

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

LISTED ON:

VLR 06/19/2008
NRHP 10/22/2012

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 Pasture Point Historic District

other names/site number VDHR File No. 114-0118

2. Location

street & number Bounded by Hampton River (e), Interstate 64 (n), Washington Street (w), and Wilsons Creek (s)

N/A

not for publication

city or town Hampton

N/A

vicinity

state Virginia code VA county Independent City 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


Signature of certifying official/Title

9/6/12
Date

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

Pasture Point Historic District
Name of Property

Hampton, VA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property

(Check only **one** box.)

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property

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

Contributing	Noncontributing	
110	46	buildings
0	0	sites
0	0	structures
0	0	objects
110	46	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC/Single Dwelling, Multiple Dwelling

Current Functions

(Enter categories from instructions.)

DOMESTIC/Single Dwelling, Multiple Dwelling,
Hotel

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN: Italianate, Second Empire,
Queen Anne, Stick/Eastlake, Shingle Style

LATE 19th AND 20th CENTURY REVIVALS:
Colonial Revival, Late Gothic Revival, Classical
Revival, Dutch Colonial Revival, Greek Revival

Materials

(Enter categories from instructions.)

foundation: CONCRETE; BRICK

WOOD/Weatherboard, Shingle; BRICK;

METAL/aluminum; SYNTHETICS/Vinyl;

walls: STUCCO, ASBETOS

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LATE 19th AND EARLY 20th CENTURY
AMERICAN MOVEMENTS: Prairie School,
Bungalow/Craftsman
MODERN MOVEMENT: Minimal Traditional,
Ranch, Split Level, Neo-Victorian
Other: Folk Victorian

ASPHALT; WOOD/Shingles;
STONE/Slate; METAL/Steel;
roof: SYNTHETICS
other:

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

See continuation sheets.

Narrative Description

See Continuation sheets.

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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.

Areas of Significance

(Enter categories from instructions.)

Architecture

Community Planning & Development

Period of Significance

1885-1919

Significant Dates

1894

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Holtzclaw Brothers

Period of Significance (justification)

The proposed period of significance for the Pasture Point Historic District encompasses the period 1885-1919. This is the primary period of development for the district and represents the character-defining period of construction for homes. The period begins in 1885 which is the year the Pasture Point subdivision was platted, as seen on a map from the Old Dominion Land Company labeled Booker, Woodfin, and Watkins. It ends in 1919, which generally represents the decline of the streetcar as the driving force for development and its replacement with the automobile. At that time, development in Pasture Point came to an almost abrupt halt; however that portion of the neighborhood within the district was already nearly completely built out.

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Criteria Considerations (explanation, if necessary)

N/A

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

See continuation sheets.

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

See continuation sheets.

Developmental history/additional historic context information (if appropriate)

See continuation sheets.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

See continuation sheets.

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 # _____
☐ recorded by Historic American Landscape Survey # _____

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,
Newport News Library Virginiana Room, City of
Hampton Clerk of Courts, Library of Virginia

Historic Resources Survey Number (if assigned): VDHR File # 114-0118

10. Geographical Data

Acreage of Property ~28
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>18</u> Zone	<u>380565</u> Easting	<u>4099377</u> Northing	3	<u>18</u> Zone	<u>380743</u> Easting	<u>4099308</u> Northing
2	<u>18</u> Zone	<u>380651</u> Easting	<u>4099334</u> Northing	4	<u>18</u> Zone	<u>380883</u> Easting	<u>4099261</u> Northing

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

See continuation sheets.

Boundary Justification (Explain why the boundaries were selected.)

See continuation sheets.

11. Form Prepared By

name/title Jill Dowling; with edits by Robert J. Taylor Jr. and Danielle Worthing
organization The Ottery Group/Dutton + Associates date 2008/ 2012
street & number 3420 Morningwood Drive/812 Moorefield Park Drive telephone 301-562-1975/804-644-8290
city or town Silver Spring/Richmond state MD/VA zip code 20910/23236
e-mail info@Dutton-Associates.com

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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.)

Photographs:

Submit clear and descriptive 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: Pasture Point Historic District

City or Vicinity: City of Hampton

County: Independent City

State: Virginia

Photographer: Danielle Worthing

Date Photographed: February 28, March 3, 2012

Description of Photograph(s) and number:

See continuation sheets.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name Multiple owners

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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.

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NARRATIVE SUMMARY DESCRIPTION

The Pasture Point subdivision is a late-nineteenth, early-twentieth century residential neighborhood, located along the Hampton River, in Hampton, Virginia. The subdivision was first platted in 1885 following construction of the C&O rail line, which ran along the modern day route of Interstate-64. It included the entire Pasture Point peninsula and was bounded generally by the Hampton River on the north, east, and south, and Washington Street on the west. Early development in the subdivision was moderate and focused principally along the waterfront nearest Hampton on present day Marshall, Center, and Syms Streets. It wasn't until the expansion of the electric street car system to the subdivision in 1891 along Pembroke Avenue, Washington Street, Elm Avenue, and Marshall Street, that development of the area began at a steady pace.

Over time, the subdivision evolved into an eclectic blend of high-style homes built on large properties along the streetcar lines to smaller post-World War II infill housing, to large modern homes along the water. Because of the presence of the rail corridor and later I-64, the two sides of the neighborhood developed in differing patterns and each acquired their own unique identity. The southern area developed quickly and primarily as a result of the streetcar, while the northern area was slower to develop and did not undergo significant construction until the mid-twentieth century. The northern area has also been subject to more intensive modern development and renovation lending it a lower historic integrity than the southern area which has remained much intact from its early period of development.

Based on the developmental evolution of the subdivision and physical changes brought about by construction of the interstate, the Pasture Point Historic District is defined as that area of the initial subdivision serviced by the electric streetcar that lies south of the Interstate and east of the west side of Washington Street, which best convey the association to the streetcar and retain a dense grouping of homes from the streetcar era. During the peak period of construction in the historic district, building styles representative of nationally important architectural traditions of the late-nineteenth and early-twentieth centuries, especially the Revivals and late Victorian styles were prevalent. The more elaborate illustrations of these styles are located along East Pembroke Avenue, as it was a main road along the electric streetcar line, and along Syms and Marshall Streets, which have waterfront lots fronting the Hampton River. More modest vernacular versions of traditional house types such as craftsman and kit homes were also interspersed throughout the district. The most common building forms were two-and-a-half-story, three-bay, side-passage plan frame buildings on brick foundations with decorative shingles on the second stories and gable ends and elaborate sawn work adorning porches.

SETTING

The Pasture Point Historic District is located approximately one-half mile northeast of the central business district in Hampton, Virginia. The historic district occupies approximately 28 acres of land on the Pasture Point

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Hampton, Virginia

N/A

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peninsula, and is bounded generally by the Hampton River on the east and south, Washington Street on the west, and I-64 on the north.

Streets in the historic district run north-south and east-west, forming a rectilinear grid. Prior to the construction of I-64, a rail corridor passed through the Pasture Point subdivision along roughly the same alignment as the current interstate. The rail line, which was at grade with the surrounding streets, has since been removed. Originally, all streets continued over the rail line; however, with the construction of the interstate through access to the northern portion of the subdivision for all roads but River Road was eliminated. Currently, Eaton, Washington, and Marshall Streets simply end at unimproved land adjacent to the southern side of the interstate.

