

United States Department of the Interior  
National Park Service

LISTED ON:  
VLR 09/30/2010  
NRHP Pending

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

### 1. Name of Property

historic name Hampton Downtown Historic District  
other names/site number 114-5445

### 3. Location

street & number Roughly bounded by Franklin St, Lincoln St, Settlers Landing Rd, Eaton St  not for publication  
city or town Hampton  vicinity  
state Virginia code VA county Hampton code 650 zip code 23669

### 3. State/Federal Agency Certification

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

I hereby certify that this X nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

    national     statewide   X   local

*M. Catherine Slusser*  
Signature of certifying official

November 1, 2010  
Date

Deputy Director  
Title

Virginia Department of Historic Resources  
State or Federal agency/bureau or Tribal Government

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

\_\_\_\_\_  
Signature of commenting official

\_\_\_\_\_  
Date

\_\_\_\_\_  
Title

\_\_\_\_\_  
State or Federal agency/bureau or Tribal Government

### 4. National Park Service Certification

I, hereby, certify that this property is:

    entered in the National Register

    determined eligible for the National Register

    determined not eligible for the National Register

    removed from the National Register

    other (explain:)

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

**4. National Park Service Certification**

I, hereby, certify that this property is:

entered in the National Register
  determined eligible for the National Register  
 determined not eligible for the National Register
  removed from the National Register  
 other (explain: \_\_\_\_\_)

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

**Category of Property**  
(Check only **one** box)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- building(s)
- object

Contributing	Noncontributing	
25	15	buildings
7	0	sites
0	1	structures
0	0	objects
0	0	buildings
32	16	<b>Total</b>

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

**Number of contributing resources previously listed in the National Register**

N/A

2

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions)

COMMERCE: professional, financial institution,  
restaurant

SOCIAL: meeting hall

GOVERNMENT: city hall, correctional facility,  
government office, post office, courthouse

RELIGION: religious facility

FUNERARY: cemetery

TRANSPORTATION: rail-related

**Current Functions**

(Enter categories from instructions)

DOMESTIC: multiple dwelling

COMMERCE: office building, professional,  
financial institution, specialty store, restaurant

GOVERNMENT: correctional facility, government  
office, courthouse

RELIGION: religious facility, church related  
residence, church school

FUNERARY: cemetery

RECREATION AND CULTURE: museum,  
monument/marker

LANDSCAPE: parking lot, plaza

VACANT

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## 7. Description

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### Architectural Classification

(Enter categories from instructions)

COLONIAL

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LATE VICTORIAN: Second Gothic Revival

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LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY

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REVIVALS: Beaux Arts

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LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY

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AMERICAN MOVEMENTS: Commercial Style

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MODERN MOVEMENT: Art Deco

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### Materials

(Enter categories from instructions)

foundation: Brick, Concrete

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walls: Brick, Concrete, Stucco, Vinyl

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roof: Tin, Asphalt, Rubber, Slate

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other: Granite and Limestone details

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### Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

#### Summary Paragraph

Elizabeth City County was officially formed in 1634 while the port town of Hampton was created in 1705, however there were settlers in the greater Hampton area as early as 1610. The site of the Hampton Downtown historic district has been active since at least 1691, when the port was ordered constructed and when the town was laid out on the axis of King and Queen Streets, which form the basis for historic Hampton today. The historic district is approximately twenty six acres and contains 43 mostly commercial primary resources, but also includes several churches, intact archaeological sites, and governmental buildings. The downtown retains its original plan and a collection of resources which demonstrate its historic roots as well as its developmental history. Hampton began as the primary port of Virginia and has served as a port to the present day. The early development of Hampton focused on frame houses, taverns, and structures to service the port. All of these are now lost to fire and redevelopment, but they have left behind rich archaeological deposits, of which only a small portion have been examined. While the town has existed on its current site since the early Colonial period, most of the buildings date from the late nineteenth century onward because of the burning of the city in 1861 by retreating Confederate forces and another large fire in 1884. The one notable exception is the 1728 St. John's Episcopal Church which retains its original exterior walls, though the remainder of the church also burned in 1861. Today Hampton Downtown is a mix of late nineteenth through mid-twentieth century commercial construction with some modern infill. There are no longer any domestic resources within the historic downtown core; these were lost over time as neighborhoods developed around downtown. The majority of the buildings are built in the Commercial Style. A few noteworthy exceptions include the 1876 Colonial Revival Courthouse, the 1883 Gothic Revival Hampton Baptist Church, the 1914 Beaux Arts post office, and the 1938 Art Deco former city hall. The Hampton Downtown Historic District demonstrates both significance and integrity as a small historic downtown developed from the earliest Colonial period to the modern day.

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### Narrative Description

The Hampton Downtown Historic District is located in Hampton, Virginia. The district is just north of Hampton Roads (the confluence of the Elizabeth and James Rivers and several smaller tributaries) and sits adjacent to Interstate 64 and southeast of Interstate 664. The site of Hampton was a dispersed agrarian settlement for much of the seventeenth century, but was not legally designated a town until 1705. Elizabeth City County was created in 1634, the port of Hampton was constructed in 1691 when the original cross street plan of King and Queen Streets was laid out and building lots began to be sold.<sup>1</sup> Hampton Downtown has developed over the last more than three centuries since that initial development, slowly expanding out from the geographic center down to the port, east to the water and further north up King Street and west out Queen Street. All of the land within the boundaries of the historic district consisted of only basic rural farmland or undeveloped land and the outskirts of the town remained that way until well into the nineteenth century. The population grew slowly and the town remained small and was eclipsed by other ports and towns by the War of 1812. With the burning of the town at the outset of

the Civil War, Hampton did not begin to experience substantial growth and become a city until the late nineteenth and early twentieth centuries.

The boundaries of the Hampton Downtown Historic District have been drawn to include the area of remaining historic resources which are directly connected to and associated with the initial cross street plan and the development of that core town since its platting in 1691. The area, which consists of approximately 26 acres, includes 43 primary resources and retains its character as a small downtown with 34 contributing resources. The 16 noncontributing resources consist of infill buildings and a handful of altered historic buildings which generally match the scale, massing, and setbacks of the contributing resources and thus do not detract significantly from the character of the district.

Echoing the developmental history of the town, especially the 1861 fire and residential exodus from downtown that followed the war, all of the resources are commercial or institutional and most date from the late nineteenth to mid-twentieth centuries. The first block of E. Queens Way represents the most dense, intact block of the district and is an excellent example of a late nineteenth and early twentieth century streetscape. The most prevalent style in the district is late nineteenth and early twentieth century Commercial Style. Commercial properties in the district are generally usually built to their lot lines, especially along the street frontage. While there were once numerous houses along all of the streets, most of those that remained were destroyed in the 1861 fire. The few remaining houses, or those built after the Civil War have all been lost to redevelopment and suburbanization. Another result of the fire, is that the vast majority of buildings in the district are masonry, with the exception of a few modern frame buildings. The Hampton Downtown Historic District is, however, surrounded by several historic residential neighborhoods with housing stock dating to the nineteenth century. There are also a few individual resources which are architecturally or historically notable, particularly churches and governmental buildings which demonstrate Colonial, Art Deco, Beaux Arts, Italianate, and Gothic Revival styles.

St. John's Episcopal Church (VDHR #114-0001), 100 W. Queens Way, was constructed in 1728 and is one of only six Latin cross Colonial churches in Virginia. The church did burn along with much of the city in 1861, but retains its original exterior walls. The walls are of Flemish bond brick, glazed headers and a beveled water table. The windows have round arches and there are round windows at the end of each gable. The roof is a cross gable with a flat section and a mixture of slate and asphalt shingle roof covering. Other than the exterior walls, most of the church dates to the 1868 reconstruction. The current bell tower dates to 1901. The original brick, front gabled Parish House, with its original bell tower, dates to c1891 and at the time of construction was one of only to parish houses in Virginia. There are several additions which surround the original building and date from c1910 to 1952. These additions are all of brick construction or have brick veneer and have a variety of flat and gabled roofs.

At 110 E. Queen St. is the First United Methodist Church (VDHR #114-0110). The sanctuary was built in 1887 with a rear addition in 1931 and a Sunday school added in 1950. This three-bay Gothic Revival church has a slate covered gabled roof and a crenellated three story bell tower which incorporates the double door entrance on the left side of the façade. There are lancet windows on the bell tower and two large pointed arch windows on the main façade of differing sizes. There is also a rosette window in the gable. All of the windows, coping and pier caps are made of limestone along with the Celtic cross which adorns the top of the gable.

The 1914 post office at 132 E Queen St. (VDHR #114-0102) was designed by Oscar Wenderoth. This two-story, seven-bay Beaux Art style building is constructed of yellow brick and a flat roof. It features Egyptian pilasters on the sides with a central colonnade featuring Egyptian columns. The first floor façade features twenty light French doors the while the second story utilizes six light casement windows. The two side windows on the first floor façade are capped by decorative limestone arches and keystones while the French doors are topped with marble inlaid roundels. The roofline is accented by a balustrade which may have been added during a later renovation.

The Sclater Building at 1 E. Queens Way (VDHR #114-5118) is a late nineteenth century Commercial Style building and possibly the oldest commercial building remaining in Hampton Downtown with a construction date of 1871. The brick building has three stories and is three bays wide. It has a flat roof with a parapet decorated with a simple cornice. There are five round arch windows on the second story and three arched windows with keystones on the third story. The first story retains the historic recessed central entry, but the window openings and cladding have been altered.

The St. Tammany's Masonic Lodge (VDHR #114-5124) is an Italianate building constructed in 1888 and designed by local architect Charles T. Holtzclaw. The three-story, four-bay brick building has a side passage recessed entry on the right side. There are arched windows on the second story and lintel topped windows on the third story, with all of the window sashes

having modern 12/12 and 9/9 replacements. The cornice is an elaborate, stylized broken pediment topped with urns and with three Masonic medallions below. The first floor façade has modern cladding.

