National Park Service
Cultural Landscapes Inventory

2008

Revised: 4/2025



Jamestown Island Area

Colonial National Historical Park

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Introduction

The Cultural Landscape Inventory (CLI)

The Cultural Landscape Inventory (CLI) is a comprehensive inventory of all cultural landscapes in the National Park System. Landscapes that are listed, or eligible for listing, on the National Register of Historic Places, or are otherwise managed as cultural resources and in which the National Park Service has, or plans to acquire, legal interest are included in the inventory. The CLI identifies and documents each landscape's location, size, physical development, landscape characteristics, character-defining features, and condition. Cultural landscapes have approved CLIs when concurrence with the findings is obtained from the park superintendent and all required data fields are entered into the Cultural Resources Information System (CRIS-CL) database. In addition, for landscapes not currently listed on the National Register and/or without adequate documentation, concurrence is required from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or the Keeper of the National Register.

Scope of the CLI

The information contained within the CLI is compiled from primary and secondary sources and through on-site surveys of the landscape. The level of investigation is dependent upon scoping the need for information. The baseline information collected provides a comprehensive look at the historical development and significance of the landscape. Documentation and analysis of the existing landscape identifies character-defining characteristics and features and allows for an evaluation of the landscape's integrity and an assessment of the landscape's condition. The CLI also includes historic maps, drawings, and images; photographs of existing conditions; and a site plan that indicates major features. The CLI documents the existing condition of park landscape resources and identifies impacts, threats, and measures to stabilize condition. This information can be used to develop strategies for improved stewardship. Unlike a Cultural Landscape Report (CLR), the CLI does not provide management recommendations or treatment guidelines for the cultural landscape, but it may identify stabilization measures.

The Cultural Resources Information System (CRIS)

CRIS is the National Park Service's database of cultural resources on its lands, consisting of archeological sites, historic structures, ethnographic resources, and cultural landscapes. Cultural Resources Inventory System (CRIS) replaces three legacy inventory systems: ASMIS (archeology), CLI (cultural landscapes), and LCS (historic structures); and it reinstates the former ERI (ethnographic resources). This Cultural Landscape Inventory document reflects the information in a corresponding CRIS Cultural Landscape record.

Statutory and Regulatory Foundation

The legislative, regulatory, and policy directives for conducting and maintaining the CLI within CRIS are:

- National Historic Preservation Act (NHPA) of 1966 (16 USC 470h-2(a)(1)) Sec. 110
- Executive Order 13287: Preserve America, 2003. Sec. 3 (a and c)
- Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs
- Pursuant to the National Historic Preservation Act, 1998. Std. 2
- Cultural Resource Management Guideline, 1997, Release No. 5, page 22; issued pursuant to Director's Order #28 (DO-28)

The NHPA requires the identification, evaluation, and nomination of historic properties to the National Register of Historic Places and the maintenance and expansion of an inventory of cultural resources. DO-28 requires a cyclic assessment of the current condition of cultural landscapes based on an assessment interval, with a default of six years.

Use

Beyond fulfilling legal and policy requirements, park staff can use the Cultural Landscape Inventory in the following ways:

- To learn about park cultural landscapes (all staff)
- To inform management decisions (park managers)
- To inform project planning and development (park managers, facility managers, project managers, compliance specialists)
- To monitor the condition of the cultural landscape and take measures to protect its significance and integrity (cultural resource managers, facility managers)
- To recognize the stabilization and treatment needs of landscape features and plan work within cultural landscapes to address the needs (facility managers, cultural resource managers)
- To understand the cultural value of natural systems in a cultural landscape (natural resource managers)
- To create programming and educational materials based on site history (interpretation and education specialists)
- To recognize impacts within cultural landscapes and enforce protection measures (visitor and resources protection staff)

General Information

Property Level and CLI Numbers

Inventory Unit Name: Jamestown Island Area

Resource Classification: Cultural Landscape

CLI Identification Number: 300084

Parent Landscape: 300084

Inventory Status: Complete

Park Information

Park Name: Colonial National Historical Park

Alpha Code: COLO

Park Organization Code: 4290

Park District: COLO

Region: Northeast

Restricted: Yes

Landscape Description:

The Jamestown Island, Glasshouse Point, and Neck of Land inventory unit is approximately 1,561 acres in size and is part of the Colonial National Historical Park (NHP). The project area is located approximately eight miles southwest of Williamsburg, Virginia, and is in James City County. Twenty-two and one-half acres of the Jamestown Island are owned by the Association for the Preservation of Virginia Antiquities (APVA) and are designated as the Jamestown National Historic Site. The inventory unit is accessed by car via the Colonial Parkway, which connects to the island over a bridged isthmus of land.

Jamestown Island, Glasshouse Point, and Neck of Land contain both natural and cultural resources. These landscapes are bounded by the James and Back rivers and support a variety of plant and wildlife ecosystems. A majority of the project area is situated on Jamestown Island, which is mostly level and covered in pine-oak forest and wetlands. Glasshouse Point and Neck of Land are part of the mainland and are connected to the island by the isthmus. The project area is also considered historic vernacular landscapes and historic sites where historical events, cultural activities, and social trends were manifested over time in the physical appearance of the landscape. The importance of these landscapes can be seen in the archeological investigations that include the fortifications and remnant glassmaking operations, as well as in extant Civil War earthworks, grave sites, and intact early Mission 66-era designs.

HISTORICAL OVERVIEW

Native Americans occupied Tidewater Virginia and used the resources adjacent to the James River for over 11,000 years. From the late Paleolithic Period up through the Woodland Period, American Indians utilized the Jamestown landform in a variety of ways; subsisting on regional flora and fauna and leaving behind their material culture. The numerous American Indian sites at Jamestown attest to its significance and continued use over time.

In 1607, English settlers arrived at an island in the James River that was connected by an isthmus to the mainland. Here they established the first permanent English settlement in North America. To protect the settlement, they soon constructed James Fort on the banks of the river. Under the auspices and financial backing of the Virginia Company,

the settlers sought the means to wealth and prosperity for themselves and their sponsor. Lumber was their first export, but other trades were also attempted, including glassmaking, pottery, and silkworm cultivation. After years of trials and tribulations, a sweet-tasting tobacco was produced that would bolster the economy of the colony and require more labor, resulting in the importation of indentured immigrants and African and Caribbean slaves. In 1624 the Virginia Company failed, and Virginia became a Royal Colony. Over the next seventy-five years, there were periods of boom and bust in Jamestown, which also served as the capitol of Virginia for ninety-two years. Periods of active construction coincided with the boom years, resulting in the establishment of row houses, taverns, and statehouses in the New Towne portion – the area east of the original fort – of Jamestown. The Old Towne section featured the original fort, the first Church of England sanctuary in North America, a burial ground and evidence of Jamestown's growth. Beyond the Pitch and Tar Swamp, planters built homes and worked the land.

In 1699, the capital of Virginia was moved from Jamestown to Williamsburg, and the townsite was for the most part abandoned. Over the next 200 years, the only vestige of the original Jamestown that remained was the old Church Tower and the graves of those who had lived in Jamestown. During the Civil War, forts were constructed by the Confederate Army to guard the approach to Richmond via the James River.

The APVA, which was founded in the spring of 1888 to protect the antiquities of Virginia, purchased 22.5 acres in 1893 (one acre was later deeded to the NPS) on Jamestown Island where the Church Tower stood and land that was believed to include the location of the original James Fort. Since their early ownership, the APVA has conducted various archeological investigations over the years to learn more about the history of site.

In 1907, the 300th anniversary of Jamestown was feted and marked by the reconstruction of the church and the erection of an obelisk by the federal government. Other monuments, including statues of John Smith and Pocahontas, a granite cross, a granite obelisk, the Yeardley and Dale Houses, and a memorial shrine to Robert Hunt were added between 1907 and 1930. In 1930, Colonial National Monument (redesignated Colonial National Historical Park in 1936) was established to commemorate the beginning and ending of the British colonial period by preserving Jamestown and Yorktown and connecting them to Williamsburg via a parkway. In 1934, the NPS purchased the remaining 1,561 acres of Jamestown Island. Almost immediately, the NPS began to conduct archeological investigations within the area of New Towne under the auspices of J.C. Harrington. Limited facilities were constructed beginning in the mid-1930s to support this work, as well as for visitors. In 1940, the APVA portion of Jamestown Island was designated a national historic site.

In the 1950s, with the approach of the 350th anniversary and in conjunction with the nationwide NPS Mission 66 initiative to improve national park facilities, a visitor center and numerous new visitor facilities were constructed on the island. The Colonial Parkway was completed at this time, terminating in a parking lot on the island in 1957, although some of the overlook areas were not finished until 1958. John Cotter conducted additional archeological investigations and prepared a base map identifying all of the known archeological structures of New Towne.

Between 1992 and 1996, an Archeological Overview and Assessment was conducted for the NPS by the Colonial Williamsburg Foundation and the College of William and Mary for New Towne and the rest of the island. This work is anticipated to result in the completion of a ten-volume study, including an environmental analysis and a three-volume historical study. In 1994, the Jamestown Rediscovery project located the original fort site. Since then, field schools conducted each year have led to numerous discoveries about the early years of Jamestown's history.

In 2003, Hurricane Isabel caused severe damage to the visitor center. It was subsequently removed and a new facility was built north of the Pitch and Tar Swamp. A portion of the parking lot at the terminus of the Colonial Parkway was reconfigured, and a new pedestrian bridge was constructed to connect with the Tercentenary Monument at New Towne. On the Neck of Land, and parking lot and temporary visitor contact station were constructed as part of joint NPS and APVA plans for the 400th anniversary celebration of the Jamestown settlement held in May 2007. Construction of a permanent Visitor Information Station was also begun, and it opened in 2008. (CLR, 2006: [1]2; Rehm, 2008:2)

SIGNIFICANCE SUMMARY

Based on pre-existing National Register Information System documentation, and extensive research conducted for the "Cultural Landscape Report for Jamestown Island, Glasshouse Point, and Neck of Land/Colonial National Historical Park," in 2006 by John Milner Associates, Inc., the inventory unit is nationally significant under National Register criteria A, C, and D. Under Criterion A, the project area is significant as the site of the first permanent English

settlement in North America; for its association with the Revolutionary War and the Civil War; for the evolution and development of historic preservation practices; and for its association with the development of eastern historical parks. Under Criterion C, the inventory unit is significant for resources developed and planned during the post World War II era and constructed in accordance with an early Mission 66-period master plan in preparation for the 350th anniversary celebration, as well as for its association with the 1930s parkway design typified by the Colonial Parkway. The landscape is also nationally significant under Criterion D for its potential to yield additional important information through archeological investigations. The period of significance for the project area begins in 1607, the year of the first Jamestown settlement, and ends in 1958 with the completion of overlook areas along the Williamsburg to Jamestown section of the Colonial Parkway. A key date within this period is 1957, which represents the year when most of the park's extant Mission 66-era resources were completed in time for the 350th anniversary celebration of the Jamestown settlement.

ANALYSIS AND EVALUATION SUMMARY AND CONDITION

As a whole, the Jamestown Island, Glasshouse Point, Neck of Land inventory unit possesses integrity for the initial settlement period beginning in 1607 and subsequent nineteenth-century periods up until 1865, solely as an archeological site. The aspect of location is still intact, but setting, feeling, and association are diminished by subsequent additions and alterations to the landscape. While few above ground landscape features remain intact from this era, knowledge is still being gained from ongoing archeological investigations and through the presence of Civil War earthworks. Extant features that contribute to integrity for this period include island and vicinity topography and water resources in and surrounding the inventory unit.

The inventory unit possesses integrity for later periods of time, particularly for 1957, the year of the 350th anniversary celebration. For this date, the project area overall retains integrity of location, setting, workmanship, feeling, and association and continues to serve as an outstanding example of large-scale park design planned after World War II and executed during the early years of the Mission 66 program through a Master Plan prepared in 1956. The aspects of design and materials are somewhat diminished because of alterations to several circulation and small-scale features. However, major features from the 1956 Master Plan remain to support the overall integrity assessment and continue to demonstrate the post World War II-designed landscape. Major features include the alignment and construction of 1930s Colonial Parkway; the loop road on Jamestown Island; eighteen exhibit foundations, replicated seventeenth-century fences, several wayside exhibits, boundary berms and ditches, pedestrian circulation within New Towne; and the interpretive loop path and parking lot at Glasshouse Point. Other features that convey the 1957 landscape include managed areas of turf and specimen trees and successional forests and wetlands in former agricultural areas.

Changes in the landscape have occurred since 1957. The most significant resulted from the damage caused by Hurricane Isabel in September 2003, which heavily damaging the Mission 66-era visitor center and causing widespread flooding and damage to roads, paths, and vegetation throughout the project area. The visitor center was eventually razed and replaced by a new state-of-the-art facility north of New Towne. The visitor center project also involved reconfiguration of the a portion of the Jamestown Island parking lot and construction of a new pedestrian entrance bridge across the Pitch and Tar Swamp. As part of rehabilitation efforts associated with the 400th anniversary of the Jamestown settlement held in May 2007, other less noticeable changes were made to the 1957 landscape, including the removal of deteriorated Mission 66-era audio stations/benches and a square brick water fountain, and replacement of some of the interpretive waysides in New Towne. Despite these changes, the overall integrity of the early Mission 66-designed landscape remains intact. The Glasshouse ruins building, restrooms, and some wayside exhibits at Glasshouse Point have been rehabilitated since 1957. Construction of a parking lot and contact station at Neck of Land, an area of the park long forgotten by most visitors since the 1950s, and slight widening of the Colonial Parkway to provide safe access, was also completed in time for the 400th anniversary celebration. A permanent structure at the Neck of Land, the Visitor Information Station, was completed in 2008. The condition of the landscape at the time of this report's completion is evaluated as "fair," primarily because of erosion, flooding, and damaged or lost vegetation caused by Hurricane Isabel and other storms.

Landscape Hierarchy Description:

In addition to the Jamestown Island, Glasshouse Point, and Neck of Land inventory unit, the following cultural landscapes have been identified in the CLI database for Colonial NHP: Colonial Parkway, Cape Henry, Colonial NHP Landscape, Green Spring, Yorktown (includes the Yorktown Victory Monument component landscape), Yorktown Battlefield (includes the Moore House component landscape), and Yorktown National Cemetery.

Landscape Type:

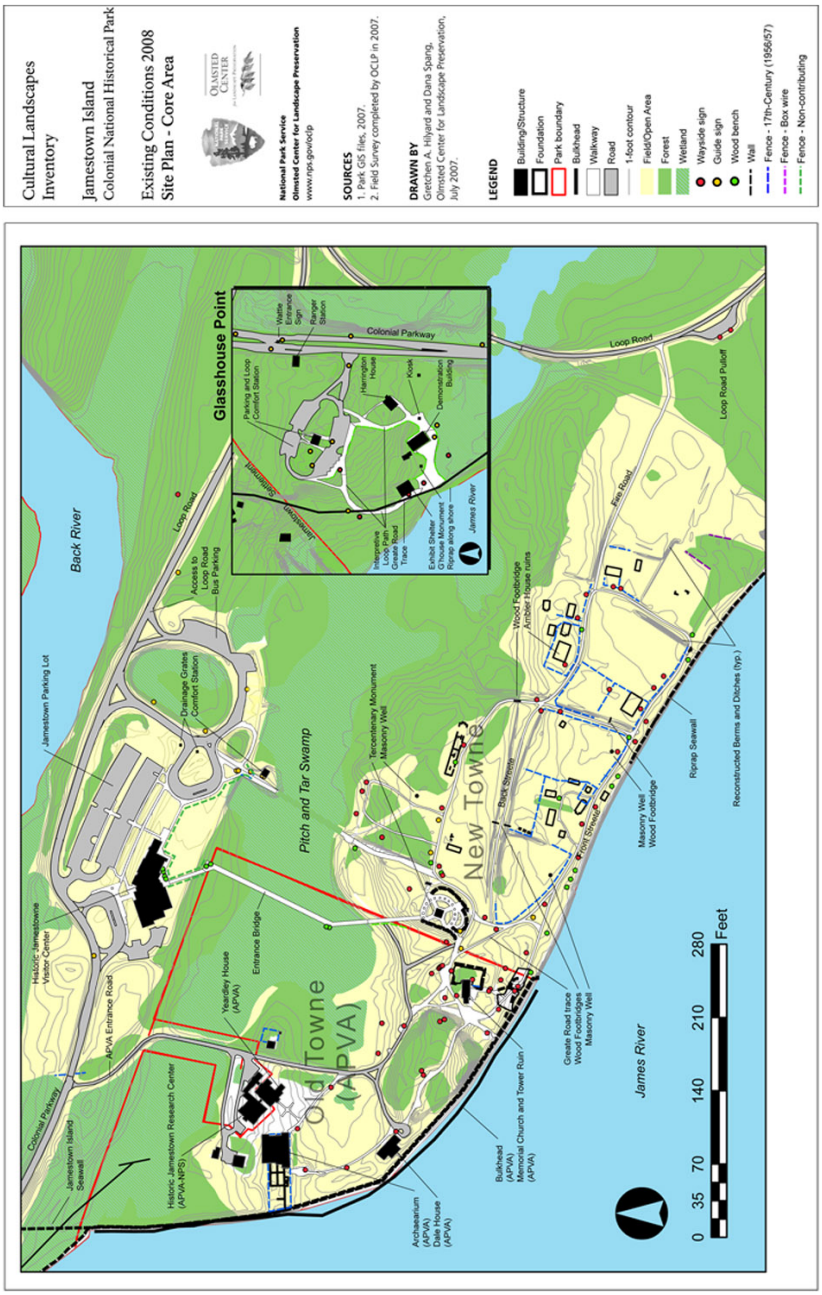
Historic Site

Historic Vernacular Landscape

Other Names:

Other Name:	James Citty	**Other Name Type:**	Historic
Other Name:	James Town	**Other Name Type:**	Historic
Other Name:	Jamestown	**Other Name Type:**	Both Current And Historic
Other Name:	Jamestown Island	**Other Name Type:**	Both Current And Historic
Other Name:	Historic Jamestowne	**Other Name Type:**	Current
Other Name:	Jamestown, the Original Site	**Other Name Type:**	Current

Site Plan



Detailed site plan for Jamestown Island, Glasshouse Point, and Neck of Land, Colonial National Historical Park. (OCLP 2008)



Overview site plan for Jamestown Island, Glasshouse Point, and Neck of Land, Colonial National Historical Park. (Olmsted Center for Landscape Preservation - hereafter OCLP - 2008)

Concurrence Information

Concurrence Status:

Park Superintendent Concurrence: Yes

Park Superintendent Date of Concurrence: 07/07/2008

Completion Status Explanatory Narrative:

Information gathered for this Cultural Landscape Inventory (CLI) is primarily from the “Cultural Landscape Report (CLR) for Jamestown Island, Glasshouse Point, and Neck of Land/Colonial National Historical Park.” The report was prepared by the Charlottesville, Virginia, office of John Milner Associates, Inc. (formerly OCULUS) and its subconsultant, Rivanna Archaeological Consulting, and finalized in 2006. This CLI also draws upon a draft CLI prepared by the National Park Service (NPS) in 1999, as well as a revised CLI prepared by John Milner Associates in 2006.

Field inventory for the CLR was conducted in 2001, 2002, and 2003 by John Milner Associates, prior to Hurricane Isabel, which had a damaging affect on site resources. The site was reassessed in 2007 to update information regarding specific resources and the overall condition of the landscape. The reassessment was completed by Jeff Killion and Gretchen Hilyard, Historical Landscape Architects with the NPS, Olmsted Center for Landscape Preservation. The field work was conducted concurrently with joint National Park Service/Association for the Preservation of Virginia Antiquities efforts to develop new visitor facilities and interpretive programming aimed at celebrating the 400th anniversary of the Jamestown settlement in May 2007. Changes to the landscape as a result of this work are documented herein to convey the condition and significance of the landscape in 2007/2008.

