Fort Monroe was designated a NHL in 1960 and was listed on the National Register of Historic Places in 1966. In the 1970s, the boundary of the NHL was defined as the entire area of Fort Monroe bound by the seawall.
FORT MONROE NATIONAL HISTORIC LANDMARK DISTRICT

1975 NATIONAL HISTORIC DISTRICT BOUNDARY

HISTORIC DISTRICT BOUNDARY FOR REUSE PLANNING PURPOSES

HISTORIC DISTRICT BOUNDARY
1C.1 HISTORIC DISTRICT BOUNDARIES

Fort Monroe was designated a National Historic Landmark (NHL) in 1960. The Fort Monroe NHL District documentation prepared in 1975 describes the boundaries of the historic district verbally as “...all that land on Point Comfort enclosed by its sea wall.” The accompanying map defined the area with a parallelogram that encompassed the entire peninsula to where the sea wall ends near the northern limit of the fort, just below Dog Beach. It also included a portion of Phoebus and almost all of Mill Creek because of the regular polygon drawn to define the district. Phoebus and Mill Creek were not included in the text of the nomination’s written description of the fort.

Currently, it is generally accepted that the boundary of the Fort Monroe NHL District is roughly the shoreline of Old Point Comfort along Mill Creek to the north, Hampton Roads to the west and south, and the eastern edge of the district follows the sea wall along the Chesapeake Bay to the point where it ends and then the boundary crosses the peninsula to reconnect to Mill Creek.

The Programmatic Agreement (PA) for the Closure and Disposal of Fort Monroe recognizes the entire 570 acre site of the Old Point Comfort Peninsula, including the area extending north from the seawall to the property line abutting the community of Buckroe, as contributing to the Fort Monroe NHL District.

1C.2 INVENTORY

The 1975 Fort Monroe NHL District documentation does not include an extensive inventory of structures. It mentions the Stone Fort designed by Simon Bernard and the text lists “significant buildings still standing” to include: Quarters 1, Building 17 (Tuileries), Building 27 (The Old Arsenal), Old Point Comfort Lighthouse, Engineer Wharf, Quarters 50, Battery Irwin, Battery Parrott, Battery DeRussy, Battery Church, Battery Anderson, and Battery George Ruggles.

There have been more extensive inventories of the fort. The most recent inventory is included in the Fort Monroe Historic Architecture Repair and Maintenance Plan (HARAM), prepared by the Army in 2001. The HARAM is a four-volume set, which extensively documents the historic resources and includes several that were not included in the 1987 survey by the Historic American Buildings Survey The Architectural Heritage of Fort Monroe.

As of the date of signature of the PA, there are 189 contributing resources to the Fort Monroe NHL District including 175 historic buildings, three historic structures, nine historic landscape features, one historic object, and the Stone Fort which is made up of eleven named or numbered segments. Of these resources, four have been determined to be individually eligible for the National Register of Historic Places (NRHP) and 112 buildings have been determined to have significant interior features. The four resources determined individually eligible for the NRHP are the Chapel of the Centurion, Quarters 1, Quarters 17 (the Lee Quarters), and the Stone Fort.
1C.3 HISTORIC LANDSCAPES

Fort Monroe is a complex, continuously evolving landscape over several periods of history. Previous fortifications, Fort Algernon, an unnamed fort, and Fort George were located on Old Point Comfort in the Colonial Period. Fort Algernon and the unnamed fort burned and Fort George was destroyed by a hurricane. The construction of the Stone Fort, after the War of 1812, began a period of permanent construction on Old Point Comfort. The establishment of the Artillery School of Practice set the course for Fort Monroe to be one of the Army’s primary training facilities.

Even before the construction of Fort Monroe was considered complete in 1836, a thriving tourism industry developed as hotels, initially built to house workers constructing the fort, made Old Point Comfort a leading resort destination. Hotels such as the Hygeia and Chamberlin were popular destinations with tourists arriving by steamship via the Baltimore Wharf. There were many iterations of the Hygeia Hotel that were either demolished or destroyed by fire. The first Chamberlin Hotel was also destroyed by fire. A new Hotel Chamberlin, built in the 1920s, still stands as a reminder of Old Point Comfort’s resort history.

As the Army’s training mission evolved and Fort Monroe became the Coastal Artillery School in 1907, the military development of Old Point Comfort was further expanded outside of the Stone Fort by construction of housing, training and administration buildings for the newly established school. Much of the present day construction along Ingalls Road can be attributed to the Coastal Artillery School.

The Fort Monroe Historic Landscape Inventory, Evaluations and Recommendations prepared in 2010 by the US Army Corps of Engineers Engineering Research and Development Center/Construction Engineering Research Laboratory (ERDC/CERL), identified seven geographic areas of landscape development based on the evolution of the fort over 100 years and changing uses, missions and technologies (see map on page 1C.4). Those component landscapes are:

1. The Stone Fort
2. The Ordinance/Quartermaster yards and school
3. Ingalls Road
4. The Batteries
5. Interwar/WWII
6. Training and Recreation
7. Cold War
Fort Monroe, VA Viewswards

