of Cecil Field and outlying fields, as well as the opening of I-10 and I-295.

### Development of Cecil Field

A major impact on the development of southwest and west Duval County was the establishment of military facilities starting during the first decade of the twentieth century. Based on a recommendation from a legislature appointed commission, approximately 1000 acres along Black Point, which was the site of the old Mulberry plantation, was acquired around 1908 to serve as a Florida National Guard Camp. In September of 1917, the Federal government took control of the state reservation, and expanded it to serve as a quartermasters training camp during World War I called Camp Joseph E. Johnson, after the Confederate General. Eventually housing over 27,000 soldiers, Camp Johnson was quickly demobilized with the end of the conflict, and the property turned back over to state control where it was renamed Camp J. Clifford R. Foster.

In 1938, Congress authorized strengthening the U.S. military by increasing fleet tonnage by twenty percent that in return required additional serving facilities. In response, a board was created under Rear Admiral A. J. Hepburn charged with the task of determining the need and location for new military bases. As a result of the Hepburn Board Report, Jacksonville, Florida was selected as one of fifteen bases to be developed immediately in order to provide much needed shore based facilities for airplanes. With a legislative appropriation of seventeen million made in 1939, the Emergency National Defense Program selected the former Camp Foster Site southwest of Downtown Jacksonville for a naval air station with a carrier to be berthed at the mouth of the St. Johns River.

After receiving authorization from the Florida legislature, citizens of Duval County in 1939 approved a 1.1 million-bond issue to purchase the property at Black Point in order to be donated for a proposed naval facility. By the end of World War II, the Jacksonville Naval Air Station had over 700 buildings reflecting an investment of twenty million dollars including the headquarters of the Navy Overhaul and Repair Facility. Commissioned in October of 1940, the Jacksonville Naval Air Station eventually housed 42,000 Navy personnel and 11,000 civilians during the height of its

---

<sup>42</sup> Duval County Court House, Plat Book 4, Page 2, Jacksonville Farms; Plat Book 9, Page 50, De Soto Park; and Plat Book 10, Page 48, Jacksonville Terrace.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

wartime activity. With the growth of military activity at Black Point during World War II, U.S. Highway 17, the Old Orange Park Road, was rerouted along the western boundary of the military reservation immediately parallel to the Atlantic Coast Line Railroad. Renamed in honor of President Franklin D. Roosevelt, who visited the base in March of 1941, this boulevard became the major artery connecting the base with Downtown Jacksonville and with the Town of Orange Park.

The military presence in southwest Duval County was soon expanded with the opening of Cecil Field and several auxiliary facilities at Outlying Lying Field (OLF) Whitehouse, Yellow Water Weapons Department, Pine castle Electronic Warfare Target Area/Warfare Range, OLF Branan and Herlong Auxiliary Field. In 1941, the Bureau of Aeronautics and the Bureau of Yards and Docks approved Air Auxiliary Field Two on 2,600 acres of undeveloped property at Otis, Florida in the Jacksonville Heights Subdivision. The new auxiliary field was named in honor of Commander Henry Barton Cecil, who died in the tragic crash of the dirigible, USS Akron, in 1933.<sup>43</sup> The name of the new field was probably influenced by Captain Charles P. Mason, first commanding officer at the NAS Jacksonville and close friend of Commander Cecil. Each day student aviators rode trucks from NAS Jacksonville to the Cecil Auxiliary Field for flight training on the 2,000 square feet circular landing mat completed in September of 1941.<sup>44</sup>

When combat veterans from SB-2A Brewster's Buccaneers began teaching the new aviators the proper techniques for fleet diving and bombing techniques, training at Cecil Auxiliary Field began to specialize in dive bombing and carrier-based operations. Naval dive bombing was an important but dangerous component of combat training. Between January of 1943 and October of 1944, 60 navy and marine pilots, as well as 29 crewmen, lost their lives at Cecil Field as the result of training accidents. With growth in personnel and facilities, the outlying field, under the jurisdiction of the NAS Jacksonville, was commissioned on February 20, 1943 as the NAS Cecil Field under the Lieutenant Commander, Thomas D. Southworth. At the time the field had its own medical department, library, ship's service stores, communications department and living quarters.<sup>45</sup>

Becoming the principal war-at-sea and dive-bombing training facility for the Navy, training at Cecil Field was usually the last received before a Navy pilot went into combat. The last training before going to the Pacific theater was to obtain Helldivers carrier qualifications on the USS Soloman or USS Guadalcanal stationed at the May port Naval Base. Towards the end of the war, dive bombing training greatly

---

<sup>43</sup> Bill Foley, "Little Field Named After Fallen Friend", *Florida Times Union*, September 12, 1999, B-1.

<sup>44</sup> Michael Bowie, *NAS Cecil Field, A Great Story...From Beginning to End*. C. 1999, p.1.

<sup>45</sup> *Florida Times Union*, February 21, 1943, p. 14.

Also designated at the same time was NAS Lee Field in Green Cove Springs. It was named after Benjamin Lee, the only aviator from Jacksonville that died during World War I.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

accelerated for an anticipated invasion of Japan. Cecil Field also accommodated the training of aviators from allied countries such as Free France and British Royal Navy. Starting during World War II, there has been a constant upgrade in fighter planes and jets at Cecil Field most reflecting new mechanical and technological improvements.<sup>46</sup> Starting in February of 1944, Wavers were stationed at Cecil Field performing a variety of jobs including flight simulation operator, mechanic, tower control specialist, yeomen, storekeepers and pharmacist assistants. By the end of the war, 118 women had served at Cecil Field. In July of 1944, Cecil Field began to house and use German prisoners for outdoor labor.

Before the war ended, the flight line at Cecil Field had become storage for hundreds of planes sent over as bases closed down across the nation. With continued reduction in personnel, the field itself went into a caretaker status in May of 1946.<sup>47</sup> Towards the end of that year, Cecil Field was re-activated and became home for VF1 from NAS Miami, and VBF from NAS Fort Lauderdale. Shutting down again in January of 1948, it was re-activated in October of 1948 as base for the Attack Carrier Air Group 17, the only jet fighter squadron along the east coast and soon joined by the Attack Carrier Air Group 1. These squadrons were soon ordered to NAS Jacksonville with Cecil Field going back into a caretaking status.

With the outbreak of the Korean War, Cecil Field was permanently re-activated. Within nine months of re-opening, Cecil Field was home to 200 planes, 225 pilots, 1,800 officers and men. At the time Cecil Field and then NAS Jacksonville were the largest concentration of fleet aircraft in the nation.<sup>48</sup> In 1949, the first meteorological equipment was installed at Cecil Field to provide weather observations. Becoming a detachment of the Naval Weather Service Environmental Detachment (NWSED), the operation later became known as the Naval Oceanographic Command Detachment, Cecil Field. By 1949, it was estimated that Cecil Field had a yearly economic impact in the area of approximately five million dollars.<sup>49</sup>

In September of 1950, Cecil Field became home to the attack carrier group which was composed of twenty airplanes and 35 to 40 pilots and 200 enlisted men. After being re-activated, Cecil Field was commissioned as one of four master jet bases in the US Navy as part of the “Woods Plan”, created by Captain R.W.D. Woods to have a

---

<sup>46</sup> Bowie, p. 2

<sup>47</sup> Anticipating Cecil Field being declared surplus in 1946, Jacksonville Junior College, later Jacksonville University, sought to acquire the 2,600 acres for a new campus in order to accommodate 500 students in the Fall. At the time, the college was crowded in the Kay mansion on Riverside Avenue. *Florida Times Union*, September 21, 1999.

<sup>48</sup> *Jacksonville Journal*, July 13, 1949.

<sup>49</sup> Ed Murfin, “Some More History of the Westside of Jacksonville”. Unpublished, vertical files – Jacksonville Planning and Development Department. *Jacksonville Journal*, July 14, 1949.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

limited number of NAS bases that were designed specifically for jets. Shortly after becoming a master jet base, Cecil Field was expanded from 4,600 acres to over 16,000 acres, as well as receiving a seven-million-dollar allocation to improve runways, taxiways, aprons, and ordinance facilities. On June 30, 1952, the Naval Auxiliary status ended with the commissioning of Naval Air Station Cecil Field. Progressing as a master jet base, Cecil Field received continuous upgrades and the addition of new facilities such as four 8,000 foot runways and the 18 million dollar Miramar Hanger. New barracks, mess hall and recreational facilities were also built. Being a master jet base, new technologies and state-of-the-art aircrafts were constantly being tested at Cecil Field such as the first US Navy steam catapult system which unfortunately was not successful.<sup>50</sup>

Pilots from Cecil Field were also active during the Cold War starting with the training in operation alerts and exercises in case of nuclear attack. In 1962, squadrons of VEP 62 RF-8A crusaders from Cecil Field took low flying surveillance photos using high speed panoramic cameras confirming the presence of Soviet missiles during the Cuban Missile Crisis. With the continued escalation of the Vietnam conflict, carrier based squadrons also began bombing raids in North Vietnam. The well trained and experienced pilots from Cecil Field were very successful in attacking “high targets” such as Hanoi’s Ban Yen Army Barracks, the Cam Pha Bridge, Hai Duong Army barracks, the Ke Sat Bridge and the Hanoi Barge Yard. During the Vietnam War, thirteen pilots from Cecil Field died in aerial combat with many others being taken as prisoners of war or identified as missing in action. In October of 1965, Cecil Field became the home for A-7A Corsairs II. The field was able to avoid a 1965 base closure initiative that resulted in 149 bases across the nation being closed. During the height of the Vietnam War, there were 30,000 landings and take-offs per month at Cecil Field equaling that of the National Airport (Ronald Reagan Airport) in Washington D.C.<sup>51</sup>

It was during the Vietnam era, that Arizona Senator and former presidential candidate, John McCain, was stationed at Cecil Field before and after his 5 ½ years of captivity in North Vietnam. Following his grandfather and father, both admirals, McCain attended the U.S. Naval Academy, graduating in 1958. After attending flight school and surviving three crashes, McCain was stationed at Cecil Field in 1966 to continue his training. He and his family moved to Orange Park shortly after arriving. While serving on the U.S.S. Forrester, McCain survived an accidental explosion on July 27, 1967 that killed 134 navy personnel and wounding 161. He suffered shrapnel injuries to his chest and legs. Volunteering to serve on the U.S.S. Oriskany

---

<sup>50</sup> *Florida Times Union*, July 2, 1952.

*Florida Times Union*, July 27, 1950

*Florida Times Union*, August 13, 1950.

*Florida Times Union*, January 12, 1951.

<sup>51</sup> *Jacksonville Journal*, January 7, 1970, p. 22.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

on tour of duty in Vietnam, McCain was shot down on October 26, 1967 as part of a massive attack over Hanoi. Crashing his A-4 Skyhawk, McCain broke his right leg and both arms. He was captured and placed in the Hoa Lo prison, AKA, Hanoi Hilton. Realizing his father was a 4-star admiral and head of the Navy's Pacific Command, the North Vietnamese captors offered to release him several times. He refused to leave without the other prisoners. Over the 5 ½ years in the prison, McCain and the other prisoners were regularly tortured.<sup>52</sup>

After being released in 1973, McCain returned to Cecil Field where he was welcomed back by the Navy with a program held at the base chapel. He received extensive physical therapy, as well as learned to fly the unfamiliar A-7A Corsair II. In 1974, he was appointed as executive officer of the Attack Squadron 174 and became commander in 1976. Under McCain's leadership, the squadron was able to make and maintain its pilot's training rates and was awarded the Navy Meritorious Unit, the first for Attack Squadron 174. McCain's last naval assignment was serving as the Navy liaison to the U.S. Senate. He started having political aspirations on his return from Vietnam which was further enhanced by his assignment in Washington, D.C. McCain valued his time in Jacksonville and Orange Park and stated Cecil Field, "was the most rewarding assignment of my naval career".

During the 1960s, Cecil Field received infrastructure upgrades and new facilities such as sewer and water supply facilities, street lighting, a five million dollar enlisted men quarter, new mess hall, two-million-dollar family units, a second Miramar hanger, new ordinance facilities, dispensary, sports complex and 500 seat movie theater. In 1965, construction started on Building 800, a 14,744 square foot chapel and religious education building. The Memorial Chapel at Cecil Field was completed from a design by the Jacksonville architectural firm of Kemp, Bunch & Jackson (KBJ). In 1975, Cecil Field was considered as an alternative landing site for the Space Shuttle Program by the Department of Defense and the National Aeronautical and Space Administration. As a critical part of the naval air operations, pilots from Cecil Field were also involved in more recent conflicts in the Middle East including attack on Libya and Kuwait in January of 1991 as well as twelve squadrons deployed during Operations Desert Shield (Desert Storm) where Six pilots from Cecil Field were lost. The first was Captain Michael Scott Speicher who was shot down in F/A-18 Hornet jet on the first day of Desert Storm.