Concurrence Graphic Information:

Attachment File Path

design, and Criterion D for informational potential according to the National Register Information System (NRIS) database. A 2.4-mile portion of the Colonial Parkway terminates on Jamestown Island; the entire length of the Colonial Parkway was listed in the NRHP on July 9, 2001. The Colonial Parkway was listed under Criterion A for its association with conservation and recreation and under Criterion C in the areas of landscape architecture and architecture. The Parkway's Period of Significance (POS) is 1930 - 1958. In November 2001, DHR concurred with CNHP regarding a Determination of Eligibility (DOE) for the Mission 66 era and earlier NPS developments on Jamestown Island. The concurrence stated that the post World War II landscape of Jamestown Island and Glasshouse Point derives additional NRHP significance under Criterion C as "an outstanding example of large-scale park planning and design at the beginning of Mission 66." The DOE lists the dates of these resources as 1949 – 1958.

As stated in the CLI, the Jamestown Island, Glass house Point and Neck of Land project area landscape is nationally significant under Criteria A, C, and D and has a Period of Significance of 1607 – 1958. The landscape is significant under Criterion A as "the site of the first permanent English settlement in North America, for their association with the Revolutionary War and Civil War, for the evolution and development of historic preservation practices, and for its association with the development of eastern historical parks." The landscape is significant under Criterion C for resources developed and planned during the post World War II era and constructed in accordance with an early Mission 66-period master plan as well as for its association with the 1930s parkway design. The CLI also notes that the landscape is nationally significant under Criterion D for its potential to yield additional information through archaeological investigations.

The CLI identified a total of 123 features that contribute to the Jamestown Island, Glasshouse Point, and Neck of Land project. Of the 123 contributing features, fourteen (14) are natural systems and features; ten (10) are spatial organizations; four (4) are topographic; five (5) are vegetation; twenty (20) are circulation; eleven (11) are buildings and structures; twenty-three (23) are views and vistas; twenty-one (21) are small-scale features, and fifteen (15) are archaeological sites that contribute. Eighty-two (82) non-contributing features are identified in the CLI. The non-contributing features include three (3) spatial organizations, one (1) topographic feature, four (4) vegetative features, seventeen (17) circulation features, fourteen (14) buildings and structures, three (3) views, and forty (40) small-scale features. A total of eleven undetermined landscape characteristics and associated features are identified in the CLI. The undetermined features include one (1) topographic feature, three (3) buildings and structures, and seven (7) small-scale features.

Based upon a review of the information provided, DHR concurs with the following.

- The Jamestown Island, Glasshouse Point, and Neck of Land landscape is nationally significant under Criterion A, C, and D.
- The areas of significance are Archaeology (Historic-Non-Aboriginal), Community Planning and Development, Conservation, Entertainment/Recreation, Exploration/Settlement, Landscape Architecture, and Military.
- The POS is 1607 – 1958.
- The cultural landscape retains integrity to the period of significance.

United States Department of the Interior

NATIONAL PARK SERVICE
Northeast Region
U. S. Custom House
200 Chestnut Street
Philadelphia, PA 19106

In Reply Refer To:
H30 (NER-RS&S OCLP)

AUG 0 6 2008

Dr. Ethel Eaton
Office of Review and Compliance
Department of Historic Resources
Commonwealth of Virginia
2801 Kensington Ave.
Richmond, VA 23221

Dear Dr. Eaton:

Enclosed you will find a copy of the Cultural Landscapes Inventory (CLI) for the Jamestown Island, Glasshouse Point, and Neck of Land landscape located within Colonial National Historical Park (NHP). The CLI includes previously evaluated resources associated with the Colonial Parkway. We seek your concurrence on the categorization of contributing, non-contributing, and undetermined for other resources and features identified in this CLI previously unevaluated for listing in the National Register of Historic Places. It should be noted that the CLI does not include features on land owned by the Association for the Preservation of Antiquities. The report has been prepared by a team of historical landscape architects with the National Park Service (NPS) Olmsted Center for Landscape Preservation. The CLI program and the enclosed report continue the NPS efforts to update our cultural resource inventories.

Through the CLI program, the NPS is currently in the midst of a nationwide effort to inventory its cultural landscapes. The CLI is conducted in accordance with Section 110 of the National Historic Preservation Act of 1966 (as amended). It is an inventory of baseline information for all historically significant cultural landscapes within the national park system, and it examines multiple landscape features that contribute to the significance of historic properties. The CLI process includes gathering information from existing secondary sources and conducting on-site reconnaissance of the existing landscape. The information collected provides a comprehensive look at the historical development and significance of the landscape, placing it in context of the property's overall significance. For landscapes found potentially eligible for the National Register of Historic Places, the evaluation describes their character-defining features and assesses the landscape's overall historical integrity. It also raises questions about the landscape that need further study.

It is important to note that the CLI reports are not intended as comprehensive inventory reports for any one property, although for some properties they provide fuller documentation than for others. For example, the reports do not include a full architectural description of structures, but document structures as elements of the overall landscape, and similarly documents other characteristics such as vegetation, spatial organization, and views and vistas. The CLI is one component of the NPS inventory effort that also includes cultural resource inventories for historic structures, archeological sites, ethnographic resources, and museum objects. For example, the NPS List of Classified Structures inventory includes structural features of cultural landscapes, but the CLI takes a more encompassing approach to the properties, inventorying all above-ground features in each park in which the NPS has a legal or mandated interest.

Colonial NHP was authorized on July 3, 1930, established on December 30, 1930, and redesignated on June 5, 1936. Colonial NHP was administratively listed in the National Register without documentation on October 15, 1966 with the establishment of the National Historic Preservation Act. According to the National Register Information System (NRIS) database, Colonial NHP derives significance under Criterion A for its association with early exploration and settlement, Criterion C for design, and Criterion D for information potential. Preparation of a draft National Register nomination for "Jamestown National Historic Site and Jamestown, Colonial National Historical Park," is currently underway at the park.

A 2.4-mile portion of the Colonial Parkway terminates on Jamestown Island. The entire length of the Colonial Parkway was listed in the National Register on July 9, 2001, under Criterion A for its association with conservation and recreation and under Criterion C in the areas of landscape architecture and architecture. National Register documentation lists the period of significance for the Colonial Parkway as beginning in 1930 and ending in 1958, which marks the official completion of the parkway and associated features.

In response to questions of historic significance for preparation of the "Cultural Landscape Report for Jamestown Island, Glasshouse Point, and Neck of Land/Colonial National Historical Park," a Determination of Eligibility (DOE) for the Mission 66 era and earlier NPS developments on the island was prepared by Colonial NHP historian Karen Rehm. On November 1, 2002, your office concurred with the DOE that stated the post World War II landscape of Jamestown Island and Glasshouse Point derives additional National Register significance under Criterion C as "an outstanding example of large-scale park planning and design at the beginning of Mission 66." The DOE lists the dates of these resources as 1949 to 1958. They were planned and developed during the post World War II era and constructed in accordance with an early Mission 66-period master plan in anticipation of Jamestown's 350th anniversary event, which occurred in May 1957. The DOE considered several resources under Criterion Considerations F and G. Criterion Consideration F was identified for the Timber Memorial Cross, which is on Association for the Preservation of Virginia Antiquities-owned land and therefore not part of the CLI project boundary. Criteria Consideration G was identified for other resources on Jamestown Island and Glasshouse Point that represent 1957 designed landscape. At the time the DOE was approved in 2002, these resources were less than fifty years old and therefore met Criteria Consideration G. This consideration no longer applies.

- The property retains landscape characteristics and associated features that contribute to the sites' historic character (see attached lists).

If you concur with our categorization of the landscape resources and features at Jamestown Island, Glasshouse Point, and Neck of Land at Colonial National Historical Park, as contributing, non-contributing, and undetermined, enumerated on the enclosed list, we ask that you please sign on the space provided and return this letter to Jeff Killion, CLI Coordinator, National Park Service, Olmsted Center for Landscape Preservation, 15 State Street, 6th Floor, Boston, MA 02109 **within thirty days**. Thank you for your attention to these reports. Should you have any questions, please feel free to contact Mr. Killion at 617-223-5053.

Sincerely,

Dennis R. Reidenbach
Regional Director
Northeast Region

Enclosure

cc:
Superintendent, Colonial National Historical Park

I concur with above-stated categorizations of the Jamestown Island, Glasshouse Point, and Neck of Land landscape resources and features at Colonial National Historical Park, as contributing, non-contributing, and undetermined.

_____ _____
Virginia State Historic Preservation Officer Date

View of Marina from Parkway (CP-V-02)
View of Visitor Information Station and Parking Lot (NOL-V-no CLR #)

Small-scale Features
Glasshouse Monument [Metal Marker on Vertical Timber Beams] (GHP-SS-12) (LCS #081776)
Sidney King Reproduction Painting Waysides (JI-SS-02)
Informational Signage (JI-SS-03)
Snake Fence around Well (JI-SS-06)
Worm Fence (moved) (NT-SS-02)
Cylindrical Trash Receptacles at New Towne (NT-SS-04)
Movable Wood Benches (NT-SS-10)
Post-and Rail Fence (NT-SS-18)
Unpainted Wood Bench (NT-SS-26)
Drainage Structures/Improvement (NT-SS-27)
New Angled Wayside Signs (NT-SS-no CLR#)
New Directional/Guide Signs (NT-SS-no CLR#)
Informational Signage (CP-SS-07)
Steel-backed Timber Guardrails (CP-SS-08)
Post and Rail Fence (CP-SS-13)
Flagpole (CP-SS-14)
Metal Jamestown Entrance Sign – APVA (CP-SS-15)
Parking Lot Furnishings, Picnic Tables (CP-SS-16)
Concrete Aggregate Water Fountain (CP-SS-17)
Entrance Sign – Loop Road (CP-SS-18)
Wooden Benches (CP-SS-24)
Jamestown Entrance Sign and Stone Wall (CP-SS-no CLR #)
Features Around Visitor Center and Parking Lot (CP-SS-no CLR #)
Information Signs (GHP-SS-03)
Plexiglass Display Case (GHP-SS-04)
Greate Road Interpretive Sign (GHP-SS-05)
The Glasshouse Interpretive Sign (metal) (GHP-SS-06)
Post and Rail Fence (some removed) (GHP-SS-08)
Wood Benches (GHP-SS-10)
Exposed Aggregate Trash Containers (GHP-SS-13)
Exhibit Shelter Terrace Benches (GHP-SS-13)
Chain Link Fence (GHP-SS-16)
Septic Tank and System (GHP-SS-19)
Gas Meter (GHP-SS-20)
Barrel over Utility (GHP-SS-21)
Harrington House Site Furnishings (GHP-SS-25)
New Angled Wayside Signs (GHP-SS-no CLR #)
New Directional/Guide Signs (GHP-SS-no CLR #)
Cylindrical Trash Receptacles at Visitor Information Station and Parking Lot (NOL-SS-no CLR#)

Entry Gate (NOL-SS-no CLR #)

Undetermined Landscape Characteristics & Associated Features

Topography
Water Depressions (2) (NOL-T-no CLR #)

Buildings and Structures
Utility Structure at Harrington House (GHP-S-04)
Utility Structure Cluster (3) (GHP-S-05)
Wattle and Daub Utility Structure (GHP-S-01)

Small-scale features
Barney/APVA Stone Monument (NT-SS-no CLR#)
Entrance Gate (CP-SS-20)
Fire Hydrant (CP-SS-21)
NPS Entrance Sign (CP-SS-25)
Electrical Boxes (GHP-SS-22)
Overhead Lighting (GHP-SS-26)
Overhead Power line (GHP-SS-27)

Demonstration Building Environs (GHP-SO-07)

Topography
+ Jamestown – Boundary Berms [Reconstructed Ditch and Berms] (NT-T-01) (LCS #081774)
Drainage Swales to Swamp found throughout area (NT-T-02)
Isthmus fill (CP-T-01)
Parkway Road Cuts and Fills, Bridge Approaches (CP-T-02)

Vegetation
Turf Areas along Loop Road (JI-Ve-01)
Town Site Exhibit Specimen Tree Plantings/ Turf Area (NT-Ve-02)
Pecan Orchard (NT-Ve-03)
Specimen Trees and Turf Planting along Parkway (CP-Ve-01)
Specimen Trees and Turf Plantings (GHP-Ve-01)

Circulation
Loop Road (JI-C-01)
Loop Road Pull-offs (JI-C-02)
Pedestrian Trails (2) (JI-C-03)
Interpretive Paths (now gray crushed stone) (NT-C-06)
+ Jamestown – The Back Street [Back Streete] (NT-C-07) (LCS #081773)
Front Streete (NT-C-08)
Fire Road (NT-C-14)
+ Jamestown – The Highway Close to the River (NT-C-no CLR #) (LCS #081772)
* Powhatan Creek Overlook (CP-C-01)
* Isthmus Overlook (CP-C-02)
*+ Colonial Parkway – Roadway (portion) [Colonial Parkway] (CP-C-03) (LCS #081737)
* Jamestown Parking Lot (CP-C-06)
Bus Parking Lot (CP-C-07)
Island Loop Road Entrance (CP-C-08)
APVA Service Road Entrance (CP-C-09)
Intersection/Access to Route 31/Settlement (CP-C-11)
Park Service Spur (at Isthmus Bridge) (CP-C-12)
Parking Area and Loop Drive (GHP-C-01)
+ Jamestown Island Greate Road Trace [Interpretive Loop Path System Corridor] (GHP-C-04) (LCS #000205)
Old Route 31 Corridor (NOL-C-02)

Buildings and Structures
Granite Riprap Seawall (JI-S-02)
+ Jaquelin-Ambler House Ruin [Ambler Ruins] (NT-B-02) (LCS #006902)
Timber Pedestrian Bridges (4) (NT-S-04)
Exhibit Foundations (NT-S-05)
Riprap Seawall (NT-S-06)

Wayside Exhibits (1956, vertical) (NT-SS-29)

Box-Wire Fence (NT-SS-35)
+ Colonial Parkway – Drainage Culverts [Culverts] (CP-SS-01) (LCS #081984)
* Grass Swales (CP-SS-02)
* Concrete Swales (CP-SS-03)
Concrete Chutes (CP-SS-04)
Brick Culvert Headwalls (CP-SS-05)
Concrete Guard Rail (CP-SS-06)
* Wayside Exhibit at Isthmus Overlook (1957) (CP-SS-09)
* Wayside Exhibit at Powhatan Creek Overlook (1957) (CP-SS-10)
Reconstructed Wattle Entrance Sign (CP-SS-11)
Drainage Grates (at end of island parking lot) (CP-SS-19)
Median (CP-SS-22)

Archeological Sites
Road Traces (JI-A-01)
+ Jamestown – Boundary Berms [Enclosures to Ditch and Berm Systems] (JI-A-02) (LCS #081774)
+ Jamestown Island Confederate Earthworks [Square Redoubt] (JI-A-03) (LCS #006897)
+ Jamestown Island Confederate Earthworks [Point of Island Battery] (JI-A-04) (LCS #006897)
+ Jamestown Island Confederate Earthworks [Sand Battery] (JI-A-05) (LCS #006897)
Agricultural Furrow Areas (JI-A-06)
Channelized Creeks and Drainage (JI-A-07)
+ Jaquelin-Ambler House Ruin [Ambler Ruins] (NT-A-01) (LCS #006902)
+ Jamestown – The Highway Close to the River [Greate Road] (NT-A-02) (LCS #081772)
Front Streete (NT-A-03)
+ Jamestown – The Back Street [Back Streete] (NT-A-04) (LCS #081773)
Foundations (NT-A-05)
Wells (NT-A-06)
+ Glasshouse Ruins [Glasshouse Ruins] (LCS #006896)
+ Jamestown Island Greate Road Trace [Greate Road Trace Segments] (GHP-A-02) (LCS #000205)

Non-Contributing Landscape Characteristics & Associated Features

Spatial Organization
Tercentenary Monument Terrace (NT-SO-02)
Jamestown Employee Parking Lot (CP-SO-no CLR #)
Glasshouse Ruins Paved Terrace (GHP-SO-05)

Topography
Berm on North Side of Parking lot (NOL-T-no CLR #)

Vegetation
- Visitor Center Area Plantings (remaining portions around Monument) (NT-Ve-01)
- Historic Jamestowne Visitor Center Area Plantings (CP-Ve-no CLR #)
- Turf at Shoreline (GHP-Ve-02)
- Ornamental Planting at Building Ruin Site (NOL-Ve-01)

Circulation
- Loop Road Informal Pull-offs (JI-C-no CLR#)
- Concrete Entrance Walk (at former bridge) (NT-C-01)
- Relocated Interpretive Path (NT-C-12)
- Trail Spurs to (old) Bridge (NT-C-13)
- New Entrance Bridge (Pitch and Tar Swamp) (NT-C-no CLR #)
- Path from (new) Bridge to Monument (NT-C-no CLR #)
- Pedestrian Paths at Jamestown Parking Lot (realigned) (CP-C-04)
- Visitor Center Walkways (CP-C-no CLR #)
- Visitor Center Employee Parking Lot (CP-C-no CLR #)
- Paths Accessing Comfort Station (GHP-C-02)
- Ranger Station Path (GHP-C-03)
- Glasshouse Ruins Paved Terrace (GHP-C-05)
- Paths Around Demonstration Building (GHP-C-07)
- Harrington House Path (GHP-C-08)
- Abandoned Construction Access Road (GHP-C-09)
- Neck of Land Parking Lot and Loop (NOL-C-no CLR #)
- Neck of Land Walkways (NOL-C-no CLR #)

Buildings and Structures
- Wood Bridges (4) (JI-S-01)
- Visitor Center Brick Retaining Walls (portions) (NT-S-03)
- New Entrance Bridge (Pitch and Tar Swamp) (NT-S-no CLR #)
- Interpretive Kiosk (NT-S-no CLR #)
- Ranger Station (CP-B-03)
- Comfort Station at Island Parking Lot (CP-B-04)
- Historic Jamestowne Visitor Center (CP-B-no CLR #)
- Comfort Station (GHP-B-01)
- Glasshouse Ruins Exhibit Shelter (GHP-B-02)
- Glasshouse Demonstration Building (GHP-B-03)
- Harrington House (GHP-B-04)
- Kiosk (GHP-S-02)
- Ranger Station Utility Structure (GHP-S-03)
- Visitor Information Station (NOL-B-no CLR #)

Views and vistas
- View from Black Point to Surry Nuclear Power Plant (JI-V-08)

COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.
Secretary of Natural Resources

Department of Historic Resources
2801 Kensington Avenue, Richmond, Virginia 23221-0311

Kathleen S. Kilpatrick
Director

Tel: (804) 367-2323
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September 29, 2008

Jeffrey Killion, Historical Landscape Architect,
NER Coordinator, Cultural Landscapes Inventory
Olmsted Center for Landscape Preservation
15 State Street, 6th Floor
Boston, MA 02109

Re: Cultural Landscape Inventory
Jamestown Island, Glasshouse Point, and Neck of Land
Colonial National Historical Park
James City County, Virginia
DHR Project No. 2008-1428

Dear Mr. Killion:

Thank you for requesting our comments pursuant to Section 110 of the National Historic Preservation Act of 1966, as amended, on the draft document entitled *Cultural Landscapes Inventory for Jamestown Island, Glasshouse Point, and Neck of Land Colonial National Historical Park* (CLI). The CLI was prepared by a team of historical landscape architects with the National Park Service (NPS) Olmstead Center for Landscape Preservation in July, 2008. We have also received additional supporting photographic documentation of sample contributing and non-contributing resources.