The principal east-west road through the historic district is East Pembroke Avenue. When the subdivision was originally platted in 1885, East Pembroke, then known as Mallory Avenue, terminated at King Street to the west and the Hampton River to the east. It was not until ca. 1892, that a bridge connected the road to the eastern shore of the Hampton River. Pembroke Avenue also now extends west past King Street and is a primary transportation corridor for the City of Hampton. East Pembroke Avenue, from King Street east to the Hampton River is a two lane roadway divided by a tree-lined median with breaks at the street intersections. When the City of Hampton merged with Elizabeth City County in 1952, several street names within the Historic District were changed to avoid duplication of existing street names in the Wythe, Phoebus, and Buckroe Beach neighborhoods. Those streets were Mallory Avenue (now East Pembroke Avenue), Locust Street (now Elm Street), and Fulton Street (Syms Street).

All side streets within the historic district are single lane and paved with asphalt, the one exception being Marshall Street, which has asphalt pavers from its intersection with East Pembroke Avenue to its intersection with Syms Street. All streets within the historic district have concrete curbs and gutters but sidewalks are inconsistent and are not uniformly present. Modern concrete sidewalks line both sides of East Pembroke Avenue with one exception, where yellow brick is used on the southern side of the avenue between Marshall and Center Streets. On side streets throughout the historic district, some streets have concrete sidewalks on both sides, while others only have sidewalks on one side, and others have none at all.

Street lights are not present in the historic district with the exception of East Pembroke Avenue, where modern cobra head street lights are present at cross street intersections. Modern wooden utility poles carry power lines along all streets and on side streets are located immediately adjacent to street curbs.

Lining the streets are residential lots ranging in size from large landscaped properties along Pembroke Avenue to smaller infill lots on the assorted cross streets. The grandest homes in the district have broad lawns and large setbacks with many located along Pembroke Avenue, as well as Marshall and Syms Streets. Less elaborate homes are set on smaller lots on the intervening streets and have short setbacks from the road. Throughout the

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historic district, many of the houses are set in close proximity to each other with the average lot size ranging from approximately 40 to 60-feet wide and 100 to 150-feet deep. Notably, waterfront lots along the east side of Marshall Street south of Pembroke Avenue have the deepest lots, some of which extend nearly 200 feet from the road. All waterfront lots have shorelines armored with stone rip rap or modern bulkheads. A few homes on waterfront lots have piers, although many more were lost to storm surge from Hurricane Isabel in 2003.

ARCHITECTURAL ANALYSIS

The historic district contains a diverse collection of popular late nineteenth and early-twentieth century architectural styles. The older properties in the historic district are Italianate style homes, mostly constructed in the 1880s and 1890s. During the 1890s Victorian style homes were popular throughout the historic district and include several Queen Anne influenced properties, as well as several examples of Free-Classic, Stick, Folk Victorian, and Shingle styles. From the 1890s until the 1910s Colonial Revival style homes began to fill in the remainder of the historic district. Additionally there are a few late nineteenth and early-twentieth century examples of Revival and American Movement influenced homes including Greek Revival, Gothic Revival, Bungalow-Craftsman, and Prairie School styles. There are several dwellings which exhibit multiple architectural characteristics with no one style being more prevalent than the other. Non-historic infill, of which there is little, includes Neo-Victorians, Neo-Colonial Revivals, and Ranches.

Many of the Italianate homes in the historic district are located on East Pembroke Avenue and Center Street. Typical Italianate homes in the district are two-story, three-bay, side-passage, rectangular plan dwellings with low-pitched hipped roofs. Many of the houses have wood siding, two-over-two double-hung-sash windows, and one-story front porches with hipped roofs. One such example can be found at 326 Elm Avenue. Built in 1905, the structure is a two-story, three-bay, side-passage, rectangular plan dwelling with a low-pitched, hipped roof. The building is of frame construction with a raised brick foundation and wood siding and includes a one-story front porch with a hipped roof and asphalt shingles. The first floor windows off the porch are original floor-to-ceiling double-hung sash, while the remainder are two-over-two double-hung sash with painted trim.

Many of the Queen Anne homes are similar in plan to the Italianate style homes but vary in decorative detail such as spindle work inside the gables and porches. Elm Street contains a heavy concentration of modestly sized Queen Anne homes while larger variations can be found along East Pembroke Avenue and Marshall Street. An example of a typical Queen Anne is located at 329 East Pembroke Avenue. Built ca. 1890, the structure is a two-story, three-bay side passage dwelling that sits on a raised brick foundation. The building has a cross-table wing with a full pediment on the gable end with brackets and modillions. A wrap-around porch with turned columns, sawn brackets, and a tin roof adorns the front of the dwelling.

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Rarer Victorian architecture found throughout the district includes Shingle Style, Second Empire, and Stick-Eastlake. At 316 Elm Avenue, there is an 1895 Shingle Style house that is of wood frame construction with a raised brick foundation clad in blue cedar shingles. This two-story, three-bay, side passage L-plan dwelling has a cross gable roof and the gable ends have a boxed cornice with partial returns. There are two interior parged chimneys along the slope and a one-story, three-bay, partially screened front porch. The two-story addition to the east and one-story enclosed porch on the west each have blue cedar shingles matching the main house.

A Second Empire dwelling, ca. 1880, is located at 317 Marshall Street. The structure is a two-story, two-bay, side-passage dwelling with a mansard roof. The slate roof has a patterned shingle design and pedimented gable dormers with full returns and the box cornices on the lower eaves have a dentil decoration. The windows are one-over-one double-hung sash flanked by shutters and there is a one-story front porch with a gable roof supported by two Tuscan columns.

Located at 307 East Pembroke Avenue is an example of a Stick-Eastlake building clad in wood siding with dark green trim. Constructed in 1903, the structure is a small, frame, one-and-a-half-story, five-bay, side-passage dwelling on a brick foundation. It has a gable roof, with a short cross gabled wing in the front, a box cornice, and exposed rafter tails. The windows are two-over-two double-hung sash and the front door has a hood supported by brackets. Additionally, there is a front projecting bay window on the south elevation and a rear one-story shed roof addition.

Colonial Revival style homes began to fill in throughout the historic district following the turn of the 20th century and tended to be larger, exhibiting a central passage and two-and-one-half-stories. While still in keeping with the character of the earlier homes in the district, the Colonial Revival style homes mostly all have full width porches and wood siding. Built ca. 1910, 320 Marshall Street is a good example of a Colonial Revival style home in the district. It is a two-and-one-half-story, three-bay, center-passage dwelling with a clipped side gable roof and a hipped-roof dormer, a boxed cornice, and a slate covering. The house is clad in wood shingles, and has one-over-one double-hung sash windows. There is a full front porch and a two-story rear gable-roof wing with a one-story shed addition.

Several dwellings throughout the historic district demonstrate multiple architectural characteristics with no one style being more prevalent than another. One such example is 607 Washington Street, which is a two-story, two-bay, side passage dwelling with a hipped roof covered with slate shingles. The house is of frame construction with a raised concrete slab foundation and vinyl siding. The windows are six-over-six double hung sash and there is a projecting portico entry porch supported by square columns.