1. View of Building 5 from Parade Ground
2. View from behind Lincoln gun toward Building 5
3. View across parade ground looking east
4. View from parade ground toward rear of Quarters 1
5. View toward Barracks (Building 10)
6. View south at Chapel of the Centurion
7. View north toward Chapel of the Centurion
8. View up Flagstaff Bastion
9. View down Bernard Rd. toward Tulleries and Casemate
10. View up Bernard Rd. toward Tulleries and Casemate
11. View down Bernard Rd. toward 2nd Casemate
12. View through East gate toward Quarters 1
13. Oblique view of Quarters 1
14. View of guardhouse at main gate
15. View northeast from fort
16. View south toward water battery
17. View north at east gate
18. View southwest from southeast bastion
19. View east from south bastion
20. View toward Flagstaff Bastion
21. View east from below Flagstaff Bastion
22. View southeast from eastern gate
23. View looking northeast at eastern gate
24. View looking east from top of Hotel Chamberlin
25. View looking north from Hotel Chamberlin
26. View toward Coast Artillery School
27. View down Fenwick Road at officers’ quarters
28. View looking south at Main Gate
29. View looking out of fort toward headquarters
30. View looking south from northwest corner of moat
31. View looking toward main gate
32. View from Cannon Park to main gate
33. View of Catholic Chapel
34. View north up Ingalls Road
35. View to Fort Wool
36. View from Fort Wool to Fort Monroe
37. View of Lighthouse and Keeper’s House
38. View west toward park and Hotel Chamberlin
39. Views from Endicott Era Batteries
40. View from Fort Monroe to Phoebeus (Camp Hamilton)
41. View from Phoebeus (Camp Hamilton) to Fort Monroe
1C.4 HISTORIC VIEWSHEDS

Viewsheds encompass all landscape features (land, water, and other environmental elements) that are visible to the human eye from fixed vantage points.

Viewsheds and views have great importance to Old Point Comfort. The views from the fort provided strategic defense. The views to the point and Old Point Comfort Lighthouse still provide navigational aid. There are also viewsheds within the site. These are views of buildings, objects, and landscapes significant in the development and defining the character of Fort Monroe.

The Fort Monroe Historic Viewsheds analysis prepared in 2010 by the US Army Corps of Engineers ERDC/CERL inventoried significant historic views and evaluated their integrity. In all, 41 views were identified and evaluated on the basis of significance and integrity (see map on page 1C.6).

**Viewshed**: Viewshed refers to all visible elements that can be seen from a certain viewpoint. Viewsheds are both external and internal. External viewsheds are those with views from viewpoints outside of Fort Monroe, while internal viewsheds are viewpoints from within Fort Monroe.

**Viewpoint**: Viewpoint is the exact point a person is standing when looking at a view.

**View**: A scene or vista that can be seen when looking in one direction standing at a certain viewpoint. The views in this report are illustrated through photographs.
FORT MONROE NATIONAL HISTORIC LANDMARK DISTRICT

EXISTING CIRCULATION SYSTEM

- PRIMARY EXISTING TRAFFIC ARTERIES
- SECONDARY & ACCESS ROADS
- EXISTING PAVEMENT

- McNair Drive
- Ingalls Road
- Stilwell Drive
- Patch Road
- Bernard Road
- Ruckman Road
- Fenwick Road
1C.5 TRANSPORTATION NETWORKS

Historically Fort Monroe has been accessed by a variety of transportation systems, most notably ship and rail. These modes of travel have greatly influenced the current transportation network, which is exclusively roadway. When the stone fort was built, its only connection to a roadway system was to Ingalls Road via the Main Gate. Ingalls Road is, and has always been, Fort Monroe's "Main Street" extending from the current entrance gate to the location of the Baltimore Wharf. Every primary traffic route within the post connects to Ingalls Road.

Rail lines have had the greatest impact on the layout of the circulation system. Although no railroad tracks on the surface remain, in the 1890s, a rail line connected Fort Monroe to the Chesapeake and Ohio Railroad and a trolley line connected Fort Monroe to Hampton and Newport News. An internal rail network, operated by the Army, serviced the Endicott Batteries, Engineer Wharf, and the warehouses located north of Patch Road. McNair Drive follows the alignment of the Chesapeake and Ohio's trestle bridge along the west edge of the Fort. Internal roads such as Eustis Lane, Patch Road, and Fenwick Road follow the Army's rail network. The trolley line terminated at the end of Ingalls Road on the Baltimore Wharf.

A popular method of travel to Old Point Comfort was by steamship. Engineer Wharf, located near the lighthouse, was the only wharf servicing Fort Monroe prior to the Civil War. The current wharf there is a new structure in the historic location. In 1862 the Baltimore Wharf was constructed at the southern end of Ingalls Road. As its name suggests, it serviced steamships from Washington, D.C. and Baltimore. Baltimore Wharf was removed in 1961.
1C.6 ARCHAEOLOGY

There is one identified archaeological site, 44HT27, within the Fort Monroe NHL District. Site 44HT27 has 21 numbered loci, ten of which and part of an eleventh, are considered eligible for inclusion on the National Register of Historic Places (NRHP), five of which and parts of two other loci are not eligible, three of which and parts of two other loci require further investigation to determine conclusively their eligibility in terms of NRHP criteria.

Additional loci are likely. The archaeological resources located within the landmark district are likely to cover a broad range of time and be significant for their association not only with the military and other historic-period use of the property, but also for the prehistoric and Native American use of the property.

While the entire property is part of a large archaeological site and some areas have significant cultural material that contribute to the importance of Fort Monroe, there are also areas that are unlikely to contain significant cultural material as a result of past land use and disturbances. In order to appropriately manage the resources that are significant, a process has been established to ensure that archaeological considerations are part of all ground disturbing activities at Fort Monroe.