DHR understands that the CLI is intended to be an inventory of baseline information for all historically significant cultural landscapes and is an examination of the multiple landscape features that contribute to the significance of historic properties. We also note that the CLI does not include features on land owned by the Association for the Preservation of Virginia Antiquities (APVA) but focuses on inventorying all above-ground features in the Colonial National Historical Park in which the National Park Service has a legal and/or mandated interest.

We also understand that the Colonial National Historical Park (CNHP) was authorized and established in 1930 and redesignated in June 1936. CNHP was administratively listed in the National Register of Historic Places (NRHP) without documentation on October 15, 1966 with the establishment of the National Historic Preservation Act. CNHP derives its significance under Criterion A for its association with early exploration and settlement, Criterion C for

Administrative Services
10 Courthouse Avenue
Petersburg, VA 23803
Tel: (804) 863-1624
Fax: (804) 862-6196

Capital Region Office
2801 Kensington Ave.
Richmond, VA 23221
Tel: (804) 367-2323
Fax: (804) 367-2391

Tidewater Region Office
14415 Old Courthouse Way, 2nd Floor
Newport News, VA 23608
Tel: (757) 886-2807
Fax: (757) 886-2808

Roanoke Region Office
1030 Penmar Ave., SE
Roanoke, VA 24013
Tel: (540) 857-7585
Fax: (540) 857-7588

Northern Region Office
5357 Main Street
PO Box 519
Stephens City, VA 22655
Tel: (540) 868-7031
Fax: (540) 868-7033

SHPO concurrence letter, September 29, 2008 (14 pages).

- The property retains landscape characteristics and associated features that contribute to the sites' historic character (see attached lists from your letter received August 15, 2008 which identifies 123 contributing features, 82 non-contributing features, and 11 undetermined features).

We look forward to receiving the final document once it is available.

Sincerely,

M. Amanda Lee

M. Amanda Lee, Architectural Historian
Office of Review and Compliance

The CLI has determined that the project area is nationally significant under National Register Criteria A, C, and D. Under Criterion A, the project area is significant as the site of the first permanent English settlement in North America; for its association with the Revolutionary War and the Civil War; for the evolution and development of historic preservation practices; and for its association with the development of eastern historical parks. Under Criterion C, the inventory unit is significant for resources developed and planned during the post World War II era and constructed in accordance with an early Mission 66-period master plan in preparation for the 350th anniversary celebration, as well as for its association with the 1930s parkway design typified by the Colonial Parkway. The landscape is also nationally significant under Criterion D for its potential to yield additional important information through archeological investigations. The period of significance for the project area begins in 1607, the year of the first Jamestown settlement, and ends in 1958 with the completion of overlook areas along the Williamsburg to Jamestown section of the Colonial Parkway. A key date within this period is 1957, which represents the year when most of the park's extant Mission 66-era resources were completed in time for the 350th anniversary celebration of the Jamestown settlement.

The CLI fully evaluates the cultural landscape, particularly the associated landscape characteristics and features. The project area possesses integrity for the initial settlement period beginning in 1607 and subsequent nineteenth-century periods up until 1865, primarily as an archeological site. For the Association for the Preservation of Virginia Antiquities and Barney Period beginning in 1892 up to the 1958 end date of the period of significance, the project area possesses an increasingly higher degree of integrity, especially for 1957, the year of the 350th anniversary celebration. The landscape characteristics and features that date to the period of significance should be preserved since they contribute to the historic character of the property. As noted previously, numerous features on the property compiled on the attached lists have already been evaluated. A total of 123 features have been identified in this CLI related to natural systems and features, spatial organization, topography, vegetation, circulation, buildings and structures, views and vistas, small-scale features, and archeology that contribute to the significance and historic character of the Jamestown Island, Glasshouse Point, and Neck of Land project area.

We call your particular attention to the Landscape Description, National Register Information, Statement of Significance, and Analysis and Evaluation Summary in the enclosed CLI.

Based on the CLI, we seek your reaffirmation and concurrence on the following:

- The Jamestown Island, Glasshouse Point, and Neck of Land landscape is significant under National Register criteria A, C, and D.
- The areas of significance are Archeology (Historic-Non-Aboriginal), Community Planning and Development, Conservation, Entertainment/Recreation, Exploration/Settlement, Landscape Architecture, and Military.
- The period of significance for the Jamestown Island, Glasshouse Point, and Neck of Land landscape is landscape is 1607-1958.
- The cultural landscape retains integrity to the period of significance.

NPS Cultural Landscapes Inventory – Jamestown Island, Glasshouse Point, Neck of Land
Colonial National Historical Park
List of Contributing and Non-Contributing Landscape Features
July 2008

Contributing Landscape Characteristics & Associated Features

The following landscape characteristics and associated features contribute to the property's historic character, though not all are considered countable resources according to the National Register of Historic Places. Those marked with an * have been documented on the National Register. Those marked with a + are listed on the NPS List of Classified Structures. The features are organized by landscape characteristic and then by the geographic area within the CLI study boundary – JI (Jamestown Island), NT (New Towne), CP (Colonial Parkway), GHP (Glasshouse Point), and NOL (Neck of Land). Note: Features on the Old Towne property that are owned by the Association for the Preservation of Antiquities are not included in this list.

Natural Systems and Features
- James River (JI-N-01, NT-N-02, CP-N-05, GHP-N-01)
- Back River (JI-N-02, CP-N-04, NOL-N-02)
- Thorofare (JI-N-03)
- Passmore Creek (JI-N-04)
- Kings Mill Creek (JI-N-05)
- Pitch and Tar Swamp (JI-N-06, NT-N-01, CP-N-06)
- Wetlands (JI-N-07, NT-N-03, CP-N-07, NOL-N-03)
- Creeks (JI-N-08)
- Ponds (JI-N-09)
- Narrow Ridge and Swale Formations (JI-N-11)
- Successional Woodlands (JI-N-12, NT-N-04, CP-N-08, NOL-N-05, GHP-N-02)
- Possible Old Growth Oak-Hickory Forest Remnants (JI-N-13)
- Powhatan Creek (CP-N-01, NOL-N-04)
- Sandy Bay (CP-N-02, NOL-N-01)

Spatial Organization
- Loop Road Pull-off Spaces (JI-SO-01)
- Town Site Exhibit Landscape (NT-SO-03)
- Parkway, Pull-offs, and Waysides Corridor (CP-SO-01)
- NPS Maintenance Facility (CP-SO-02)
- Wetland/Creek Landscape (CP-SO-03)
- * Jamestown Parking Lot (CP-SO-04)
- Jamestown Bus Parking Lot (CP-SO-05)
- Loop Road and Associated Parking (GHP-SO-01)
- Turf and Sand Area at River Shoreline (GHP-SO-06)

Masonry Well Surrounds (3) (NT-S-07)

+ Jamestown 300th Anniversary Monument [Tercentenary Monument] (NT-O-01) (LCS #006903)
*+ Colonial Parkway – Powhatan Creek Bridge [Concrete Bridge – Powhatan Creek] (CP-S-01) (LCS #081740)
* Isthmus Bridge (CP-S-02)
+ Jamestown Island Seawall [Concrete Seawall Remnant at Island] (CP-S-03) (LCS #081775)
Riprap Along Shoreline (GHP-S-06)

Views and Vistas
View from Black Point across Thorofare (JI-V-01)
View from Black Point across James River (JI-V-02)
View from Black Point to Wetlands (JI-V-03)
View from Black Point to Creeks (JI-V-04)
View from Black Point to Square Redoubt (JI-V-05)
View from Black Point to Travis Cemetery (JI-V-06)
View from Pulloffs to Landscape (JI-V-07)
View of Pitch and Tar Swamp from Entrance Bridge (NT-V-02)
View of James River (NT-V-04, GHP-V-01)
View of New Towne from Monument Terrace (NT-V-05)
View of Old Towne from Monument Terrace (NT-V-06)
View along Parkway (CP-V-01)
View from Bridge of Powhatan Creek (CP-V-03)
View from Powhatan Overlook (CP-V-04)
View from Isthmus Overlook (CP-V-05)
Views from Parkway of Wetlands (CP-V-06)
Views from Parkway of James River (CP-V-07)
View of Jamestown Parking Lot (CP-V-08)
View of Back River/Neck of Land from Parking Lot (CP-V-10)
View of Loop Road (CP-V-11)
View from Parking Lot to Visitor Center and Swamp (CP-V-no CLR #)
View of Wetlands/River Landscape (NOL-V-01)
View of Jamestown Island (NOL-V-02)

Small-scale features
Interpretive Text Signs (1956) (JI-SS-01)
+ Jamestown Island Travis Graveyard [Restored Travis Plantation Tombs] (JI-SS-04) (LCS #006904)
Loop Road Wooden Bollards (JI-SS-05)
Pale Fence (at Ambler Ruins) (Replicated 17th-Century Fence) (NT-SS-19)
Pale Fence (Replicated 17th-Century Fence) (NT-SS-21)
Hewn Horizontal Log Barrier (Replicated 17th-Century Fence) (NT-SS-22)
V-Shaped Post-and-Rail Gate (Replicated 17th-Century Fence) (NT-SS-23)
Vertical In-ground Posts (Replicated 17th-Century Fence) (NT-SS-24)

CULTURAL LANDSCAPES INVENTORY
CONCURRENCE FORM

Jamestown Island, Glasshouse Point, and Neck of Land
Colonial National Historical Park

Colonial National Historical Park concurs with the findings of the Cultural Landscape Inventory (CLI) for Jamestown Island, Glasshouse Point, and Neck of Land including the following specific components:

MANAGEMENT CATEGORY: Must Be Preserved and Maintained

CONDITION ASSESSMENT: Fair

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The Cultural Landscape Inventory for Jamestown Island, Glasshouse Point, and Neck of Land is hereby approved and accepted.

Superintendent, Colonial National Historical Park — Date 07/07/08

1 09 08 11:08a Colonial National Histori 7578982421 p.2

Park concurrence form, July 7, 2008.

Cultural Landscapes Inventory
CLI Update Certification Form
2025

Colonial National Historical Park
Jamestown Island Area

Colonial National Historical Park concurs with the update for the following CLI, including:

CONDITION ASSESSMENT: Fair – Jamestown Island Area

Good: indicates the inventory unit shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The inventory unit's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the inventory unit shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character defining elements, will cause the inventory unit to degrade to a poor condition.

Poor: indicates the inventory unit shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

The CLI Update for the Jamestown Island Area is hereby approved and accepted.

JERRI MARR Digitally signed by JERRI MARR
Date: 2025.04.04 10:17:24 -04'00'

Superintendent, Colonial National Historical Park Date

Park concurrence form, April 4, 2025.

Revision:

Revised By	Type of Revision	Revision Date	Revision Narrative
Jeff Killion	CLI Update	04/04/2025	Three levels of effort have been developed for CLI Updates: A, B, and C. Level C is limited to a condition reassessment of the landscape; Level B includes C and is a targeted update of select data fields; Level A includes C and is a comprehensive update of all data fields. This 2025 update to the Jamestown Island Area CLI has been conducted at a Level C effort. See Landscape Documents in CRIS-CL for correspondences with park.

Geographic Information

State and County:

State	County
Virginia	James City County
Virginia	York County

Size (Acres): 1561

Land Tract Number(s)

08-125, 08-126, 08-127

Boundary Description:

Colonial National Historical Park (NHP) is composed of two main sites, Jamestown and Yorktown, and the 23-mile long Colonial Parkway that connects them. The Jamestown Island, Glasshouse Point, and Neck of Land inventory unit is bounded to the north by Jamestown Settlement, a historical attraction administered by the Commonwealth of Virginia. The northern boundary also includes the edge of Colonial NHP and the Colonial Parkway as far east as the National Park Service (NPS) maintenance facility on the north side of the parkway. The Back River separates the island from the mainland in this area. The Thorofare of the James River and the shoreline of Jamestown Island form the majority of the project area's eastern boundary. On the southeast and south, the project boundary is the shoreline of Jamestown Island and the main channel of the James River. The western and northwestern boundaries are comprised of the James River and the western shore of Jamestown Island.

The primary focus of this CLI is to document and assess the resources located within Colonial NHP. Although the chronology and site history of the privately-owned Association for the Preservation of Virginia Antiquities (APVA) property is included within this report as it relates to the physical evolution of the island, resources located on APVA land have not been assessed in this CLI. Additionally, discussion of significance according to criteria established by the National Register of Historic Places does include the important role of the APVA in protecting and preserving the site.

Boundary Coordinates

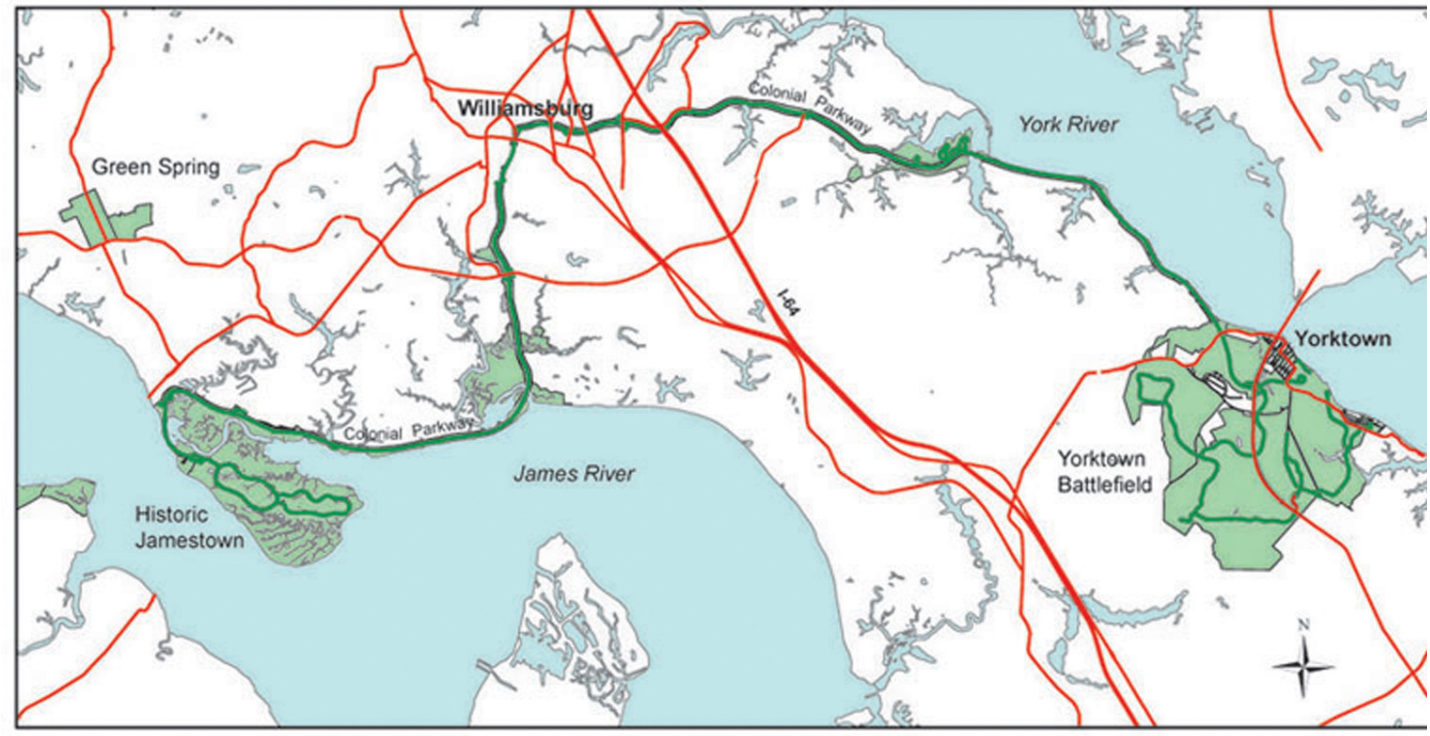
Source	Type of Point	Latitude	Longitude	Narrative
USGS Map 1:24,000	Area	-76.7821885798159	37.2257509886349	
USGS Map 1:24,000	Area	-76.7780441973107	37.2244523487619	
USGS Map 1:24,000	Area	-76.7675347051871	37.2208513124325	
USGS Map 1:24,000	Area	-76.7670984381586	37.2219574017817	
USGS Map 1:24,000	Area	-76.7645470373046	37.2208057444903	
USGS Map 1:24,000	Area	-76.4117550623487	3.73156837335844	
USGS Map 1:62,500	Area	-76.7591324703016	37.2142888335957	
USGS Map 1:24,000	Area	-76.7511612773434	37.2111983682533	
USGS Map 1:24,000	Area	-76.7434865644512	37.206273357269	
USGS Map 1:24,000	Area	-76.7345982647968	37.202924864193	
USGS Map 1:24,000	Area	-76.7502172044851	37.1903292453384	
USGS Map 1:24,000	Area	-76.7780964746136	37.2079579119712	
USGS Map 1:24,000	Area	-76.7766782574034	37.2109084022792	
USGS Map 1:24,000	Area	-76.783638202724	37.2145621620522	
USGS Map 1:24,000	Area	-76.7873508988725	37.2214641460956	

Location Map:



The Jamestown Island, Glasshouse Point, and Neck of land inventory unit is located southwest of Williamsburg at the western terminus of the Colonial Parkway in Colonial National Historical Park (NHP). (Map from "Jamestown Archeologi Assessment")

cal



The Jamestown Island, Glasshouse Point, and Neck of land inventory unit is located southwest of Williamsburg, Virginia, the western terminus of the Colonial Parkway in Colonial National Historical Park (NHP). (OCLP 2008)



at

Regional Landscape Contexts:

Type of Context: Cultural

Description:

Jamestown is the site of the first permanent English settlement in North America beginning in 1607. The site of the settlement grew into a town and Virginia's first capitol. After the capitol moved to Williamsburg, Virginia, the island developed into land managed as plantations. The Civil War had an impact on the island as many earthworks were constructed. Finally, the island was sold to the APVA and the NPS, both of which have since preserved, protected, commemorated, and interpreted the property.

Type of Context: Physiographic

Description:

Jamestown Island, Glasshouse Point, and Neck of Land inventory unit is located in the southern tidewater region of Virginia on the peninsula between the James and York Rivers. Most of the 1,561-acre project area is part of Jamestown Island, which is surrounded by the James River to the south and the Back River to the north. The island is relatively level and is covered in pine-oak forest and wetlands. Most of the island lies within a 100-500 year floodplain, with the visitor center parking lot above the floodplain as the highest point on the island. The Glasshouse Point and Neck of Land are part of the mainland and are connected to the island by a bridged isthmus.

Type of Context: Political

Description:

The inventory unit is part of Colonial NHP, which was initially established as Colonial National Monument in 1930 and renamed in 1936. In 1940, the APVA portion of the island was designated a national historic site. The project area is located in southeastern Virginia, in James City County. It is located in relatively close proximity to the cities of Williamsburg and Newport News, and the village of Yorktown. Adjacent to the park are a Coast Guard training facility, rural subdivisions, and two large naval bases.

Management Information

General Management Information

Management Category: Must be Preserved and Maintained

Management Category Date: 07/07/2008

Management Category Explanatory Narrative:

The Jamestown Island, Glasshouse Point, and Neck of Land inventory unit meets several of the criteria for the “Must be Preserved and Maintained” management category. The park was established to commemorate the beginning and end of the British colonial experience in North America. The July 3, 1930 enabling legislation included “historic structures and remains thereon and for the benefit and enjoyment of the people, sufficient of the areas of Jamestown Island, parts of the city of Williamsburg, and the Yorktown Battlefield, all in the state of Virginia, and areas for highways to connect said island, city, and battlefield.”