The operations at Cecil Field and Naval Station Jacksonville were supported at one time by at least five auxiliary facilities. Naval Outlying Landing Fields function as auxiliary airfields to nearby Naval Air Stations. Having no permanently based squadrons and with limited facilities, the OLFs are used for flight training in low-traffic locations. Located north of Cecil Field, the 2,500 acres OLF Whitehouse is

---

<sup>52</sup> *Florida Times Union*, March 18, 2018, A-1.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

still in operation. Opening during World War II, the OLF Whitehouse is one of only two Naval facilities on the East Coast that can accurately and safely recreate carrier conditions for training new pilots and those scheduled for deployment. Being in an isolated undeveloped area, pilots can fly the same altitude (600 to 800 feet) needed to land on a carrier. An outline of the size and shape of a carrier is painted on one of the 8,000' runways along with a lighted optical landing system and landing signal office. At night the isolated location provides the darkness needed to replicate the night conditions of landing and taking off from a carrier which has limited lighting.<sup>53</sup>

The Yellow Water Weapons Department (8,460 acres) was constructed in 1942 as the Naval Air Gunnery School, a unit of the Naval Air Technical Training Unit at NAS Jacksonville. 30,000 men spent five to six weeks training at the school to learn all phases of aerial gunnery. Only one of three navy gunner schools in United States, the other two being in Hollywood, Florida and Purcell, Oklahoma, OLF Yellow Water had seven different ranges each protected at the end by a 'butt' which were embedded into berm to protect men and storage areas. In addition to a swimming pool probably used for training, the gunnery school was served by three large magazines. The gunnery school had its own railroad spur including a bridge across Yellow Water Creek. Inactive by 1946 or 47, much of the infrastructure, including buildings, remain.<sup>54</sup> Currently being used for bombing practice is the Pine castle Electronic Warfare Target Area/Warfare Range located in the Ocala National Forest. Also opening during World War II, it is the only naval facility on the East Coast that allows for live impact training resulting in nearly 20,000 bombs being dropped on the site yearly.<sup>55</sup>

The Branan Naval Out Landing Field was opened in the early 1940s southeast of Cecil Field.<sup>56</sup> Branan Field had a unusual wagon wheel design created by four paved 4,000 foot runways intersecting at the same point. Each of the runways was ringed by a taxiway. One-mile south of Branan Field was the Spencer Bomb Target that had a runaway painted with a rectangle reflecting the dimensions of a carrier. The U.S. Navy Flight Demonstration squadron, the Blue Angels, did most of their preliminary training at Branan Field and Spencer Bomb Target. After the war, Branan Field was closed and by 1953 most of the paved surfaces were removed and were identified on

---

<sup>53</sup> *Florida Times Union*, November 19, 2010.

<sup>54</sup> [www.globalsecurity.org/military/facility/cecil-field.htm](http://www.globalsecurity.org/military/facility/cecil-field.htm).

Ronald Williamson, *US Naval Air Station Jacksonville, 1940 – 1960, Twentieth Anniversary* "World War II Era Yellow Water Naval Air Gunnery School", July 25, 2014, R.M. Howard. [Http://www.metrojacksonville.com/forum/index.php/topic,8193.0.html](http://www.metrojacksonville.com/forum/index.php/topic,8193.0.html).

<sup>55</sup> [Http://www.militarybases.us/navy/pine-castle-bombing-range](http://www.militarybases.us/navy/pine-castle-bombing-range).

<sup>56</sup> It was named after former property owners, Alvoid Walker and Mary Branán. The nearby, Chaffee Road was probably named after Roger B. Chaffee, US Navy pilot and astronaut, who was killed on January 27, 1976 with the explosion of Apollo I that also killed Grisson and White (Ed Murfin, *Some More History of the Westside of Jacksonville*).



## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

Aerodrome Tables as being closed to all aircraft.<sup>57</sup>

Named after Dr. Mark B. Herlong, Chairman of the City Commission from 1932-33, Herlong Field, nine miles west of Jacksonville, was commissioned in 1941 as a training station for Navy and Marine pilots. Declared surplus after World War II, the 1,400 acres that constituted Herlong Field was transferred to the City of Jacksonville in November of 1946. Herlong Field became the third municipal airport following the main facility at Imeson Field in North Jacksonville, predecessor to the Jacksonville International Airport, and Craig Field in the southeast part of the county.

<sup>58</sup>

With the end of the Cold War, Congress in September of 1993 approved the recommendations of the Defense Base Realignment Committee to close thirty-one large military bases, including Cecil Field, and 134 smaller installations around the country. On June 26, 1993, the seventeen jet squadrons and most of the 7,500 military and civilian personnel were sent to Oceana Naval Air Station in Virginia and Marine Corps Air Station in Beaufort, South Carolina. At the time of closure, Cecil Field provided 8,557 jobs with an annual economic impact of 586 million. The base was composed of 24,039 acres with another 8,379 leased, 479 buildings constituting 3.4 million square feet with a plant value of 751 million and 137 miles of roadway, as well as 7,060 military and 1,497 civilian personnel. Some of the other support facilities at Cecil Field included family housing (38 duplexes and 21 single family homes, 48 mobile home pads), a Navy exchange with retail stores, gas station, recreational fields, swimming pool, gymnasium, and 18-hole golf course.<sup>59</sup>

On October 1, 1999, most of the property, 11,000 acres, at Cecil Field was transferred to the City of Jacksonville. The Jacksonville Airport Authority received 6,086 acres that included the airfields, ramp spaces, buildings and eight hangers. 1,000 acres on the southern boundary came under ownership of Clay County. 15,000 acres of Cecil Field property not contiguous to the base was redirected to NAS Jacksonville. The City receive the property and facilities free through the Federal Aviation Administration per congressional action. Before transferring the base property, the Navy had to mitigate 18 contaminated sites spread over forty-five acres. Five of the most contaminated sites were placed on the Superfund List. The contaminated sites

---

<sup>57</sup> Murfin.

<sup>58</sup> Jan S. Flagler, "Historic Herlong Field, A Pleasure-Filled" 1980's Airport", *JaxPort*, Summer, 1987, pp. 9-12.

[www.globalsecurity.org/military/facility/cecil-field.htm](http://www.globalsecurity.org/military/facility/cecil-field.htm).

<sup>59</sup> *Florida Times Union*, March 21, 1993, C-1.

*Florida Times Union*, December 3, 1998, A-1.

Information also from a ten-page unnamed publication dated 1993 located in the vertical files available in the Florida History Section of the Jacksonville Public Library.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

included landfills, disposal pits for oil, paint residue, solvents, sludge and pesticides.<sup>60</sup>

In anticipation of the closure, the Cecil Field Base Conversion and Redevelopment Commission was formed and developed a Base Reuse Plan issued in March of 1996. Composed of business and political leaders, the Commission was formed to oversee the transfer of the base from military use to civilian. The hangers and other flight related buildings were leased to aviation related companies in addition to the Florida National Guard. Although accommodating a significant amount of flight training activities, emphasis was placed on attracting companies involved in aviation repair and maintenance. Use of the two parallel intersecting runways and full parallel taxiways continued to be directed by contracted personnel in the control tower. Fire support services is provided by the City of Jacksonville through Fire Station # 56. Other properties at Cecil Field were dedicated to recreational uses including an equestrian complex along with housing (Cecil Pines) and industrial development.<sup>61</sup>

In a series of interviews recorded and transcribed in 2017 by oral historian, Lyn Corley, a dominant impression of Cecil Field made by former military personnel and their families was its physical isolation and being surrounded by an abundance of pine trees.<sup>62</sup> At the same time, many noted that this isolation made Cecil Field a perfect environment for flight training and as a result “Cecil Field pilots were the best prepared as they deployed abroad the air craft carriers”. Cecil Field pilots were trained to take and land on carriers both night and day and in all weather.<sup>63</sup> Stationed at Cecil Field during his naval career, Bill Hembree summarized it up stating, “Nobody particularly wanted to be stationed there [Cecil Field] but they all liked flying there”.<sup>64</sup> Robert A. Buehn commented, “That’s one thing, I always tell people that Cecil Field, it was the best, it was a master jet base so it was the best place to fly carrier jets east of the Mississippi”.<sup>65</sup>

In the oral interviews there was also comments regarding the closure of Cecil Field. Navy veteran, John Leenhouts, discussed the politics involved in the closure of Cecil Field. Meeting in Orlando, the Defense Base Realignment Committee approved to close the facility at Oceana, Virginia due to severe encroachment of civilian development. During the meeting, U.S. Senator from Virginia, John Warner, accompanied by two Marines, one carrying a brief case shackled to his arm, met

---

<sup>60</sup> Florida Times Union, March 21, 1993, C-1.

<sup>61</sup> Jacksonville Airport Authority, JAA.

*Florida Times Union*, Section C, March 21, 1993, C-1.

Ed Murfin, “A Little Bit of History”.

<sup>62</sup> Lyn Corley, *Conversations from Cecil Field, Florida, Transcriptions of Oral History Recording of Nineteen Who Served*. Jacksonville, Florida, 2017.

<sup>63</sup> Corley, p. 15.

<sup>64</sup> Corley, Oral Interview, Bill Hembree, May 26, 2017, p. 6-15.

<sup>65</sup> Corley, interview with Robert A. Buehn, July 20, 2017, p. 8-11.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

privately with the chairman of the committee after the vote was taken to close Oceana. Senator Warner informed him that Oceana played a significant role in national security due to being the home of the SEAL Team Six and must remain open. As a result, the chairman convinced the Committee to reverse their previous decision and recommend the closure of Cecil Field.<sup>66</sup>

Former Commanding Officer at Cecil Field, Sam K. Houston, Jr. was told by an admiral at the Pentagon that the reason for closure, was that the BRAC, “wanted to offer up a jewel [Cecil Field] to congress to show that they were serious about base closure”. Even though they were aware that closing Cecil Field was a mistake, the Committee refused to re-consider their decision to close Cecil Fields since would create a precedent for reversing other closure decisions. The closure of Cecil Field was a surprise to most since represented a successful and strategically important base not facing major encroachment and having expansion potential.<sup>67</sup> According to naval pilot, James B. “J.B” Renninger, Cecil Field was such a superior airfield that BRAC was of the opinion that their recommendation of closure would not be accepted by Pentagon or Congress. Unfortunately the decision makers called their hand and accepted the closure recommendation.<sup>68</sup>

Being isolated forced the development of strong sense of community within the base. For example, Primm Wright, a navy wife, described Cecil Field as being a “little community to itself”. At the time both Normandy Boulevard and 103rd Street were undeveloped for the most part requiring access to essentials and entertainment being limited more to the base. Wright was also a member of the Cecil Field Officers’ Wives, organized for the purpose of being a support system for navy families in addition to being involved in the movement to highlight the status of POW/MIA, particularly those from Cecil Field. The officer’s wife was responsible for the purchase and installation of a pair of wings placed on each side of the front entryway of the chapel. One wing represented navigators and the other aviators. She also made reference to a large board in the back of the chapel that listed the names of both officers and enlisted personnel that were killed while stationed at Cecil Field. The board and probably the wings were relocated to NAS Jacksonville with the closure of the base.<sup>69</sup>

Navy wife, Kathy Payton described her involvement with another important support organization, the National Navy Wives Club. In addition to promoting camaraderie among navy wives through a variety of activities, the club at Cecil Field operated a thrift store in order to raise funds for their operation. After leaving military life,

---

<sup>66</sup> Corley, interview with John Leenhouts, July 3, 2017, pp. 5-27 & 28

<sup>67</sup> Corley, interview with Sam K. Houston, Jr., May 16, 2017, p. 7-15.

<sup>68</sup> Corley, interview with James B., “J.B” Renninger, August 2, 2017, p. 9-37.