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N/A

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INTEGRITY

The Pasture Point Historic District retains a high degree of historic integrity from its early development as a late nineteenth and early-twentieth century residential streetcar suburb. The district retains a strong sense of place with circulation patterns and building fabric exhibiting little change since the initial development of the area. Unlike the northern portion of the original Pasture Point subdivision, the southern area that comprises the Pasture Point Historic District has only fifteen primary resources constructed post-1919 and is not encroached upon by nearby modern commercial and/or residential development, nor is it isolated from Hampton and its associated development influences by the raised I-64 corridor. Within the district, buildings from the period of significance exhibit a high degree of integrity of materials, workmanship, and design due to an overall lack of substantial modifications, additions and alterations. Those alterations or renovations that do exist are typically non-intrusive and do not significantly detract from the character or form of the original buildings. Common alterations throughout the district include window and roof replacements and reclad exteriors, all of which are reversible. A few porches have been enclosed and some small additions appended, but the homes still retain their original character and appearance. While a few garages and sheds have been added, overall since the rise of the automobile, the district has experienced very little change in its architectural character and setting.

HISTORIC DISTRICT INVENTORY REPORT

The inventory is listed alphabetically by street and then numerically by address. The contributing status of each resource was determined by its association with the period of significance (1885-1919), the areas of significance (Community Planning & Development and Architecture), and its overall historic integrity.

Many houses throughout the Historic District have assorted secondary resources including historic and non-historic examples. Historic secondary resources are included in the inventory and those that retain adequate integrity are considered contributing to the district. Non-historic secondary resources that are substantial in size are inventoried but considered noncontributing. The assorted small and minor secondary resources that are not substantial in size or scale have been excluded from the inventory and map. This includes pre-fabricated and temporary storage sheds, and any other minor resource not secured to the ground.

Center Street

318 Center Street 114-0118-0191

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Italianate, 1905**

Individual Resource Status: **Single Dwelling**

Contributing Total: 1

320 Center Street 114-0118-0035

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Primary Resource Information: Single Dwelling, Stories 2.00, Style: Italianate, ca 1885

Individual Resource Status: Single Dwelling

Contributing Total: 1

323 Center Street 114-0118-0034

Primary Resource Information: Single Dwelling, Stories 2.50, Style: Colonial Revival, ca 1890

Individual Resource Status: Single Dwelling

Contributing Total: 1

324 Center Street 114-0118-0036

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Italianate, ca 1885

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Garage

Contributing Total: 1

329 Center Street 114-0118-0190

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1910

Individual Resource Status: Single Dwelling

Contributing Total: 1

East Pembroke Avenue (Originally Mallory Avenue)

220 East Pembroke Avenue 114-0118-0192

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1900

Individual Resource Status: Single Dwelling

Contributing Total: 1

228 East Pembroke Avenue 114-0118-0193

Primary Resource Information: Single Dwelling, Stories 2.50, Style: Bungalow-Craftsman, ca 1915

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Garage

Contributing Total: 1

229 East Pembroke Avenue 114-0118-0072

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Bungalow-Craftsman, 1950

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

302 East Pembroke Ave

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Neo-Victorian, 2006

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

307 East Pembroke Avenue 114-0118-0022

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Stick/Eastlake, 1903

Individual Resource Status: Single Dwelling

Contributing Total: 1

308 East Pembroke Avenue 114-0118-0023

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N/A

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Primary Resource Information: Single Dwelling, Stories 2.00, Style: Italianate, ca 1880

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Garage

Contributing Total: 1

309 East Pembroke Avenue 114-0118-0073

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1895

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

316 East Pembroke Avenue 114-0118-0194

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Italianate, 1885

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Garage

Contributing Total: 1

323 East Pembroke Avenue 114-0118-0021

Primary Resource Information: Single Dwelling, Stories 2.50, Style: Queen Anne, 1905

Individual Resource Status: Single Dwelling

Contributing Total: 1

329 East Pembroke Avenue 114-0118-0020

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, ca 1890

Individual Resource Status: Single Dwelling

Contributing Total: 1

333 East Pembroke Avenue 114-0118-0075

Primary Resource Information: Multiple Dwelling, Stories 2.00, Style: Colonial Revival, 1890

Individual Resource Status: Multiple Dwelling

Contributing Total: 1

334 East Pembroke Avenue 114-0118-0019

Primary Resource Information: Single Dwelling, Stories 2.50, Style: Queen Anne, ca 1890

Individual Resource Status: Single Dwelling

Contributing Total: 1

346 East Pembroke Avenue 114-0118-0195 also 114-0118-0019 and 114-0118-0028

Primary Resource Information: Single Dwelling, Stories 2.50, Style: Shingle, 1890

Individual Resource Status: Single Dwelling

Contributing Total: 1

347 East Pembroke Avenue 114-0118-0076

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1890

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Outhouse

Contributing Total: 1

349 East Pembroke Avenue 114-0118-0017

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N/A

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Primary Resource Information: **Single Dwelling, Stories 1.00, Style: Queen Anne, ca 1900**

Individual Resource Status: **Single Dwelling**

Contributing Total: 1

Individual Resource Status: **Garage**

Noncontributing Total: 1

403 East Pembroke Avenue 114-0118-0001

Primary Resource Information: **Single Dwelling, Stories 2.50, Style: Late 19th and Early 20th Century American Movement, ca 1910**

Individual Resource Status: **Single Dwelling**

Contributing Total: 1

Individual Resource Status: **Garage**

Contributing Total: 1

Individual Resource Status: **Shed**

Noncontributing Total: 1

410 East Pembroke Avenue 114-0118-0196

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Colonial Revival, 1895**

Individual Resource Status: **Single Dwelling**

Contributing Total: 1

Individual Resource Status: **Garage**

Contributing Total: 1

415 East Pembroke Avenue 114-0118-0002

Primary Resource Information: **Single Dwelling, Stories 2.50, Style: Queen Anne, ca 1900**

Individual Resource Status: **Single Dwelling**

Contributing Total: 1

Individual Resource Status: **Garage**

Noncontributing Total: 1

421 East Pembroke Avenue 114-0118-0003

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Queen Anne, 1890**

Individual Resource Status: **Single Dwelling**

Contributing Total: 1

433 East Pembroke Avenue 114-0118-0004

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Queen Anne, 1890**

Individual Resource Status: **Single Dwelling**

Contributing Total: 1

Individual Resource Status: **Garage**

Noncontributing Total: 1

440 East Pembroke Avenue 114-0118-0197

Primary Resource Information: **Single Dwelling, Stories 1.50, Style: Other, 1961**

Individual Resource Status: **Single Dwelling**

Noncontributing Total: 1

442 East Pembroke Avenue 114-0118-0005

Primary Resource Information: **Single Dwelling, Stories 2.50, Style: Colonial Revival, 1910**

Individual Resource Status: **Single Dwelling**

Contributing Total: 1

Elm Avenue (Originally Locust Street)

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302 Elm Avenue 114-0118-0097

Primary Resource Information: Multiple Dwelling, Stories 2.00, Style: Queen Anne, 1885

Individual Resource Status: Multiple Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