Management Agreements:

Type of Agreement: Cooperative Agreement

Management Agreement Expiration Date: 01/01/2010

Management Agreement Explanatory Narrative:

General agreement with the Association for the Preservation of Virginia Antiquities covers Jamestown Island, Glasshouse Point, the Neck of Land, and an adjacent segment of the Colonial Parkway to the Neck of Land. The original document was dated 1940 for just Jamestown Island and was revised to include the larger area in 2005. It expires in 2010 but may automatically be renewed for 5 years.

Legal Interests:

Type of Interest: Fee Simple

Narrative:

Located in managed wilderness?: Unknown

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Narrative:

Adjacent lands, or those outside the boundaries of the park, contribute to the significance of this inventory unit. Views of adjacent riparian shorelines across the James and Back Rivers and the Colonial Parkway are part of the visitor experience. Adjacent development such as the Jamestown Settlement, marina, ferry landing, and nuclear power plant may have an impact on the historical significance of the project area.

National Register Information

National Register of Historic Places

Documentation Status: Entered Inadequately Documented

Documentation Narrative Description:

The Jamestown Island, Glasshouse Point, and the Neck of Land portions of Colonial National Historical Park (NHP) meet the definition of "Entered–Inadequately Documented" because it is within the boundaries of a property listed on the National Register of Historic Places but is not adequately documented in accordance with the findings of this CLI.

Colonial NHP was authorized on July 3, 1930, established on December 30, 1930, and redesignated on June 5, 1936. Colonial NHP was administratively listed in the National Register without documentation on October 15, 1966 with the establishment of the National Historic Preservation Act. According to the National Register Information System (NRIS) database, Colonial NHP derives significance under Criterion A for its association with early exploration and settlement, Criterion C for design, and Criterion D for information potential. Preparation of a draft National Register nomination for "Jamestown National Historic Site and Jamestown, Colonial National Historical Park," is currently underway at the park.

A 2.4-mile portion of the Colonial Parkway terminates on Jamestown Island. The entire length of the Colonial Parkway was listed in the National Register on July 9, 2001, under Criterion A for its association with conservation and recreation and under Criterion C in the areas of landscape architecture and architecture. National Register documentation lists the period of significance for the Colonial Parkway as beginning in 1930 and ending in 1958, which marks the official completion of the parkway and associated features.

In response to questions of historic significance for preparation of the "Cultural Landscape Report for Jamestown Island, Glasshouse Point, and Neck of Land/Colonial National Historical Park," a Determination of Eligibility (DOE) for the Mission 66 era and earlier NPS developments on the island was prepared by Colonial NHP historian Karen Rehm. On November 1, 2002, the Commonwealth of Virginia Department of Historic Resources concurred with the DOE that stated the post World War II landscape of Jamestown Island and Glasshouse Point derives additional National Register significance under Criterion C as "an outstanding example of large-scale park planning and design at the beginning of Mission 66." The DOE lists the dates of these resources as 1949 to 1958. They were planned and developed during the post World War II era and constructed in accordance with an early Mission 66-period master plan in anticipation of Jamestown's 350th anniversary event, which occurred in May 1957. The DOE considered several resources under Criterion Considerations F and G. Criterion Consideration F was identified for the Timber Memorial Cross, which is on Association for the Preservation of Virginia Antiquities-owned land and therefore not part of the CLI project boundary. Criteria Consideration G was identified for other resources on Jamestown Island and Glasshouse Point that represent 1957 designed landscape. At the time the DOE was approved in 2002, these resources were less than fifty years old and therefore met Criteria Consideration G. This consideration no longer applies.

Eligibility: Eligible -- SHPO Consensus Determination

Concurrence Eligibility Date: 09/29/2008

Concurrence Narrative:

On September 29, 2008, the Commonwealth of Virginia Department of Historic Resources concurred with the findings of the CLI.

Significance Level: National

Contributing: Individual

Classification: District

Statement of Significance for National Register of Historic Places:

The Jamestown Island, Glasshouse Point, and Neck of Land project area landscape derives significance under National Register of Historic Places criteria A, C, and D in the areas of community planning, conservation, exploration and settlement, information potential, landscape architecture, military, and recreation. Jamestown is the site of the first permanent English settlement in North America, beginning in 1607. The settlement grew into a town and Virginia's first capitol, and then after a period of abandonment, developed into land managed as plantations. The Revolutionary and Civil Wars also had an impact on the island through the construction of various fortifications and earthworks. Efforts to preserve, protect, commemorate, and interpret the property began after a portion of the island was sold to the Association for the Preservation of Virginia Antiquities (APVA) in the 1890s and the remaining portions to the National Park Service (NPS) in the 1930s. The project area includes numerous resources associated with large-scale park planning and design efforts completed in the early years of the NPS Mission 66 program, including the extension of the Colonial Parkway to Jamestown Island.

The period of significance for the project area is 1607 to 1958. The period begins in 1607, the year the colonists established the first permanent English settlement in North America at Jamestown, and continues through the Revolutionary War and Civil War periods. The post World War II and early Mission 66-era site planning and construction projects that established a majority of the extant landscape features that exist on the site today, including the Colonial Parkway, were completed in time for the 350th anniversary celebration in May 1957. However, the end date of the period of significance is 1958, which represents the completion of several overlooks along the Colonial Parkway, including two within the project area: the Powhatan Creek Overlook and the Isthmus Overlook.

The "Cultural Landscape Report (CLR) for Jamestown Island, Glasshouse Point, and Neck of Land/Colonial National Historical Park," completed in 2006, included comprehensive discussions regarding potential significance of the inventory unit as well as for the APVA's Old Towne property. The following summaries of significance, organized by National Register criteria, are focused on landscape resources in the project area. They are based on information from the CLR as well as the 2001 National Register Nomination for the Colonial Parkway and the 2002 Determination of Eligibility.

CRITERION A

The landscape and associated resources of the Jamestown Island area of Colonial NHP is significant under Criterion A as the site of the first permanent English settlement in North America; for its associations with the Revolutionary War and the Civil War; its contribution to the broad historic patterns associated with the commemoration of important historical events and persons as advanced by the APVA; the evolution and development of historic preservation practices; its contribution to the development of the discipline of historical archeology; and the history of development of eastern historical parks through the construction of the Colonial Parkway and the designed landscape for interpretive purposes. The inventory unit's features that are associated with the Mission 66-era master plan and used to develop Jamestown Island and Glasshouse Point during the 1950s are significant for representing a "continuum of post-World War II NPS planning and design that culminated in the 1957 designed landscape of Jamestown." Additionally, the Colonial Parkway is part of a legacy of designed NPS roads and parkways built primarily in the 1920s and 1930s for conservation, interpretive, and recreational purposes. (Rehm, 2002: 10)

CRITERION C

Under Criterion C, the inventory unit is significant for its numerous resources that represent early Mission 66-era park master planning and development, as well as for early twentieth-century conservation efforts and educational and interpretative plans associated with the development of historical parks such as Colonial NHP. The project area is also significant on the national level in the area of landscape architecture based on the determination that the Colonial Parkway, which terminates within the project area, is an unusually intact example of a 1930s parkway that incorporates design and construction elements of both East Coast suburban parkways and the NPS-built wilderness roads in western national parks. The parkway is also significant in the area of architecture, but that area is not addressed in this CLI.

CRITERION D

Under Criterion D, Jamestown Island possesses national significance for its current, and continued, potential to yield important information about the historical period dating from 1607 to 1892. It may also possess local significance for its potential to yield information important to prehistory from the Paleolithic period to the contact period beginning in 1607.

National Register Significance Criteria:

A - Associated with events significant to broad patterns of our history

C - Embodies distinctive construction, work of master, or high artistic values

D - Has yielded, or is likely to yield, information important to prehistory or history

National Register Criteria Consideration:

National Register Periods of Significance (with Historic Context Themes):

Time Period: CE 1607 - CE 1958

Historic Context Theme	Subtheme	Facet	Other Facet
Developing the American Economy	Agriculture	Plantation Agriculture	
Expanding Science and Technology	Technology (Engineering and Invention)	Military (Fortifications, Weapons, And War Vehicles)	
Expressing Cultural Values	Landscape Architecture	NPS Mission 66--Landscape Architecture	
Peopling Places	Colonial Exploration and Settlement	American Exploration and Settlement	
Peopling Places	Colonial Exploration and Settlement	Dutch Exploration and Settlement	
Peopling Places	Colonial Exploration and Settlement	English Exploration And Settlement	
Shaping the Political Landscape	The American Revolution	War in the South	
Shaping the Political Landscape	The Civil War	Battles In The North And South	
Transforming the Environment	Historic Preservation	Regional Efforts: The South, 1860-1900: The South Looks To Government For Help; The Association For The Preservation Of Virginia Antiquities	

Area of Significance:

Area of Significance Category: Archeology

Area of Significance Subcategory: Historic-Non-Aboriginal

Explanatory Narrative:

Area of Significance Category: Community Planning and Development

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Conservation

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Entertainment - Recreation

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Exploration - Settlement

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Landscape Architecture

Area of Significance Subcategory:

Explanatory Narrative:

Area of Significance Category: Military

Area of Significance Subcategory:

Explanatory Narrative:

NRIS Information:

NRIS Name:	Colonial National Historical Park
NRIS ID:	66000839
Primary Certification Date:	10/15/1966
Other Certifications and Date:	MM/dd/yyyy

State Register Documentation:

Identification Number:	0470049
Name:	Colonial National Historical Park
Listed Date:	10/15/1966

National Historic Landmarks:

National Historic Landmark? No

Theme:

Contributing:

NHL ID:

NHL URL:

Date:

Statement of Significance for National Historic Landmark:

World Heritage Site:

World Heritage Site? No

Category:

WHS ID:

WHS URL:

Date:

Is Resource within a designated National Natural Landscape: No

Chronology and Physical History

Chronology:

Year	Event	Major Event Narrative
BCE * - 8000	Inhabited	PaleoIndians establish small, temporary camps across the landscape, usually where food or other resources are available.
BCE 8000 - 1200	Inhabited	Late Archaic peoples appear to establish low-intensity “camps.” A non-intensive but consistent use of Jamestown Island is suggested.
BCE 1200 - 1600	Inhabited	A dearth of archeological evidence for Early and Middle Woodland periods of occupation suggests that Jamestown Island lowland is nearly abandoned during this period. Late Woodland peoples reoccupy Jamestown Island.
CE 1607	Colonized	Jamestown becomes the first permanent English settlement in North America. The Colonists experience a period of severe drought on the island from 1607 to 1612.
CE 1607	Built	Recognizing the need to protect themselves against attack, the Jamestown colonists construct fortifications, as well as a church, well, and storehouse.
CE 1607	Explored	A trail later known as the Greate Road leading from the island over the isthmus to Glasshouse Point is discovered
CE 1607 - 1610	Cultivated	Colonists begin to clear the existing forest to cultivate crops and harvest trees for export and for their own use.
CE 1607 - 1610	Established	The colonists establish trade with the local Native Americans.
CE 1607 - 1699	Established	Jamestown established as the first capital of Virginia and continues as the colony’s seat of government through 1699.
CE 1608	Established	Colonists establish the first glass manufactory at Glasshouse Point.
CE 1608	Destroyed	Jamestown destroyed as the result of an accidental fire.
CE 1608 - 1610	Built	Colonists construct between fifty and sixty houses. Most are post-in-ground structures with thatched roofs and are within or close to the fort. Also construct a working furnace, a fritting furnace, an annealing furnace, and a pot kiln at Glasshouse Point.
CE 1608	Excavated	A well is dug at Glasshouse Point, and a clay pit is excavated.
CE 1608	Built	Glass manufacturing operations at Glasshouse Point expanded to include a new glasshouse structure and worker housing.
CE 1608 - 1609	Built	Blockhouse constructed at the isthmus between the island and mainland for protection and for trade with Native Americans.
CE 1610	Built	Frame church is repaired, a new triangular palisaded fort and a corps de garde are built, and many new houses are constructed using woven mat and bark with country chimneys.

Year	Event	Major Event Narrative
CE 1610 - 1614	Cultivated	Colonists continue to clear the existing forest in order to plant crops. John Rolfe develops marketable strain of tobacco
CE 1610 - 1620	Ranched/Grazed	Cleared land also used to pasture livestock. In 1620, the colony is reported to include 200 head of cattle, numerous swine and goats, horses, chickens, turkeys, peacocks, and pigeons.
CE 1611	Built	Advances in the colony include production of brick, construction of a new well, wharf, common gardens, a sturgeon house, a residence for the governor, powder house, munitions house, smith's forge, horse stable and cattle barn, and new brick blockhouse are constructed.
CE 1613	Planted	Governor Gates plants small orchard of apples and pears in the garden adjacent to his house
CE 1613	Built	Under Thomas Gate's tenure, the fortification at Jamestown is upgraded with a paling fence. A new blockhouse and a new wharf are constructed along the James River.
CE 1616	Established	The Virginia Land Company opts to use the headright system of land grants. This system stimulates land speculation and development both within and outside of Jamestown.
CE 1617	Built	Under Samuel Argall's tenure, the governor's residence is enlarged, a new timber frame church is constructed, and the palisaded fort and many houses are repaired.
CE 1619	Established	Representative government is established at Jamestown in July with the meeting of the First Assembly.
CE 1619	Colonized	The first Africans are brought to Jamestown Island via a Dutch trading vessel and are subsequently sold as slaves.
CE 1619	Platted	A 3,000 acre plot of land, commonly called Governor's land, is established and laid out at Glasshouse Point.
CE 1620 - 1673	Cultivated	The Neck of Land tract is cleared and cultivated as a plantation. Crops grown on the available arable land include corn and tobacco.
CE 1621	Altered	In 1621, Italian glassworkers repair the glass furnaces established in 1608 and a storm subsequently destroys the glasshouse complex in the same year.
CE 1621 - 1624	Rehabilitated	Between 1621 and 1624 the glasshouse complex is again repaired and houses are built for Italian glassworkers and their families who are reported as living at Glasshouse Point.
CE 1622	Built	A guesthouse is constructed at Jamestown for the comfort of newly arrived immigrants.
CE 1623 - 1624	Memorialized	Jamestown residents are first recorded as being buried in a formal cemetery as indicated by wills requesting interment at "the usual burying place by James City."
CE 1624	Platted	A royal surveyor lays out what would become New Towne. There are repeated attempts to develop Jamestown as an urban port city.

Year	Event	Major Event Narrative
CE 1624	Built	Governor Francis Wyatt constructs a house on his lot in Jamestown. The structure would later become known as the “country house.” After his departure, the house reverts to the government.
CE 1624	Built	Capt. William Pierce constructs a “new dwelling” that served as the collection point for the tobacco levied in James City.
CE 1624	Abandoned	Production of glass at Glasshouse Point ceases and the Virginia Company’s charter is revoked largely due to internal politics and the difficulties faced by the Jamestown residents. Jamestown becomes a royal colony at this time.
CE 1633	Built	Legislation is passed that establishes Jamestown as a tobacco inspection station. As a result, a tobacco storehouse is constructed there.
CE 1634 - 1673	Cultivated	The twenty-four acre Glasshouse Point parcel is cultivated for profit. Crops include corn and tobacco.
CE 1637 - 1638	Built	William Parry, an Elizabeth City merchant, erects a warehouse upon his lot at Jamestown.
CE 1639 - 1647	Built	The first brick church at Jamestown is constructed sometime within this period. This is actually Jamestown’s fifth church. A tower adjacent to the west side of the church is added later.
CE 1640 - 1649	Built	Two public flax houses are constructed at Jamestown.
CE 1640 - 1649	Built	A major east-west road extends from New Towne to Black Point dividing the island into north and south halves.
CE 1645	Built	Governor Berkeley constructs the first series of row houses at Jamestown at the location of what would later become known as the Ludwell-Statehouse group.
CE 1649	Established	Jamestown is established as the official marketplace for the colony.
CE 1662	Built	Legislation requires all Virginia counties to construct a pillory, a pair of stocks, and a whipping post near the courthouse.
CE 1663	Built	The first of Jamestown’s “rowhouses” are constructed.
CE 1663	Built	Governor Berkeley constructs Jamestown’s first statehouse.
CE 1663	Demolished	Legislation is passed requiring aging wharves along Jamestown’s waterfront to be torn down and usable ones repaired.
CE 1667	Built	Due to increased hostilities with the Dutch, a four-sided turf fort is built south of the Ambler house on the Jamestown waterfront.
CE 1673	Built	Bricklayer John Bird builds a house for Richard James I on his lot in Jamestown.
CE 1673	Built	Due to increased hostilities with the Dutch, a crescent-shaped brick fort is constructed in a vale, midway between the Jamestown church tower and the Ludwell-Statehouse group.
CE 1676	Built	Governor Berkeley erects a “bank” or palisade across the isthmus at Jamestown.

Year	Event	Major Event Narrative
CE 1676	Built	Nathaniel Bacon erects a “frenchwork” consisting of a trench and earthwork filled with trees and brush on the mainland side of the isthmus.
CE 1676	Destroyed	Jamestown is burned by Nathaniel Bacon. An estimated sixteen to eighteen structures are lost, including the church and statehouse. Timber-frame homes are hastily built as part of the recovery efforts.
CE 1682	Established	A ferry is established at Jamestown for crossing the James River.
CE 1682	Built	The “Greate Road” is extended to connect to the ferry wharf.
CE 1683	Built	Col. Nathaniel Bacon constructs two “very good” houses on his lot at Jamestown.
CE 1683	Destroyed	A fire adjacent to Jamestown burns the corps de garde building.
CE 1683	Neglected	A survey conducted for Governor Culpeper in 1683 indicates that there is only one structure still standing on the Glasshouse Point property.
CE 1682 - 1685	Built	Governor Culpeper is ordered to rebuild Jamestown in 1682. Two years later, two new houses are built. A new statehouse and jail are also erected on Philip Lowell’s property as part of a separate campaign.
CE 1692	Built	King William and Queen Mary require that all council members build houses at Jamestown. Bay 5 of the Ludwell-Statehouse group is constructed.
CE 1693	Built	A vaulted brick powder room (magazine and storehouse) is constructed adjacent to the river’s edge just a few hundred feet west of the original 1607 fort.
CE 1695	Demolished	The decaying brick crescent fortress erected in 1673 is demolished. A contractor is paid for “beating down the brick work and leveling the fort at James City.”
CE 1696	Built	A new “platform for the great guns at Jamestown” is erected, most likely in the same location as or adjacent to the old one.
CE 1698	Destroyed	The Jamestown statehouse and jail catches fire for the fourth time and is completely destroyed.
CE 1699	Expanded	The General Assembly passes the act for building the new capitol and creating the City of Williamsburg.
CE 1700	Purchased/Sold	After the capital of Virginia moves to Williamsburg, Jamestown Island, Glasshouse Point and Neck of Land begin a period of decline and a few families begin to purchase the land on Jamestown Island. These purchases eventually lead to the establishment of the Ambler and Travis plantations.
CE 1704 - 1744	Cultivated	The Neck of Land parcel is cultivated by the Page and Burwell families as a quarter farm, suggesting that arable portions may have been planted in corn, wheat and tobacco.
CE 1705	Built	A new tobacco inspection warehouse is built at an unknown location on Jamestown.