<sup>69</sup> Corley, interview with Primm Wright, March 13, 2017, (Lieutenant Commander Frederick Wright, 1936 - 1972), pp. 2-10, 11, 12, 24, 26, 27 & 34.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

Kathy stayed involved in the organization serving as national president of the Navy Wives Club of America, 2009 – 2011. The motto of the Navy Wives Club is “They Also Serve Who Stay and Wait”.<sup>70</sup>

### **SIGNIFICANCE OF PROPOSED LANDMARK AS RELATED TO DESIGNATION CRITERIA:**

*A. Its value as a significant reminder of the cultural, historical, architectural, or archaeological heritage of the City, state or nation.*

Although much of the military infrastructure and facilities still remain after the closure of Cecil Field in 1999, the base chapel has come to be recognized as the physical embodiment of the “Spirit of Cecil Field” defined by service, honor, sacrifice, and patriotism. Hosting hundreds of weddings, baptisms, memorial and funerals services, in addition to Memorial Day and Veteran Day events since 1966, the chapel was a significant part of the lives of military personnel and their families while stationed at Cecil Field. Also, it was the place that the memories of those naval aviators killed or missing in action from Cecil Field during the Vietnam War and Desert Storm are honored with the “Hero’s Walk and Freedom Trees”. Another marker once displayed on the rear of the chapel listed the twenty-eight military personnel that died while serving at Cecil Field.

During its fifty-eight years of existence from 1941 to 1999 as an active base, Cecil Field has played a significant role in every major conflict from World War II to Operation Desert Storm. The growing military importance of Cecil Field is reflected in the tremendous growth in size, infrastructure, facilities, personnel as well as quality and quantity of aircraft. Being a master jet base, new technologies and state-of-the-art aircrafts were constantly being tested at Cecil Field. Cecil Field developed into the U.S. Navy’s principal base for war-at-sea training, particular carrier based operations. Many veterans that served at Cecil Field described it as the perfect environment for flight training resulting in Cecil Field developing a reputation for producing the best trained and most skillful aviators deployed on aircraft carriers.

With the end of the Cold War, Congress in September of 1993 approved the recommendations of the Defense Base Realignment Committee to close thirty-one large military bases, including Cecil Field, and 134 smaller installations around the country. At the time of closure, Cecil Field provided 8,557 jobs, 7,060 military and 1,497 civilian personnel, with an annual economic impact of 586 million dollars. The base was composed of 24,039 acres with another 8,379 leased, 479 buildings constituting 3.4 million square feet with a plant value of 751 million and 137 miles of roadway.

---

<sup>70</sup> Corley, interview with Kathy Payton, October 8, 2017, pp, 15-19, 22, 29 & 33.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

During the 1960s, Cecil Field received infrastructure upgrades and new facilities such as sewer and water supply systems, street lighting, a five-million dollar enlisted men quarter, new mess hall, two-million-dollar family housing units, a second Miramar hanger, new ordinance facilities, dispensary, sports complex, 500 seat movie theater and chapel. In 1965, construction started on Building # 800, the 14,744 square foot Memorial Chapel at Cecil Field. Opening on December 17, 1966, the chapel was dedicated in honor of all who given “the last full measure of devotion” to their country<sup>71</sup>. At the dedication, Rear Admiral Henry J. Rotrige, director of the Chaplains Division of the Bureau of Naval Personnel, as well as a Roman Catholic priest, gave the dedicatory sermon. The first house of worship on the base, the chapel hosted hundreds of weddings, baptisms, funerals and memorial services as well as events on Memorial Day and Veteran’s Day.<sup>72</sup>

Adjacent to the Chapel, twelve “Freedom Trees” with adjacent bronze plaques were planted in memory of Cecil Field pilots who were POW, MIA or killed in action during the Vietnam War. The memorial was started by the Cecil Field Officers Wives Club under the “Lest We Forgot Committee”. Dedicated in 1974 as the “Hero’s Walk and Freedom Trees”, the memorial was expanded to include POW, MIA or those killed in action from Cecil Field during Desert Storm. Having a total of sixteen “Freedom Trees”, the memorial was enhanced with a stage and pavilion. A permanent marker was displayed on the rear of the chapel listing the twenty-eight military personnel that died while serving at Cecil Field. As part of the memorial, the Shipmate Memorial Chimes (Schulmerich Magnebell Carillon) was dedicated in 1967 at the newly completed chapel.

A member of the National League of Families of American Prisoners and Missing in Southeast Asia, Mrs. Mary Hoff, the wife of Cecil Field naval pilot Michael George Hoff who was shot down over Laos in 1970, took the initiative to have a banner or flag designed to remember American soldiers and sailors that are missing in action. Designed by Norman Rivkees with the Annin & Company, the flag became widely recognized as the universal symbol to ensure those missing in action or held as a prisoner of war are not forgotten.<sup>73</sup> The flag is the only one to fly over the U.S. Capitol other than the American flag.<sup>74</sup>

The chapel was designed by the prominent Jacksonville architectural firm of KBJ

---

<sup>71</sup> *Florida Times Union*, December 18, 1966, B-5.

<sup>72</sup> Corley, interview with Dennis “Dizzy” Gillespie, March 29, 2017, pp. 3-59, 60 & 72.

<sup>73</sup> An August 14, 2015 article in the *Florida Times Union* identified the designer of the flag as Newt Heisley..

<sup>74</sup> “The Breeze”, Orange Park, Florida, December 12, 1974, p. 1.

Vishi R. Garig, “Mary Helen Hoff, an American Hero”, *This Month in Clay County History*, undated article, c.2015, Clay County Archives.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

Architects, recognized for designing many of downtown's most recognizable buildings. After noted Jacksonville architect, Roy Benjamin retired towards the end of World War II, three of his associates, William D. Kemp (1912 – 1982), Franklin S. Bunch (1913-2008) and William K. Jackson (1914-2003) organized a new firm in 1946.<sup>75</sup> All three were graduates of the architectural program at the University of Florida. Interestingly one of the early commissions of Kemp, Bunch and Jackson (KBJ Architects) was Tigert Hall, the administration building at the University of Florida constructed in the late 1940s and early 1950s. KBJ Architects has been identified as the oldest architectural firm in Florida.<sup>76</sup>

William D. Kemp was a member of two pioneer families in north Jacksonville long associated with maritime interest including fishing and boat captains. The son of Napoleon Broward Kemp and Ethel Mildred Fox Kemp, he was born and raised in the river front community of New Berlin. Graduating from architectural school at the University of Florida in 1934, Kemp was recognized as a specialist in the design of theaters and was more associated with the business side of the firm. Under his administrative guidance, the firm grew rapidly in both the number of commissions and employees. It was Kemp's position that the architectural profession should remain pure, thus avoiding involvement in construction related activities. Most of his activities outside of architecture were related to his church, San Jose Episcopal Church, where he served as past Senior Ward and Vestryman.<sup>77</sup>

Franklin S. Bunch was born in 1913 in Madison, Indiana, but spent most of his youth in Jacksonville where he graduated from Andrew Jackson High School in 1930. Like Kemp, Bunch received an architectural degree from the University of Florida in 1934. After serving in the U.S. Navy and the Army Corp of Engineers during World War II, Bunch joined in partnership with William D. Kemp and William K. Jackson in 1946. Focusing more on construction and technical aspects of architecture, Franklin S. Bunch served at different times as the president of the Florida State Board of Architects, as well as the Florida Association of Architects. He was also active in the community serving on the Jacksonville Building Code Advisory Committee and the Zoning and Building Codes Adjustment Board. Because of his long and successful career in the field of architecture, Bunch was awarded as an AIA Fellow in 1961.<sup>78</sup>

Born in Lakeland and growing up in Miami, William K. Jackson received his architectural degree in 1936 from the University of Florida. After serving as an army

---

<sup>75</sup> In the obituary of William D. Kemp (*Florida Times Union*, October 10, 1982, B-1), a fourth founder of the firm was Ralph S. Mizrahi (1910-2002).

<sup>76</sup> [https://en.wikipedia.org/wiki/KBJ\\_Architects](https://en.wikipedia.org/wiki/KBJ_Architects)

<sup>77</sup> *Florida Times Union*, October 10, 1982, B-1.

[https://en.wikipedia.org/wiki/KBJ\\_Architects](https://en.wikipedia.org/wiki/KBJ_Architects)

<sup>78</sup> *Florida Times Union*, January 24, 2008.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

engineer during World War II, Jackson joined with William Kemp and Franklin S. Bunch in 1946 to create the firm of KBJ, Architects. Recognized as a lead designer in the firm, Jackson had an exemplary record of public service that included the Jacksonville Chamber of Commerce, the Mayor's Commission on Water Pollution, the Boys Club, and a member of the Local Government Study Commission for considering the consolidation of Jacksonville and Duval County. He was also actively involved in having the state legislature approve the establishment of the Jacksonville-Duval County Area Planning Board which he later served as a member. In 1972, Jackson received an Architect-Community Service Award from the Florida Association of the American Institute of Architects.<sup>79</sup>

Credit with creating Jacksonville's modern skyline, KBJ Architects were responsible for designing seventeen of the city's tallest buildings.<sup>80</sup> Some of the significant buildings designed by KBJ Architects include the former Prudential Building (Aetna Building, 1955), the old Independent Life Building (1955), Seaboard Airline Building (CSX Transportation Building, 1960), Gulf Life Tower in association with Welton Becket (Riverplace Tower, 1967), Times-Union Building (1967), Cathedral Towers (1968), Cathedral Townhouse (1970), Cathedral Terrace (1974), First Union National Bank Building (BB&T Bank Building, 1974), Independent Square (Wells Fargo Center, 1974), Southern Bell Tower (EverBank Center, 1983), Two Prudential Plaza (1985), American Heritage Life Building (SunTrust Tower, 1989), Bryan Simpson United States Courthouse (2002) and the Duval County Courthouse (2012).<sup>81</sup>

The elevation drawings and eave details of the chapel identify the architect as John Richard Graveley (c.1920 – 1980) of Jacksonville. The relationship between John Richard Graveley and KBJ Architects in the design of the Cecil Field Chapel has not been determined. John Richard Graveley was the son of Jacksonville architect, John Graveley (1884 – c.1970) who was originally from New Orleans where his father, Frank P. Graveley had an architectural practice in the early twentieth century. A project list from 1937 to 1975 listed only John Graveley as architect until 1957. However, in that year, the designs were credited to Graveley and Graveley, Architects. Other than alterations and additions, the only sanctuary clearly determined to be designed by Graveley and Graveley, Architects was St. James Lutheran Church in 1954 at 8560 Lem Turner Road in the Riverview neighborhood of Jacksonville. However, the church has a more traditional roof pitch when compared to the A-frame design of the Cecil Field Chapel.<sup>82</sup>

---

<sup>79</sup> *Florida Times Union*, April 19, 2003, B-1.

<sup>80</sup> *Florida Times Union*, January 24, 2008.

<sup>81</sup> [https://en.wikipedia.org/wiki/KBJ\\_Architects](https://en.wikipedia.org/wiki/KBJ_Architects)

<sup>82</sup> Graveley and Graveley Office Records, Southeastern Architectural Archive, Collection 151, Special Collections Division, Tulane University Library, New Orleans, Louisiana, 1987.

HTR Foundation.com/about/us.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

The project list for Graveley and Graveley Architects includes a variety of building types such as single-family residences, apartments, stores, parking garages, filling stations, restaurants, boat houses, fire stations, incinerators and truss designs. They also did numerous alterations and additions over the years including schools and churches. Although the greater majority of projects were in Jacksonville and Duval County, others were in Florida towns and cities such as Ponte Vedra, Tallahassee, West Palm Beach, Orange Park, Green Cove Springs, Starke, Penney Farms, Palatka, Alachua, High Springs, Umatilla, Orlando, Winter Garden, Fernandina Beach, Middleburg, White Springs, Seminole and Miami. Designs outside of Florida are found in Greenville, South Carolina, Orangeburg, North Carolina, as well as Bainbridge, Dublin and Savannah, Georgia.<sup>83</sup>

With the closure of Cecil Field, the chapel was vacated and used for storage and the wings becoming office space for the Florida Division of Forestry and the Jacksonville Sheriff's Office. Because of high renovation cost as well as asbestos and lead abatement estimated at \$105,023, the future of the chapel, which was evaluated as being in fair condition, remained in limbo for several years. A movement grew to save the chapel as a monument to significant life events for so many that occurred over the years.<sup>84</sup> Due to strong public opposition, the chapel was taken off the demolition list in 2001.<sup>85</sup>

In 2016, the Cecil Field POW/MIA Memorial, Inc. was founded for the stated purposes of honoring American POW/MIA that served in the Vietnam War and Desert Storm; research and promote the history of Cecil Field and to preserve the memorial and chapel at Cecil Field. Initial work of the organization involved cleaning of the grounds associated with the chapel and with the memorial markers & Freedom Trees. In addition, the chapel was cleaned up after suffering delayed maintenance and used for storage. This ambitious program is to be completed in phases that include leasing the property containing the chapel and memorial; renovating the chapel and memorial; opening a Cecil Field POW/MIA Museum temporarily in the old base theater; promote and raise funds for a new 100,000 square foot museum building adjacent to the Chapel and memorial; and expanding recreational and economic development initiatives at the Cecil Commerce Center. The Cecil Field POW/MIA Memorial, Inc. has obtained a lease from the City of Jacksonville for property containing the chapel and memorial.<sup>86</sup>

---

<sup>83</sup> Ibid.