303 Elm Avenue 114-0118-0096

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1905

Individual Resource Status: Single Dwelling

Contributing Total: 1

308 Elm Avenue 114-0118-0099

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1905

Individual Resource Status: Single Dwelling

Contributing Total: 1

309 Elm Avenue 114-0118-0098

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Bungalow-Craftsman, 1890

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Contributing Total: 1

310 Elm Avenue 114-0118-0100

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1905

Individual Resource Status: Single Dwelling

Contributing Total: 1

316 Elm Avenue 114-0118-0102

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Shingle Style, 1895

Individual Resource Status: Single Dwelling

Contributing Total: 1

317 Elm Avenue 114-0118-0101

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1890

Individual Resource Status: Single Dwelling

Contributing Total: 1

319 Elm Avenue 114-0118-0103

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1895

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

322 Elm Avenue 114-0118-0104

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Italianate, 1905

Individual Resource Status: Single Dwelling

Contributing Total: 1

325 Elm Avenue 114-0118-0105

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Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1895

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

326 Elm Avenue 114-0118-0106

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Italianate, 1905

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

329 Elm Avenue 114-0118-0107

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1895

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Contributing Total: 1

333 Elm Avenue 114-0118-0108

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1895

Individual Resource Status: Single Dwelling

Contributing Total: 1

Marshall Street

300 Marshall Street 114-0118-0200

Primary Resource Information: Single Dwelling, Stories 2.50, Style: Colonial Revival, 1855

Individual Resource Status: Single Dwelling

Contributing Total: 1

308 Marshall Street 114-0118-0030

Primary Resource Information: Single Dwelling, Stories 2.50, Style: Queen Anne, ca 1885

Individual Resource Status: Single Dwelling

Contributing Total: 1

310 Marshall Street 114-0118-0187

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Gothic Revival, 1915

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

311 Marshall Street 114-0118-0188

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1880

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Garage

Contributing Total: 1

312 Marshall Street 114-0118-0037

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Late Victorian, ca 1892

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Individual Resource Status: **Single Dwelling**

Contributing Total: 1

Individual Resource Status: **Garage**

Contributing Total: 1

Individual Resource Status: **Shed**

Contributing Total: 1

314 Marshall Street 114-0118-0189

Primary Resource Information: **Single Dwelling, Stories 1.50, Style: Colonial Revival, 1935**

Individual Resource Status: **Single Dwelling**

Noncontributing Total: 1

Individual Resource Status: **Secondary Dwelling**

Noncontributing Total: 1

315 Marshall Street 114-0118-0027

Primary Resource Information: **Hotel/Inn, Stories 2.50, Style: Folk Victorian, 1898**

Individual Resource Status: **Hotel/Inn**

Contributing Total: 1

316 Marshall Street 114-0118-0026

Primary Resource Information: **Single Dwelling, Stories 2.50, Style: Queen Anne Free Classic, ca 1905**

Individual Resource Status: **Single Dwelling**

Contributing Total: 1

Individual Resource Status: **Garage**

Contributing Total: 1

Individual Resource Status: **Greenhouse**

Noncontributing Total: 1

317 Marshall Street 114-0118-0029

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Second Empire, ca 1880**

Individual Resource Status: **Single Dwelling**

Contributing Total: 1

320 Marshall Street 114-0118-0025

Primary Resource Information: **Single Dwelling, Stories 2.50, Style: Colonial Revival, ca 1910**

Individual Resource Status: **Single Dwelling**

Contributing Total: 1

322 Marshall Street 114-0118-0007

Primary Resource Information: **Single Dwelling, Stories 2.50, Style: Queen Anne, ca 1890**

Individual Resource Status: **Single Dwelling**

Contributing Total: 1

Individual Resource Status: **Shed**

Noncontributing Total: 1

418 Marshall Street 114-0118-0112

Primary Resource Information: **Single Dwelling, Stories 2.00, Style: Queen Anne, 1895**

Individual Resource Status: **Single Dwelling**

Contributing Total: 1

501 Marshall Street 114-0118-0110

Primary Resource Information: **Multiple Dwelling, Stories 2.00, Style: Late 19th and 20th Century Revivals, 1905**

Individual Resource Status: **Multiple Dwelling**

Noncontributing Total: 1

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502 Marshall Street 114-0118-0111

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Italianate, 1895

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

509 Marshall Street 114-0118-0109

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1905

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Secondary Structure

Noncontributing Total: 1

511 Marshall Street 114-0118-0152

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Bungalow-Craftsman, post 1900

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

Poplar Avenue

304 Poplar Avenue 114-0118-0091

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1900

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Garage

Noncontributing Total: 1

314 Poplar Avenue 114-0118-0092

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1900

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

324 Poplar Avenue 114-0118-0094

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1895

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Contributing Total: 1

326 Poplar Avenue

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Ranch, 1964

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

Syms Street (Originally Fulton Street)

218 Syms Street

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Primary Resource Information: Single Dwelling, Stories 1.50, Style: Cape Cod, 1992

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

222 Syms Street 114-0118-0163

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Gothic Revival, 1895

Individual Resource Status: Single Dwelling

Contributing: 1

Individual Resource Status: Shed

Noncontributing Total: 1

226 Syms Street

Primary Resource Information: Single Dwelling, Stories 2.00, Style: No Style, 1989

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

312 Syms Street 114-0118-0164

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Colonial Revival, 1940

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

316 Syms Street 114-0118-0033

Primary Resource Information: Single Dwelling, Stories 2.50, Style: Queen Anne, ca 1885

Individual Resource Status: Single Dwelling

Contributing Total: 1

317 Syms Street 114-0118-0165

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1896

Individual Resource Status: Single Dwelling

Contributing Total: 1

321 Syms Street 114-0118-0166

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1900

Individual Resource Status: Single Dwelling

Contributing Total: 1

330 Syms Street

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Ranch, Listed, 1964

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

333 Syms Street 114-0118-0032

Primary Resource Information: Single Dwelling, Stories 2.50, Style: Queen Anne, ca 1880

Individual Resource Status: Single Dwelling

Contributing Total: 1

350 Syms Street 114-0118-0031

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Italianate, ca 1885

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Garage

Contributing Total: 1

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Individual Resource Status: Shed

Contributing Total: 1

Washington Street

220 Washington Street 114-0118-0167

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1943

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

221 Washington Street 114-0118-0168

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Colonial Revival, 1887

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Contributing Total: 1

224 Washington Street 114-0118-0169

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1915

Individual Resource Status: Single Dwelling

Contributing Total: 1

228 Washington Street 114-0118-0170

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1905

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Garage

Contributing Total: 1

234 Washington Street 114-0118-0171

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1905

Individual Resource Status: Single Dwelling

Contributing Total: 1

301 Washington Street 114-0118-0172

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Greek Revival, 1892

Individual Resource Status: Single Dwelling

Contributing Total: 1

302 Washington Street 114-0118-0174

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1900

Individual Resource Status: Single Dwelling

Contributing Total: 1

303 Washington Street 114-0118-0173

Primary Resource Information: Single Dwelling, Stories 1.50, Style: Queen Anne, 1895

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

306 Washington Street 114-0118-0175

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Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1895