Year	Event	Major Event Narrative
CE 1706	Built	James City County justices receive permission to use the bricks from the burned statehouse to construct a new county courthouse at Jamestown.
CE 1711	Built	Due to the threat of a French invasion of Virginia, a palisades fortification is constructed at Jamestown.
CE 1712	Land Transfer	Edward Jaquelin acquires nearly all of the land north and east of the isthmus at Glasshouse Point. This consolidation leads to a large plantation that would subsequently be called “Amblers on Maine.”
CE 1716	Neglected	The palisades fort at Jamestown is described as being in ruins.
CE 1734	Eroded	Erosion of the isthmus at Sandy Bay continues to be a serious problem. Breeches between the James and Back Rivers make crossing the isthmus dangerous during this period.
CE 1745 - 1753	Built	Richard Ambler builds a large two-story brick Georgian mansion measuring 57 by 42 feet. A later inventory indicates that the property includes several outbuildings, such as a coach house, dairy, and wash house.
CE 1756 - 1766	Altered	The Ambler house burns for the first time. Only part of the structure is lost.
CE 1756 - 1759	Abandoned	Sometime in the late 1750s, the Jamestown church ceases to be an active parish.
CE 1773	Built	A small battery is built by American forces at Jamestown adjacent to the riverfront in a swale between the Jamestown church and the Ludwell-Statehouse group.
CE 1775	Damaged	British warships fire upon Jamestown Island and damage the Ambler ferry house and the Travis kitchen chimney. Both families flee just prior to this attack.
CE 1779 - 1782	Purchased/Sold	The Burwell heirs sell their holdings on Neck of Land to William Holt.
CE 1780	Moved	The ferry landing is moved upriver to the Ambler plantation on the mainland.
CE 1781	Demolished	British troops destroy an already ruined Jamestown by knocking down the church, opening tombs in the church yard and razing the Ambler and Travis homesteads.
CE 1781 - 1799	Built	John Ambler II and William Green construct a low brick wall surrounding the church yard from the ruins of the Jamestown church.
CE 1798	Built	John Ambler II constructs a log and stone causeway connecting the island to the mainland via Glasshouse Point. The causeway was never completed.
CE 1798	Moved	The ferry at Jamestown is relocated to re-establish its prominence as a departure and destination point.
CE 1805	Land Transfer	William Holt sells his holdings at Neck of Land to John Allen.
CE 1807	Memorialized	During the bicentennial year, visitors begin to make special trips to Jamestown Island to visit the site of Virginia’s first settlement.

Year	Event	Major Event Narrative
CE 1807	Altered	An old barn at the Travis homesite is repaired and converted into a theater for the bicentennial celebration.
CE 1813	Damaged	During the War of 1812, British troops raid Jamestown and loot and vandalize the Ambler mansion.
CE 1822	Memorialized	The “Jamestown Jubilee” (also called the Third Virginiad) is celebrated at Jamestown.
CE 1822	Damaged	During “Jamestown Jubilee” or “Third Virginiad” celebrations, the Travis House burns.
CE 1822	Moved	David Bullock refuses to let the ferry land at Jamestown and the landing is subsequently moved upriver.
CE 1831	Purchased/Sold	By 1831, David Bullock owns all 1,702 ¾ acres of Jamestown Island.
CE 1832	Built	G. Durfey and W. Edloe, tenants of David Bullock, build a wood-framed toll bridge across the isthmus due to erosion.
CE 1832	Established	The ferry landing is reinstated at Jamestown at the insistence of tenants Durfey and Edloe.
CE 1836	Purchased/Sold	David Bullock sells Jamestown Island to tenant Goodrich Durfey.
CE 1845	Purchased/Sold	Durfey sells Jamestown Island to John Coke.
CE 1845	Destroyed	A strong storm destroys the wooden bridge erected by Durfey and Edloe across the isthmus connecting the island to the mainland.
CE 1849	Built	Joseph C. Gibson, farm manager of Jamestown Island for minor William Allen, builds a new barn on the island.
CE 1856	Platted	The first hydrographic survey of the James River is conducted. As a result, the shoreline of Jamestown Island is mapped.
CE 1857	Memorialized	The Jamestown Society of Washington and the Virginia Historical Society celebrate the 250-year anniversary of Jamestown settlement. During the 1850s, many improvements are made to the island under William Allen.
CE 1859	Planted	A United States congressional group visits Jamestown and plants ivy as a commemorative gesture at the base of the church tower.
CE 1861	Built	Both Confederate and Union troops occupy Jamestown Island at times during the Civil War. Confederate troops construct four fortifications at strategic defensive positions on the island (these fortifications include Fort Pocahontas, the Sand Battery, the Point of Island Battery, and the Square Redoubt).
CE 1861	Built	E.T.D. Meyers, a Confederate military engineer, erects a causeway over the Back River connecting the Neck of Land property to Jamestown Island. From 1861 on, this causeway becomes the main entrance and exit to the island.
CE 1861	Built	An earthwork and lunette or rifle pit are constructed that guard the Back River and causeway to Jamestown.
CE 1862	Abandoned	Confederate forces abandon Jamestown.

Year	Event	Major Event Narrative
CE 1862	Demolished	Union forces visit Jamestown and demolish Confederate fortifications and armaments, and burn all buildings associated with the forts and armaments on the island except William Allen's slave quarters.
CE 1862 - 1863	Military Operation	Neck of Land is used as a base of operations for a large group of armed slaves.
CE 1862 - 1863	Destroyed	Freed slaves of William Allen burn the Ambler House.
CE 1863	Destroyed	Jamestown Island ferry wharf is destroyed by fire.
CE 1863	Military Operation	Union forces reoccupy Jamestown Island as an observation and communications post. Telegraph lines are erected that connect Jamestown Island to the mainland and across the James River.
CE 1863 - 1865	Built	Union forces erect a frame building within Fort Pocahontas. This is most likely used as a guard or picket house and communications center.
CE 1865	Inhabited	William Allen leases his Jamestown Island plantation to three New Yorkers, George B. Fields, and John and James Clary, which they intend to farm and harvest for its timber.
CE 1865	Rehabilitated	Operation of the ferry at Jamestown resumes and the causeway over the Back River remains the primary land entrance to the island.
CE 1868	Land Transfer	George Fields and Israel Williams acquire Jamestown Island.
CE 1868 - 1875	Cultivated	After George Fields and Israel Williams acquire Jamestown Island, the plantation is again in a high state of cultivation.
CE 1868 - 1875	Ranched/Grazed	After George Fields and Israel Williams acquire Jamestown Island, a large herd of livestock roams the island.
CE 1869	Rehabilitated	Two large orchards east and southeast of the Ambler residence appear to have been re-established by George Fields and Israel Williams. George Fields and Israel Williams renovate the Ambler residence.
CE 1870	Built	Three U.S. Coastal Survey stations were erected at Jamestown.
CE 1873 - 1874	Platted	The first professional survey of Jamestown Island is conducted by the U.S. Coastal Survey engineers.
CE 1875	Purchased/Sold	Frederick Rollin of New York purchases George B. Field's land on Jamestown Island.
CE 1875 - 1900	Eroded	The James River continues to erode the western embankment of Fort Pocahontas, the southeastern embankment of Point of Island Battery, the western embankment of the Sand Battery, and the embankment adjacent to the brick powder magazine.
CE 1876	Land Transfer	William Allen II conveys the Neck of Land property to his mother, Mrs. Frances A. Allen.
CE 1879	Purchased/Sold	Lucy C. Brown purchases Jamestown Island.

Year	Event	Major Event Narrative
CE 1881	Land Transfer	Frances Allen deeds the Neck of Land property to son John Allen who subsequently leases the land to Robert Neville.
CE 1887	Purchased/Sold	The Neville property on Neck of Land is sold to Edward Collings and Isaac A. Braddock.
CE 1889	Land Transfer	Collings and Braddock convey their Neck of Land parcel to Joseph E. Roberts.
CE 1889	Established	The Association for the Preservation of Virginia Antiquities (APVA) is organized for the purpose of restoring and preserving the ancient historic buildings and tombs in Virginia. Jamestown Island is one of the first areas where the organization directs its efforts.
CE 1890	Land Transfer	Joseph Roberts conveys his Neck of Land property to Henry S. Loucheim. The land is later leased to Thomas Shoomsmith.
CE 1890 - 1891	Platted	Jamestown Island is surveyed a second time by the U.S. Coastal Survey engineers.
CE 1892	Purchased/Sold	In late 1892, Edward E. and Louise J. Barney acquire Jamestown Island in its entirety from Lucy C. Brown. The Barneys' goal is to develop the island as a tourist attraction.
CE 1893	Land Transfer	The Barneys deed twenty-two and one-half acres at the western end of the island to the APVA to preserve the ruins of the church tower.
CE 1893	Built	Edward Barney constructs a wooden wharf with a pavilion, storeroom and warehouse at its end.
CE 1893 - 1896	Built	A frame "stable" is constructed within Fort Pocahontas northwest of the "keeper's house."
CE 1893 - 1903	Built	A new road is built to enter Jamestown Island from the Back River.
CE 1895	Destroyed	The Ambler house accidentally burns for the fourth time and is left as ruins.
CE 1895	Built	The APVA erects a wooden stake and barbed wire fence around the church tower and graveyard to protect it from "relic hunters and other sightseers."
CE 1895	Built	A dry-laid granite breakwater wall is erected in front of the threatened western end of Jamestown Island on APVA property.
CE 1895	Destroyed	Ice in the James River destroys the new Barney wharf.
CE 1895	Rehabilitated	A general clean-up and beautification is performed.
CE 1896	Preserved	Howard Constable conducts preservation work on the church tower including strengthening it with tie rods, cementing the top of the brick tower to protect it from rain, and pulling away all vegetation.
CE 1897	Excavated	APVA members Mary Galt and Mary Garrett begin to uncover the church, clearing debris from the interior of the foundation. Two early foundations are discovered.
CE 1897	Engineered	Louise Barney initiates construction of a new bridge spanning the Back River.

Year	Event	Major Event Narrative
CE 1898	Maintained	Repair work on the marble tombs found in the church yard is begun.
CE 1899	Maintained	A lawn mower is sent to Jamestown by the APVA. Presumably the lawns surrounding the historic shrine are mowed from this point forward.
CE 1899	Memorialized	A granite cross dedicated to “commemorating the [1898] pilgrimage and patriotic services” of APVA members is erected just south of the church steeple between it and the James River shoreline.
CE 1900	Built	Construction is begun on a 400-yard-long wall of concrete blocks with a backing of one-foot-thick macadam placed against the island bank. Work undertaken by U.S. Army Corps of Engineers and is the first investment of federal funds towards preserving the site.
CE 1900	Built	A concrete sea wall is built in front of the threatened western end of Jamestown Island.
CE 1900 - 1950	Mined	Gravel mining and processing occurs on Neck of Land property.
CE 1901 - 1903	Excavated	Formal archeological excavations are conducted by the APVA.
CE 1901	Planted	A pecan tree grove is planted just southeast of the Ambler House ruins. This grove likely dates to the founding of the Jamestown Island Dairy and Fruit Farm.
CE 1901	Built	A temporary frame shelter is constructed by the APVA over their church yard excavations.
CE 1903	Preserved	At the end of formal excavations, the APVA preserves the excavated church foundation by filling it with gravel.
CE 1903	Built	A frame stable is constructed on APVA property to house horses sent over for hauling and lawn mowing.
CE 1904 - 1906	Reconstructed	The APVA begin to interpret the archeological excavations at the Ludwell-Statehouse group with reconstructed foundations and signage.
CE 1904	Built	The APVA erects a “substantial and sightly fence” surrounding the exposed Ludwell-Statehouse archeological excavations.
CE 1904	Memorialized	William Leal, a local stonemason, restores and erects 22 granite gravestones to mark the graves of those buried in the Jamestown church yard.
CE 1905	Moved	A 1905 U.S. Coastal Survey of Jamestown Island shows that the Shields station was moved from Fort Pocahontas to the ruins of the Ambler House.
CE 1905	Purchased/Sold	The Loucheim family heirs divide the Neck of Land property and sell it off in small parcels. Edwin Gilley acquires 200 acres, and Charles F. Ayres acquires 300 acres.
CE 1905 - 1906	Planted	The APVA beautifies its property and plants shrubs, roses, and “bulbous plants consisting of hyacinths, tulips, [and] crocuses.”

Year	Event	Major Event Narrative
CE 1906	Built	The APVA erects a four-and-one-half-foot tall curb over an historic well within Fort Pocahontas. They also construct a walk on the north side of the archeological excavations at the Statehouse foundation.
CE 1907	Memorialized	A Memorial Drinking Fountain is erected on APVA property approximately 150 feet north of Fort Pocahontas on the eastern side of the vale. A stone monument to the First House of Burgess is erected on APVA property fifty feet south of Memorial Church. A commemorative bronze tablet is placed on the sea wall.
CE 1907	Designed	Landscape architect Warren Manning is hired to design the layout and plan for future development of the APVA property at Jamestown.
CE 1907	Built	The U.S. Government builds an “L” shaped wharf at the southern end of their property. The wooden wharf extends into the James River approximately 600 feet.
CE 1907	Built	A new road is built linking the Rest House with the Ludwell-Statehouse foundations and the Memorial Building, brick and concrete paths are laid, a four-and-one-half-foot-wide, 1,150-foot-long granolithic sea walk is constructed along the top of the sea wall by the APVA.
CE 1907	Memorialized	The U.S. Government erects a monument to commemorate “the birth of the American nation” (known as the Tercentenary Monument) adjacent to the western boundary with the Barneys. The monument is enclosed by a white picket fence.
CE 1907	Rehabilitated	The church tower is re-pointed and a concrete and brick pad is laid within the base of the tower.
CE 1907	Built	APVA constructs the Memorial Church over the foundations of the 1617 frame and 1639 brick church. A Memorial Building, later called the Yeardley House is constructed, as well as the frame Souvenir House 100 feet north of the Memorial Church, the Godspeed Cottage and mule barn, and the Rest (or Relic or Dale) House adjacent to the sea wall.
CE 1907	Built	A pair of wrought iron gates mounted on brick columns is constructed adjacent to the Toll House to frame the southern entrance. A second pair of gates mounted on concrete columns, a gift from the Colonial Dames of America, is constructed on the northern APVA boundary.
CE 1909	Memorialized	The John Smith Memorial Statue is completed and unveiled at Jamestown.
CE 1909 - 1914	Built	As part of Warren Manning’s plan for Jamestown, two new outbuildings are constructed west of the Yeardley House, as well as a carriage house and stable.
CE 1910	Memorialized	An “Indian Maid” sculpture is given to the APVA by the Society of Indian Wars. It is placed adjacent to the artesian well.
CE 1910	Demolished	The frame “keeper’s cabin” in Fort Pocahontas is torn down. Presumably the two other outbuildings within the Fort are also torn down at this time.

Year	Event	Major Event Narrative
CE 1911 - 1914	Planted	The planting phase of the Warren Manning plan is carried out. The formal garden on the south side of the Memorial Building (Yeardley House) is begun. Willows and Roanoke hickories are planted “near the low end of the swamp” on APVA property.
CE 1913	Maintained	Repair work is begun by the APVA on the bridge connecting Jamestown to the mainland due to its “insecure condition.”
CE 1914	Built	The circulation phase of the Manning plan is carried out. A raised road “encircling the grounds around the vale” is completed, and the main road running through APVA property east towards the Memorial Church is extended.
CE 1916	Built	The U.S. Government encloses the Tercentenary Monument with a wrought iron fence.
CE 1918	Planned	Money appropriated by the General Assembly allows a new “causeway and bridge” to be built connecting Jamestown to the mainland.
CE 1918 - 1920	Rehabilitated	The Yeardley House is badly damaged by a storm in the winter of 1918. Renovation and repair work lasts two years.
CE 1919	Platted	A USGS survey is conducted for Jamestown Island and vicinity.
CE 1920	Planted	Several fruit trees, shrubs, pecan trees, a cedar of Lebanon, and two acres of corn are planted on APVA property.
CE 1920	Built	Two “iron flag poles” are donated to the APVA by Mr. John Stewart Bryan and erected on the “water front of the island.”
CE 1922	Memorialized	The Pocahontas statue designed by William O. Partridge is presented to the APVA and placed just south of the church yard, and the Robert Hunt Memorial Shrine is given to APVA by the Society of Colonial Dames.
CE 1922	Removed	The old Souvenir House is “removed and converted into a tool house.”
CE 1922	Altered	The Rest House is divided into a souvenir house and a tourists’ room, and the Yeardley House is roofed with asbestos shingles and receives a “large back porch.”
CE 1922	Established	APVA formally opens the Jamestown church for regular Sunday services. It is the first time the church is actively used at Jamestown in 257 years.
CE 1923	Inhabited	In 1923, Louise Barney leases her Jamestown farm to B.E. Steele for 10 years.
CE 1924	Altered	A.J. Jester repairs the Barney wharf at Jamestown Island and converts it to a ferry landing.
CE 1925	Altered	Due to a lack of water pressure, the artesian well is improved. A new air pressure water system is connected to the well and covered by an octagonal, frame “colonial well house.”
CE 1925	Built	The APVA erects a wrought iron fence around the Ludwell-Statehouse foundations. donated to the APVA by the Daughters of the American Colonies.

Year	Event	Major Event Narrative
CE 1927	Engineered	The Commonwealth of Virginia constructs State Highway 510.
CE 1928	Purchased/Sold	C.J. Jehne purchases five-and-one-half acres of land at Glasshouse Point.
CE 1928 - 1934	Built	The 4-H Club constructs a small pump house and artesian well on the Jehne property at Glasshouse Point.
CE 1929	Built	The Commonwealth of Virginia and the U.S. Government share the cost of erecting a large wharf and pier at Jamestown. The wharf replaces the one built in 1907.
CE 1929	Built	A Toll House (later called the Gate House) is constructed on U.S. Government (Treasury Department) property by the APVA.
CE 1929	Memorialized	A granite seat is presented by the Daughters of Colonial Wars and erected on APVA property.
CE 1930	Rehabilitated	The upriver end of the APVA sea wall is repaired under the direction of Col. Samuel H. Yonge.
CE 1930	Established	On July 3, 1930, President Herbert Hoover signs a presidential proclamation establishing the Colonial National Monument (NM).
CE 1931	Land Transfer	The U.S. Treasury Department formally transfers its property, which includes the Tercentenary Monument, to the NPS.
CE 1931	Built	A seven-foot-tall woven wire fence is installed around the entire APVA property “extending down from [the] sea wall to the waters edge.”
CE 1931	Built	The Raymond Riordan School for Boys pays for the construction of an open-air shelter and platform at the new artesian well on Colonial NM property.
CE 1931 - 1933	Built	A frame cottage, later called the Godspeed Cottage, is constructed on APVA property in the Colonial style for the housing of “colored laborers.” It is later used to house the sexton and his family.
CE 1931	Excavated	A new 287-foot artesian well is drilled by the Norfolk and Washington Steamship Co. on Colonial NM property adjacent to the James River.
CE 1931	Built	A turnstile entrance is established just north of the APVA eastern entrance gates.
CE 1931	Built	Construction of the Colonial Parkway begins. Construction was suspended in the 1940s because of World War II.
CE 1932	Rehabilitated	Colonial NM “reconditions” the Tercentenary Monument.
CE 1934	Land Transfer	Jehne donates his land at Glasshouse Point to the James City County 4-H program, which uses it for their educational programs.
CE 1934	Demolished	Colonial NM razes several “unsatisfactory and unsafe buildings” on their property after acquisition from the Barneys.
CE 1934	Built	The NPS erects a high board fence surrounding its excavation area at New Towne. The 4-H Club constructs approximately twenty structures on the former Jehne property at Glasshouse Point.