The former City Hall (VDHR #114-5142) located at 40 Kings Way is the only Art Deco building in the district. It was designed by the firm of Williams, Coile and Pipino of Newport News Virginia and constructed in 1938. The building is concrete with brick cladding and has a 1962 rear brick addition. It has a flat roof with a parapet. The entrance projects on the right side with fluted pilasters topped with limestone reliefs. The entrance features a monumental stair, double door entry topped by an original transom and a decorative relief separating it from a second story glass block window.

The Hampton Baptist Church (VDHR #114-0057) is a Gothic Revival Church located at 40 Kings Way. The sanctuary was constructed in 1883 and is on the site of several previous churches dating back to 1831. The current church was designed by local architect Charles T. Holtzclaw, who was also a congregant. There was a larger balcony and organ added in the 1920s and offices and classrooms added in the 1940s and 1960s. The original sanctuary is a three-bay church with each side bay containing an entrance to the church. The middle bay contains several stained glass windows at each level with rectangular openings on the first story and lancet style windows on the second level. The right bay is also a three story steeple and bell tower with rounded arch windows on the second level. The hipped/gabled roof is clad in slate.

The circuit courthouse (VDHR #114-0018) was constructed in 1876 and is located at 101 Kings Way. It has a large 1962 rear addition and the façade has a Colonial Revival pedimented portico. The overall building is two stories with an eight bay façade. The brick walls have been painted but some of them were part of a previous courthouse which burned in 1861 and which was built in 1714. There is a central Italianate domed tower within the building which hints at a different styled building before a 1910 remodeling which also included adding the wing on the right side of the building. There are dentils in the cornice and pediment which is supported by four Ionic columns. The entry is historic with sidelights and a transom.

On the border of the Hampton Downtown Historic District are some larger governmental, residential, and commercial buildings which represent less appropriately sized and designed infill. The core, however, maintains a good level of historic integrity and density of historic resources. There are also numerous documented and undocumented archaeological sites both within the district and in nearby streets. Registered sites include St. John's Episcopal Church and cemetery (114-0001, 44HT0051), part of the north side of the sidewalk of the 700 block of Settlers Landing Rd. (114-5445-0024, 44HT0088), the NE corner of South King St., and Settlers Landing Rd. stretching under Settlers Landing Rd. (114-5445-0005, 114-5445-0025, 44HT0094), 120 Old Hampton Land and 101 W. Queens Way (114-5445-0023, 114-5445-0039, 44HT0108), the NW corner of Kings Way and West Queens Way (114-5445-0017, 44HT0109). There are at least as many registered sites near the district and likely most of the buildings within the district contain significant archaeological resources below them.

The area which makes up the Hampton Downtown Historic District is fully developed with only a few vacant lots and has been since the early twentieth century. Development extended beyond the historic downtown in the early and mid-twentieth century and Hampton quickly became a mid-sized American city. During the second half of the twentieth century certain parts of the historic downtown underwent redevelopment and lost much of the historic character. The core downtown, still focused on the cross streets of Queen and King established more than three hundred years earlier, has maintained a strong historic identity. Recent city and private efforts have focused on revitalization of the downtown and maintenance and renovation of historic resources.

Hampton Downtown, Virginia retains its historic development pattern and town plan established in 1691 and a strong and viable collection of historic resources in its historic core which demonstrate effectively is development from one of the first Colonial towns, to an historic downtown in a modern city. A significant majority of the resources in the district are contributing. The noncontributing resources do not convey association with the areas of significance due to having been built outside the Period of Significance or to significant alteration. They consist primarily of modern infill and a few altered historic buildings which generally following the massing and developmental pattern of the district and do not detract from its integrity.

## District Resource Inventory

### High Court Lane

135 High Court Lane, 114-5445-0016

Other DHR-ID:

Primary Resource Information: Jail, Stories 2.0, Style: Other, 1974

Hampton Correctional Facility is a three story brick building with an I-shaped plan which is utilitarian in nature and highly secure. The building has a flat roof with a parapet clad in rubber membrane roofing and limited fixed metal windows. There are few architectural details.

*Individual Resource Status:* Jail: Non-Contributing Total: 1 NC

### King Street, South

21-29 King Street, South 114-5445-0025 Other DHR-ID: 44HT0094  
*Primary Resource Information:* Archaeological Site, c1691

Archaeologists excavated multiple wells, cisterns, fence lines, and refuse deposits associated with 13 structures that occupied the site.

*Individual Resource Status:* Archaeological Site: Contributing Total: 1

### Kings Way

1 Kings Way 114-5445-0017 Other DHR-ID: 44HT0109  
*Primary Resource Information:* Archaeological Site, c1861

Site contains multiple brick foundations from late eighteenth and nineteenth century deposits including one likely consumed by fire in 1861 or 1884.

*Individual Resource Status:* Archaeological Site: Contributing Total: 1

29 Kings Way 114-5445-0018 Other DHR-ID:  
*Primary Resource Information:* Office/Office Building., Stories 2.00, Style: Colonial Revival, ca 1980

29 Kings Way is a two story concrete block with brick veneer cladding office capped by a slate mansard roof. The building has eight-over-eight vinyl sash.

*Individual Resource Status:* Office/Office Building: Non-Contributing Total: 1 NC

30 Kings Way 114-5142 Other DHR-ID: 114-5445-0019  
*Primary Resource Information:* City/Town Hall, Stories 3.00, Style: Art Deco, ca 1938

Hampton City Hall was constructed in 1938-1939 and was designed by the architecture firm of William, Coile and Pipino of Newport News, VA. Muirhead Contracting Company of Richmond, Virginia was the contractor tasked with the construction of the building. The building is designed in the Art Deco style with a prominent projecting entrance situated near the south end of the main building. The building has a general rectangular footprint oriented north-south. It is constructed of concrete with brick veneer laid in common bond and limestone details. The flat roof is concealed by a parapet with concrete coping. The building is two stories resting on an elevated basement. An addition was made to the building in 1962, designed by Forrest Coile Associates of Newport News and constructed by W. M. Jordan, contractor of Newport News. In 2006, an elevator tower was added to the building and it was converted into apartments.

*Individual Resource Status:* City/Town Hall: Contributing Total: 1

40 Kings Way 114-0057 Other DHR-ID:114-5445-0020  
*Primary Resource Information:* Church/Chapel, Stories 2.00, Style: Gothic Revival, c1883

Hampton Baptist Church is a two story eight course American bond brick church with an irregular floor plan. The building has a complex roof system including a cross gable section, hipped section, and flat roof with parapet. The building has multiple entries and a combination of six-over-six wood sash and stained glass windows.

*Individual Resource Status:* Church/Chapel: Contributing Total: 1

101 Kings Way 114-0018 Other DHR-ID:114-5445-0021  
*Primary Resource Information:* Courthouse, Stories 2.00, Style: Colonial Revival, 1876

The Elizabeth City County Courthouse is a two story parged rectangular building which was modified in 1910 with an Ionic portico and the addition of a wing. . The building has a modillioned cornice and pedimented cross gable roof. There is an octagonal cupola appended to the roof. The two story two bay wing was appended after 1913 and a rear addition was constructed in 1962.

*Individual Resource Status:* Courthouse: Contributing Total: 1

## Old Hampton Lane

100 Old Hampton Lane 114-5445-0022 Other DHR-ID:  
Primary Resource Information: Office/Office Building., Stories 3.00, Style: Other,  
c1950

100 Old Hampton Lane is a three story six course American bond brick office building with an irregular floor plan. The exterior wall surface is a combination of brick and parged material. The building has a flat roof with parapet clad in rubber membrane roofing material. The building has six-over-six vinyl sash.

Individual Resource Status: Office/Office Building: Contributing Total: 1

120 Old Hampton Lane 114-5445-0023 Other DHR-ID: 44HT0108  
Primary Resource Information: Archaeological Site, c1700

The domestic archaeological site contains a dwelling and possible tavern with associated wells, outbuildings, and subsurface storage pits occupied during the eighteenth and nineteenth centuries.

There is a modern Hampton History Museum on the site which dates to 2003; it is brick veneer with cast stone detailing and fixed multi-light windows. The museum was constructed outside of the period of significance of the district and is therefore non-contributing.

Individual Resource Status: Archaeological Site: Contributing Total: 1  
Individual Resource Status: Museum: Non-Contributing Total: 1 NC

## Queen Street, East

108 Queen Street, East 114-5125 Other DHR-ID:114-5445-0001  
Primary Resource Information: Store, Stories 2.00, Style: Commercial Style, ca 1920

Hampton Stationary is a two story brick and concrete block building with a flat roof concealed by a parapet. The building has fixed metal sash as well as vinyl sash, and a central retail entry with a side door leading directly to the upper floor.

Individual Resource Status: Store: Contributing Total: 1

110 Queen Street, East 114-0110 Other DHR-ID:114-5445-0002  
Primary Resource Information: Church/Chapel, Stories 2.00, Style: Italian Renaissance  
Revival, 1931

First Methodist Church is a five bay two story church with a slate roof and a three story crenellated bell tower accenting the side entry. The church has a variety of stained glass windows as well as a turret. There is a second tower towards the rear of the church. In 1950, a masonry addition was constructed which houses the fellowship hall and church offices.

Individual Resource Status: Church/Chapel: Contributing Total: 1

132 Queen Street, East 114-0102 Other DHR-ID:114-5445-0003  
Primary Resource Information: Post Office, Stories 2.00, Style: Beaux Arts, 1914

The Old Hampton Station Post Office is a two story yellow rusticated common bond brick building with limestone detailing. The building has a large arcade spanning the front which is supported by plain columns adorned with acanthus decorated capitals. The arcade leads to an open interior lobby area. A restaurant conversion c2000 left much of the interior altered. There is a yellow brick 1967 addition to the rear which has been converted to kitchen/storage space for the previous restaurant tenant.