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

307 Washington Street 114-0118-0176

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1905

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Garage

Contributing Total: 1

310 Washington Street 114-0118-0177

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1895

Individual Resource Status: Single Dwelling

Contributing Total: 1

313 Washington Street 114-0118-0178

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Italianate, 1895

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Secondary Dwelling

Noncontributing Total: 1

314 Washington Street 114-0118-0179

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1895

Individual Resource Status: Single Dwelling

Contributing Total: 1

315 Washington Street 114-0118-0180

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1897

Individual Resource Status: Single Dwelling

Contributing Total: 1

318 Washington Street 114-0118-0181

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Late 19th and 20th Century Revivals, 1900

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Contributing Total: 1

321 Washington Street

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Minimal Traditional, 1978

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

324 Washington Street 114-0118-0182

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1895

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

Individual Resource Status: Shed

Contributing Total: 1

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325 Washington Street

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Ranch, 1967

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

328 Washington Street 114-0118-0184

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Late 19th and 20th Century Revivals, 1905

Individual Resource Status: Single Dwelling

Contributing Total: 1

329 Washington Street 114-0118-0183

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1895

Individual Resource Status: Single Dwelling

Contributing Total: 1

330 Washington Street 114-0118-0185

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, ca.1920

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

335 Washington Street 114-0118-0186

Primary Resource Information: Multiple Dwelling, Stories 2.00, Style: Late 19th and 20th Century Revivals, 1895

Individual Resource Status: Multiple Dwelling

Contributing Total: 1

Individual Resource Status: Garage

Contributing Total: 1

413 Washington Street 114-0118-0077

Primary Resource Information: Multiple Dwelling, Stories 2.00, Style: Colonial Revival, 1950

Individual Resource Status: Multiple Dwelling

Noncontributing Total: 1

415 Washington Street 114-0118-0078

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1915

Individual Resource Status: Single Dwelling

Contributing Total: 1

417 Washington Street 114-0118-0079

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1937

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

501 Washington Street 114-0118-0080

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1915

Individual Resource Status: Single Dwelling

Contributing Total: 1

505 Washington Street 114-0118-0081

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Prairie School, 1900

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Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Garage

Noncontributing Total: 1

509 Washington Street 114-0118-0082

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Bungalow-Craftsman, 1915

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Contributing Total: 1

521 Washington Street 114-0118-0083

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Greek Revival, pre-1900

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

Individual Resource Status: Shed

Noncontributing Total: 1

525 Washington Street 114-0118-0084

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Late 19th and Early 20th Century American Movement, 1915

Individual Resource Status: Single Dwelling

Contributing Total: 1

602 Washington Street 114-0118-0090

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1905

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Contributing Total: 1

603 Washington Street 114-0118-0085

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Colonial Revival, 1915

Individual Resource Status: Single Dwelling

Contributing Total: 1

605 Washington Street 114-0118-0086

Primary Resource Information: Single Dwelling, Stories 1.00, Style: Bungalow-Craftsman, 1947

Individual Resource Status: Single Dwelling

Noncontributing Total: 1

606 Washington Street 114-0118-0089

Primary Resource Information: Single Dwelling, Stories 2.00, Style: Queen Anne, 1890

Individual Resource Status: Single Dwelling

Contributing Total: 1

Individual Resource Status: Shed

Contributing Total: 1

607 Washington Street 114-0118-0087

Primary Resource Information: Single Dwelling, Stories 2.00, Style: No Style Listed, 1915

Individual Resource Status: Single Dwelling

Contributing Total: 1

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SUMMARY

The Pasture Point Historic District is a residential neighborhood on the outskirts of downtown Hampton, Virginia, that reflects characteristic trends in development pattern and architectural composition of a late-nineteenth, early-twentieth century streetcar suburb. The district evolved from farm land into a suburb following its purchase and platting by the Old Dominion Land Company, a subsidiary of the C&O Railroad as part of the expansion of a rail spur from Newport News to Hampton and Old Point Comfort. Residential development occurred slowly at first with only minimal influence from the rail line; however it began in earnest a decade later with the introduction of several streetcar lines through the district. Beginning at that time, development boomed and included many characteristic features of a streetcar suburb from a focus along the streetcar route, to the construction of large, high-style, architect-designed homes. This includes many Italianate, Victorian, and Revival styles set on deep landscaped lots facing the streets and avenues that the streetcar ran down and reflect the popular growth patterns that occurred as the wealthy and upper-middle class moved outside of the city with the assistance of the streetcar. By 1919, development slowed drastically; spurred by the decline in popularity of the streetcar coupled with the rise of the automobile that encouraged growth in new suburbs further outside of town, however the district was already nearly completely developed. Sporadic development continued through the twentieth century with the only other dense period of construction in the years following World War II and the post-war housing boom. The significance of the district however, is derived from its dense concentration of homes and properties that reflect its early period of development tied to the streetcar.

As such, the Pasture Point Historic District is considered significant at the local level under **Criterion A** in the area of Community Planning and Development and under **Criterion C** in the area of Architecture. Its period of significance extends from **1885-1919**, beginning with the initial platting of the Pasture Point subdivision by the Old Dominion Land Company, and ending with the decline of the streetcar that lead to the drastic slow down of development in the district.

HISTORIC BACKGROUND

The city of Hampton evolved from a settlement that was founded in 1610 as the village of Kecoughtan, named for a tribe of Indians living in the area when the English arrived. In 1619, the settlement was renamed Elizabeth City to better reflect its British control, and following armed conflict and subsequent treaty with the local tribes in 1622, land grants were provided in the area. In 1634, Elizabeth City County became one of the first eight counties in Virginia. The settlement continued to grow throughout the seventeenth century and in 1706, the Virginia Assembly established a customs district there and officially chartered the town under its current name Hampton.¹

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Although Hampton is touted as the oldest continuous English-speaking settlement in the country, the city's built legacy almost exclusively reflects its development from the late nineteenth on, as very few buildings constructed earlier are present due to various natural and human-influenced reasons. Until the Revolutionary War, Hampton was considered Virginia's principal port, however shifts under the newly established federal government favored Norfolk and development in Hampton slowed throughout the early 19th century. In 1861, much of the town and its early building stock were burned by retreating Confederate troops to prevent their use by the Union forces stationed at nearby Fort Monroe.²

Following the Civil War, the town was rebuilt by returning residents and an influx of northern entrepreneurs. The demographics changed greatly as much of the former wealth in land was replaced by business speculation. New seafood industries were created and assorted hotels and resorts began to develop around the waterfront areas. The growth of business and industry in the area led to improvements in transportation and the eventual coming of the Chesapeake & Ohio (C&O) Railroad.³ The C&O originated as the Louisa Railroad of Louisa County, Virginia, begun in 1836, and the James River & Kanawha Canal Company, also in Virginia, begun in 1785. By the Civil War, the Louisa was renamed Virginia Central. Much of the line was badly damaged or destroyed during the war, and the Virginia General Assembly was forced to seek funds to rebuild it from outside of the economically devastated American south. They found a willing investor in Collis P. Huntington of New York; one of the "big Four" involved in building the Central Pacific portion of the Transcontinental Railroad, which was at this time just reaching completion. Huntington saw the potential to create a true transcontinental rail network under one management by utilizing the Virginia Central as an eastern link to his holdings in the west.⁴