Year	Event	Major Event Narrative
CE 1934 - 1941	Excavated	Excavations begin on the town site in 1934. In 1936, J.C. Harrington assumes charge of the town site excavations.
CE 1935	Destroyed	A tornado devastates Jamestown, damaging the Yeardley House, uprooting approximately forty-three trees and shrubs, and severely eroding the part of Fort Pocahontas facing the James River.
CE 1935	Built	Construction is begun on a temporary archeology shop, later used as a quarters for park personnel; a temporary Engineer/Historian building, later used as a tool storage building; and a temporary tool and equipment storage building, located approximately 520 feet east of the Ambler House ruins.
CE 1935	Rehabilitated	The Yeardley House is completely renovated.
CE 1935	Purchased/Sold	Floyd R. Ayers sells sixty-four acres on Neck of Land to the U.S. Government for the construction of the Colonial Parkway from Williamsburg to Glasshouse Point.
CE 1935	Built	Four new outbuildings north of the Ludwell-Statehouse foundations and west of the Yeardley House are constructed, including a chicken house, barn, shop, and garage.
CE 1935	Demolished	The two outbuildings constructed between 1910 and 1914 located north of the Ludwell-Statehouse foundations and west of the Yeardley House on APVA property are razed.
CE 1935 - 1936	Built	The NPS initiates construction of a complex of buildings that focus on research as well as a complex for maintenance and storage purposes.
CE 1935 - 1936	Built	Construction of a 1,400 foot riprap wall from the Colonial NM boundary line with the APVA, east and down river is begun by the CCC.
CE 1936	Altered	On June 5 1936, the name of the park is changed from Colonial NM to Colonial National Historical Park (NHP) and the first formal master plan is completed.
CE 1936 - 1937	Built	Construction of a blacksmith shop is begun on park property. This building is located approximately 360 feet east of the Ambler House ruins. Also between 1936 and 1937, a frame comfort station, parking area, picnic ground, and museum are completed as part of the park's master planning efforts.
CE 1936	Built	The well house above the artesian well on NPS property is replaced and a new one constructed.
CE 1937	Graded	The ground surrounding all APVA buildings formerly described as a "hopeless bog in winter," is graded.
CE 1937 - 1938	Built	Over 2,600 feet of "elevated ways" are erected across the marshes to facilitate foot patrol. Two new wings are added to the APVA barn north of the Ludwell-Statehouse foundations. A new Archeological Laboratory and Museum are constructed and the old temporary archeology museum is converted into a concession stand. The APVA property is formally linked to the NPS water supply system and the artesian well at the north end of the U.S. Government pier.

Year	Event	Major Event Narrative
CE 1938	Built	The NPS removes the high board fence surrounding its excavation area at New Towne and erects a new woven wire fence.
CE 1938	Rehabilitated	Colonial NHP repairs the U.S. Government pier with 7,000 feet of new oak lumber.
CE 1938	Paved	The NPS road from the parking area to the picnic grounds is surfaced with gravel.
CE 1938	Altered	The archeology shop is converted into quarters for park personnel and the Engineer/Historian building is converted into a tool storage building.
CE 1938	Demolished	The H-shaped log structure is razed.
CE 1939	Moved	Godspeed Cottage is repaired and moved from a “low and very damp spot…across the road about forty feet away and on a rise of ground.”
CE 1939	Excavated	Archeological excavations are carried out at the Confederate bridge redan that guarded the pre-existing bridge and causeway from the mainland to the island.
CE 1940	Stabilized	Initial stabilization efforts are begun at the Ambler House ruins. The ruins are stabilized with tie rods and cement.
CE 1941	Demolished	A group of NPS buildings west of the Ambler House ruins, including a blacksmith shop, fire house, tool house, and brick storage structure are torn down. The maintenance and storage cluster is entirely razed.
CE 1941	Memorialized	A tablet commemorating the role of the Barneys in preserving Jamestown is erected just west of the Gate House on APVA property, and a tablet commemorating the efforts of the French Military in 1781 is erected just west of the Gate House, also on APVA property.
CE 1942	Expanded	A new display area is added onto the south side of the Archeological Laboratory and Museum.
CE 1943	Purchased/Sold	The U.S. Government acquires 12.83 acres on Neck of Land that included a two-and-one-half story “log on masonry” structure subsequently named the Edgemarsh building.
CE 1947	Purchased/Sold	The NPS acquires the Dimmick and 4-H Club parcels at Glasshouse Point.
CE 1947	Planted	The rose garden in front of the Yeardley House is “completely made over, [and] new rose bushes are planted.”
CE 1948 - 1949	Excavated	Formal archeological excavations are begun at Glasshouse Point by J.C. Harrington.
CE 1949 - 1956	Built	A riprap wall is constructed on NPS property along the James River shoreline at Glasshouse Point.
CE 1949	Expanded	A new addition to the south side of the APVA Gate House is completed.
CE 1949	Demolished	The old shop on APVA property is torn down.
CE 1949	Altered	The barn and stable on APVA property are remodeled.
CE 1950 - 1951	Farmed/Harvested	A total of forty-eight (in 1950) and forty-nine (in 1951) cedar trees are harvested from the APVA property and sent to all U.S. Governors during the holidays.

Year	Event	Major Event Narrative
CE 1950 - 1959	Excavated	John L. Cotter is in charge of further excavations and writes “Archeological Excavations at Jamestown.”
CE 1951	Built	Three trailside exhibits are erected on the APVA property at Jamestown.
CE 1951	Demolished	The 1940s concession stand occupied by the Colonial Park Company (formerly the old temporary archeology building) is razed by the NPS.
CE 1953	Expanded	A new kitchen wing is added to the north side of the Yeardley House.
CE 1953	Memorialized	A monument to the Glasshouse Foundation is erected at Glasshouse Point.
CE 1954	Maintained	Portions of the Jamestown sea wall on APVA property are replaced.
CE 1954 - 1956	Excavated	John L. Cotter conducts an archeological survey of Neck of Land to search for evidence of 17th century occupation. Two extant structures are identified and then razed.
CE 1955	Graded	Hydraulic fill is placed between Jamestown Island and Glasshouse Point, restoring the isthmus that was present in the 17th and 18th centuries.
CE 1955	Demolished	Three structures, including a one-story frame structure, a frame shed, and a pump house, all pre-dating NPS ownership of Glasshouse Point, are demolished.
CE 1955	Removed	Selected trees on Colonial NHP property are cut and their stumps dynamited to expedite their removal.
CE 1955 - 1956	Planned	Master Plan is developed in preparation for the 350th Anniversary celebration.
CE 1956	Established	An elaborate island-wide interpretive plan is implemented by NPS and APVA through a joint agreement.
CE 1956	Built	A new visitor center and electrical power line to serve it, as well as an observation terrace between the building and the Tercentenary Monument are constructed on NPS property. A “17th century-type” looping tour road is constructed. The loop road connects with the east end of the new visitor center parking lot and contains eleven waysides where visitors can pull off and read interpretive materials related to selected cultural resources. Two trails are established leading into the landscape from the loop road; one connects with Black Point and the second with the Travis graveyard.
CE 1956	Demolished	The Confederate bridge redan is bulldozed to make way for a new visitor parking lot.
CE 1956	Built	A new visitor parking lot is constructed by NPS north of the Pitch and Tar swamp and approximately 200 feet north of APVA’s northern boundary.
CE 1956	Built	A small brick structure is constructed adjacent to the sea wall on APVA property.
CE 1956	Built	The Navy’s Atlantic Fleet Amphibious Force installs a 200-foot-long pontoon causeway parallel to the old bridge and causeway.

Year	Event	Major Event Narrative
CE 1956	Demolished	The ferry wharf and U.S. Government pier are removed. The pier pilings are removed by a U.S. Army demolition team.
CE 1956	Altered	Route 31 on Jamestown Island, which led from the causeway to the U.S. Government pier, and its associated bridge over Back River, are removed. Visitors to the island are re-routed to the new entrance via Glasshouse Point. An entrance booth is constructed in the median strip at the new entrance.
CE 1956	Built	A short access road from the new Colonial Parkway to the old Route 31 on Neck of Land is opened to allow park staff access to Edgemarsh house.
CE 1956	Removed	The concrete path leading south from the Tercentenary Monument to the U.S. Government pier is removed.
CE 1956	Paved	New walks throughout New Towne are graded and surfaced with crushed oyster shell.
CE 1956	Built	Sidney King paintings with interpretive text are installed in all weather cases at several New Towne and loop road locations. A total of six audio stations are erected along the pedestrian walks at New Towne. A service road linking the north side of Fort Pocahontas with the north side of the visitor center is constructed and surfaced with gravel.
CE 1956	Rehabilitated	The 17th-century Back Streete is re-established through New Towne.
CE 1956	Reconstructed	Within the larger New Towne area, the NPS reconstructs historic property line boundaries by re-establishing earthen ditches and paling fences.
CE 1956	Built	The Jamestown Maintenance Center, a collection of new service buildings including garages, offices, well, and sewage disposal system, are constructed near Neck of Land. A gate is erected at the entrance to the complex.
CE 1956	Established	The Jamestown Glasshouse Foundation is established.
CE 1956	Excavated	Archeological excavations locate the “Greate Road” at Glasshouse Point. The road is re-paved with a crushed shell surface.
CE 1956	Built	The NPS begin construction of a building complex to interpret the early 17th century archeological ruins identified at Glasshouse Point, including a working glass production exhibit. An open air structure is erected over the ruins and a fence is erected to surround the shelter and protected ruins. A service building for use by Glasshouse craft artists is constructed northeast of the Glasshouse Working Exhibit. This structure later becomes known as the Harrington House. A well is dug to support use of the building.
CE 1956	Built	A short access drive, visitor parking lot, comfort station, and pedestrian path encircling the ruins are constructed at Glasshouse Point.
CE 1957	Built	Boundary ditches and foundations are reconstructed on top of original sites.

Year	Event	Major Event Narrative
CE 1957	Demolished	The wire fence dividing the APVA and NPS properties is taken down. The Archeology Laboratory and Museum, Comfort Station, Quarters, and Tool and Equipment shed are razed.
CE 1957	Altered	The APVA Relic House is renovated for use as the residence of Dr. and Mrs. Churchill Gibson, the chaplain of the Jamestown church during the Festival period.
CE 1957	Memorialized	A tall wooden cross is erected east of and adjacent to the graves found at the site of the APVA statehouse foundations.
CE 1957	Memorialized	Jamestown celebrates its 350th anniversary. The visitor center is constructed, the Colonial Parkway is extended and completed as far as the visitor center parking lot, and the loop road and wayside exhibits are completed.
CE 1958	Built	Overlooks on the Colonial Parkway are completed, including those at Powhatan Creek and the Isthmus.
CE 1958	Removed	The APVA moves its Memorial Gates at the southeastern entrance to its property. The turnstile entrance is likely removed when the gates are moved.
CE 1959	Memorialized	“Powhatan’s Seat,” a rough hewn stone chair is presented to the APVA and placed adjacent to the Pocahontas statue.
CE 1960	Moved	The Robert Hunt Shrine is moved from the southern wall of the interior of Fort Pocahontas to the northern interior wall.
CE 1962	Stabilized	The Ambler House ruins are once again stabilized by the NPS.
CE 1964	Planted	The APVA plants several boxwoods around the Yeardley House rose garden. The boxwoods were taken from the nearby Berkeley Plantation.
CE 1967	Land Transfer	A tract of land across the James River called Swan’s Point is donated to Colonial NHP, and the park’s boundary is subsequently revised.
CE 1968 - 1976	Planned	As part of the American Bicentennial celebrations, the NPS initiates a new Development Concept Plan for Jamestown.
CE 1969	Demolished	The “Edgemarsh” building and former NPS quarters structure at the southern extremity of the Neck of Land Peninsula to the west of old State Route 31 is razed.
CE 1970	Moved	The Pocahontas statue is moved from its old location south of the church yard adjacent to the John Smith statue, to the north side of the church yard inside the new location of the Memorial Gates.
CE 1970	Demolished	The APVA razes its gate house structure.
CE 1974 - 1976	Expanded	The visitor center is expanded and fill and a new terrace is added around the Tercentenary Mounument.
CE 1974 - 1975	Destroyed	A fire completely destroys the Glasshouse Working Exhibit.

Year	Event	Major Event Narrative
CE 1976	Built	A new Glasshouse Working Exhibit is constructed and opened to visitors. A new comfort station is constructed between the existing parking lots at Glasshouse Point. A new 2,000 square foot shelter is constructed to enclose the exposed Glasshouse archeological features and protect them from the elements. A ranger station is constructed at Glasshouse Point on the west side of the entrance road to Jamestown. A cast aluminum interpretive sign is erected at Glasshouse Point informing the visitor of the contributions of the Glass Packaging Institute in reconstructing the Glasshouse Working Exhibit after the 1974 fire.
CE 1992 - 1997	Preserved	NPS conducts the Jamestown Archeological Assessment, a inter-disciplinary study with Colonial Williamsburg Foundation and the College of William and Mary that identifies 59 new archeological sites, provides an environmental analysis, a 3-volume history study, and reassesses previous archeology.
CE 1993	Altered	The APVA renovates its Relic House as an archeological laboratory in preparation for the ten-year Jamestown Rediscovery research project.
CE 1994	Excavated	The APVA initiates Jamestown Rediscovery, an ongoing multi-year archeological study focusing on the earliest fortified settlement in English America.
CE 1994	Excavated	The site of the original fort is located by APVA.
CE 1998 - 1999	Removed	The APVA begins removing the wrought iron fence surrounding the Memorial Church and graveyard in pieces in order to allow archeologists to pursue research.
CE 1999	Built	A new second wing is added to the north side of the Yeardley House by the APVA. This wing serves as an archeological storage unit and center for research and analysis.
CE 2000	Built	The APVA constructs a temporary wooden platform and railing on top of the east flank of Fort Pocahontas. A temporary café is placed adjacent to and west of the Dale House on APVA property.
CE 2003	Damaged	Hurricane Isabel causes serious damage to the visitor center as well as the loss of many trees and major flooding.
CE 2005 - 2006	Removed	Mission 66-era visitor center and several terraces and ramps removed.
CE 2006 - 2008	Memorialized	May 2007, “Jamestown 2007,” an 18-month long celebration of Jamestown’s 400th anniversary, is held. Improvements include the removal of water fountains and audio stations constructed during the 1950s, rehabilitation of some wayside signs, dedication of the new Historic Jamestowne Visitor Center, and construction of a Visitor Information Station and parking lot on the Neck of Land.

Physical History:

INTRODUCTION

The physical history for this inventory unit is extracted from the “Cultural Landscape Report for Jamestown Island, Glasshouse Point, and Neck of Land / Colonial National Historical Park,” completed in 2006. The same historic sub-periods defined in the CLR are used in this narrative. Additionally, although the Association for the Preservation of Virginia Antiquities (APVA) property is not part of this CLI, it is nonetheless included in this section because of its integral role in the overall site history.

PRE-1607

During the Paleolithic period (10,000 – 8,000 BC), the James River at Jamestown was a unidirectional, freshwater river. As sea levels were considerably lower than at present, the river was narrower and confined to a more constricted channel. Jamestown Island was likely a much larger peninsula that was well-drained by numerous streams. At Jamestown, three stone points dating to the late Paleolithic (approximately 11,000 BP) have been identified. The presence of these tools suggests that Paleo-Indians once occupied or hunted on Jamestown Island. There is no evidence of PaleoIndian occupation of Glasshouse Point or Neck of Land. (Blanton et al., 2000: 17,19,21)

During the Archaic period (8,000 – 1,200 BC), the Jamestown environment became warmer and generally drier, although short and long-term fluctuations in precipitation occurred. Accompanying this warming trend was a change from boreal forest cover to a more temperate deciduous forest that contained species of beech, hemlock, and birch. Toward the end of this period, oak and hickory forest began to dominate the landscape.

Substantial evidence exists for the occupation of Archaic peoples in Jamestown Island. Ten Archaic period sites have been located; these sites were likely small, temporary camps located on the southern edge of the island overlooking the James River and on the northern side of the island overlooking the Thorofare. Glasshouse Point contains two Late Archaic period sites that would have historically been on high ground overlooking Powhatan Creek. No sites having Archaic period components have been identified at the Neck of Land property. (Blanton, et al., 2000: 15-16,21-23,197-201)

During the Woodland period (1,200 BC – 1600 AD), sea levels continued to rise and Jamestown's landscape entered a marshy phase characterized by a predominance of wetland swamps. By about 50 BC, the few remaining freshwater streams on the island were becoming brackish. Wetland vegetative species—such as sedges and rushes—began to proliferate. The remaining wooded areas began to transition from black gum and elm forests to walnut.

Six archeological sites relating to Middle Woodland-period peoples were identified during a survey of Jamestown Island. The relative scarcity of Early and Middle Woodland sites on Jamestown Island suggests a very specialized type of use reflecting the predominant wetland environment. These sites are located along the James and Back River shorelines. A total of fifteen Late Woodland archeological sites were identified on Jamestown Island. Many are located on the southern and eastern ends of the island, although a few are located inland. Despite the increase in the number of sites, archeologists believe that Jamestown Island was not intensely used and that it served only specialized use. Ultimately, it is believed that the island was never permanently occupied during the entire Woodland period due to its lack of subsistence resources. (Blanton, et al., 2000: 17-18,23-26)

Glasshouse Point contains three Woodland-period sites – two overlooking Powhatan Creek and one overlooking the James River. The artifact evidence suggests that Glasshouse Point was used more intensively than Jamestown Island. Two sites containing Woodland period components were identified on Neck of Land, but artifacts recovered from them suggest the sites were not intensively used. (WMCAR, 2000)

1607–1610 AD: INITIAL SETTLEMENT: ENGLISH COLONISTS AND AMERICAN INDIANS

Prior to the arrival of the English Colonists at Jamestown, several important events had transpired in both the Old and New Worlds to set the stage for the first permanent English settlement. In 1606, a privately funded venture, the Virginia Company, was given a charter by James I to establish colonies in Virginia. The colonists left London in December in three boats, the "Susan Constant," the "Godspeed," and the "Discovery," and arrived on the coast of Virginia in late April 1607, landing soon thereafter at Jamestown. A year before the colonists' arrival, the larger Jamestown region had entered a period of severe drought that would not end until ca. 1612 (Figure 1). (McCartney, 2000: 15-16)

Jamestown Island:
Despite orders specifically instructing them to avoid "a low or moist place because it will prove unhealthful," the English colonists ultimately chose a low and extremely swampy peninsula that was Jamestown Island. They began a colony on the island for two primary reasons: the water was deep enough to anchor their boats off shore, and the island did not appear to be inhabited by indigenous peoples. Also, at this time Jamestown was a peninsula that was nearly surrounded by water and provided a reasonably defensible position. However, the colonists' choice of location would prove to be unwise due to the lack of fresh water and predominance of swamp and marsh land that hastened the spread of disease. Despite the extensive areas of marsh and swamp, Jamestown Island was apparently thickly wooded when the colonists first arrived. (McCartney, 2000: 17-18)

The colonists immediately began construction of a tree branch and brush fortification in the shape of a half moon. Only two weeks after their arrival, American Indians attacked the colonists. The existing fort proved suitable for fending off the attack, but it became clear that a new, sturdier fortification was necessary. The colonists then began construction of a wood palisaded fort shaped like a triangle, which was completed in June 1607. (McCartney, 2000: 16-17)

The first church was constructed upon arrival and consisted of a simple cloth-covered lean-to. A second, slightly more permanent structure was erected soon after. A storehouse and several "houses" were also built and were likely post-in-ground structures with thatched roofs. In January 1608 a new group of settlers landed, but shortly after their arrival an accidental fire destroyed much of the settlement. Rebuilding efforts commenced immediately and a new triangular fort that likely enclosed several structures was erected. Between September 1608 and September 1609, the fort was altered from a triangular to a pentagonal shape and a new well was excavated. During this period, some thirty to forty acres were cleared and planted in corn, the church was re-roofed, about twenty "cabins" were built, and a blockhouse was constructed at the isthmus between the island and mainland to conduct trading with the Indians. (McCartney, 2000: 17-18,20,23-24)

The winter of 1609-1610 is called the "starving time" in reference to the numerous settlers who died of famine and disease. Those who did not survive the starving time were buried on the island, and their houses abandoned or torn apart for firewood. After Jamestown had recovered somewhat from the difficult winter months, rebuilding efforts were undertaken in the summer and fall of 1610 to repair the many buildings that had been abandoned or dismantled. New houses were built and described as better constructed than those that they replaced. They used woven mat and bark in construction and had "country" chimneys. Rebuilding efforts also included a new triangular fort that may also have had a trench or ditch dug around it at this time. The first description of the layout of structures outside of the fort was conveyed by William Strachey, "To every side a proportioned distance from the palisade, is a settled street of houses that runs along, so as each line of the angle hath his street. In the midst is a marketplace, a storehouse, and a corps de garde, as likewise a pretty chapel." During this time, however, the colonists were continuously under siege by the Powhatan Indians, who allegedly stole supplies and harassed those who ventured too far beyond the island. (McCartney, 2000: 26-30)

Glasshouse Point and Neck of Land:
Shortly after arrival in May 1607, the colonists began to explore the surrounding areas. The natural route off the island was along a thin isthmus that terminated at a narrow point on the mainland, later

to be called Glasshouse Point. A “pathway,” most likely an American Indian path, was noted via the isthmus connecting the island to the mainland. In 1608, John Smith decided to construct glass furnaces on this land. It was likely reached from the island by an informal early road called the Greate Road, or what would be variously called the “maine cart road westward,” “way leading toward the mayne,” “great old road,” “main road,” and “cartway.” The colonists also likely explored and traveled through the Neck of Land area throughout the first few years of settlement, but there is no documentation to support this. (Hatch, 1949: 15; McCartney, 2000: 225)



Figure 1. Detail, Capt. John Smith map, 1610. (from Figure 3, "Cultural Landscape Report: Jamestown Island, Glasshouse Point and Neck of Land, Colonial National Historic Park," John Milner and Associates, 2006. [hereafter CLR, 2006])

1611–1661: EXPANSION INTO AND BEYOND JAMESTOWN ISLAND

Under the leadership of Deputy Governor Thomas Dale and Governor Thomas Gates, Jamestown expanded into nearly all habitable parts of the island. Expansions beyond Jamestown were established in the building of fortifications at Henrico (Richmond), Elizabeth City (Hampton), and Bermuda Hundred (Charles City). This period of history for Jamestown Island and vicinity may be characterized as one of dramatic expansion that emphasized individual effort, and later agricultural profit based on tobacco farming and sale.