Individual Resource Status: Post Office: Contributing Total: 1

## Queens Way, East

1 Queens Way, East 114-5118 Other DHR-ID:114-5445-0004  
Primary Resource Information: Office/Office Building., Stories 3.00, Style: Commercial  
Style, ca 1871

The Sclater Building is a three story, two bay brick with stucco and brick veneer exterior walls. The flat roof with parapet is clad in a rubber membrane roofing material. Windows

are different on each floor and include six-over-six, five-over-six and fixed commercial storefront. There is a single broken pediment above the first floor windows.

*Individual Resource Status:* **Office/Office Building: Contributing** *Total:* 1

**2 Queens Way, East 114-5445-0005** *Other DHR-ID: 44HT0094*  
*Primary Resource Information: Archaeological Site, 1691*

This site was excavated by archaeologists and included multiple wells, cisterns, fence lines and refuse deposits associated with 13 structures that occupied the site. The site extends to an adjacent parcel, as well.

There is a c1975 one story brick veneer bank with a rear drive through on the parcel. The bank has an arcade and a flat rubber membrane roof with parapet. It is non-contributing as it was constructed outside of the period of significance of the district.

*Individual Resource Status: Archaeological Site: Contributing* *Total:* 1  
*Individual Resource Status: Bank: Non-Contributing* *Total:* 1 **NC**

**5 Queens Way, East 114-5119** *Other DHR-ID:114-5445-0006*  
*Primary Resource Information: Commercial Building, Stories 3.00, Style: Commercial*  
**Style, ca 1885**

This three story commercial building is brick construction with a brick veneer facade. The flat roof with parapet is clad in composition roll shingles. There are two entries on the facade, in addition to fixed commercial plate glass and vinyl sash.

*Individual Resource Status: Commercial Building: Contributing* *Total:* 1

**7 Queens Way, East 114-5445-0007** *Other DHR-ID:*  
*Primary Resource Information: Commercial Building, Stories 2.00, Style: Commercial*  
**Style, ca 1900**

7 E. Queens Way is a two story commercial building which has been modified during the course of a modern rehabilitation. A new brick veneer first floor facade treatment has been applied, and new colonial style storefront windows inserted. The second floor is obscured by a faux mansard roof with asphalt shingles and a dormer.

*Individual Resource Status: Commercial Building: Non-Contributing* *Total:* 1 **NC**

**9 Queens Way, East 114-5120** *Other DHR-ID:114-5445-0008*  
*Primary Resource Information: Commercial Building, Stories 2.00, Style: Commercial*  
**Style, ca 1900**

9 E. Queen's Way is a two story three bay brick commercial building with a brick veneer facade. The flat roof with parapet is clad in composition roll roofing. The building has fixed retail display windows on the first floor and vinyl sash on the second floor.

*Individual Resource Status: Commercial Building: Contributing* *Total:* 1

**11 Queens Way, East 114-5445-0009** *Other DHR-ID:*  
*Primary Resource Information: Restaurant, Stories 2.00, Style: Commercial Style, ca*  
**1900**

11 E. Queens Way is a two story brick building with three bays. The flat roof with parapet is clad in a rubber membrane roof. There is a fixed commercial storefront glass window on the first floor and two six-over-six sash on the second floor. The brick veneer facade exhibits projecting pilasters and a decorative cornice. The first floor of the facade has a veneer treatment intended to unify it with the adjacent building.

*Individual Resource Status: Restaurant: Contributing* *Total:* 1

**13 Queens Way, East 114-5121** *Other DHR-ID:114-5445-0010*  
*Primary Resource Information: Restaurant, Stories 2.00, Style: Commercial Style, ca*  
**1910**

13 E. Queens Way is a two story brick building with a brick veneer facade and a flat roof with parapet. The original blade sign remains in place on the facade. The windows are six-over-six and six-over-nine wood sash.

*Individual Resource Status: Restaurant: Contributing* *Total:* 1

**17-19 Queens Way, East 114-5122** *Other DHR-ID:114-5445-0011*  
*Primary Resource Information: Commercial Building, Stories 2.00, Style: Commercial*  
**Style, ca 1890**



17-19 E. Queens Way is a two bay commercial building which currently houses a restaurant. The two story brick building with brick veneer facade has a flat roof with parapet. There are two-over-two wood sash and fixed commercial storefront windows. There is one exterior wall chimney.

*Individual Resource Status:* **Commercial Building: Contributing Total: 1**

**21 Queens Way, East 114-5123** *Other DHR-ID:114-5445-0012*  
*Primary Resource Information:* **Restaurant, Stories 2.00, Style: Commercial Style, ca 1890**

21 E. Queen's Way is a two story brick building with brick veneer and parged exterior walls. The building has one-over-one vinyl sash and one exterior wall chimney.

There is a c1990 wooden pavilion on site which serves as an outdoor bar and dining area; it is non-contributing due to its date of construction.

*Individual Resource Status:* **Restaurant: Contributing Total: 1**

*Individual Resource Status:* **Gazebo: Non-Contributing Total: 1 NC**

**32 Queens Way, East 114-5445-0013** *Other DHR-ID:*  
*Primary Resource Information:* **Commercial Building, Stories 1.00, Style: Mixed (more than 3 styles from different periods), ca 1980**

32 E. Queens Way is a two story EIFS clad commercial building with arched casement vinyl windows. A historic core appears to be underlying the modern alterations, though its historic character has been lost as a result of more recent alterations. There is a secondary side gabled addition which is brick with a slate roof.

*Individual Resource Status:* **Commercial Building: Non-Contributing Total: 1 NC**

**34 Queens Way, East 114-5124** *Other DHR-ID:114-5445-0014*  
*Primary Resource Information:* **Meeting/Fellowship Hall, Stories 3.00, Style: Colonial Revival, 1888**

The Masonic Lodge is a three story four bay brick building with a brick veneer facade and parged side and rear elevations. The building has a flat roof with parapet and nine-over-nine and twelve-over-twelve wood frame sash. There is one exterior chimney.

*Individual Resource Status:* **Meeting/Fellowship Hall: Contributing Total: 1**

**43-47 Queens Way, East 114-5445-0015** *Other DHR-ID:*  
*Primary Resource Information:* **Commercial Building, Stories 2.00, Style: Commercial Style, ca 1920**

43-47 E. Queens Way is a two story brick with brick veneer commercial building. It has a flat roof with parapet. The building was constructed in three bays; though the first floor storefronts have been modified over time, the upper floor fenestration pattern continues to delineate the bays. Windows consist of one-over-one and decorative double hung wood sash.

*Individual Resource Status:* **Commercial Building: Contributing Total: 1**

## Queens Way, West

**10-14 Queens Way, West 114-5445-0026** *Other DHR-ID:*  
*Primary Resource Information:* **Office/Office Building., Stories 2.00, Style: Other, 1943**

10-14 West Queens Way is a two story masonry with brick veneer office building with three bays. The building has a flat roof with parapet clad in rubber membrane roofing. There are fixed windows and one-over-one vinyl sash.

*Individual Resource Status:* **Office/Office Building: Contributing Total: 1**

**16 Queens Way, West 114-5445-0027** *Other DHR-ID:*  
*Primary Resource Information:* **Office/Office Building., Stories 2.00, Style: Other, 1943**

16 West Queens Way is a two story six-course American bond brick building with a rectangular floor plan and a small projecting concrete block rear addition. The building has six-over-six wood sash, six-light metal sash, and fixed wood 30 light sash. The flat roof with parapet and limestone coping has a rubber membrane roof system.

*Individual Resource Status:* **Office/Office Building: Contributing Total: 1**

**22-30 Queens Way, West 114-5117** *Other DHR-ID:114-5445-0028*

*Primary Resource Information:* Office/Office Building., Stories 2.00, Style: Other, ca 1900

The office condominiums at 22-30 West Queens Way are in a two story brick building with a concrete slab foundation and brick veneer and parged exterior walls. The flat roof with parapet is clad in rubber membrane roofing. There are casement and eight-over-eight vinyl sash.

*Individual Resource Status:* Office/Office Building: Contributing Total: 1

27 Queens Way, West 114-5445-0029

*Other DHR-ID:*

*Primary Resource Information:* Office/Office Building., Stories 2.00, Style: Mixed (more than 3 styles from different periods), 1986

Queens Landing is a two story concrete block with brick veneer and stucco office building. The flat roof with parapet is clad in rubber membrane roofing. There are fixed wood six light windows, casement windows, and metal frame commercial storefront windows.

*Individual Resource Status:* Office/Office Building: Non-Contributing Total: 1 NC

32 Queens Way, West 114-5445-0030

*Other DHR-ID:*

*Primary Resource Information:* Office/Office Building., Stories 2.00, Style: No Discernable Style, ca 1900

32 West Queens Way is a two story concrete block building with an EIFS clad facade. The flat roof with parapet is clad in rubber membrane roofing. There are fixed six light and casement wood windows and a metal frame commercial storefront windows.

*Individual Resource Status:* Office/Office Building: Non-Contributing Total: 1 NC

33 Queens Way, West 114-5445-0031

*Other DHR-ID:*

*Primary Resource Information:* Office/Office Building., Stories 2.00, Style: Commercial Style, ca 1920

33 W. Queens Way is a two story masonry building with a parged first floor and painted brick second floor. The second floor rear has been clad in vinyl siding. The building has one-over-one and six-over-six vinyl sash.

*Individual Resource Status:* Office/Office Building: Contributing Total: 1

34 Queens Way, West 114-5116

*Other DHR-ID:* 114-5445-0032

*Primary Resource Information:* Commercial Building., Stories 2.00, Style: Commercial Style, ca 1890

34 W. Queens Way is a two story brick building with a rectangular floor plan. The three bay facade is clad in brick veneer with brick detailing. There are two recessed doors with Colonial Revival detailing. The building has six-over-six and two-over-two vinyl sash.