City of Jacksonville Ordinance 2017-394.

<sup>84</sup> *Florida Times Union*, Westside Community News, September 16, 2000, p. 1.

<sup>85</sup> Cecil Field – Business/Operations Plan, Facility Evaluation Form.  
*Folio Weekly*, October 17, 2000, p. 6

*Florida Times Union*, River City New, March 31, 2001, 2-W.

<sup>86</sup> Proposal for Cecil Field Memorial and Museum, Cecil Field POW/MIA, Inc. Jacksonville, Florida.  
Corley, Oral Interview, Michael Cassata, November 20, 2017, pp. 17-10, 12, 15, 18 & 19.



## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

***B Its location is the site of a significant local, state or national event.***

It is the determination of the Planning and Development Department that the subject property at 6112 POW-MIA Memorial Parkway, Cecil Field Chapel, does not meet this landmark criterion.

***C It is identified with a person or persons who significantly contributed to the development of the City, state or nation.***

It is the determination of the Planning and Development Department that the subject property at 6112 POW-MIA Memorial Parkway, Cecil Field Chapel, does not meet this landmark criterion.

***D It is identified as the work of a master builder, designer, or architect whose individual work has influenced the development of the City, state or nation.***

It is the determination of the Planning and Development Department that the subject property at 6112 POW-MIA Memorial Parkway, Cecil Field Chapel, does not meet this landmark criterion.

***E Its value as a building is recognized for the quality of its architecture, and it retains sufficient elements showing its architectural significance.***

It is the determination of the Planning and Development Department that the subject property at 6112 POW-MIA Memorial Parkway, Cecil Field Chapel, does not meet this landmark criterion.

***F It has distinguishing characteristics of an architectural style valuable for the study of a period, method of construction, or use of indigenous materials.***

Although still used in church design, the large A-frame of the Cecil Field Chapel was particularly popular in church architecture during the 1960s and 70s as part of the Mid-Modern Movement. A-frame designs were also used in residential construction particularly associated with resorts or vacation homes.<sup>87</sup> The primary element of the

---

The Cecil Field Memorial and Museum will join the National Prisoner of War Museum in Andersonville, Georgia as the only institutions uniquely dedicated to America's 83,000 soldiers from all branches of service missing in action since World War II (Corley, Interview with Michael Cassata, November 20, 2017).

<sup>87</sup> Virginia & Lee McAlester. *A Field Guide to American Houses*. (New York, Alfred A. Knopf, 1984), pp 497-499.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

design include the massive A-frame roof usually covered with composition shingles or more contemporary metal standing seam with a roof support system usually incorporated as a decorative feature of the interior. The walls of the side elevations are usually short accommodating limited to no fenestration. The front gable end and sometimes the back is reserved for a full height decorative window that fills the sanctuary with natural light. In many examples, the visibility of the tall A-frame roof is particularly restricted by raised screen walls and towers. The roofs usually form a narrow ridge line along the peak, however in some cases they can be rounded or flatten at the peak. The use of prow roofs is also common. Primary entryways can be centered on the front elevation or accessed in the rear or on the sides. Another common treatment is to have the roof flare out at the ends to cover one-story sections usually with a flat or shed roof that parallels the sides.

There are numerous variations of the large A-frame church design found in Jacksonville predominately from the 1960s. Three designed by Jacksonville architect, Robert Broward include Glynlea United Methodist Church, 6429 Atlantic Boulevard, 1964; Atonement Lutheran Church, (Mother of God of the Zunoro Syrian Orthodox Church), 802 Mandalay Road, 1961 and Unitarian Universalist Church, 1965. Other examples include the 7<sup>th</sup> Day Adventist Church (Mount Sinai Missionary Baptist Church), 2036 Silver Street, 1959, designed by Harris & Frye; Spring Glen United Methodist Church, 6007 Beach Boulevard, 1969 and St. Matthew Evangelical Lutheran Church, 6801 Merrill Road.

### ***G. Its suitability for preservation or restoration.***

In utilizing this criterion, it has been the practice of the Planning and Development Department to evaluate proposed landmarks based on evidence of significant exterior alterations that have negatively impacted character-defining features, as well as represent alterations difficult, costly, or impossible to reverse. Further, the degree and nature of any exterior deterioration, as well as the evidence of long term and potentially on-going neglect are also a factor in evaluating potential landmarks for their suitability for preservation or restoration.

The Cecil Field Chapel has no evidence of significant deterioration or exterior alterations. The majority of the original historic fabric remains including the windows, doors and exterior wall treatment. Although some of the wings are being used, the interior of the sanctuary is current a large open space with the removal of the pews, pulpit, rails and altar. The sanctuary has a carpeted floor over a wooden subfloor. The proposed reuse of the chapel as part of a national memorial for former prisoners of war and those missing in action will not require altering any major character defining features of the exterior, as well as the interior of the sanctuary.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

### 9-1 MAJOR BIBLIOGRAPHICAL REFERENCES

#### Books and Articles

Bloodworth, Bertha E. & Alton C. Morris *Places in the Sun, The History & Romance of Florida Place Names*. Gainesville, Florida, University Presses of Florida, 1978.

Bland, Myles & David Mynatt, Intensive Cultural Resource Assessment Survey of the Three SAP Parcels, Duval County, Florida. Jacksonville, Florida: Bland & Associates, Inc., March, 2006.

Bradley, Alfred G. and E. Story Hallock. *A Chronology of Florida Post Offices*. Florida Federation of Stamp Clubs, 1962.

Corley, Lyn, *Conversations from Cecil Field, Florida, Transcriptions of Oral History Recording of Nineteen Who Served*. Jacksonville, Florida, 2017.

Davis, T. Frederick. *History of Early Jacksonville and Vicinity, 1513-1924*. The Record Company, St. Augustine, Florida, 1924.

Edwards, Lucy Ames. *Grave Markers in Duval County Florida, 1808 - 1916*. Jacksonville Chapter of Daughters of the American Revolution, 1955.

Edwards, Lucy Ames, "Stories in Stone, A Study of Duval County Grave Markers", *Florida Historical Quarterly*, Vol. 35, July, 1956-57.

Gold, Pleasant Daniel. *History of Duval County, Florida*. The Record Company, St. Augustine, Florida, 1929.

Holloman, James A., *Florida Yearbook and Almanac*. Compilation of Authoritative Data on the States Resources and Industries, Jacksonville, 1912.

Jones, William M. *A Report on the Site of Camp Finegan, A Confederate Stronghold, Duval County, Florida*. Unpublished, 1959, Collection of the Jacksonville Planning and Development Department.

Jones, William M. *Old Gravelly Hill, Duval County, Florida*. Unpublished, 1992, Collection of the Jacksonville Planning and Development Department.

Kendrick, Baynard Hardwick. *Florida trails to turnpikes, 1914-1964*. Gainesville, Florida, University of Florida Press, 1964.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

Martin, Richard A. *Jacksonville's Ordeal by Fire, A Civil War History*, Jacksonville, Florida, Florida Publishing Company, 1984.

McAlester, Virginia & Lee. *A Field Guide to American Houses*. New York, Alfred A. Knopf, 1984.

Pettengill, George W., Jr. *The Story of the Florida Railroads, 1834-1903, Bulletin*. Jacksonville, the Railroad and Locomotive Historical Society, 1998 reprint of the 1952 edition.

Tebeau, Charlton W. *A History of Florida*. University of Miami Press, Coral Gables, 1971.

Ward, James Robertson. *Old Hickory's Town: An Illustrated History of Jacksonville*. Florida Publishing Company, Jacksonville, 1982.

Webb, Wanton S. *Webb's Florida, Historical, Industrial & Biographical*. W.S. Webb Company, New York, 1885.

Ronald Williamson, *US Naval Air Station Jacksonville, 1940 – 1960, Twentieth Anniversary*.

Wood Wayne W. *Jacksonville's Architectural Heritage: Landmarks for the Future*. University of North Florida Press, Jacksonville, 1989.

### Government Records

#### Duval County Courthouse - Plat Books

Book 3, Page 50, 1909, South Half of Section 10, Jacksonville Heights Town Site and p. 51, North Half of Section 15

Book 3, Page 94, 1910, Maxwell Farms

Book 4, Page 2, 1910, Jacksonville Farms;

Book 4, Page 9, 1911, Maxville Farms

Book 5, page 93, 1913, Jacksonville Heights

Book 6, Pages 78 & 79 1916, Plat of Maxville, Florida,

Book 9, Page 50, 1925, De Soto Park;

Book 10, Page 48, 1925, Jacksonville Terrace

Book 13, Page 14, 1927, Lucas Addition..

Book 19, Page, 67, 1946, Replat of Lynn Park.

Florida Department of Environmental Regulation, *1831 & 1857 Government Land Office Survey of Township 2 South, Range 25 East*.

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

*Spanish Land Grants in Florida. Unconfirmed and Confirmed Claims. 6 Vols.*  
Tallahassee, FL: State Library Board, 1940.

USGS Topographic Map, Cambon, Florida, 1917.

Work Projects Administration. *Guide to Supplementary Vital Statistics from Church Records in Florida, Volume I.* Florida Historical Records Survey: 1942.

### Vertical Files

Planning and Development Department;

*Abstract of Title to Riverside Property of the Indian River Association.* Drew Company, Undated (c. 1902).

Bowie, Michael, *NAS Cecil Field, A Great Story...From Beginning to End.* c. 1999.

Cecil Field – Business/Operations Plan, Facility Evaluation Form.

Proposal for Cecil Field Memorial and Museum, Cecil Field POW/MIA, Inc.  
Jacksonville, Florida.

Ferguson, Jon R. *Cemetery Survey – Gravely Hill Cemetery*, unpublished,  
February, 2002.

Ferguson, Jon R. & Michael E. Lawson, Transcriptions of Grave Markers in the  
Deese Cemetery, August 25, 2011.

Ferguson, Jon R. & Michael E. Lawson, Transcriptions of Grave Markers in the  
Smith Family Cemetery, October 17, 2011.

Ferguson, Jon R. & Michael E. Lawson, Transcriptions of Grave Markers in the  
Turknett Family Cemetery, January 23, 2012.

Flagler, Jan S. “Historic Herlong Field, A Pleasure-Filled 1980s Airport,”  
*JaxPort*, Summer 1987.

Florida Master Site File – *Daniels – Smith Cemetery*, 8DU14264

Florida Master Site File - *Deese Cemetery*, 8DU14265

Florida Master Site File – *Gravely Hill Cemetery*, 8DU14273.

Florida Master Site File - *Hysler Cemetery*, 8DU14276

Florida Master Site File - *Manning Cemetery*, 8DU14283

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

Florida Master Site File - *Parrish Cemetery*, 8DU14292  
Florida Master Site File - *Turknett Cemetery*, 8DU14311

Graveley and Graveley Office Records, Southeastern Architectural Archive,  
Collection 151, Special Collections Division, Tulane University Library, New  
Orleans, Louisiana, 1987.  
HTR Foundation.com/about/us.

Hitchcock, L.G., Tax Assessor. *Land Grant Map – Duval County*, Undated.

Howard, R.M. “World War II Era Yellow Water Naval Air Gunnery School”,  
July 25, 2014.

Jacksonville Airport Authority, JAA.

Jacksonville City Directories, 1907 – 1912.

Murfin, ED “Some More History of the Westside of Jacksonville”.  
Unpublished.

Rogers, Jonathan. “History is Par for Hyde Park Gold Couse,” *The 10-4-5  
Express*, January 22, 1998.

Vishi R. Garig, “Mary Helen Hoff, an American Hero”, *This Month in Clay  
County History*, undated article, c.2015, Clay County Archives.

Florida History Section of the Jacksonville Public Library

Unnamed publication dated 1993.