Jamestown Island:
After a period of experimentation, by 1613 colonist John Rolfe developed a strain of sweet-scented tobacco, one that was much less bitter than the strain provided by the American Indians. By this time, land at Jamestown was equitably distributed to all colonists who used it primarily to grow corn for food as well as for tobacco, the currency of Virginia at the time. This policy of self-sufficiency stimulated extensive agricultural development on and off the island, while tobacco sales enabled the settlers to earn money to sustain and grow the colony. (McCartney, 2000: 34)

Other advances also occurred at the settlement in 1611: brick began to be produced in Jamestown for the first time, and was used to construct more permanent, fireproof buildings; a new well was excavated, providing an additional freshwater supply; the first wharf was constructed on the James River, improving transportation of goods; common gardens were planted; and a sturgeon house was erected for drying fish. In 1613, Gates planted a small orchard of apples and pears in the garden adjacent to his house. By 1614 the severe drought was over and the island had been largely cleared of trees and most of the arable land planted in tobacco or staple crops. Gates fenced the entire town and constructed a new wharf, an additional blockhouse, a governor's house, and other new buildings. The once antagonistic relationship between the Jamestown colonists and the American Indians had improved around this time with the marriage between John Rolfe and Pocahontas, the daughter of Powhatan (the leader of the Powhatan Confederacy of tribes). (McCartney, 2000: 32-33,38-39)

In 1616, the Virginia Company implemented a headright system which granted fifty acres of land to each individual that paid for their own transportation, or for the transportation of another, to Jamestown. Fifty acres was deemed the minimum amount of land that a settler needed for subsistence in a new land, and this number was later raised to one hundred acres. The system brought untold numbers of indentured servants to the new world, stimulated widespread speculation in Virginia land, and influenced land use patterns for centuries.

Despite the spate of new construction under the Deputy Governor Dale and Governor Gates leaderships, the structures they built did not last long, and by 1617, Deputy Governor Samuel Argall ordered Jamestown to be rebuilt yet again. During the same year, a new church was built. It was a timber frame structure that was built on brick and cobblestone foundations. (McCartney, 2000: 43)

In 1619 Governor George Yeardley arrived in Jamestown and established the first representative government in North America. The Virginia colony was divided into four boroughs spanning both sides of the James River: James City, Charles City, Henrico, and Kecoughtan (later Elizabeth City). Each borough sent representatives, or burgesses, to Jamestown for an assembly at the church to create the colony's first laws. This was also the year that the colony's first Africans arrived from a Dutch trading vessel, many of whom were eventually sold into servitude. In 1620, Governor Yeardley set aside 1,500 acres of common land at Jamestown, which was most likely used for grazing and located in the eastern end of the island. (McCartney, 2000: 47-49,51)

By March 1622, hostilities again escalated between the Powhatan chiefdom and the colonists when the chief Opechancanough led a coordinated uprising against the colonists designed to drive them from the area. According to some accounts, over 300 colonists lost their lives and many temporarily abandoned their outlying settlements and retreated to the fortification at Jamestown Island. The early 1620s is also when a formal cemetery may have been located at the Jamestown church. In 1623 John Atkin's will requested that he be "buried in the usual burying place by James City." A year later, George Harrison's will requested that he "be buried at the church at James City." These references suggest that a formal burying place, most likely adjacent to the Jamestown church, was established. (McCartney, 2000: 57-59,71).

Largely due to internal politics and the significant difficulties faced by the Jamestown settlement over its first twenty years, the Virginia Company's charter was revoked in 1624 and the settlement became a royal colony. Soon after, an English surveyor was sent to Jamestown and laid out several parcels in what is present-day New Towne. Legislation was passed "to encourage building" in the new royal colony and many of the small urban lots adjacent to the James River were initially patented by wealthy merchants. Behind this new row of property was Back Street, on the north side of which was a second row of property. Among the houses were those for Governor Francis Wyatt, later known as the "country house" after his departure, and a "new dwelling" for Capt. William Pierce that served as the collection point for the tobacco levied in James City. In 1625, a census of Jamestown indicated that the New Towne area contained three stores, a church, and 175 residents who lived in twenty-two houses. Elsewhere on the island there were eleven other houses. (McCartney, 2000: 65-68,70)

The condition of the landscape in the late 1620s was described by John Smith, who had since moved back to London, but based his knowledge on the testimony of several colonists who had returned to London temporarily. He described the Jamestown of 1629 as being denuded of wood with few agricultural fields, "all converted into pasture and gardens, wherein doth grow all manner of herb and roots we have in England in abundance, and as good grasse as can be [sic]." He also noted that according to accounts brought to London, nearly all of the cattle and other livestock were pastured at Jamestown where "they browze upon wood, and the great husks of their corne, with some corne in them [sic]." Fruit trees were widespread and included peaches, apples, apricots, figs, and grape vines. Wild game, including deer and turkey as well as fish, was abundant. (McCartney, 2000: 77-78)

In the 1630s, legislation was passed to stimulate economic growth and encourage the development of Jamestown as Virginia's capital city. One such piece established tobacco inspection stations at Jamestown, resulting in construction of a tobacco storehouse in 1633. Upon Governor William Berkeley's arrival in 1642, however, the structures at Jamestown were in a poor condition. Although

Virginia's Assembly authorized Berkeley to move the capital to a more hospitable place, Jamestown continued to grow. In 1645, Governor Berkeley constructed the first of a series of rowhouses at Jamestown that later became known as Bays 2, 3, and 4 of the Ludwell–Statehouse group. During the mid-1640s, two public flaxhouses were also established at Jamestown. A law designating the official marketplace at Jamestown was established in late 1649. The formal boundary of the marketplace was between Sandy Bay and Orchard Run, and from the James to the Back River. (McCartney, 2000: 56,87,90-92)

Construction of the fifth church at Jamestown was initiated sometime between 1639 and 1647. It was the first brick church and had a tower at its western end as well as a formal yard. By 1647, the church was still not finished as residents were being taxed "for and toward finishing and repairing the church at James City." The church yard was fenced with "rails" by the late seventeenth century. (McCartney, 2000: 94-95)

A second coordinated Powhatan uprising in April 1644, again led by Opechancanough, was brought about by the increasing pressure on local resources through continued colonial population growth and expansion. This time, between 400 and 500 colonists were killed, mostly on the York River. After several armed expeditions were undertaken by the colonists, Opechancanough was captured and a treaty was signed with his successor Necotowance in October 1646. Additional difficulties arose as Civil War broke out in England at mid-century, and many of Virginia's colonists remained loyal to the crown but were forced to submit to a Commonwealth form of government in 1652. By 1660, the monarchy had been restored to the throne in England.

Glasshouse Point and Neck of Land:
As instructed by the Crown, Governor Yeardley established a 3,000-acre plot of land, commonly called Governor's land, at Glasshouse Point in 1619, presumably north of and abutting the 24-acre Glass House tract. In a few years, a new glasshouse complex was constructed and drinking glasses and glass trading beads were produced for commerce with the American Indians. Glass production was halted in 1622 because of the Powhatan uprising and ceased altogether by 1624. The land was eventually sold in 1634 and was under private ownership through 1661. One owner, Colonel Francis Morryson, may have operated a plantation and built a dwelling house. (McCartney, 2000: 51,225-226; Hatch, 1940: 84-88)

The first patent associated with the Neck of Land property dates to 1620 when the Rev. Richard Buck held title to 750 acres there. It is probable that shortly after its acquisition, he began to clear and cultivate small portions of this land. It is documented that from the early 1620s on, there appeared to be a thriving community on the Neck of Land, one that regularly sent a representative to the new colony's Assembly at Jamestown. (McCartney, 2000: 51,64; Butts, et al., 2001: 14-17; Hatch, 1954: 2-4).

1662–1676: EMERGENCE OF PERMANENT STRUCTURES AND BACON'S REBELLION

During this period, Governor William Berkeley was ordered to build a formal town at Jamestown. Counties and individuals alike were required to build more permanent brick structures on Jamestown Island, and over time a more formal urban town began to develop with substantial structures defining multiple streets.

Jamestown Island:
To meet the Crown's direction, the Virginia General Assembly decided to construct thirty-two houses which were to be placed regularly in a square or other organized manner. Notably, the Assembly also prohibited the construction of wood frame houses to prevent fires from destroying the new buildings. Each of the colonie's seventeen counties was required to build one house in Jamestown. However, the legislation supporting the new period of development was only partly successful. In grievances aired to the Crown in the late 1670s, several counties complained that the new brick houses constructed at Jamestown were too costly and that many were "ruinous" before they were completed. (McCartney, 2000: 118-123)

In 1663, Governor Berkeley was paid to build a statehouse. That same year, legislation was also passed requiring the removal and replacement of Jamestown's aging wharves. Residents were required to remove all of the stakes "of the old wharves about the town" which were "so prejudicial and dangerous to boats landing." Moreover, they were also required not to construct "new ones in the face of the town." Around this time, two ferries were "kept" at Jamestown. (McCartney, 2000: 121-123)

Due to increased hostilities with the Dutch, the Crown in 1665 instructed Governor Berkeley to fortify Jamestown. By the end of 1667, a four-sided turf fortification consisting of earthen walls enhanced by wooden framework was near completion. It was located adjacent to the James River almost due south of what is now known as the Ambler mansion. Hostilities with the Dutch dissipated in 1668, only to arise again six years later. In 1672 the Virginia General Assembly passed a law requiring the construction of brick forts on all of Virginia's major rivers. By mid-summer of 1673, a brick crescent-shaped fort, located in a vale midway between the Jamestown church tower and the Ludwell-Statehouse group, was apparently functional at Jamestown. (McCartney, 2000: 123-128,160-161)

By 1676, Jamestown was described as consisting of "12 new brick houses…" Interestingly, though, there were still a considerable number of frame houses with brick chimneys. Due to the increasing presence of livestock, it was decided that marsh lands on the island remain as common pasture. That same year, there was discontent among Virginia's planters who felt stifled by the colonial government on two fronts: they were not permitted to sell their tobacco to countries other than England, and planters near the Virginia frontier repeatedly experienced violence with American Indians. One farmer, Nathaniel Bacon, organized a group of volunteers who led a military expedition seeking revenge on the Native Americans. Governor Berkeley, however, learned of the plan and sent out a party to intercept Bacon. In September 1676, Bacon returned to Jamestown for a second time and asked for a commission to engage the Indians. Berkeley denied his request and built a "bank" or palisade across the isthmus at Jamestown. Bacon then bombarded Jamestown on September 19, 1676 with two cannons and then entered Jamestown and burned the town. Heavy damage was inflicted on sixteen to eighteen buildings, including the church and statehouse. (McCartney, 2000: 129,131-140,145)

Glasshouse Point and Neck of Land:
In advancing on Jamestown in early September 1676, Nathaniel Bacon stopped in the "old fields" on the mainland side of the isthmus, most likely somewhere on the Glasshouse Point property. He posted a sentinel to oversee the activities at James City on top of a brick chimney, presumably an abandoned dwelling site adjacent to the island that may have been associated with Colonel Francis Morrison's plantation dwelling. During his several-day stay on the Glasshouse peninsula, Bacon constructed a "frenchwork" consisting of a trench filled with trees and brush, and earthwork. On the Neck of Land parcel, cultivation continued during this period. (Hatch, 1940: 88-89; McCartney, 2000: 226; WMCAR, 2000: 9-10; Butts, et al., 2001: 18-19)

1676–1699: REBUILDING JAMESTOWN

It is during this period that a few residents of Jamestown Island began to accumulate land through purchase, inheritance, and legal claims. The slow process of land consolidation established the eighteenth-century framework for the transition of Jamestown from an urban center with surrounding rural but small properties into a plantation-like system defined by several large landholders.

Jamestown Island:
After Nathaniel Bacon's raid, one of the first structures rebuilt was the church. However, through the late 1670s and 1680s rebuilding the remainder of Jamestown took place slowly, with individuals rebuilding both frame and brick structures as needed. In 1682, newly-appointed governor Thomas Culpeper was ordered to rebuild an urban community at Jamestown as soon as possible, and by 1685 a new statehouse and prison were erected. By 1682 the Travis family had acquired just over 800 acres on the eastern end of the island. Also by this date, William Sherwood had accumulated nearly five hundred acres on the north side of the island. (McCartney, 2000: 147-151,153-156)

The earliest reference to a formal ferry service at Jamestown comes during this period. In 1682, a ferry ran from Jamestown Island across the James River to Crouch's Creek. A survey in 1683 was the first to portray portions of the "Greate Road," which was originally a road used by the Virginia Indians prior to the arrival of the settlers and connected the mainland to the island via the isthmus, extending eastward from there to along the southern side of the island. The isthmus, as described by a visitor in 1688, was "a small neck of land, not past 20 or 30 yards over, which at spring-tides is overflowed." (McCartney, 2000: 127-129,136,176)

In 1692, King William and Queen Mary reasserted that Jamestown was to remain the seat of government. They required that every council member build a house there, which resulted in some new construction along Jamestown's waterfront. A year later, a brick vaulted powder room [magazine and store house] was constructed adjacent to the river's edge just a few hundred feet west of the original 1607 fort. By 1695, the brick crescent fort (built 1673) at Jamestown was described as old and decaying, and that year, John Tullitt was paid for "beating down the brick work and levelling the fort at James City [sic]." In 1697, the powder room was described as standing all alone, probably the only structure adjacent to the James River. In 1698 the Jamestown statehouse and prison caught fire and burned for the fourth time. The following year, the formal capital of Colonial Virginia was moved to Middle Plantation, known today as Williamsburg. (McCartney, 2000: 159,161,163,174-175)

Glasshouse Point and Neck of Land:
According to the 1683 survey, the northern portion of the isthmus at Glasshouse Point was heavily wooded. A majority of the Glasshouse Point property, however, was cleared of growth, which suggests it may have been a plantation at this time. The map also shows what appears to be a single structure, presumably a residence located east of where Colonial Parkway is now located and near the Back River. The 1683 survey also shows the southwestern portion of Neck of Land property as a heavily wooded and presumably swampy area. The map provides no indication of what the Neck of Land area further east may have looked like. By this time, though, Colonel John Page was farming the property, which he had acquired through mortgage. (McCartney, 2000: 36,136,226; Butts, et al., 2001: 19-20)

1700–1745: JAMESTOWN AS A HINTERLAND

After the capital of Virginia was moved to Williamsburg, Jamestown Island, Glasshouse Point, and the Neck of Land entered into a period of decline. Most of the population moved to Williamsburg, although a few residents stayed. Despite its abandonment, legislation was passed in 1705 maintaining Jamestown's role as an official colonial port. This period also saw continued consolidation of lands on the island and the development of the Travis and Jaquelin farms.

Jamestown Island:
With Jamestown as an official port, plans were made to construct a new tobacco inspection warehouse. A new county courthouse may also have been erected using bricks from the burned statehouse. Around this time, the English were concerned about a possible French invasion in Virginia and in the fall of 1711 began construction of a palisade fort at Jamestown. By 1716, however, the fort was deserted and in ruins. (McCartney, 2000: 175,178-180; Rehm, 2008: 3)

During this period, the Travis family began to establish their residence and subsequent plantation seat on the northeastern part of the island. Gravestones of the Travis family suggest that family members were buried at Jamestown from 1700 on. Through marriage, Edward Jaquelin inherited a plantation on the island. In 1724, Richard Ambler married Jaquelin's daughter Elizabeth, and fifteen years later acquired title to the Jaquelin plantation at Jamestown. (McCartney, 2000: 180-182,187)

Erosion of the isthmus appears to have become a significant regional issue in the 1700s. In 1734 the inhabitants of Jamestown petitioned the House of Burgess for monies to stabilize the river banks at Sandy Bay, where the James and Back rivers converged, "Of late years there have been such great breeches between the river and creek at Sandy Bay that it is now so dangerous to pass that it is to become necessary to secure the banks for a great way on both sides of the bay, against the violence of the river." Their petition was denied. The following year they petitioned again, claiming that "the road leading into the said island and to the public ferry over James River to Swann's Point is so bad at a place called Sandy Bay, occasioned by the frequent tides that flow over the said road, that people cannot pass without difficulty and some danger." Again their petition was denied. (McCartney, 2000: 181)

Glasshouse Point and Neck of Land:
In 1712, Edward Jaquelin acquired the Glasshouse Point property and incorporated it as part of his larger holdings at Jamestown Island. Throughout the first half of the eighteenth century, Jaquelin developed this and two other parcels as a consolidated tract, which later came to be known as the "Maine," or after inherited by Richard Ambler, as "Amblers on Maine." Both this property, as well as the Neck of Land, were used as a quarter or subsidiary farm on which crops and livestock were raised. (WMCAR, 2000: 10; Hatch, 1940: 90-91; McCartney, 2000: 224-225, 227; Butts, et al., 2001: 21-23)

1745–1805: JAMESTOWN ISLAND AS A PLANTATION

In this sixty-year span of time, the trend of land consolidation at Jamestown Island and its vicinity continued. Jamestown Island's largest eighteenth-century plantation was developed during this period by Richard Ambler. His extensive estate centered on what later was called the Ambler House, which along with surrounding outbuildings, dominated the island and was central to the plantation operations located there. In the middle of this time period, however, was the Revolutionary War, which had a devastating effect.