*Individual Resource Status:* Commercial Building: Contributing Total: 1

47 Queens Way, West 114-5445-0033

*Other DHR-ID:*

*Primary Resource Information:* Office/Office Building., Stories 2.00, Style: Mixed (more than 3 styles from different periods), 1953

47 W. Queens Way is a two story brick office building which was originally constructed in 1953 and retains its second floor three pane windows and brick veneer facade. The first floor of the facade has been completely modified with an arcaded infill brick treatment and a recessed brick exterior wall punched with double leaf doors providing access to the interior.

*Individual Resource Status:* Office/Office Building: Non-Contributing Total: 1 NC

48 Queens Way, West 114-5445-0034

*Other DHR-ID:*

*Primary Resource Information:* Office/Office Building., Stories 2.00, Style: No Discernable Style, 1980

48 W. Queens Way is a two story wood frame with brick veneer commercial building with a side gable roof clad in asphalt shingles; the building faces its side yard lot line and the street facing elevation is actually the side of the building. This building has one-over-one wood sash and an exterior end chimney.

*Individual Resource Status:* Office/Office Building: Non-Contributing Total: 1 NC

49 Queens Way, West 114-5445-0035

*Other DHR-ID:*

*Primary Resource Information:* Commercial Building, Stories 2.00, Style: Commercial Style, ca 1940

49 W. Queens Way is a two story brick building with brick veneer and a flat rubber membrane roof with parapet. The building has six-over-six vinyl sash on the facade and four-over-four sash on the rear. It has been substantially altered since its original construction with brick veneer, EIFS, replacement windows and roofline changes.

*Individual Resource Status:* **Commercial Building:** **Non-Contributing** *Total:* 1 **NC**

50 **Queens Way, West** 114-5445-0036

*Other DHR-ID:*

*Primary Resource Information:* **Commercial Building, Stories 2.00, Style: Mixed (more than 3 styles from different periods), 1984**

50 W. Queens Way is a two story wood frame with brick veneer building with a steep shingled roof. The building has six-over-six vinyl sash. It was constructed outside of the period of significance of the district.

*Individual Resource Status:* **Commercial Building:** **Non-Contributing** *Total:* 1 **NC**

55 **Queens Way, West** 114-5445-0037

*Other DHR-ID:*

*Primary Resource Information:* **Commercial Building, Stories 2.00, Style: Other, 1973**

55 W. Queens Way is a two story wood frame with brick veneer commercial building with a large metal roof. It has an arcaded walkway abutting recessed storefront windows and entry doors to each retail bay. All windows and doors are metal frame commercial storefront.

*Individual Resource Status:* **Commercial Building:** **Non-Contributing** *Total:* 1 **NC**

100 **Queens Way, West** 114-0001

*Other DHR-ID:*114-5445-0038,

44HT0051

*Primary Resource Information:* **Church/Chapel, Stories 1.50, Style: Colonial, ca 1728**

St. Johns Episcopal Church is a one and a half story front gable with cross gables building constructed in a cruciform plan. It has a three bay facade with a central passage. There is a two story tower with crenellated parapet on the facade and there are several stained glass windows. The original brick, front gabled Parish House (Parsonage/Glebe), with its original bell tower, dates to 1891 and at the time of construction was one of only to parish houses in Virginia. There are several additions which surround the original building and date from c1910 to 1952. These additions are all of brick construction or have brick veneer and have a variety of flat and gabled roofs.

There is a contributing Flemish bond brick garage with a gabled roof on the far western side of the cemetery.

There is an associated cemetery which surrounds St. John's and dates to c1728 and contains confirmed archaeological deposits.

<i>Individual Resource Status:</i> <b>Church/Chapel</b>	<b>Contributing:</b>	<i>Total:</i>	1
<i>Individual Resource Status:</i> <b>Cemetery</b>	<b>Contributing:</b>	<i>Total:</i>	1
<i>Individual Resource Status:</i> <b>Parsonage/Glebe</b>	<b>Contributing:</b>	<i>Total:</i>	1
<i>Individual Resource Status:</i> <b>Garage</b>	<b>Contributing:</b>	<i>Total:</i>	1

101 **Queens Way, West** 114-5445-0039

*Other DHR-ID:* 44HT0108

*Primary Resource Information:* **Archaeological Site, ca 1700**

The site contains a dwelling and possible tavern with associated wells, outbuildings, and subsurface storage pits occupied during the eighteenth and nineteenth century.

There is a modern American bond brick two story commercial building constructed outside of the period of significance of the district, c1980. The building has a flat roof with parapet clad in rubber membrane roofing in addition to a metal gambrel roof.

<i>Individual Resource Status:</i> <b>Archaeological Site:</b>	<b>Contributing</b>	<i>Total:</i>	1 <b>NC</b>
<i>Individual Resource Status:</i> <b>Commercial Building:</b>	<b>Non-Contributing</b>	<i>Total:</i>	1

120 **Queens Way, West** 114-5115

*Other DHR-ID:*114-5445-0040

*Primary Resource Information:* **Commercial Building, Stories 2.00, Style: Commercial Style, ca 1885**

120 W. Queens Way is a two story five bay commercial building constructed of masonry with a brick veneer facade. The building has two commercial bays and the first floor is parged. There are a variety of wood sash windows.

*Individual Resource Status:* **Commercial Building:** **Contributing** *Total:* 1

## Settlers Landing Road

701 Settlers Landing Road 114-5445-0024

Other DHR-ID: 44HT0088

Primary Resource Information: Archaeological Site, c1700

A preliminary assessment identified probable eighteenth and nineteenth century domestic sites with artifact concentrations, well and brick foundations at this location.

Individual Resource Status: Archaeological Site: Contributing Total: 1

## Wine Street

22 Wine Street 114-5445-0041

Other DHR-ID:

Primary Resource Information: Commercial Building, Stories 1.00, Style: Commercial Style, ca 1920

This one story brick building with plate glass windows in metal frames is simply designed with a recessed front entry and a rear loading entry. Side and rear windows have been bricked in for security.

Individual Resource Status: Commercial Building: Contributing Total: 1

26 Wine Street 114-5445-0042

Other DHR-ID:

Primary Resource Information: Office/Office Building., Stories 2.00, Style: Commercial Style, ca 1940

The Bassette Building is a stow story masonry building with parged exterior walls. It has a flat roof with parapet clad in rubber membrane roofing and a decorative brick cornice. The building has two-over-two and six-over-one sash. There is one exterior wall chimney at the rear.

Individual Resource Status: Office/Office Building: Contributing Total: 1

35 Wine Street 114-5445-0043

Other DHR-ID:

Primary Resource Information: Administration Bldg., Stories 1.00, Style: Moderne, 1957

The Hampton Juvenile Probation Office is a one story modern building constructed of brick with marble detailing. The flat roof is clad in rubber membrane roofing. The building has fixed metal frame sash and a three bay rectangular plan.

Individual Resource Status: Office/Office Building: Non-Contributing Total: 1 NC

**8. Statement of Significance**

**Applicable National Register Criteria**

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

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

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

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 old or achieving significance within the past 50 years.

**Period of Significance (justification)**

The period of significance begins with the earliest documented urban settlement in 1691 and continues through the formal establishment of the city in 1705, the burning of much of the city in 1861 and 1884, and ends in 1952, when Hampton, Phoebus, and Elizabeth City County consolidated into a single city beginning the modern era of the City of Hampton.

**Criteria Considerations (explanation, if necessary)**

N/A

**Areas of Significance**

(Enter categories from instructions)

ARCHAEOLOGY/HISTORIC—NON-ABORIGINAL  
 COMMERCE  
 COMMUNITY PLANNING AND DEVELOPMENT  
 ARCHITECTURE

**Period of Significance**

1691-1952

**Significant Dates**

1691, 1705, 1861, 1884, 1952

**Significant Person**

(Complete only if Criterion B is marked above)

N/A

**Cultural Affiliation**

Euro-American

**Architect/Builder**

Cornelius G Remington

Williams, Coile and Pipino

Charles T Holtzclaw

Oscar Wenderoth

**Statement of Significance Summary Paragraph** (provide a summary paragraph that includes level of significance and applicable criteria)

The Hampton Downtown Historic District is located in Hampton, Virginia on the edge of the Chesapeake Bay. Before any English settlement was created, however, the general area of Hampton, Virginia was home to a substantial native Kecoughtan village. By the early seventeenth century the English settlers had brutally routed the natives, but the Kecoughtan name was maintained as a name for the area for several generations. Hampton itself has its roots in the earliest English settlements at the beginning of seventeenth century Virginia, and is often called the oldest continuous English-speaking settlement in America. Elizabeth City County was officially created in 1634, while the town of Hampton was formed in 1705. Downtown Hampton has been an active port since the end of the seventeenth century when the colonial assembly ordered a port be built there in 1691 and laid out the plat for the original crossroads of King and Queen Streets in the same year. This crossing point represents one of the earliest examples of town planning in America and has been the focal point of downtown Hampton from the Colonial period to the modern era. Hampton began its history as one of the most important coastal cities in America, but the sack of the city during the War of 1812, the burning of the city at the outset of the Civil War, and another substantial fire in 1884 greatly hampered development. Hampton did not begin to develop as a modern city until the late nineteenth century with Reconstruction, and as a result most of the buildings date from this period through the mid-twentieth century. In 1952 Elizabeth City County, Phoebus, and the town of Hampton merged to form the City of Hampton, beginning the modern era for the city. The historic district is eligible for listing on the National Register of Historic Places, at the local level, under Criteria A, C, and D in the areas of Archaeology: Historic Non-Aboriginal, Architecture, Commerce and Community Planning and Development, spanning the period from 1691 to 1952.