### Web Sites

[www.globalsecurity.org/military/facility/cecil-field.htm](http://www.globalsecurity.org/military/facility/cecil-field.htm)  
[Http://www.metrojacksonville.com/forum/index.php/topic,](http://www.metrojacksonville.com/forum/index.php/topic)  
[Http://www.militarybases.us/navy/pine-castle-bombing-range.](http://www.militarybases.us/navy/pine-castle-bombing-range)  
[Https://en.wikipedia.org/wiki/KBJ\\_Architects](https://en.wikipedia.org/wiki/KBJ_Architects)

### Newspapers

*Airwinger*, Newspaper of the Master Jet Base, NAS Cecil Field,  
June 18, 1998

## City of Jacksonville

# Landmark, Landmark Site, or Historic District Nomination Form Continuation Sheet

*Bargain Finder*, Jacksonville, Florida

February 16, 1988

April 5, 1988

May 31, 1988

*"The Breeze"*, Orange Park, Florida,  
December 12, 1974, p. 1

*Florida State Gazetteer and Business Directory*

1907 & 1908, page 281

1911-1912

*Florida Times Union*

April 4, 1901

September 20, 1908, Section 1, page 2

September 21, 1908, page 2

April 4, 1909, Section 2, p. 4

July 9, 1910

May 14, 1911, page 22

June 2, 1911, page 5

May 31, 1911, page 15

August 21, 1933, page 1

February 21, 1943, page 14

March 6, 1949, pages 1-2

July 27, 1950

August 13, 1950

January 12, 1951

July 2, 1952

March 23, 1960, Section 2, page 27

December 18, 1966, B-5

December 1, 1980, D-1

October 10, 1982, B-1

September 4, 1985, page C-8

*Westside News*, August 3, 1991, W-8

March 7, 1992, page 1.

June 28, 1992, page C-6

September 27, 1992, page C-4

March 21, 1993, C-1

August 21, 1993

*Northside Community News*, January 21, 1995, page 1

May 17, 1995, page 4

December 3, 1998, A-1

September 12, 1999, B-1

**City of Jacksonville**

**Landmark, Landmark Site, or Historic District  
Nomination Form Continuation Sheet**

September 16, 2000, p. 1

*Westside Community News*, March 31, 2001, 2-W

April 19, 2003, B-1

*Westside Community News*, November 27, 2007, page 4

January 24, 2008.

August 14, 2015

March 18, 2018, A-1

*Folio Weekly*,

October 17, 2000, p. 6

*Gravelly Hill Friends, Inc. Newsletter*

February 14, 2007

January 15, 2008

November 19, 2010

*Jacksonville Journal*

April 18, 1941 page 4

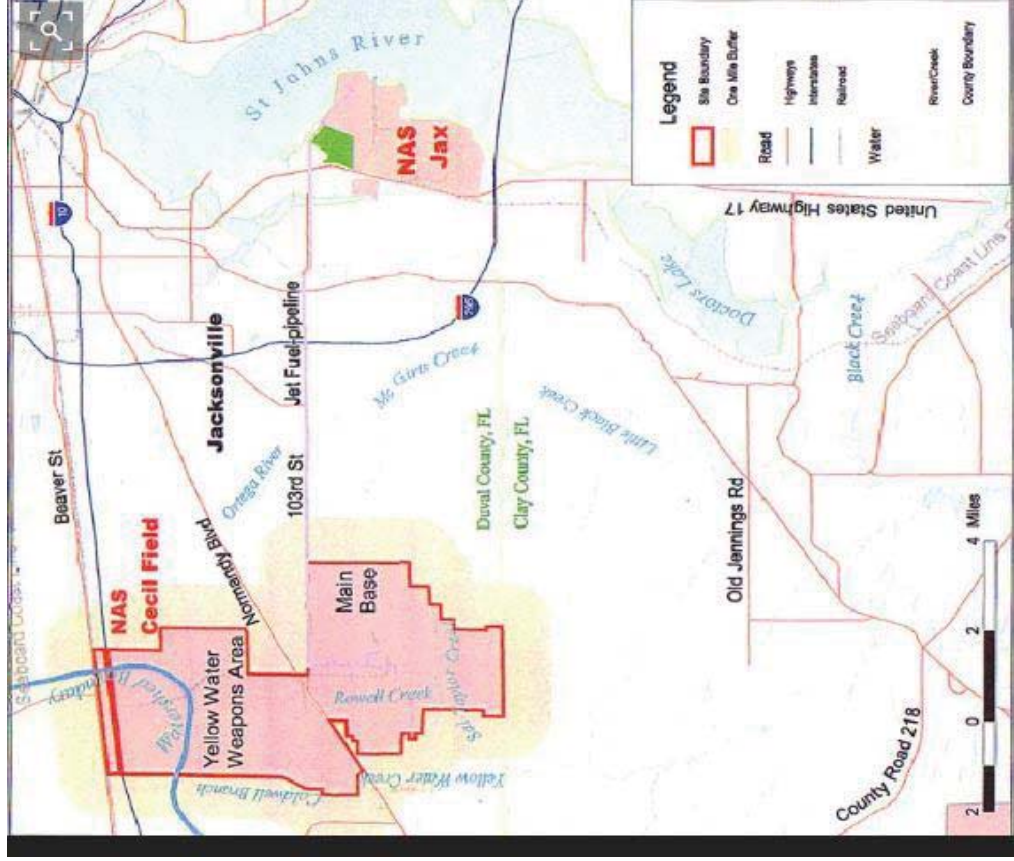
June 15, 1942

July 13, 1949

January 7, 1970, p. 22

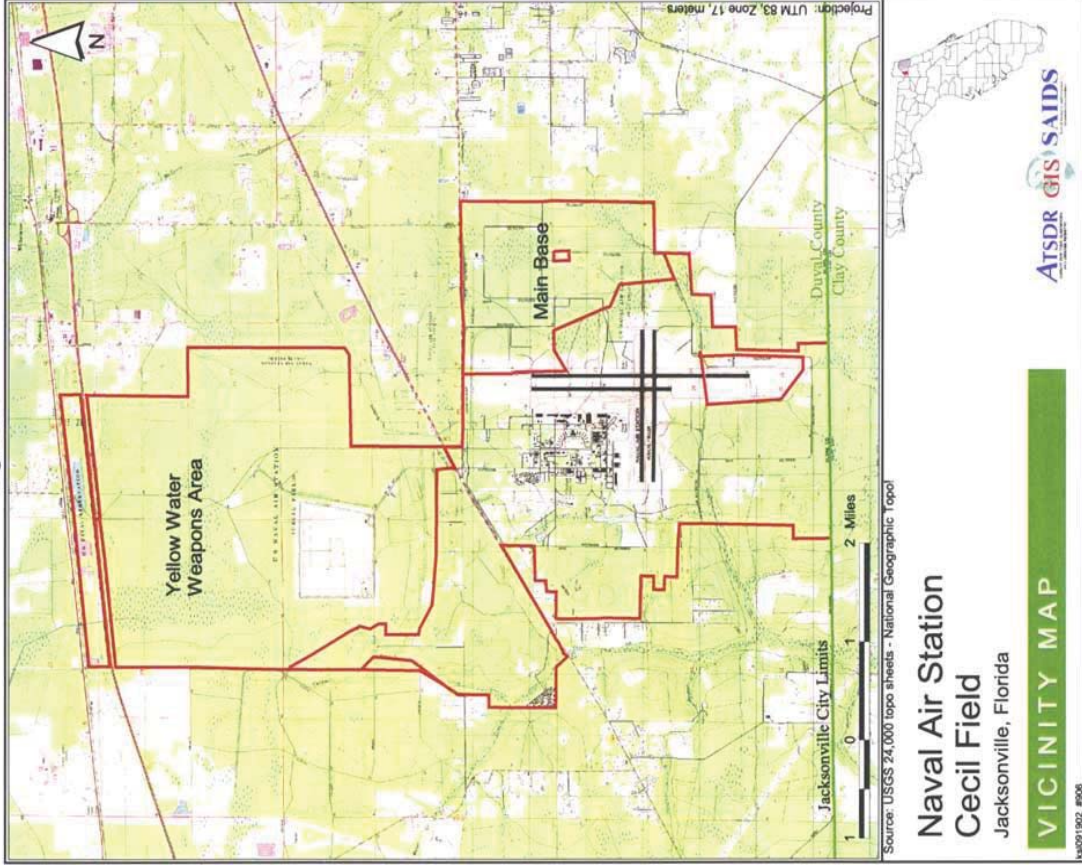


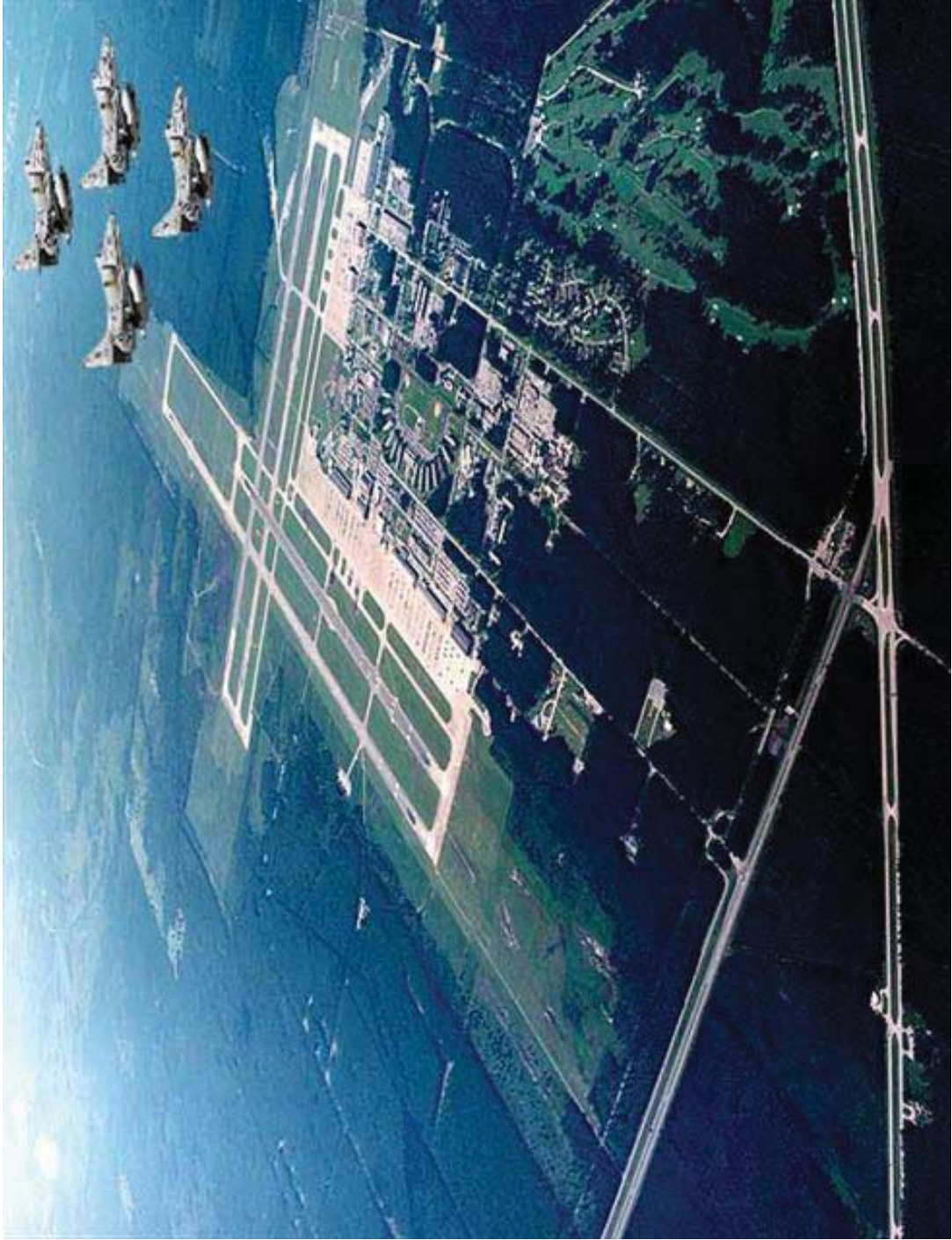
CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 3, April 25, 2018