As such, Huntington supplied the money needed to complete the line from Richmond to the Ohio River through West Virginia, in return for which it became part of Huntington's *Covington & Ohio Railroad*. Contemporaneously, Huntington also began purchasing land in the Tidewater Virginia area to eventually extend the line east from Richmond to the Atlantic. The line through West Virginia was built by 1878, at which time the line was renamed the *Chesapeake & Ohio Railroad*, and in 1881, the line was completed to Virginia's Tidewater. A point on the southern edge of the Virginia Peninsula along Hampton Roads was selected as the terminus of the line, where Huntington and his subsidiary land purchasing venture, the Old Dominion Land Company, established the City of Newport News.⁵ Just a year later, a spur that continued to Hampton, Phoebus, and Old Point Comfort, was completed, thus completing the Peninsula Expansion of the C&O Railroad.⁶

Beyond purchasing right-of-way for the rail lines, Huntington and the Old Dominion Land Company purchased additional land adjacent to the corridors for speculative investment, construction of infrastructure, and other "future enterprises." By 1892, they boasted ownership of "some 17,000 acres" in the vicinity around Newport News and Hampton.⁷ One of the largest commercial enterprises was the Newport News Shipbuilding and Drydock Company chartered by Huntington in 1886. Companies and business like this spurred by the railroad

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encouraged massive economic growth in the region and created an increased demand for housing; a demand the Old Dominion Land Company strove to satisfy.⁸ Nearly the entire city of Newport News around the main rail terminal was platted into individual lots by the company. They developed similar, but smaller areas along the rail corridors into residential subdivisions for sale and promotional brochures were created that advertised Hampton Roads as a desirable place to live. Flyers were distributed to workers in Newport News that informed them of more affordable housing along the train lines.⁹ One such area platted for residential development by the Old Dominion Land Company along the Hampton, Phoebus, and Old Point Comfort spur was the Pasture Point subdivision.¹⁰

HISTORIC CONTEXT: PASTURE POINT

The area known as Pasture Point had originally been part of a larger, 200-acre colonial plantation owned by a Captain Jarvis. Sometime prior to the Revolution, 150 acres of the land were purchased by Colonel William Wilson while 50 acres were acquired by the town of Hampton. The name "Pasture Point" appears in records as early as 1821 from a sale of a portion of the property, although the house on the property was known as the "Pasture House" as early as the Revolution.¹¹ By the time of the Civil War, much of the land had come in the possession of Jefferson B. Sinclair, although a portion was still owned by the Wilson family. Sinclair entered into debt following the war, at which time the land was broken into smaller tracts to pay this off, and three men by the names of Booker, Woodfin, and Watkins purchased much of the land.¹² It was from these men that the Old Dominion Land Company acquired Pasture Point.

On this tract, a depot for the Hampton, Phoebus, and Old Point Comfort spur of the C&O, acting as the main train station for Hampton, was constructed. As this spur was primarily for passenger service, the station was designed with a high-style Victorian-Queen Anne character.¹³ To promote development around the depot, the Old Dominion Land Company consolidated the properties in the Pasture Point area and platted streets and blocks flanking the rail line in what became named the Pasture Point Subdivision in 1885.¹⁴ The streets and blocks were laid out in the typical gridded fashion. Following a trend at the time, and one used by the Old Dominion Land Company as well as several other land companies throughout the Newport News area, many of the streets were named after species of trees. This included Maple, Apple, Poplar, and Elm. The streets along the water were named River and Creek, and appropriately, the street on which the rail station was located was named Depot. A divided boulevard named Mallory and a Fulton Street were also within the tract. The subdivision was generally bounded by the Hampton River to the north and east, Wilson's Creek to the south, and Washington Street to the west, although the western edge was more irregular because of the existence of previous property owners who did not sell to the Old Dominion Land Company. The neighborhood was also divided into two distinct tracts by the rail corridor that ran through the subdivision on a north-west to south-east route.¹⁵

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Although rail traffic developed immediately, fueled by passengers from Newport News to across the nation en route to Old Point Comfort, Fort Monroe, and the beach hotels, development in the Pasture Point neighborhood appears to have begun slowly. Only a handful of residences were constructed and commercial construction was equally as slow.¹⁶ Development began in earnest a few years later though, arriving with the streetcar.

In May 1888, Frank Sprague revolutionized urban transportation by building the first fully operational electric streetcar system in the country in Richmond, Virginia. The streetcar immediately opened up possibilities for residential, commercial, and recreational expansion outside of the city centers. Land speculators realized the potential for development fueled by the streetcar and purchased large tracts of land adjacent to and at the end of lines. One of the first men to see the potential for streetcar development in Hampton was James Darling. Darling organized the Hampton and Old Point Railway Company that year, and by 1889, had built an operational line between those two points. Popularity of the streetcar in Hampton blossomed, with additional companies formed and lines constructed. In 1891, a line was built connecting Hampton to Newport News, and by 1894, a line extended to Buckroe Beach and Phoebus, built by the Buckroe, Phoebus and Hampton Railway Company.¹⁷

By that date, two streetcar lines traveled though the Pasture Point area. The first was an extension of the line that went through a suburban neighborhood platted by Darling west of town called Victoria Boulevard, and continued on to Newport News. This first route came from North King Street, turned east at Pembroke Avenue, continued east to Washington Avenue, then north to the train station on Depot. The second route was the Buckroe Beach and Phoebus line that came from downtown Hampton north on Eaton Avenue, then went east on Mallory Pembroke Avenue, north on Marshall Street, east on Elm Avenue, and across the Hampton River on a trestle bridge.¹⁸

As new streetcar companies and lines emerged, each had to supply its own cars with electricity. Three power stations were located throughout Hampton for this purpose, each burning coal that arrived on the C&O rail line from West Virginia. One such station was built within Pasture Point, just behind the depot on Washington Street.¹⁹ Competition also promoted cheap ride fares and improved service. A ride on the streetcar was only 5 cents when it first began running and by 1902 there were over 40 miles of track and 60 cars throughout Hampton and Newport News. The streetcar provided a convenient form of transportation to social and recreational activities, for everything from church, parties, and trips. It was popular to take the streetcar to Buckroe Beach in the summer or to the Chamberlin Hotel for dances on a Saturday evening.²⁰

Streetcars promoted growth in the suburbs as properties along the lines became popular for wealthy and middle-upper income families looking to escape the city centers. These suburbs emerged all around Hampton as they permitted families larger lots, cleaner conditions, and convenient access to the transportation and the recreational areas they serviced. Within these suburbs, the most desirable and expensive lots were those on the grand boulevards on which the streetcar traveled. Newspaper articles advertised suburban lots for between 20 to

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25 dollars, and \$900 for a home on the property. Lots and homes adjacent to the streetcar lines jumped to \$1,400.