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

**Hampton, Virginia 1607-1865**

While there were reported landings in this area of Virginia before 1607, the journey of Captain Christopher Newport represents the best starting point for the history of Hampton. He sailed his three ships into the Chesapeake Bay and likely landed at Kecoughtan village before continuing on to establish the first settlement at Jamestown. The first settlement in Hampton seems to have been Fort Algernourne constructed at Point Comfort under Capt. John Radcliffe in 1609. Elizabeth City County was formed in 1634 by decree of the House of Burgesses. By 1640 there was report of a jail and courthouse at Elizabeth City County.<sup>2</sup> In 1691 the construction of the port began and the town was laid out in a cross road form with the two axes formed by King and Queen Streets. In 1705 the City of Hampton was officially established by the House of Burgesses. Development continued from this early plan for much of the eighteenth century with most of the structures being frame houses or taverns and small governmental buildings. In 1718, Hampton was the departure point for the two British ships which ended the career of William Teach “Blackbeard” and his head was displayed at the Hampton Port.

During the War for Independence, the town of Hampton was bombarded as early as 1775, but was not invaded by British troops until 1780. The first Battle of Bethel (at the site of the more famous 1861 Civil War battle of this name) saw the British land with a large force and defeat a small county force of volunteers on March 8, 1781. Hampton itself was spared major damage, but soon after independence Hampton began a decline in importance as a port to the larger city and port of Norfolk.<sup>3</sup> During the War of 1812 Hampton was actually invaded by British troops in 1813 with a number of militia casualties as well as reports of several civilian deaths and destruction of property.

In 1819, partially as a result of the attack on Hampton during the War of 1812, the U.S. government built a huge brick fort on Point Comfort named for President Monroe. This fort would play a vital role for the region through the Civil War. In May of 1861, at the outset of the Civil War, Union forces from Fort Monroe and other points converged on Hampton and forced a second Battle of Big Bethel. This was a hard fought Confederate victory, but misleading as Hampton would soon fall to Union forces. Fearing a Union takeover of the city was eminent, Confederate forces retreated from Hampton in August of 1861 and burned the city behind them. This did little to stop the Union advance through Tidewater and resulted in devastation from which it would be several decades before Hampton fully recovered. Hampton was occupied for the remainder of the war and served as a Union camp. As a result, any real effort to rebuild the city could not begin until 1865, and in fact, well into the Reconstruction.

## Hampton, Virginia 1865-1952

From its earliest days, seafood was an industry for Hampton, but it was not until the Reconstruction period that the product became a major export industry for Hampton. In the late 1800s, oysters began to be harvested in large quantities and were a leading product for the entire Tidewater region. The firm of J.S. Darling and Son became the leading producer in the early 1900s and the Hampton Bar oyster became a nationally and internationally known shellfish.<sup>4</sup> By 1880 McMenamin & Company had accomplished with crabs what Darling and Son had done with oysters. McMenamin perfected a canning process which allowed the crabmeat to be stored indefinitely and shipped around the world and helping create the name of "Crabtown."<sup>5</sup>

James S. Darling Sr. added to the Darling family contributions to Hampton with the creation of the Hampton and Old Point Railway Company which began trolley operation in 1889. This led to development of the West End in reaction to increased demand for housing from workers who wanted to live in Hampton and take the trolley to Newport News. The rail and trolley service to the area continued to expand through the late nineteenth century and into the early twentieth century. The result for downtown Hampton was trolley tracks running down Queen Street. However, Hampton followed the national trend and with the advent of busses in 1923, and the continued expansion of automobile use, which began with the first car in Hampton in 1903, the trolley system began to quickly be replaced. Demand kept the mainline from Hampton to Phoebus running until 1944.<sup>6</sup> Regular train service and boat service had preceded the trolleys by several decades and would continue on well into the twentieth century.

Another setback to the redevelopment of Hampton after the total devastation of the 1861 fire, was another huge fire that destroyed 33 buildings in 1884, largely because Hampton had no fire fighting service or equipment at the time. This represented a reset of Hampton development for much of the town. Around this time the city did see its first bank, the Bank of Hampton in 1881 at 25 South King Street. The bank moved to 36 East Queen Street, and finally to a large permanent home at the corner of King and Queen Streets in 1901.<sup>7</sup> This would be one of several banks, including the Merchants National Bank in 1903, which dominated this intersection for most of the twentieth century before all being torn down and replaced with modern bank buildings. In 1889 a group of African-American business leaders, including Andrew William Ernest Bassette (1861-1941), established the People's Building and Loan Association, and Bassette served as an attorney for the bank. The law office of Andrew William Ernest Bassette was located at 26 Wine St. (The Bassette Building). Andrew Bassette was raised in Elizabeth City County and graduated from the Hampton Normal and Agricultural Institute in 1876. He ran a two room school on the Back River, served as a trustee of First Baptist Church, and owned several buildings in the downtown area. In 1971 Hampton named the A.W.E. Elementary School after him, honoring him as one of the great leaders of the African-American community in Hampton for many decades.<sup>8</sup>

A huge change for the greater Hampton area was the 1916 purchase of Langley Field by the U.S. government for what would eventually become one of the nation's largest airfields. Langley began as a field for dirigibles, but soon converted to airplanes in the 1920s. The first version of the United States Air Force was created at Langley in 1935 and called the General Headquarters Air Force. Langley grew in importance with the huge deployments throughout World War II and has maintained its status as a leading national airfield throughout the twentieth century.

During this period Hampton remained a small town with all of its primary functions located within its compact street grid and within walking distance of early residences. The circuit court, first built on its current site in 1714, continues to serve the downtown and greater Hampton community. The earliest existing city hall building was constructed in 1938 and served the city through the end of the period of significance; it is now used as an apartment building. The 1914 Post Office is also located within the district and was an active post office through the period of significance. The district also contains the 1888 Masonic Lodge, a meeting place for much of the leadership of small American towns into the twentieth century. Finally, three of the oldest churches in Hampton are located within the district: St. John's Episcopal (1728), Hampton Baptist Church (1883), and First United Methodist Church (1887). Religion, the court, local government, civic organizations, businesses were all focused in Hampton's downtown continuously for more than three centuries.

Because of its dense development pattern and existing building stock by the early twentieth century, much of the new large scale institutional buildings, such as Hampton High School and several libraries, were constructed outside the historic downtown area. This trend would continue until the mid-to-late twentieth century when early downtown redevelopment

efforts led to the demolition of many historic buildings to accommodate larger commercial and governmental buildings being brought back into the downtown area. This was a trend seen across many American cities during this time.

One of the biggest changes for Hampton occurred on July 1, 1952, when Hampton merged with Elizabeth City County and the town of Phoebus to form the much larger City of Hampton. This would create a much larger urban area, change Hampton forever from a town to a city, and also move Hampton's focus for many years away from its downtown to the now much larger overall city. This change marked an end to the developmental history of historic downtown Hampton and its leading role in the city's history. This change brought about the end of passenger train service and steamer service to the city, both in 1954. In 1957 the Hampton Roads Bridge Tunnel opened siphoning away much of the previous boat and train traffic which had previously passed through Phoebus and downtown Hampton.<sup>9</sup>

### **Hampton, Virginia 1952 to the Present**

In May of 1958 the City of Hampton created the Hampton Redevelopment and Housing Authority, matching a national trend of separate development arms being created by cities to revitalize downtown areas. It was at this time that Queen and King Streets became Queens Way and Kings Way with only pedestrian traffic. While the pedestrian only malls eventually reopened as the traditional streets they had always been, there were some large and permanent changes to downtown. A large and modern city hall City Hall, a large new waterfront hotel, and an Air and Space Museum, among several other smaller developments and city buildings, would be added and help revitalize Hampton, but also change its historic character. Incredibly, through more than three centuries the historic Colonial planned street crossing of King and Queen Streets remains as does much of the historic character and architecture of downtown Hampton's long history of development and redevelopment. And for what has been lost, there is an abundant opportunity for study and discovery with the extensive archaeological deposits throughout the historic downtown area.

### **Hampton Downtown Architecture and Individual Resource History**

The Hampton Downtown Historic District reflects colonial-era town planning in its layout even though most built resources are from the Reconstruction period and after. Streets are oriented in a grid which emanates from the original King and Queen Streets cross plan. There are also small, angled side streets, such as High Court Lane, which harken back to the more haphazard and less gridiron pattern of street development seen in the Colonial period versus the nineteenth century and later. The port and town of Hampton were created as part of a colony wide effort in Virginia by the Assembly to create population centers which could both serve the needs of the inland plantation owners as well as host the growing colonial mercantile businesses and trade. Hampton was a particularly desirable location as the site was at the mouth of a river and on the west side of the bay. The Hampton site was discovered early and is often referred to as the oldest continuously occupied English-speaking settlement in America. It was this effort which led to the 1691 town act ordering construction of the port and the plating of the crossroads street plan of downtown Hampton.<sup>10</sup> Hampton is one of the earliest examples of town planning in America.

The building lots in Hampton vary significantly in size and shape. Most of the modern--late nineteenth century to the present--lots are fairly regular in size and represent more modern town planning. The lots for the older churches, the circuit court, and the town hall are larger and more irregular. The vast majority of the buildings filling these more modern lots are of the late nineteenth and early twentieth century Commercial Style, with a few exceptions. Almost all of the buildings are of masonry construction, with the 1861 fire, an 1884 fire, and redevelopment eliminating any historic frame buildings. There are a few modern infill frame buildings. Most of the buildings in the district are one to three stories, with two stories being the most common, and most buildings are built to the lot line. The redevelopment of downtown resulted in the loss of many historic buildings, but also took place in the latter half of the twentieth century, so there are very few mid-twentieth century buildings. Overall, downtown Hampton represents the layout of an early American town, but the building stock of a late nineteenth and early twentieth century town. This nineteenth century cityscape, with its small streets and compact building placement, contrasts with the open, parking lot-oriented landscape around it as seen in the modern City Hall, apartment buildings, and hotels.