Figure 3





# Cecil Field Chapel, LM-18-01

## 6112 POW-MIA Memorial Parkway

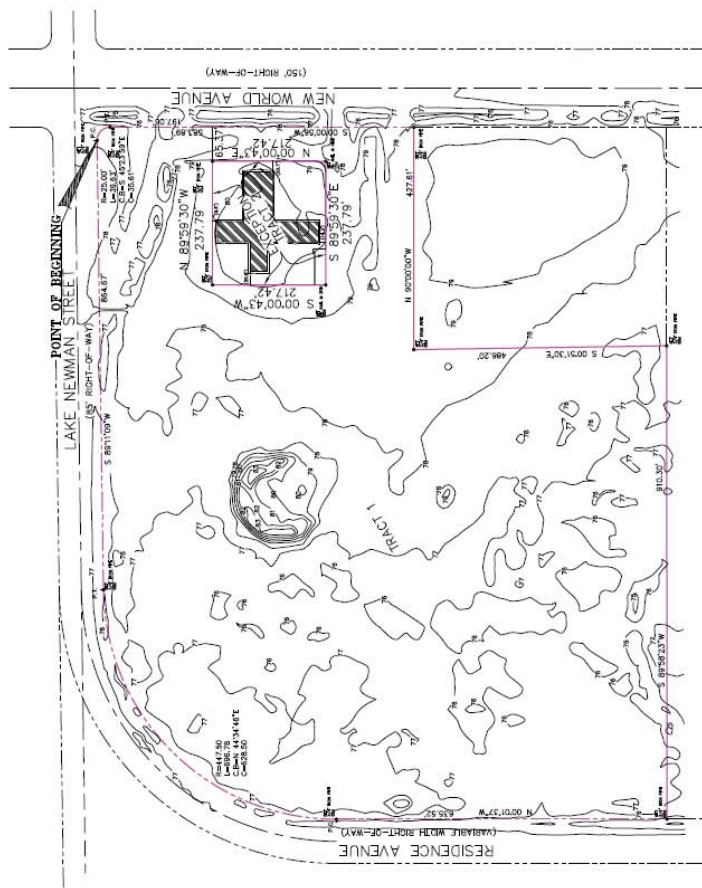
### Photo # 4

**MAP SHOWING BOUNDARY SURVEY OF:**

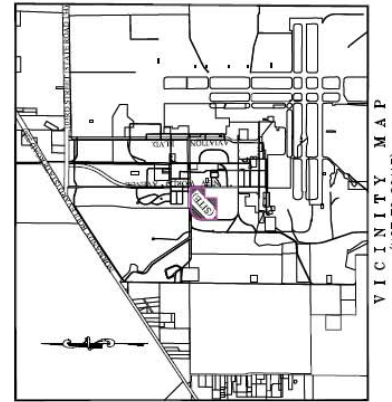
**TRACT 1:**  
 A PORTION OF SECTION 15, TOWNSHIP 3 SOUTH, RANGE 24 EAST, DUVAL COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:  
 HAVING A RADIUS OF 250.00 FEET; THENCE ALONG AND AROUND THE ARC OF SAID CURVE AND SAID WESTERLY RIGHT OF WAY AN ARC DISTANCE OF 39.63 FEET TO THE POINT OF TANGENCY OF SAID CHORD; THENCE SOUTH 00°01'30" EAST, 486.20 FEET; THENCE SOUTH 89°59'30" WEST, 237.79 FEET; THENCE DUE WEST, 427.61 FEET; THENCE DUE WEST, 486.20 FEET; THENCE SOUTH 89°59'30" WEST, 910.30 FEET TO AN INTERSECTION WITH THE EASTERLY RIGHT OF WAY LINE OF RESIDENCE AVENUE (A VARIABLE WIDTH RIGHT OF WAY); THENCE NORTH 00°01'37" WEST, ALONG LAST SAID RIGHT OF WAY LINE 635.52 FEET TO THE POINT OF CURVATURE OF A CURVE BEING CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 447.50 FEET; THENCE ALONG AND AROUND THE ARC BEING SAID SOUTHERLY RIGHT OF WAY AN ARC DISTANCE OF 886.78 FEET; SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 44°34'46" EAST, 628.50 FEET TO THE POINT OF TANGENCY AND TO THE INTERSECTION WITH SAID SOUTHERLY RIGHT OF WAY LINE OF RESIDENCE AVENUE (A VARIABLE WIDTH RIGHT OF WAY); THENCE SOUTH 89°59'30" WEST, 237.79 FEET TO THE POINT OF BEGINNING.

**TRACT 2:**  
 AT THE INTERSECTION OF THE WESTERLY RIGHT OF WAY LINE OF NEW WORLD AVENUE (A 150' RIGHT-OF-WAY) WITH THE SOUTHERLY RIGHT OF WAY LINE OF RESIDENCE AVENUE (A 150' RIGHT-OF-WAY) WITH THE SOUTHERLY RIGHT OF WAY LINE OF NEW WORLD AVENUE (A 150' RIGHT-OF-WAY); THENCE ALONG AND AROUND THE ARC OF SAID CURVE AND SAID WESTERLY RIGHT OF WAY AN ARC DISTANCE OF 39.63 FEET TO THE POINT OF TANGENCY OF SAID CHORD; THENCE SOUTH 00°01'30" EAST, 486.20 FEET; THENCE SOUTH 89°59'30" WEST, 237.79 FEET; THENCE DUE WEST, 427.61 FEET; THENCE DUE WEST, 486.20 FEET; THENCE SOUTH 89°59'30" WEST, 910.30 FEET TO AN INTERSECTION WITH THE EASTERLY RIGHT OF WAY LINE OF RESIDENCE AVENUE (A VARIABLE WIDTH RIGHT OF WAY); THENCE NORTH 00°01'37" WEST, ALONG LAST SAID RIGHT OF WAY LINE 635.52 FEET TO THE POINT OF CURVATURE OF A CURVE BEING CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 447.50 FEET; THENCE ALONG AND AROUND THE ARC BEING SAID SOUTHERLY RIGHT OF WAY AN ARC DISTANCE OF 886.78 FEET; SAID ARC BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF NORTH 44°34'46" EAST, 628.50 FEET TO THE POINT OF TANGENCY AND TO THE INTERSECTION WITH SAID SOUTHERLY RIGHT OF WAY LINE OF RESIDENCE AVENUE (A VARIABLE WIDTH RIGHT OF WAY); THENCE SOUTH 89°59'30" EAST, 237.79 FEET; THENCE SOUTH 00°01'30" WEST, 237.79 FEET TO THE POINT OF BEGINNING.

THE NET PARCEL CONTAINING 28.3 ACRES, MORE OR LESS.

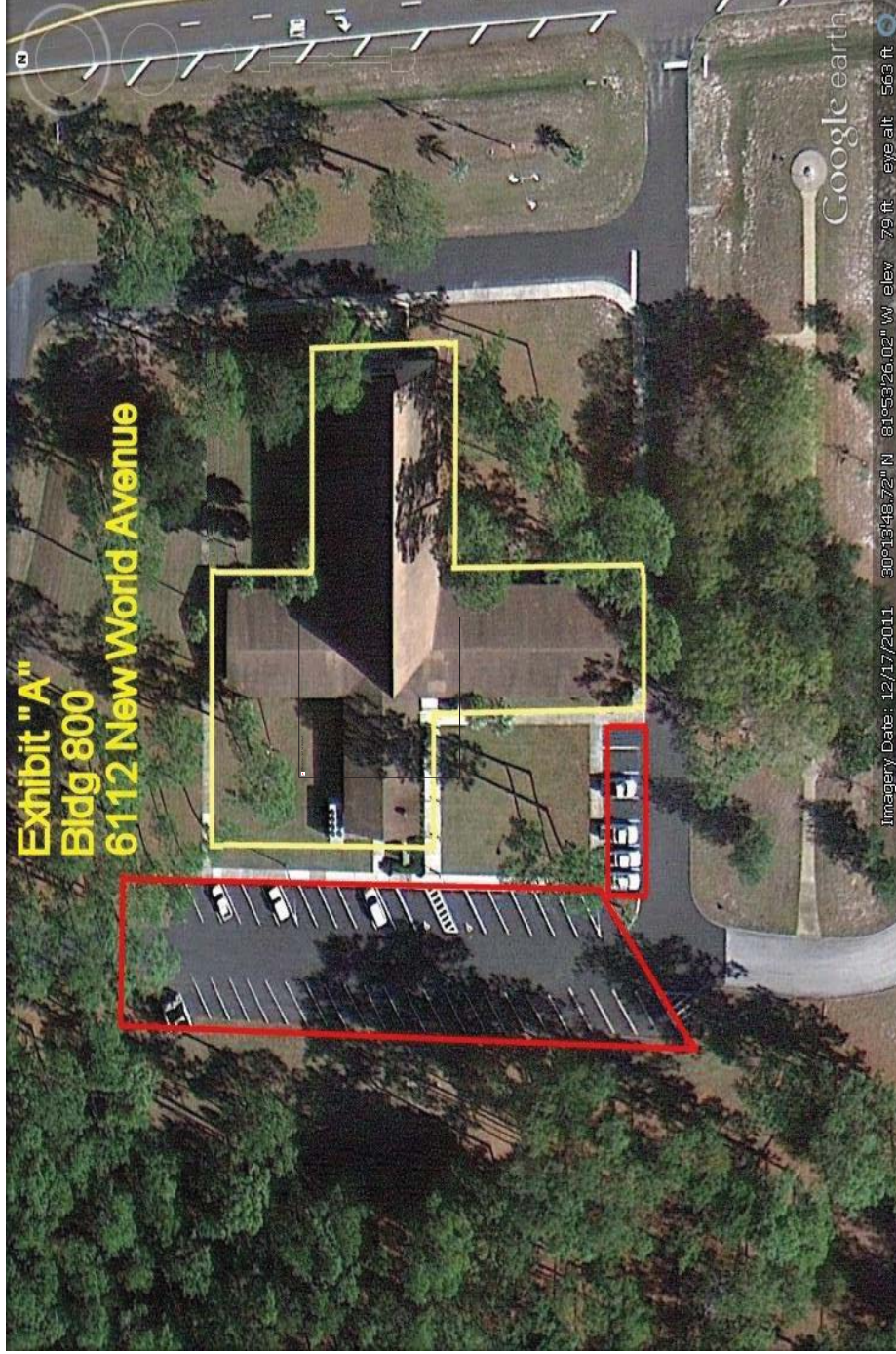


GRAPHIC SCALE  
 1" = 100'



**GENERAL NOTES:**  
 1. A BEARING OF 0°00'00" WAS HELD ON THE WEST LINE OF NEW WORLD AVENUE WAS TAKEN FROM THE WEST LINE OF LAKE NEWMAN STREET, THE CITY OF JACKSONVILLE, DUVAL COUNTY, FLORIDA.  
 2. THIS IS NOT A FIELD SURVEY.  
 3. THIS SURVEY IS FOR THE BENEFIT OF AN ABSTRACT TITLE. THEREFORE, THERE MAY BE EASEMENTS OR COVENANTS, AND RESTRICTIONS ON OTHER MATTERS OF PUBLIC RECORD THAT MAY OR MAY NOT AFFECT THIS PARCEL.  
 4. INTERIOR IMPROVEMENTS WERE NOT LOCATED EXCEPT AS SHOWN HEREON.  
 5. VERTICAL INFORMATION AS SHOWN HEREON, WAS TAKEN FROM THE CITY OF JACKSONVILLE INFORMATION FLOWN IN 2007. INFORMATION PROVIDED WAS COLLECTED IN MAY-1988 VERTICAL DATUM.

CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 5, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway

Photo # 6

Cecil Field Chapel - 1967



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 7, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 8, April 25, 2018





CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 9, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 10, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 11, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 12, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 13, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 14, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 15, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 16, April 25, 2018





CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 17, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 18, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 19, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 20, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 21. April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 22. April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 23, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 24, April 25, 2018