As did Darling's Victoria Boulevard subdivision flanking his Newport News and Old Point streetcar line, the Pasture Point suburb with its two streetcar lines became a highly-fashionable place to live in Hampton by the turn-of-the-twentieth-century. The streets and avenues became lined with grand, high style homes constructed in the most current and popular styles. The neighborhood became home to many of the wealthiest and most influential citizens of Hampton and Newport News. Development around the streetcar lines occurred steadily through the last decade of the nineteenth-century and first two of the twentieth century, however, because being adjacent to or near the streetcar line was most popular, and both streetcar lines ran through the Pasture Point neighborhood south of the rail corridor, the northern tract evolved into an "other-side of the tracks" area early on. The south side of the railroad in Pasture Point became almost completely developed and built out by World War I while the development on the north side, not directly serviced by the streetcar lines, remained sparse.²¹

The end of World War I brought new changes to development patterns that would directly affect Pasture Point and similar streetcar suburbs. The economy was better than ever and the automobile had emerged as an affordable and more convenient form of transportation for most middle-class and above families. People began to look further outside of the cities to acquire larger lots in the new suburbs with clean, modern, and affordable homes that were being built and developed on the outskirts of cities across the nation. Streetcar patronage declined as people were able to travel faster and more conveniently in their own automobile. Properties in the streetcar suburbs became less desirable as buyers began to look for housing developments with driveways, alleys, and garages.

This trend was evidenced in Hampton and Pasture Point as by 1919, the majority of lots flanking the streetcar lines had been developed, however construction of new homes in between them and on the many vacant lots that still remained north of the railroad corridor came to nearly a complete halt. Development remained stagnant throughout the 1920s and 1930s, with no new construction south of the rail line until 1935. Roughly a dozen homes were built north of the rail yard; however these homes do not reflect the same characteristics of the earlier streetcar development in the south. These homes are likely a result of the continued presence of the C&O railroad and represent typical depression-era modest construction. A renewed period of development throughout the historic district also occurred in the late 1940s and 1950s related to the post-war housing boom, although this wave too, dwindled in the urban flight period of the 1960s and 1970s. Since that time period, sporadic construction and development has occurred in the historic district, mostly along the waterfront where older homes have been remodeled or replaced with newer buildings. This type of activity has been primarily limited to the north side of the neighborhood though, where there is much more shoreline than in the south.

SIGNIFICANCE: COMMUNITY PLANNING & DEVELOPMENT

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The Pasture Point Historic District is a characteristic late-nineteenth through early-twentieth century suburban residential neighborhood that was influenced greatly by the rise and eventual decline of the streetcar. Although the subdivision was originally platted around the C&O Railroad by a subsidiary land company, its growth and development is primarily related to the introduction of the streetcar network through its boundaries. As a whole, the district consists of a contiguous group of historic homes and properties that retain a high degree of integrity and character defining features from this early era of Hampton and is a significant reminder of its streetcar history.

As a plat by the C&O Railroad's subsidiary Old Dominion Land Company, the establishment of Pasture Point is directly related to the broader history of the area that shaped the Tidewater from the late nineteenth century through the present day. In general, the railroad was considered one of the most important factors influencing tidewater Virginia's economic development and was the stimulus of much of the large industry that continues to drive the region. The railroad continued to play an important role in the history of the neighborhood through the mid-twentieth century as it was the location of the primary Hampton train station and the gateway to Old Point Comfort, Buckroe Beach, and the numerous hotels and resorts that played a significant role in the rise of tourism to the area.

Besides the depot, however, which has since been demolished, very little construction or development associated with the railroad occurred in the district. A number of commercial buildings were constructed near and around the depot, however all but one of these too has been demolished. The majority of development in the historic district, particularly residential, can be more directly attributed to the coming of the streetcar in the early to mid-1890s. By 1894, two lines travelled through the district, or at least the southern portion thereof. One extended from the train depot to the main line between Hampton and Newport News, and the second from downtown, leading through the district to the beaches.

In the years following the construction of these lines, Pasture Point developed quickly with dozens of grand homes lining its streets and avenues; many of the largest immediately adjacent to the streetcar route along Mallory (Pembroke Boulevard). Pasture Point became a popular address in Hampton by the 1890s, epitomizing the streetcar neighborhoods of the era and reflecting the economic segregation inherent in these developments. While working class families populated other neighborhoods around town, such as the West Hampton area, the grand homes on large lots along Pasture Point's streetcar lines and its closest side streets was home to many of the wealthiest and most influential residents in the city.

Further reflecting the dominance of the streetcar to the development of the neighborhood was the relationship between its owners and the banks supplying the capital for mortgages and home construction. Many loans in the area had initially been provided by the Bank of Hampton as well as later by the Schmelz Brothers Bank; both of

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which were owned by the Schmelz brothers, who were also part owners of the Old Point Railway & Electric Company.²²

The streetcar, and there too, the steady development of Pasture Point was brought to a substantial slowdown by the end of World War I and the 1920s. Streetcar ridership began to decline as early as the mid-1910s when the automobile slowly emerged as the preferred means of travel.²³ By the end of the war and the economic boom of the 1920s, more middle- and upper-class families than ever were able to afford an automobile and many Hampton residents began to move further out of the city into new suburbs being developed at the time, such as those in the present-day Old Wythe area, across the Hampton River, and further north.

By that time, much of Pasture Point, particularly the southern portion of the neighborhood, had already been developed, and the slowdown simply meant that the large Victorian-era properties were not infilled by later homes. It also meant that the northern portion of the neighborhood across the tracks did not become densely developed until the later wave of post-World War II construction took place. As such, the blocks and homes of southern Pasture Point retain a high degree of integrity from the streetcar-era and comprise an intact group of turn-of-the-twentieth-century properties and development in the City of Hampton.

SIGNIFICANCE: ARCHITECTURE

As an area defined by its many grand homes built along the streetcar lines and their adjacent streets, Pasture Point represents a significant collection of late-nineteenth through early-twentieth century Hampton architecture. The neighborhood developed as a typical streetcar suburb reflecting the pattern of the wealthy moving to larger lots in these new subdivisions outside of the city centers. As such, the neighborhood came to host some of the city's most prominent professionals, managers, and shopkeepers between the last decade of the nineteenth century and the second decade of the twentieth century. On many of these large suburban lots, particularly those facing the streetcar route, property owners had large, grandiose homes designed in the latest styles built.

A number of the earliest homes built in Pasture Point were constructed by the local carpenters, brothers Charles Taylor and William Holtzclaw. The Holtzclaw Brothers operated a construction company and lumberyard in Hampton in the Reconstruction era, and as was common in the late-nineteenth century, the company eventually advanced from construction to building design. Over time, they became well-known for designing and building several notable local buildings throughout the city and its surrounding areas, including the main building and barracks of the National Soldiers' Home, the Virginia State School of Deaf, Dumb, and Blind Children, the Bank of Hampton, the YMCA Building in Hampton, the first Chamberlin Hotel at Old Point Comfort, and the Masonic Lodge on Queen Street in Hampton, as well as remodeling Hampton's Courthouse in 1910.²⁴ Residentially, they are credited with a home for Harrison Phoebus, Roseland Manor, in 1887; the Cedar Hall residence for Frank Darling; and several homes throughout the Pasture Point neighborhood.