The first block of Queens Way is the best example of the dense commercial architecture which covered most of the lots in downtown Hampton for much of the late nineteenth through mid-twentieth centuries. Two examples of this, which maintain much of their architectural character, are the former Richardson Grocery Company Building at 17 and 19 E. Queen St., with its detailed brick cornice parapet and long jack arched 2/2 windows on the second story; the former Woodson N. Tignor



Store, that sold a great variety of mercantile goods, still stands at 45 and 47 E. Queens Way, formerly Queen Street, with its alternating arched and lintel windows.<sup>11</sup> Cornelius G. Remington was a Hampton architect, active from 1903-1925, who designed 9 and 11 E. Queens Way,<sup>12</sup> which are also excellent examples of the style and scale of the majority of commercial buildings within the district. Remington also designed the former location of the famous photography studio of C. Ethelbert Cheyne, located at 108 E. Queen St., (VDHR #114-5445-0001) which was built in 1913. The Sclater Building at 1 E. Queens Way, on the corner of King and Queen Way (VDHR #114-5445-0004), is one of the most prominent of the late nineteenth century Commercial Style buildings which were common in much of Hampton, and is possibly the oldest commercial building remaining in downtown Hampton with a construction date of 1871, giving the district a beginning point for most of the current stock of historic commercial buildings.

There are also several notable resources which highlight the history and development of downtown Hampton. St. John's Episcopal Church (VDHR #114-5445-0038), 100 W. Queens Way, constructed in 1728, is the fourth church to serve this parish, with the sites of the first three churches being outside the district boundaries. The church did burn along with much of the city in 1861, but retains its original exterior walls. The church is on a huge site which incorporates a cemetery with graves dating to the early eighteenth century. The original brick, front gabled Parish House, with its original bell tower, dates to c1891 and at the time of construction was one of only two parish houses in Virginia.<sup>13</sup> The 1914 Beaux Arts post office at 132 E. Queen St. (VDHR #114-5445-0003) was designed by Oscar Wenderoth, who served as the supervising architect of the Department of the Treasury from 1912-15 and directed the design of numerous federal building projects including post offices and courthouses. He began his career in 1897 and retired in 1915 soon after this Hampton commission.<sup>14</sup> The former City Hall (VDHR #114-5445-0019), located at 40 Kings Way, is the only Art Deco building in the district. It was designed by the firm of Williams, Coile and Pipino of Newport News Virginia and constructed in 1938. It has been renovated and is currently an apartment building, demonstrating the recent successful efforts by the city at preservation as a part of redevelopment. The Hampton Baptist Church (VDHR #114-5445-0020) is a Gothic Revival Church located at 40 Kings Way. The sanctuary, constructed in 1883, is on the site of several previous churches dating back to 1831, and is the oldest Baptist church in Hampton. The current church was designed by local architect Charles T. Holtzclaw who was also a congregant. Holtzclaw was active from 1898-1920 and was both a contractor and architect. He worked with his brother, William B. Holtzclaw until 1910.<sup>15</sup> Holtzclaw designed the St. Tammany's Masonic Lodge (VDHR #114-5445-0014) which is an Italianate building constructed in 1888. The grand building was the tallest in Hampton for some time and served the "St. Taminy" Lodge well into the twentieth century. The St. Tammany's Lodge No. 6 received its charter from the Grand Lodge of England on February 2<sup>nd</sup>, 1759 and is one of the older lodges in the nation. The circuit courthouse (VDHR #114-5445-0021) was constructed in 1876 and is located at 101 Kings Way. While the current form is altered from the original, the site and historic elements of the building contribute to the developmental history of the district from the early eighteenth century through the twentieth century, and represent its long term importance in local government.

### **Hampton Downtown Archaeology**

The proposed district contains significant archaeological resources with the confirmed potential to contribute substantially to our understanding of eighteenth- and nineteenth-century urban life in the Chesapeake Bay region. Within the boundaries of the proposed district, archaeological excavations have documented the ample presence of intact subsurface features and stratified cultural deposits and their potential for revealing significant insights about Hampton's inhabitants and urban development between the last quarter of the seventeenth century and the end of the nineteenth century. Despite uninterrupted urban occupation since 1691, a dense built environment, and twentieth-century urban renewal projects that significantly transformed the townscape of Hampton, archaeologists continue to uncover and document a remarkable degree of archaeological integrity.

In 1680 the Act for Cohabitation selected the venerable enclave of Kecoughtan in Elizabeth City County as the site of a town and official port. Although mandated by legislative fiat and sited on lands settled by the Virginia Company in 1610, the town was initially unrealized. Although several dwellings, storehouses, and a wharf were constructed at what is now the foot of King Street, there is no evidence that the County purchased the property or laid out town lots.<sup>16</sup> In 1691 when the Virginia General Assembly again attempted to establish ports, this same site on Hampton Creek was designated. Elizabeth City County empowered three feoffees to layout the town and sell town lots. Within one year county justices reported that 26 town lots had sold.<sup>17</sup>

The significance of Hampton's archaeological resources is enhanced by the circumscribed nature of data relating to the historic, non-aboriginal inhabitants of Hampton during the eighteenth and nineteenth centuries. A conflagration in 1861—followed by another in 1884—not only eradicated the colonial architecture of the town, but incinerated most county and

parish records. The decimation of nearly a century and a half of community documentation and the haphazard nature of surviving documents has dissuaded professional historians from attempting any systematic analysis of early Hampton. Like many of Virginia's early urban places, war time depredations, hurricanes, fires, and misguided urban renewal have all but obliterated the above-ground evidence of colonial Hampton. Archaeology is the only means remaining by which to recover additional evidence to understand and interpret Hampton's past, addressing long-neglected research topics such as urban formation and development, vernacular townscapes, and urban life ways in the lower Chesapeake.<sup>18</sup>

Within the context of the eighteenth- and nineteenth-century Chesapeake, Hampton is especially significant. Scholars of early America have often dismissed the Chesapeake Bay region as a rural landscape of dispersed plantations where urbanism was either absent or of little consequence.<sup>19</sup> Unlike the region's better documented plantation landscapes, much less data has been gathered and analyzed concerning urban development in the Chesapeake.<sup>20</sup> The vast majority of published scholarship on urban places of the colonial Chesapeake is derived almost exclusively from excavations in the colonial capitals. While Alexandria Archaeology and The Lost Towns Archaeological Project of Anne Arundel County, Maryland conduct well-documented urban excavations, little comparative data exists for the bustling colonial port towns of southeastern Virginia such as Hampton, Yorktown, and Norfolk.<sup>21</sup>

Professional excavations within the proposed district—and elsewhere in the 50-acre core of colonial Hampton—have revealed extraordinarily well-preserved archaeological deposits. Despite an intensively occupied urban streetscape, subsurface features and intact, stratified deposits have often survived unaffected. Excavations at 44HT0094 during 2004 and 2005 revealed not only numerous subsurface features—such as thirteen structures and five wells—but complex stratified deposits that provide invaluable information about the daily lives and diets of early Virginians.<sup>22</sup> Test units excavated at St. John's church (44HT0051) in 1978 not only detected unmarked graves, but identified and delineated the eighteenth-century brick church yard wall.<sup>23</sup> As part of modern urban renewal and streetscape reorganization projects, newly created streets such as Settlers Landing Road sealed important historic cultural resources beneath them. During sidewalk and curb construction on the north side of Settlers Landing Road, an archaeologist observed dense concentrations of eighteenth- and nineteenth-century artifacts and noted a well and brick foundations (44HT0088). Given the concentration and depth of these deposits, they appear to survive under the current modern street and this should be taken into consideration when future work is considered in this and other heavily built-over areas of the district.

Despite the continuous urbanized occupation of Hampton since 1691, excavations have revealed a remarkable level of uncompromised archaeological integrity. In 1975 members of the Archeological Society of Virginia identified and excavated a well after the three-story masonry Kecoughtan Building which sat above it was razed.<sup>24</sup> Excavations at the current site of the Hampton History Museum (44HT0108) in 1971 and 2003 encountered eighteenth- and first half nineteenth-century features, including a dwelling, possible tavern, wells, outbuildings, subsurface storage pits, and a town ditch that had survived the construction and demolition of substantial two-story commercial structures on the site during the twentieth century.<sup>25</sup> At the northwest corner of King and Queen Streets (44HT0109) archaeologists detected multiple brick foundations from the late eighteenth and early nineteenth centuries that survived an intrusion by the basement of a twentieth-century bank.

A billeting map drawn in 1781 to quarter French troops in Hampton depicts dozens of structures within the project area.<sup>26</sup> Based upon the documented archaeological integrity and dense urban occupation of Hampton characterized in the map, significant potential for additional deposits exists throughout the proposed district. The cultural features already identified and documented, coupled with the other potential archaeological deposits present within the district represent a highly significant resource for the continued study of the history of Hampton and the process of town development and past life ways in the colonial and nineteenth-century Chesapeake.

## Conclusion

The Hampton Downtown Historic District is an example of Colonial town planning and town development from the Colonial period to the modern era. The historic district retains its original plan with both axes of the crossroads town in place and functioning as commercial corridors. The building stock reflects the character of the town derived from late nineteenth century redevelopment after the 1861 fire devastated the town. The district also contains significant documented archaeological resources and historic maps demonstrate the likelihood of substantial additional deposits. Based upon the integrity of the built environment and retained Colonial plan, the significance of the district as an example of port town development in southeast, Virginia, and the impressive nature of the archaeological resources, the Hampton Downtown

Historic District is eligible for listing on the National Register of Historic Places under Criteria A, C, and D during the period 1691 to 1952.

**Developmental history/additional historic context information (if appropriate)**

N/A

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**9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

Benthall, Joseph L. "Buried Treasure." Hampton, Virginia: Hampton Association for the Arts and Humanities, 1971.