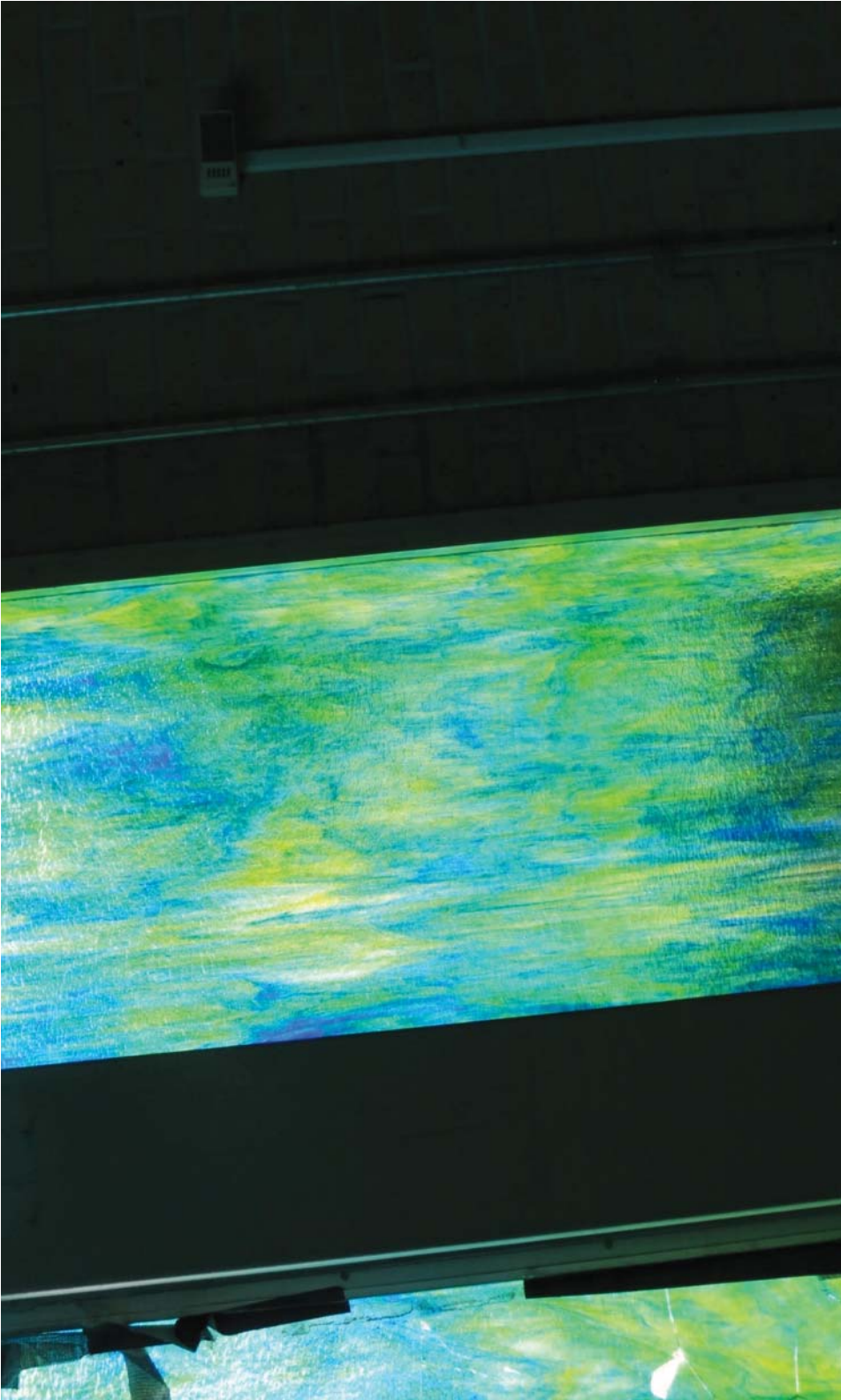




CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 25, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 26, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 27, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 28, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 29, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 30, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 31, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 32, April 25, 2018





CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 33, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 34, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 35, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 36, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 37, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 38, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 39, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 40, April 25, 2018





CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 41, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 42, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 43, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 44, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 45, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 46, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 47, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 49, April 25, 2018





CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 49, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 50, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 51, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 52, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 53, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 54, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 55, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 56, April 25, 2018

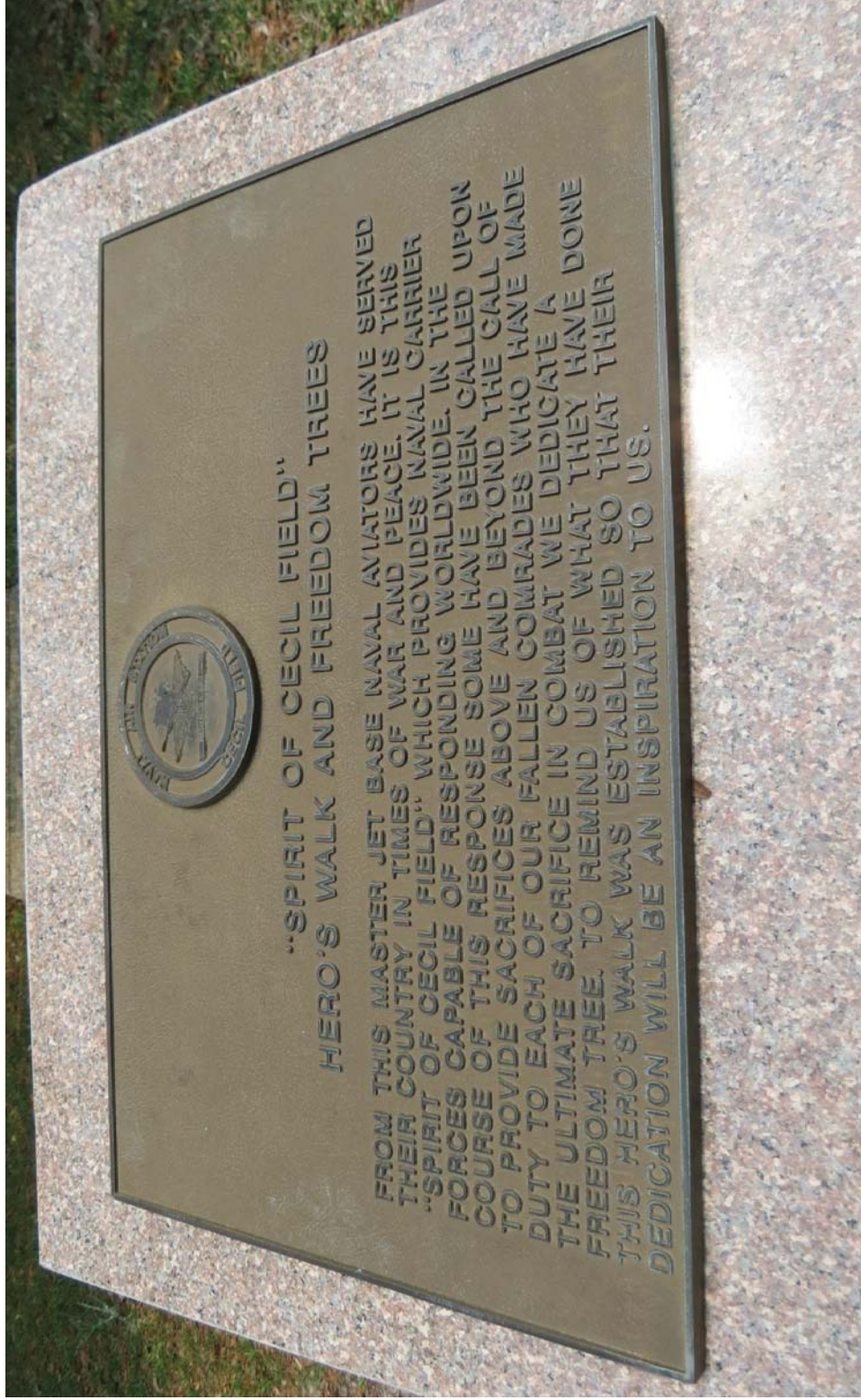




CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 57, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 58, April 25, 2018



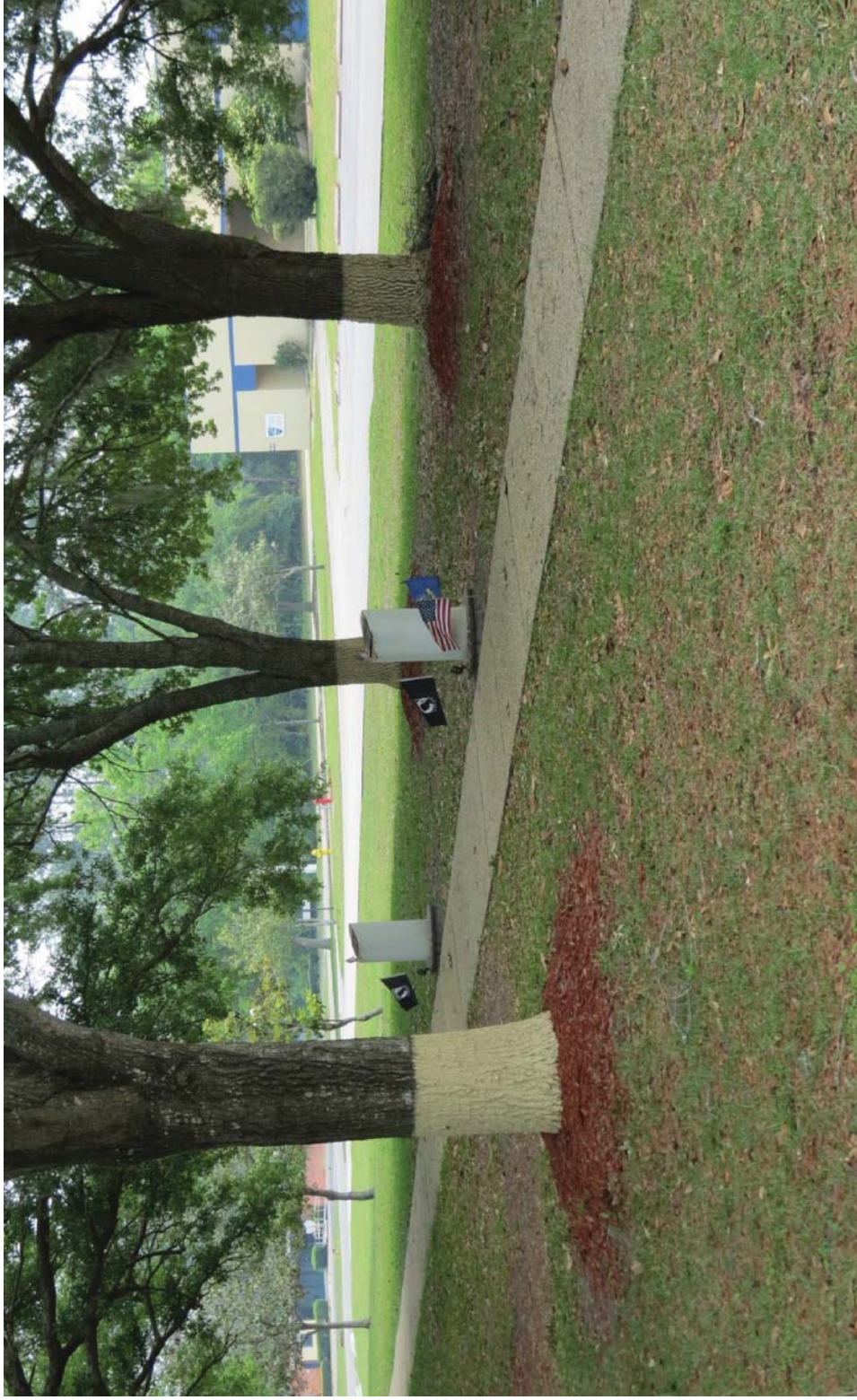
CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 59, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 60, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 61, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 62, April 25, 2018



CECIL FIELD CHAPEL, LM-18-01  
6112 POW-MIA Memorial Parkway  
Photo # 63, April 25, 2018