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Their first home in Pasture Point was designed by Charles T. Holtzclaw for his own home, and was an elaborate Queen Anne featuring a balcony recessed under a third floor gable with decorative shingles at 322 Marshall Street, constructed in 1890. After the death of his wife, Emma Jane, he later remarried and in 1905 built a new house at 316 Marshall for his new bride. Charles T. Holtzclaw also built 346 East Pembroke Avenue in 1890 for his son Earnest, who was the chief electrician for the Newport News and Old Point Railway and Electric Company. On the next block stands 419 East Pembroke Avenue, which is believed to have originally been the back wing of the Holtzclaw family house at 322 Marshall Street, but was removed in the late 1890s and placed on a separate lot. Other homes credited to the Holtzclaw Brothers in Pasture Point include 315 Marshall Street, a larger, very symmetrical version of 316 Marshall; and 333 Syms Street. The latter, which was built in the 1880s in a style predating the Queen Anne, was laid out like a "T" lying on its side.

A large number of other high-style Victorians, Italianates, Colonial Revivals, and other eclectic styles, as well as a variety of simpler, more vernacular interpretations of these styles and forms that can not be attributed to the Holtzclaw Brothers or any other known architects are also located throughout the neighborhood. This includes several homes that are believed to be various models of kit homes. The proximity to the railroad for easy shipping likely encouraged the usage of such homes. Homes believed to be models include the Aladdin-Sheffield at 300 Creek Avenue, a Sears-Gladstone at 115 Pembroke, and a Sears-Crescent or Wards- Mt. Vernon at 811 Marshall. The historic district also includes a good number of vernacular homes that augment the character of the neighborhood by providing local influences to blend with the characteristic appearances of the nationally popular high-styled residences.

Overall, the extant collection of architecture in the Pasture Point Historic District represents a wide variety of late-nineteenth and early-twentieth styles, forms, and types that reflect not only the developmental history of the neighborhood, but the region, and streetcar suburbs in general. For the most part, these homes remain in good condition and retain a high degree of character-defining features and historic integrity. As such, this contiguous group of residences represents one of the most intact turn-of-the-twentieth-century neighborhoods in Hampton and remains as a significant reminder of this period of architecture in the city.

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GEOGRAPHICAL DATA

Additional UTM Coordinates

5.	18	0380957	4099212
6.	18	0380878	4099128
7.	18	0380935	4099048
8.	18	0380774	4098962
9.	18	0380649	4098892

Boundary Description

The boundaries of the Pasture Point Historic District generally follow the Hampton River and Wilsons Creek on the east and south, Washington Street to the west, and I-64 to the north. Specifically, the boundaries follow the backside of lots on the west side of Washington Street from Wilsons Creek to the interstate, but exclude the pump house at 217 Washington Street at the southern end, as well as the commercial building at 609 Washington Street on the north end. The northern boundary along I-64 is a sawtooth line that runs along the properties and lengths of road that abut the highway right-of-way. Specifically, the border runs along the property lines of the two lots at the northeast corner of Washington Street and Poplar Avenue, the south side of Poplar Avenue from these properties to Marshall Street, the west of Marshall Street to the property line of the lot on the northeast corner of Marshall and Elm Avenue, and finally along the west side of Elm Avenue to the intersection with River Street, which it follows to East Pembroke Avenue and the shoreline of the Hampton River.

The district boundaries are delineated on the accompanying map that also depicts contributing and noncontributing resources. The boundaries fall within the Hampton USGS Quadrangle.

Boundary Justification

The boundaries of the historic district do not reflect the entirety of the Pasture Point subdivision as it was platted in 1885 due to differences in the development pattern in the northern portion of the subdivision and the later construction of I-64. Instead, the boundaries are based upon the most cohesive and contiguous grouping of buildings that represent the early development of Pasture Point, as well as a few bordering properties, around the streetcar.

In 1885, Pasture Point was platted to include all the land up to Brights Creek on the north. As early as it was platted however, the subdivision was divided on a northwest/southeast line by the presence of the C&O Railroad corridor. Although the gridded street pattern continued across the railroad, the northern area developed at a

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much slower rate. This trend was amplified a decade later when two streetcar lines were constructed through the southern portion of the neighborhood, further isolating the northern area. As such, by the time the streetcar declined in popularity and development in the neighborhood slowed drastically, the southern area was almost completely built out, while the northern portion was still sparsely developed. The contrast and separation of the two areas was further augmented by the construction of I-64 in 1957. Although the highway followed the same corridor as the former rail line, its larger profile created a more intrusive barrier that additionally disrupted the connectivity by ending all but one of the cross roads at the right-of-way. At that time, Cooper Street was redirected and dead-ends were created at Marshall Street and Colbert Avenue, leaving River Street near the eastern edge of the neighborhood as the only link between the two areas.

Just before and during the construction of I-64, the neighborhood was also being impacted by post-war development that infilled many of the remaining vacant lots. While some of this type of construction did take place in the southern area, it was already much more densely developed with few vacant lots for construction to take place. Instead, the area north of the highway that was still more sparsely developed was more heavily impacted by infill. Therefore, between the historic and modern isolation of the northern area, coupled with the intrusion of many more homes built after the streetcar era, the northern portion of the subdivision has been excluded from the historic district boundaries.

In contrast, the southern portion of the subdivision, within the historic district boundaries, represents a dense concentration of historic homes and properties associated with the streetcar-era development of the area. Properties on the west side of Washington Street and along Pembroke Avenue west of Washington are also included, despite the fact they were not part of the Pasture Point plat, due to their shared association and development influenced by the streetcar lines. This excludes 609 Washington Street (a commercial building) and 217 Washington Street (a public works pumphouse), as both were constructed after the period of significance and are not residential. Several properties originally platted with Pasture Point along Wine Street, Poplar Street, and Colbert Street west of Washington Street are also not included in the boundaries due to isolation from the rest of the district by nonhistoric infill and a lower level of integrity on those historic-age properties that do exist. Those properties within the boundaries represent the most intact and contiguous group of homes from the period of significance and are the best representatives of the streetcar era of Pasture Point.

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INVENTORY OF PHOTOGRAPHS

1. Pasture Point Historic District (114-0118)
2. Hampton, Virginia
3. March 2012
4. Dutton + Associates, LLC
5. Danielle Worthing, Photographer
6. View of East Pembroke Avenue at River Street, Facing West
7. Photograph 1 of 12

Items 1, 2, 3, 4, 5 are the same for the remaining photographs except as noted otherwise.

6. View of East Pembroke Avenue at Marshall Street, Facing Southeast
7. Photograph 2 of 12

6. View of Marshall Street between East Pembroke Avenue and Syms Street, Facing South
7. Photograph 3 of 12

6. View of East Pembroke Avenue at Marshall Street, Facing Southwest
7. Photograph 4 of 12

6. View of Syms Street at Center Street, Facing North
7. Photograph 5 of 12

6. View of Marshall Street at Poplar Avenue, Facing South
7. Photograph 6 of 12

6. View of Elm Avenue at Marshall Street, Facing West
7. Photograph 7 of 12

6. View of Elm Avenue at Washington Street, Facing East
7. Photograph 8 of 12

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6. View of East Pembroke Avenue at Washington Street, Facing North

7. Photograph 9 of 12

6. View of 335 Syms Street, Facing North

7. Photograph 10 of 12

6. View of 346 East Pembroke Avenue, Facing South

7. Photograph 11 of 12

6. View of 218 Syms Street, Facing South

7. Photograph 12 of 12

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PASTURE POINT HISTORIC DISTRICT

CITY OF HAMPTON, VA

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