Berthier, Louis-Alexandre. Plan d'Hampton pour servir a l'Establissement du Quartier d'hiver de la Legion de L'auzun, le 1 9bre, 1781. Princeton, NJ: Princeton University Library, Berthier Collection, No. 28.

Cobb, Michael J. and Holt, Wythe. Hampton. Charleston, SC: Arcadia Publishing, 2008.

Ernest, Joseph A. and Merrens, H. Roy. "'Camden's turrets pierce the skies!': The Urban Process in the Southern Colonies during the Eighteenth Century." William and Mary Quarterly 30 (1973).

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Lucchetti, Nicholas M. and Lutton, Hank D. "DRAFT Interim Report on the Archaeological Investigations at the Goodyear-Kramer Tire Store Lot, Hampton, Virginia." Williamsburg, VA: James River Institute for Archaeology, 2003.

Lutton, Hank D. "'No towns of consequence:' Contextualizing and Reconsidering Urban Places in the Colonial Chesapeake" (paper presented at The Early Chesapeake: Reflections and Projections for the Omohundro Institute of Early American History and Culture). Solomon's Island, MD: November 19-21, 2009.

N.A., "Church Yard Wall Excavations file." Hampton, Virginia: St. John's Episcopal Church.

Neal, Rosemary Corley, ed. Elizabeth City County, Virginia (Now the City of Hampton): Deeds, Wills, Court Orders, Etc. 1634, 1659, 1688-1702. Bowie, MD: Heritage Books, Inc., 1886.

O'Mara, James. An Historical Geography of Urban System Development: Tidewater Virginia in the 18<sup>th</sup> Century. Downsview, Ontario: Geographical Monographs, 1983.

Reps, John W. Tidewater Towns: City Planning in Colonial Virginia and Maryland. Williamsburg, VA: The Colonial Williamsburg Foundation, 1972.

Samford, Patricia M. "The Archaeology of Virginia's Urban Areas." The Archaeology of 18<sup>th</sup>-Century Virginia. Ed. Theodore R. Reinhart. Richmond, VA: Dietz Press, 1996.

Sanborn Fire Insurance Maps (Hampton, Virginia: 1891, 1895, 1900, 1905, 1910, 1916, 1926, 1949, 1956).

Stensvaag, James T. Hampton: From the Sea to the Stars. Virginia Beach, VA: The Donning Company Publishers, 2004.

Wells, John E and Dalton, Robert E. The Virginia Architects: 1835-1955. Richmond, VA: New South Architectural Press, 1997.

Williamson, Gene. Of the Sea and Skies: Historic Hampton and Its Times. Bowie, MD: Heritage Books, Inc, 1993.

**Previous documentation on file (NPS):**

preliminary determination of individual listing (36 CFR 67 has been requested)  
 previously listed in the National Register  
 previously determined eligible by the National Register designated a National Historic Landmark  
 recorded by Historic American Buildings Survey # \_\_\_\_\_  
 recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other  
Name of repository: Virginia Department of Historic Resources

Historic Resources Survey Number (if assigned): 114-5445

**10. Geographical Data**

**Acreage of Property** Approximately 26 acres  
(Do not include previously listed resource acreage)

**UTM References**

(Place additional UTM references on a continuation sheet)

1	<u>18</u> Zone	<u>3 80 070</u> Easting	<u>40 98 565</u> Northing	3	<u>18</u> Zone	<u>3 80 636</u> Easting	<u>40 98 290</u> Northing
2	<u>18</u> Zone	<u>3 80 576</u> Easting	<u>40 98 611</u> Northing	4	<u>18</u> Zone	<u>3 80 096</u> Easting	<u>40 98 192</u> Northing

**Verbal Boundary Description** (describe the boundaries of the property)

The boundary encompasses the historic two cross streets, King and Queen, which have formed the core of historic Hampton since the eighteenth century. The four boundary streets of Lincoln, Franklin, Eaton, and Settlers Landing Road, mark the limits of King and Queen Streets within the district. The boundaries along these streets follow property lines and is outlined on the attached scaled map.

**Boundary Justification** (explain why the boundaries were selected)

The boundary was selected to encompass the historic core of the original town of Hampton. The cross streets of King and Queen Streets have been part of the urban setting of Hampton since the eighteenth century and distinguish the core of historic downtown Hampton today. The four boundary streets mark the limits of concentrated historic resources on either King St. or Queen St. Within these streets, the boundary is delineated to include historic resources and exclude areas of exclusively modern construction.

**11. Form Prepared By**

name/title Marcus R. Pollard and Hank D. Lutton, DATA Investigations, LLC  
organization Commonwealth Preservation Group date 6/1/2010  
street & number PO Box 11083 telephone 757-651-0494  
city or town Norfolk state VA zip code 23505  
e-mail marcus@commonwealthpreservationgroup.com

**Additional Documentation**

Submit the following items with the completed form:

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

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items)

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**Photographs:**

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**Name of Property: Hampton Downtown Historic District**

**City or Vicinity: Hampton**

**County: N/A**

**State: Virginia**

**Photographer: Marcus Pollard**

**Date Photographed: January 2010**

**Location of Original Digital Photos: Commonwealth Preservation Group offices**

**Number of Photographs: 12**

**Description of Photograph(s) and number:**

**Photo #1:**

**Old Post Office, Northeast Elevation**

**Photo #2:**

**Hampton Courthouse, East Elevation**

**Photo #3:**

**Hampton Baptist Church, Northwest Elevation**

**Photo #4:**

**Old City Hall, Southwest Elevation**

**Photo #5:**

**St. Johns Episcopal Church, South Elevation**

**Photo #6:**

**Hampton Stationary Store, North Elevation**

**Photo #7:**

**Commercial Building, Wine Street, Southwest Elevation**

**Photo #8:**

**First United Methodist Church, North Elevation**

**Photo #9:**

**East Queens Way Streetscape, Southwest Elevation**

**Photo #10:**

**East Queens Way Streetscape, Southeast Elevation**

**Photo #11:**

**East Queens Way Streetscape Midblock, Southeast Elevation**

**Photo #12:**  
**West Queens Way Streetscape, Southwest Elevation**

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

<sup>1</sup> Rosemary Corley Neal, ed., *Elizabeth City County, Virginia (Now the City of Hampton): Deeds, Wills, Court Orders, Etc. 1634, 1659, 1688-1702* (Bowie: Heritage Books, Inc., 1986), 101.

<sup>2</sup> James T. Stensvaag, *Hampton: From the Sea to the Stars* (Virginia Beach, VA: The Donning Company Publishers, 2004), 15.

<sup>3</sup> Stensvaag, *Hampton: From the Sea to the Stars*, 25-27.

<sup>4</sup> Stensvaag, *Hampton: From the Sea to the Stars*, 130.

<sup>5</sup> Stensvaag, *Hampton: From the Sea to the Stars*, 132.

<sup>6</sup> Stensvaag, *Hampton: From the Sea to the Stars*, 152.

<sup>7</sup> Stensvaag, *Hampton: From the Sea to the Stars*, 190.

<sup>8</sup> Colita Nichols Fairfax, *Hampton, Virginia* (Charleston, SC: Arcadia Publishing, 2005), 62.

<sup>9</sup> Gene Williamson, *Of the Sea and Skies: Historic Hampton and Its Times* (Bowie, MD: Heritage Books, Inc., 1993), 221-225.

<sup>10</sup> John W. Reps, *Tidewater Towns: City Planning in Colonial Virginia and Maryland* (Williamsburg, VA: The Colonial Williamsburg Foundation, 1972), 65-71.

<sup>11</sup> "Greater Hampton, Phoebus, and Old Point Places of Interest," (Richmond, VA: C.E. Weaver Series: Illustrated Cities: Central Publishing Co., 1915), 11.

<sup>12</sup> John E. Wells and Robert E. Dalton, *The Virginia Architects: 1835-1955* (Richmond, VA: New South Architectural Press, 1997), 374.

<sup>13</sup> *Sanborn Fire Insurance Maps*, 1891, 1895, 1900, 1905, 1910, 1916, 1926, 1949, 1956; Stensvaag, *Hampton: From the Sea to the Stars*, 69.

<sup>14</sup> Wells and Dalton, *The Virginia Architects*, 468.

<sup>15</sup> Wells and Dalton, *The Virginia Architects*, 203-05.

<sup>16</sup> Reps, *Tidewater Towns*, p.70.

<sup>17</sup> Neal, *Elizabeth City County, Virginia*, 101.

<sup>18</sup> Hank D. Lutton, "No towns of consequence": Contextualizing and Reconsidering Urban Places in the Colonial Chesapeake (paper presented at The Early Chesapeake: Reflections and Projections for the Omohundro Institute of Early American History and Culture, Solomon's Island, Maryland, November 19-21, 2009).

<sup>19</sup> Joseph A. Ernest and H. Roy Merrens, "'Camden's turrets pierce the skies!': The Urban Process in the Southern Colonies during the Eighteenth Century," *William and Mary Quarterly* 30 (1973): 549-550; James O'Mara, *An Historical Geography of Urban System Development: Tidewater Virginia in the 18th Century* (Downsview, Ontario: Geographical Monographs, 1983), 34-39.

<sup>20</sup> Patricia M. Samford, "The Archaeology of Virginia's Urban Areas," *The Archaeology of 18th-Century Virginia*, eds. Theodore R. Reinhart (Richmond: Dietz Press, 1996), 65-86.

<sup>21</sup> Lutton, "No towns of consequence."