**III.**

**LEGAL DESCRIPTION AND MAP**

---



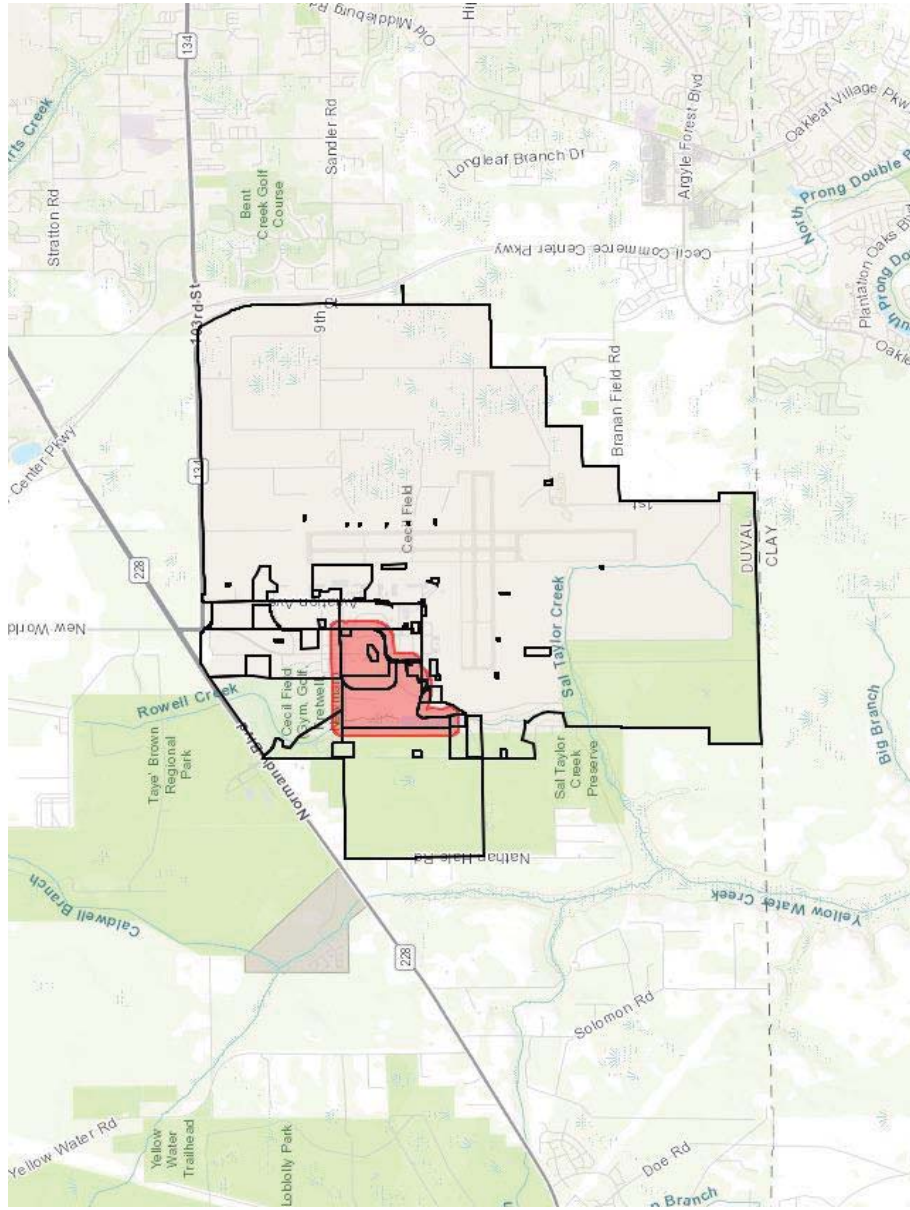
**EXHIBIT A**

**NAS Cecil Field Chapel  
6112 POW-MIA Memorial Parkway  
LM-18-01**

**LEGAL DESCRIPTION**

A PORTION OF SECTION 15, TOWNSHIP 3 SOUTH, RANGE 24 EAST, DUVAL COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS THE FOLLOWING; COMMENCE AT THE INTERSECTION OF THE WESTERLY RIGHT OF WAY LINE OF NEW WORLD AVENUE (A 150 FOOT RIGHT OF WAY) WITH THE SOUTHERLY RIGHT OF WAY OF WAY LINE OF LAKE NEWMAN STREET (A 85' RIGHT OF WAY), SAID POINT LYING IN A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE ALONG AND AROUND THE ARC OF SAID CURVE AND SAID WESTERLY RIGHT OF WAY AN ARC DISTANCE OF 39.63 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID ARC IS BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 45°23'59" EAST, 35.61; THENCE SOUTH 00°00'56" WEST, CONTINUING ALONG SAID WESTERLY LINE A DISTANCE OF 197.06 FEET; THENCE NORTH 89°59'30" WEST, 65.37 FEET TO THE POINT OF BEGINNING. THENCE CONTINUE NORTH 89°59'30" WEST, 237.79 FEET; THENCE SOUTH 00°00'43" WEST, 217.42 FEET; THENCE SOUTH 89°59'30" EAST, 237.79 FEET; THENCE NORTH 00°00'43" EAST, 217.42 FEET TO THE POINT OF BEGINNING.  
THE PARCEL CONTAINING 1 ACRE, MORE OR LESS.

NAS Cecil Field Chapel  
6112 POW-MIA Memorial Parkway  
LM-18-01



Area shaded in red: Parcels within 350 feet of the proposed landmark.

**IV.**

**PROOF OF PUBLICATION OF PUBLIC NOTICE**

---

PROOF OF PUBLICATION

JACKSONVILLE  
**Daily Record**

(Published daily except Saturday, Sunday and legal holidays)  
Jacksonville, Duval County, Florida

STATE OF FLORIDA, }  
                                  } S.S.  
COUNTY OF DUVAL, }

Before the undersigned authority personally appeared Rhonda Fisher, who on oath says that she is the Publisher's Representative of JACKSONVILLE DAILY RECORD, a daily (except Saturday, Sunday and legal holidays) newspaper published at Jacksonville, in Duval County, Florida; that the attached copy of advertisement, being a Notice of Public Hearing on Application to Designate City of Jacksonville Historic Landmark

in the matter of LM-18-01 NAS Cecil Field Chapel

in the Court of Duval County, Florida, was published in said newspaper in the issues of September 5, 2018

Alliant further says that the said JACKSONVILLE DAILY RECORD is a newspaper at Jacksonville, in said Duval County, Florida, and that the said newspaper has heretofore been continuously published in said Duval County, Florida, each day (except Saturday, Sunday and legal holidays) and has been entered as periodicals matter at the post office in Jacksonville, in said Duval County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and alliant further says that she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in said newspaper.

\*This notice was placed on the newspaper's website and floridapublicnotices.com on the same day the notice appeared in the newspaper



Rhonda Fisher

Sworn to and subscribed before me this 5th day of September, 2018 A.D. by Rhonda Fisher who is personally known to me.

JANET MOHR  
Notary Public, State of Florida  
My Comm. Expires 12/18/2020  
Commission No. GG55826

  
Notary Public, State of Florida

Seal

**NOTICE OF PUBLIC HEARING ON APPLICATION TO DESIGNATE THE NAS CECIL FIELD CHAPEL AS A CITY OF JACKSONVILLE HISTORIC LANDMARK**  
**NOTICE IS HEREBY GIVEN** that on the 26th day of September, 2018 A.D. at 3:00 P.M., the Jacksonville Historic Preservation Commission of the City of Jacksonville will hold a *Public Hearing* in Conference Room 1002, 1st Floor, Ed Ball Building, 214 North Hogan Street, Jacksonville, for the consideration of the NAS Cecil Field Chapel, 6112 POW/MIA Memorial Parkway (formerly New World Avenue), as a City of Jacksonville Historic Landmark, pursuant to *Jacksonville Ordinance Code 307.104*.

**Exhibit A**

**Legal Description**

A PORTION OF SECTION 15, TOWNSHIP 3 SOUTH, RANGE 24 EAST, DUVAL COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS THE FOLLOWING; COMMENCE AT THE INTERSECTION OF THE WESTERLY RIGHT OF WAY LINE OF NEW WORLD AVENUE (A 150 FOOT RIGHT OF WAY) WITH THE SOUTHERLY RIGHT OF WAY OF WAY LINE OF LAKE NEWMAN STREET (A 85' RIGHT OF WAY), SAID POINT LYING IN A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 25.00 FEET; THENCE ALONG AND AROUND THE ARC OF SAID CURVE AND SAID WESTERLY RIGHT OF

WAY AN ARC DISTANCE OF 39.63 FEET TO THE POINT OF TANGENCY OF SAID CURVE, SAID ARC IS BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF SOUTH 45°23'59" EAST, 35.61; THENCE SOUTH 00°00'56" WEST, CONTINUING ALONG SAID WESTERLY LINE A DISTANCE OF 197.06 FEET; THENCE NORTH 89°59'30" WEST, 65.37 FEET TO THE POINT OF BEGINNING. THENCE CONTINUE NORTH 89°59'30" WEST, 237.79 FEET; THENCE SOUTH 00°00'43" WEST, 217.42 FEET; THENCE SOUTH 89°59'30" EAST, 237.79 FEET; THENCE NORTH 00°00'43" EAST, 217.42 FEET TO THE POINT OF BEGINNING.

THE PARCEL CONTAINING 1 ACRE, MORE OR LESS.

This application (LM-18-01) is being sponsored by the Jacksonville Historic Preservation Commission at the request of the Honorable, Lenny Curry, Mayor, City of Jacksonville. A copy of the application may be examined in the Offices of the Planning and Development Department, 3rd Floor, Ed Ball Building, 214 North Hogan Street, Jacksonville, Florida (904) 255-7834. All interested parties are notified to be present and will be heard at the *Public Hearing*.

**DATED** this 5th day of September, 2018 A.D.

**Jack C. Demetree, III**  
**Chairman**

**Jacksonville Historic Preservation Commission**  
**City of Jacksonville**

Sept. 5 00 (18-07018D)

V.

**LIST OF PROPERTY OWNERS LOCATED  
WITHIN THREE HUNDRED AND FIFTY FEET  
OF THE PROPOSED LANDMARK SITE**

---

**Landmark Mail Outs (LM-18-01)**  
**JHPC 9/26/18 Notice of Public Hearing**

BRUCE TYSON /SOUTHWEST CPAC  
7214 OLD MIDDLEBURG RD  
JACKSONVILLE, FL 32222

JACKSONVILLE AVIATION AUTHORITY  
14201 PECAN PARK RD  
JACKSONVILLE, FL 32218

CITY OF JACKSONVILLE  
C/O CITY REAL ESTATE DIV  
214 N HOGAN ST 10TH FL  
JACKSONVILLE, FL 32202

CHRISTINE PURDY  
CECIL PINES ADULT LIVING COMMUNITY  
6008 LAKE COVE AVE  
JACKSONVILLE, FL 32221

UNITED STATES OF AMERICA  
C/O CITY OF JACKSONVILLE LEASE  
220 E BAY ST  
JACKSONVILLE, FL 32202-3429

**Mailed Out 9/12/18 (Total 5)**

# JACKSONVILLE HISTORIC PRESERVATION COMMISSION

## NOTICE OF PUBLIC HEARING

LM-18-01

**The Jacksonville Historic Preservation Commission** will hold a Public Hearing, pursuant to Section 307.104, *City of Jacksonville Ordinance Code* on **Application No.: LM-18-01** regarding the proposed designation of the NAS Cecil Field Chapel, 6112 POW-MIA Memorial Parkway, as a City of Jacksonville Landmark as noted below:

**Date:** Wednesday, September 26, 2018

**Time:** 3:00 P. M.

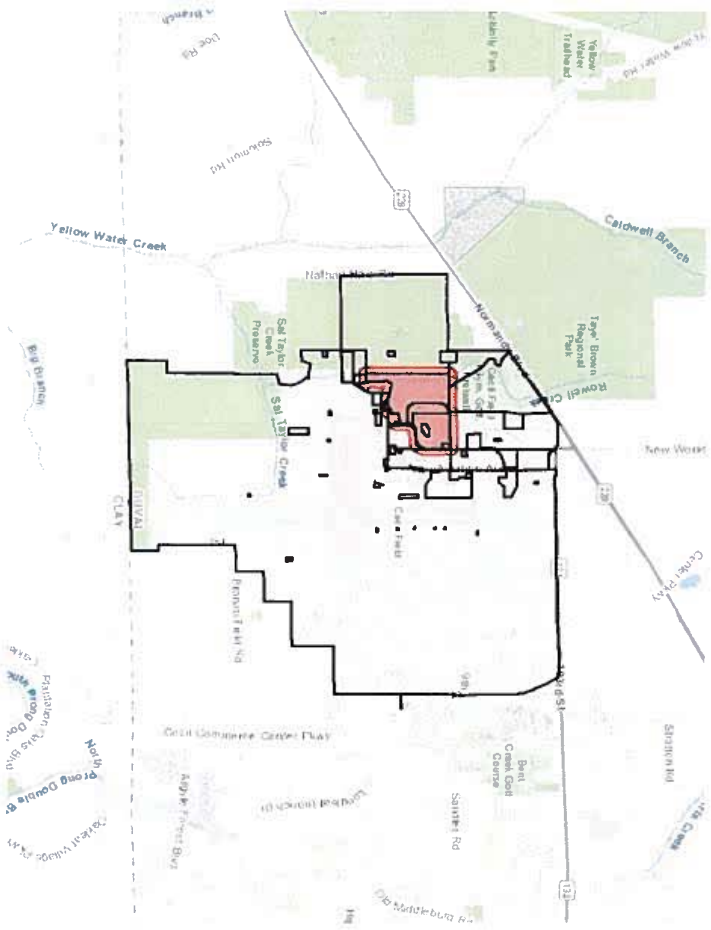
**Place:** Conference Room 1002  
1<sup>st</sup> Floor  
Ed Ball Building  
214 North Hogan Street  
Jacksonville, Florida

Information concerning the proposed designation is on file with the Jacksonville Historic Preservation Commission and available for inspection from 8:00 A. M. until 5:00 P. M. Monday through Friday at the Offices of the Planning and Development Department, Suite 300, 214 North Hogan Street, Jacksonville, Florida, (904) 255-7835.

**PLEASE NOTE:** You have received this notice as owner of real property located within 350 feet of the proposed landmark per Section 307.104(f). Only the property associated with the proposed landmark as identified above is impacted by the historic designation.

**ALL PERSONS INTERESTED ARE NOTIFIED TO BE PRESENT AT SAID TIME AND PLACE, AND THEY MAY BE HEARD WITH RESPECT TO THE PROPOSED DESIGNATION.**

NAS Cecil Field Chapel  
6112 POW-MIA Memorial Parkway  
LM-18-01



Area shaded in red: Parcels within 350 feet of the proposed landmark.