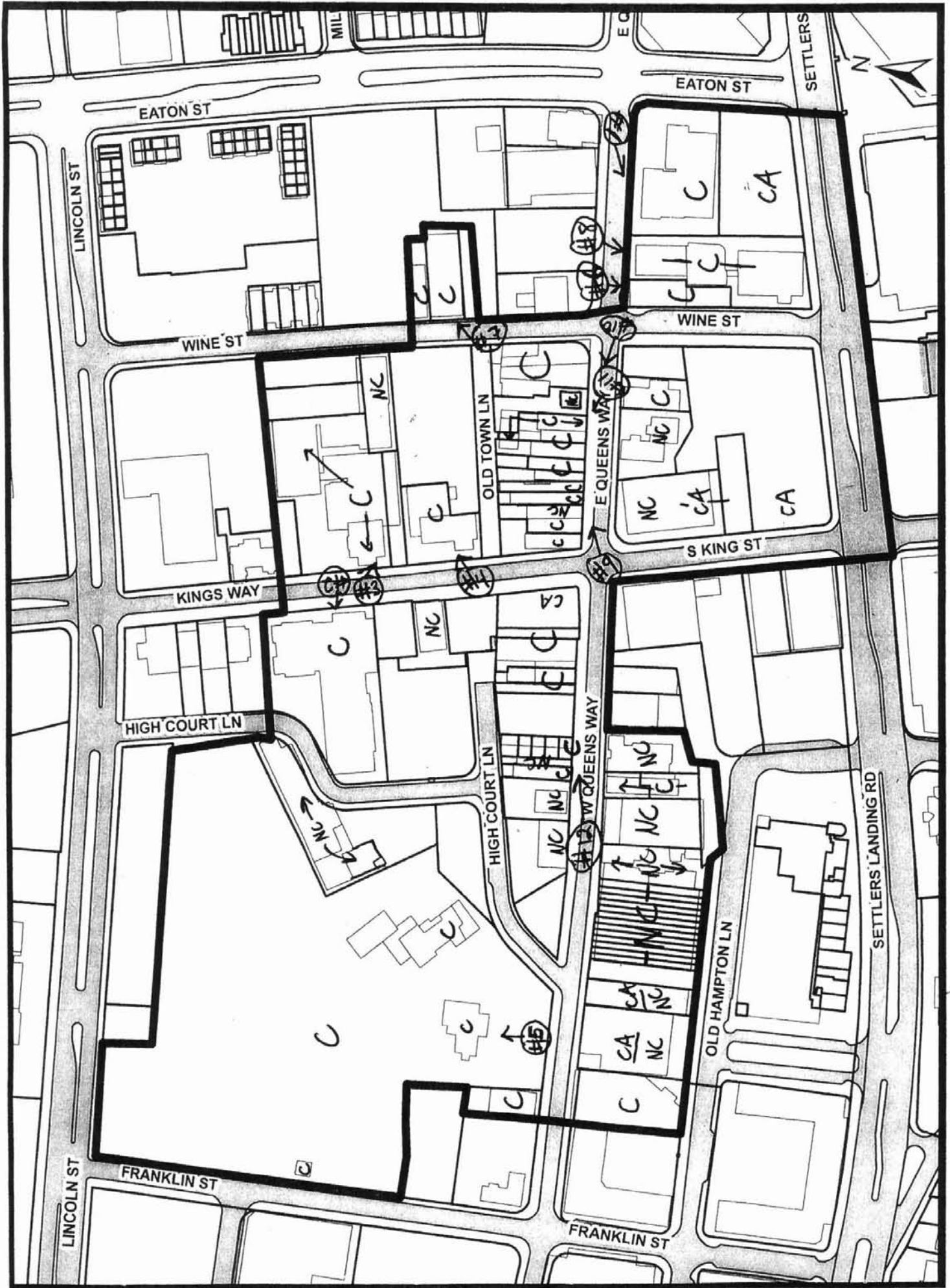
<sup>22</sup> Nicholas M. Lucchetti and Hank D. Lutton, "DRAFT Interim Report on the Archaeological Investigations at the Goodyear-Kramer Tire Store Lot, Hampton, Virginia," James River Institute for Archaeology, 2003, Williamsburg.

<sup>23</sup> N.A., Church Yard Wall Excavations file, St. John's Episcopal Church, Hampton.

<sup>24</sup> Cerinda Evans, "44EC38 'The Well' Field Notes," Hampton Association for the Arts and Humanities files, Hampton History Museum, Hampton.

<sup>25</sup> Joseph L. Benthall, "Buried Treasure," (Hampton Association for the Arts and Humanities, Hampton, Virginia, 1971), 242-66.

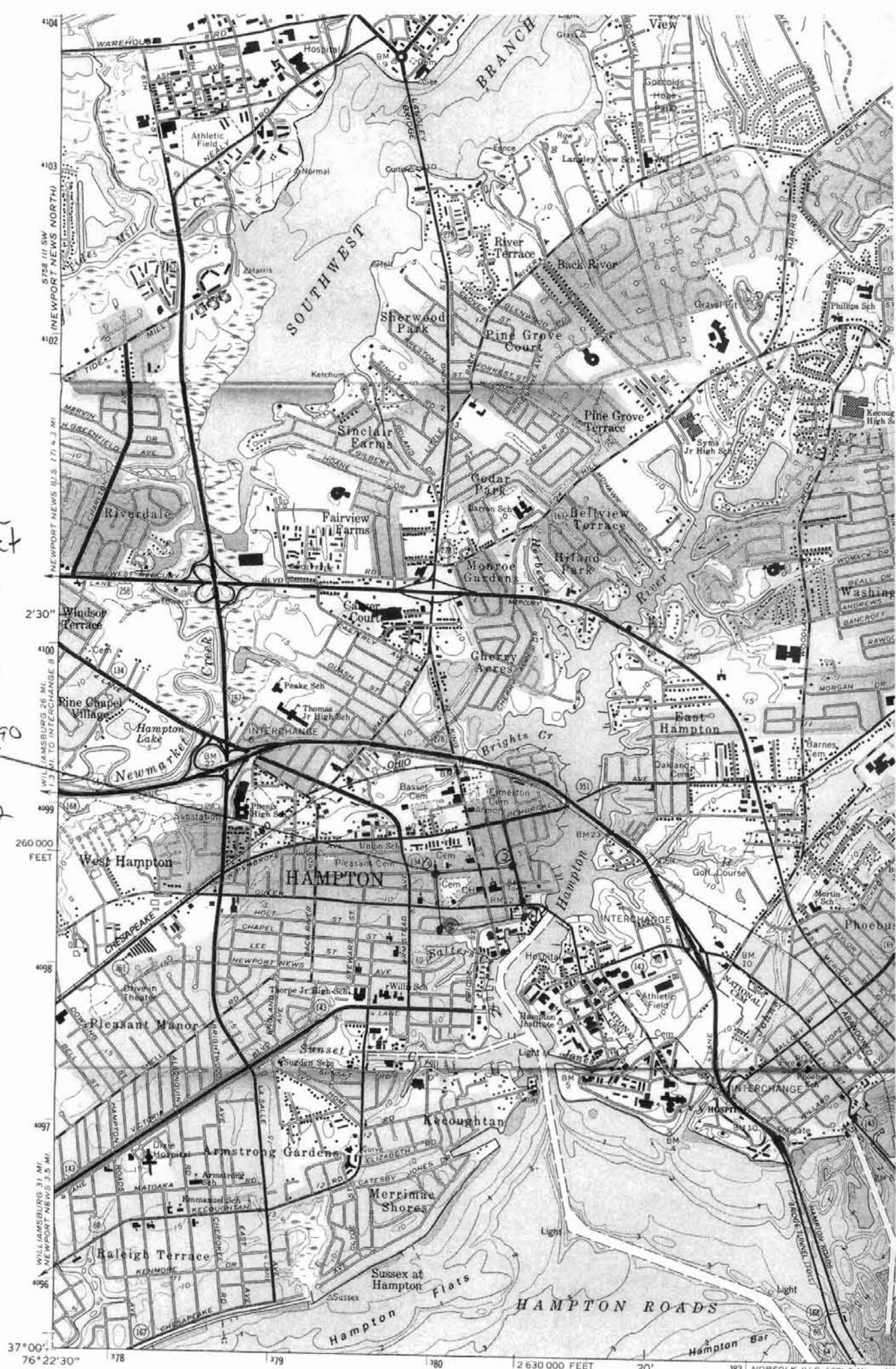
<sup>26</sup> Berthier, Louis-Alexandre, *Plan d'Hampton pour servir a l'Etablissement du Quartier d'hiver de la Legion de L'auzun, le 1 9bre, 1781*. Princeton University Library, Berthier Collection, No. 28.



CA = Contributing Archaeology CITY OF HAMPTON, VA - DOWNTOWN HISTORIC DISTRICT BOUNDARY 1" = 190'  
 # = NR-N Photo #

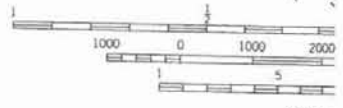
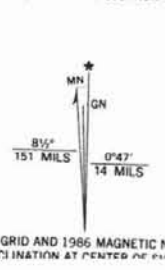


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 historic District  
 Hampton, VA  
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 NEWPORT NEWS  
 (SOUTH)

Produced by the United States Geological Survey  
 and the National Ocean Service in cooperation with  
 Commonwealth of Virginia agencies  
 Control by USGS and NOS/NOAA  
 Topography by photogrammetric methods from aerial  
 photographs taken 1963. Field checked 1964  
 Bathymetry compiled by the National Ocean Service from  
 tide-coordinated hydrographic surveys. This information  
 is not intended for navigational purposes  
 Mean low water (dotted) line and mean high water (heavy solid)  
 line compiled by NOS from tide-coordinated aerial photographs  
 Apparent shoreline (outer edge of vegetation) shown by light solid line  
 Polyconic projection. 1927 North American Datum  
 10,000-foot grid based on Virginia coordinate system, south zone  
 1000-meter Universal Transverse Mercator grid ticks, zone 18  
 shown in blue  
 To place on the predicted North American Datum 1983,  
 move the projection lines 11 meters south and  
 30 meters west as shown by dashed corner ticks  
 Red tint indicates areas in which only landmark buildings are shown  
 There may be private inholdings within the boundaries of  
 the National or State reservations shown on this map



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