Jamestown Island:
The gradual erosion of the isthmus leading to the island continued to be a significant concern. In 1748, local citizens once again petitioned the House of Burgesses to move the Jamestown ferry landing. They asked that Richard Ambler, a permanent resident of Yorktown, be required to repair and maintain the causeway or have the Jamestown ferry moved to the mainland. In the meantime, the Jamestown church ceased as an active parish. This was most likely due to a dwindling population and the rapidly eroding isthmus. (McCartney, 2000: 189)

Ambler increased his holdings at Jamestown through large purchases in the southeast portion of the island. Shortly after mid-century, he owned title to nearly 700 acres of land at Jamestown. Sometime between ca. 1745-1753, Ambler built what is known today as the Ambler House, most likely for his second oldest son John Ambler I. By the late 1760s, the Ambler House was surrounded by outbuildings that included a coach house, wash house, and a dairy. Throughout the 1770s, the ferry continued to operate from Jamestown providing the Ambler family with a small supplementary income, but the family left Jamestown Island in the early 1770s and their lands fell into disuse. In 1773, a visitor described Jamestown as "a paltry place, not by any means deserving even the name of a village although once the metropolis of Virginia…" (McCartney, 2000: 187-195,200-201,203-204)

In 1773, the American government built a formal fortification at Jamestown. It was a small battery, and the 1781 Desandrouins map shows that it was located on the riverfront in a swale between the Jamestown church and the Ludwell-Statehouse group. In 1775, British ships sailed up the James River and fired upon the island. Over the course of the war, the island was fired upon numerous times and then used by British troops as a staging and camp area for inland attacks. (McCartney, 2000: 207-211)

During the course of the war, in 1777, Ebenezer Hazard visited the island and reported that it was in ruins and only one family appeared to live there. "…A fine orchard of apple trees, cherries and apricots" was there although it lacked fencing and was badly neglected. Wild grass and weeds grew abundantly and no crops were evident. In the middle of the island was "a large brick house (delightfully situated, with large rooms, well papered, lofty ceiling, marble hearths, and other indications of elegance and taste)" but "decaying fast." A horse drawn threshing machine was noted behind the Ambler house. As for the rest of New Towne, the "other houses in town are wooden, and all in ruins." With the departure of the Ambler family, the Travis family initiated a four-year lease on the Ambler plantation at Jamestown in 1780. That same year, the ferry landing was moved to the Ambler plantation on the mainland. (McCartney, 2000: 200-201,203-204)

Conditions had worsened by the time the British left in 1781. According to the Chevalier d'Ancteville, the island was reportedly "destroyed for the most part, ruins was found there, burned debris, tombs opened, other beautiful monuments broken into pieces, a temple [church] partly knocked down, the houses still existing breathed a cadaverous odor and enclosed cadavers. All the means of devastation had been employed to the city and to the countryside." Another 1781 account of Jamestown noted that it appeared as a "desert island." "The dwelling which was here has been almost entirely destroyed by the English, who barely left four walls. We did not find a living soul on the island. Our first care was to make things habitable, and now we are nicely established. …Our island, not having been cultivated for several years, is covered with very high grass…" (McCartney, 2000: 206,211)

Three maps of the Jamestown vicinity were drawn during 1781. The Desandrouins map showed several distinct structures or ruins of structures, including the Ambler and Travis residences, the church, the small American battery, and the Ludwell-Statehouse group (Figure 2). In addition, the Greate Road leading from the mainland at Glasshouse Point across the island was clearly shown. Jamestown was portrayed as a mixture of raised ridges and swamp, with a ferry route connecting the mainland to the island at the isthmus. Other maps show the Greate Road at Jamestown and parts of the Ambler residence and suggest that Jamestown may have still retained an urban appearance, if only in the layout of former streets and the ruins of blocks.

After the cessation of hostilities, John Ambler II resumed his plantation seat at Jamestown. The 900-acre Ambler plantation was slowly rebuilt and became a thriving plantation in the 1790s, making Ambler one of the wealthiest James City County planters. In 1798, he constructed a log and stone causeway that connected Jamestown Island to the mainland via Glasshouse Point. The causeway was never fully completed but was used anyway. Sometime during the late eighteenth century, John Ambler and William Lee constructed a low brick wall around the graveyard adjacent to the church. The wall was constructed from the church wall ruins. (McCartney, 2000: 212-215)

In contrast to the Ambler plantation, historical accounts suggest that the Travis plantation at Jamestown never recovered from the war. A description of the property from 1818 reported that the house had been abandoned for a significant amount of time and was overgrown with weeds and berries, and that other outbuildings were either abandoned and “inhabited by nothing but horses and b’birds,” or in ruins and “entirely thrown down.” (McCartney, 2000: 221)

Glasshouse Point and Neck of Land:
In mid-1781, the British erected “huts” on the mainland near Glasshouse Point for use as a base camp to set up their bridge to the island. The huts were later occupied by French troops who followed the British. The 1781 D’Abboville map showed a majority of the arable land at Glasshouse Point was cleared. The Neck of Land property was used primarily for growing corn and wheat, cutting firewood, and grazing livestock. Like other earlier maps, the 1781 Desandrouins and D’Abboville maps showed the southwestern portion of the Neck of Land parcel as swampy marshland, suggesting that only a small portion of the Neck of Land property now owned by the NPS, the narrow strip of land south of the Colonial Parkway, was arable during the eighteenth century. (McCartney, 2000: 206; Butts, et al., 2001: 24-25)

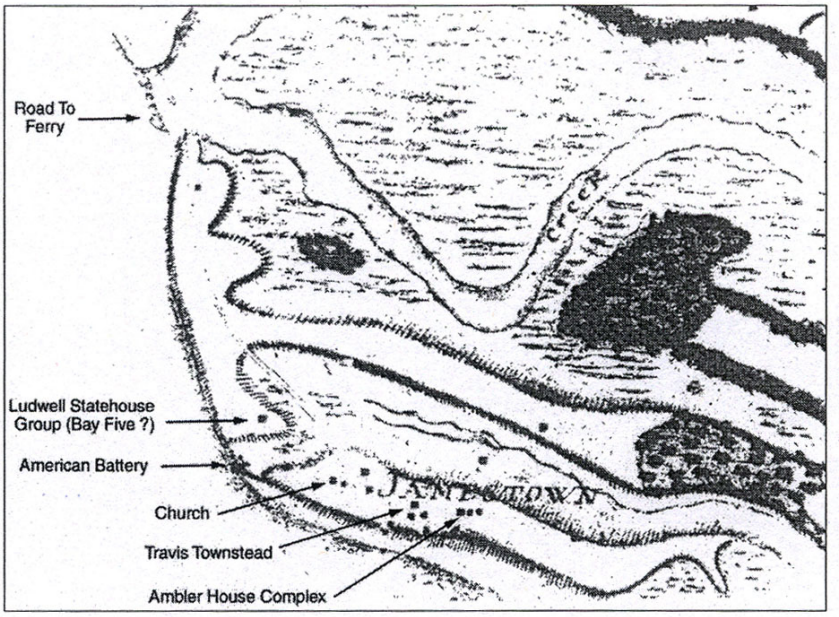


Figure 2. Detail, Plan du terein a la Rive Gauche de la riviere de James. Jean Nicholas Desandrouins, 1781. (Figure 9 from CLR, 2006)

1805–1861: EARLY COMMEMORATIVE PERIOD

This period of the site's history was marked by the first formal commemorations of the 1607 landing at Jamestown and the founding of the settlement. Three celebrations took place: the bicentennial commemoration in 1807; the "Jamestown Jubilee" or "Third Virginiad" in 1822; and the 250th commemoration in 1857. Throughout this period, the Jamestown church tower and surrounding scenery were drawn and painted by numerous professional and amateur artists, creating interest in Jamestown across the country.

Jamestown Island:
Louis Girardin visited Jamestown Island in 1805. From his boat on the James he drew a picture of the western end of Jamestown Island including the brick church tower, a wood rail fence following the shoreline, and two large structures, partially obscured, situated to the east of the church tower (Figure 3). The shoreline had eroded a great deal by this time and the James River had grown wider so that the western portion of the original fortifications erected by settlers was now submerged. The island changed ownership numerous times, but seemingly remained productive farmland. (McCartney, 2000: 216-217; Rehm, 2008: 3)

The bicentennial celebration took place at Jamestown in 1807 and was reportedly attended by thousands, with numerous ships anchored in the river. An old barn at the Travis farm was converted into a theatre, and many of the attendees marched in procession from the "mansion" (most likely the Travis household) to the church and cemetery. Several "pilgrims" also spent time "on their hands and knees" cleaning out the debris from the church graveyard and uncovering the tombs. (McCartney, 2000: 218)

War returned to the area in 1812, but Jamestown Island was never seriously considered as a site for a defensive position for the United States. As a result, the British raided American sites up and down the James River. In July of 1813, the British landed at Jamestown and looted and vandalized the Ambler residence. A description of the landscape in 1818 confirmed some of the damage, with the

house described as abandoned, overgrown in weeds and wild berries, and partly fallen down. Nearby, though, was an orchard with some very fine trees. Structures at the Travis plantation were in similar condition. (McCartney, 2000: 219-222)

The “Jamestown Jubilee” or “Third Virginiad” was held at Jamestown in 1822. As before, thousands of people came to the island, but according to newspaper accounts there was no “arrangement or system observed in the proceedings of the day.” As a result, the wild celebrating was the rule, and during the course of the day the Travis home was burned and vandals defaced the tombs and churchyard. A sweeping landscape drawing of the Jamestown shoreline sketched by August Plee in 1824 showed only one structure, most likely the Ambler residence, standing close to the James River. The island showed signs of open, most likely cultivated, areas with patches of trees. (McCartney, 2000: 222,224)

By 1831, the entire island (comprised of the 900-acre Ambler plantation and the 802-acre Samual Travis estate) was owned by David Bullock and leased to two men, G. Durfey and W. Edloe, who farmed the land. At their insistence, the ferry was eventually moved back to Jamestown, and they also petitioned James City County to build a toll bridge over the isthmus. A year later, the bridge was described as “commenc[ing] at a point of land on this side (called the Bay) always considered the main road leading into Jamestown Island, there can be no other place in our opinion but that the present situation of the bridge erected or that could be considered as the termination of the main road on this side to that place.” Bullock sold the island to Durfey in 1836. (McCartney, 2000: 223,243-246)

A visitor to the island in 1837 noted corn, wheat, and oats, and that only the Ambler residence and a few outbuildings remained. The skeleton of New Towne and some architectural ruins could still be seen in the ground at this date, and the arrangement of some of the ruins indicated streets. There were also dykes, ditches, and an old well still visible. In 1844 Durfey advertised his Jamestown Island plantation for sale, about half of which was described as arable. The property included “a substantial 3-story brick house, 40 x 60, with 4 rooms on a floor, in good repair, a kitchen, a laundry, an overseer’s house, a dairy, a smokehouse, barns and stables; together with Negro houses, all of which are new and in good order…” The farm also included young apple and peach orchards, “a ferry belonging to it, productive of $300 yearly, as well as a steamboat wharf now paying an annual rent of $300.” In 1845 Durfey sold the island. Around this time, a strong storm destroyed the bridge to Jamestown from the mainland. In 1847 the island was sold again, this time to a William Allen. (McCartney, 2000: 246-252, 254)

A sketch of the Jamestown Island shoreline by August Kellner, ca. 1845, documented the landscape between the church tower and Ambler residence showing that this part of the island was largely cleared, with the exception of the immediate vicinity of the church tower that was overgrown. What appear to be fruit producing trees appeared to the west of the Ambler residence. In the late 1840s the Ambler residence was painted by George W. Mark, who depicted a restored house with adjacent outbuildings or slave quarters to its west and prominent architectural ruins and an orchard in the foreground to its east (Figure 4). In 1848, Benson J. Lossing visited Jamestown and observed the dramatic erosion that had taken place, noting “a cypress tree, now many yards from the shore, stood at the end of a carriage-way to the wharf, 60 yards from the waters edge, only 16 years ago.” Lossing was one of the first to call for a “wall of masonry” to protect Jamestown Island from encroachment. (McCartney, 2000: 246,252-254)

The artist Robert Sully visited Jamestown in 1854 and made a series of sketches and formal watercolor paintings that depicted the church tower, the lone cypress, the Travis house ruins, and the brick magazine. During the same year, a trench was apparently dug by unknown individuals adjacent to the Jamestown church foundations. The first hydrographic survey of the James River was conducted in 1856 and mapped the edges of Jamestown Island. The survey identified the Ambler residence, the church, and a system of swamps and fields. (McCartney, 2000: 259-261)

Between 1855-1861, William Allen had over fifty slaves at Jamestown Island who cared for oxen, dairy cows, cattle, sheep, swine, and horses. Approximately 1/3 of the island’s arable land was improved and under cultivation in wheat, corn, oats, Irish potatoes, sweet potatoes, hay, and some

orchard products. During the mid-1850s, Allen made other improvements in advance of the 250th anniversary commemoration in 1857. Elaborate plans for the celebration were envisioned by the Jamestown Society of Washington and the Virginia Historical Society, but because of Allen's concern for his wheat field, planners held the main celebrations east of the church tower. Numerous cabins were built, as well as a speaker's platform and a 175-foot-long refreshment saloon capable of seating 500 people. The island was described at this time as "cleared and under high cultivation; about 200 acres nearest the church are in wheat," and the church tower and graveyard were surrounded by "a beautiful grove and wild thicket of underbrush." "All that remains at Jamestown is a portion of the tower and walls of the old church and a brick magazine, now used as a barn. The graves are very much mutilated—less indeed by the lapse of time than by the ruthless curiosity of man." (McCartney, 2000: 254-257, 264-267)

In 1856 the church tower and grave yard was described as "about half an acre of land, which is covered with old sycamores and mulberries and smaller trees, and shrubberies which form a dense shade." A congressional group visited Jamestown Island three years later and planted ivy at the base of the church tower as a commemorative gesture. (McCartney, 2000: 263; Riggs, 1997: 14)

Glasshouse Point and Neck of Land:
In 1832, John Coke acquired the 24-acre Glasshouse Point property and farmed the old Ambler plantation on the mainland. During his stay with Coke in 1848, Benjamin J. Lossing characterized Coke as "an excellent practical agriculturalist." In 1856, Coke sold the Glasshouse Point and Ambler farm land to Julianna Dorsey. The 2,000-acre Neck of Land property was acquired by William Allen, John Allen's brother, in 1805. William Allen II inherited his great uncle's Neck of Land property when he came of age in 1851 and the acreage had increased to 3,046 acres. In 1855, Allen II had nearly 60 slaves and 167 cattle on his Neck of Land property. (McCartney, 2000: 252-253; Butts, et al., 2001: 26-27)

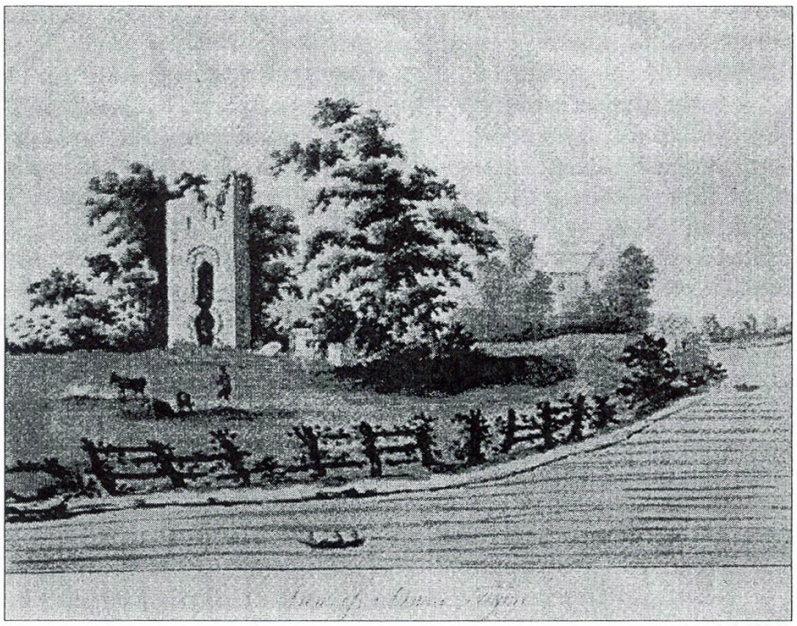


Figure 3. View of Jamestown. Louis Giardin, 1805. (Figure 10 from CLR, 2006)



Figure 4. Jamestown, Virginia, showing Ambler House, n.d. George W. Mark, ca. 1848-1850. (Figure 16 from CLR, 2006)

1861–1865: JAMESTOWN DURING THE CIVIL WAR

In mid-1861, Jamestown Island saw a significant amount of defensive construction and fortification by the Confederates. The construction of a causeway from the southwest corner of the Neck of Land parcel over the Back River to Jamestown permanently altered the main entrance and exit to the island. After the Confederate withdrawal, Union troops were stationed at Jamestown Island and manned a lightly fortified communications headquarters.

Jamestown Island:
During the summer of 1861, a substantial number of slaves and Confederate troops, led by William Allen II, were stationed on the island to assist in the construction of multiple fortifications. They included Fort Pocahontas, a five-sided earthen redoubt next to the church tower; the Sand Battery, a three-angled berm and trench fortification situated midway down the island on the James River side; the Square Redoubt, an earthwork built at the center of the island to protect the main road and Passmore Creek; and the Point of Island Battery, built at the eastern tip of the island. Numerous other earthworks and rifle pits were built as well. (Riggs, 1997: 19-20,39-40,45-47; McCartney, 2000: 268-271)

Confederate officers used the Ambler house for their accommodations and their headquarters, and constructed two plank shanties. In May 1862, the Confederate forces abandoned Jamestown, and soon after, Union forces arrived. Union forces later destroyed the fortifications and armaments at Jamestown, burning all buildings and quarters except the former slave quarters behind Fort Pocahontas. From May 1862 to August 1863, a former slave population occasionally occupied the abandoned island. Freed slaves of William Allen burned the Ambler house in the fall of 1862, and in June 1863 the wharf built by William Allen was destroyed by fire. (Riggs, 1997: 34,71-81; McCartney, 2000: 270-271,273-274)

In August 1863, Union troops were sent to Jamestown Island as pickets and the island was used as an observation and communications post. Telegraph lines connected the island to the mainland. Three sketches done by Union Army Capt. David E. Cronin at Jamestown during the war depicted the church tower, the gravestones within the cemetery, and the lone cypress tree. (Riggs, 1997: 82-106; McCartney, 2000:, 275; APVA Minutes: April 28, 1906, n.p.)

Glasshouse Point and Neck of Land:
At Glasshouse Point, Julianna Dorsey continued to operate the “Ambler on Main” at least through 1861. William Allen II continued to own the Neck of Land property. During the Confederate occupation of Jamestown Island during the spring and summer of 1861, Confederate troops were quartered in a “large barn” on the Neck of Land property. A year later, an “overseer’s house” was noted on the property. Between May 1862 and October 1863, the Neck of Land was a base of operations for a group of nearly 100 armed free blacks and former slaves. (McCartney, 2000: 270; APVA Minutes: April 28, 1906, n.p.; Butts, et al., 2001: 27-28)

1865–1892: POST-BELLUM JAMESTOWN

The Civil War and its associated social unrest left Jamestown Island and vicinity devastated. During the last quarter of the nineteenth century, the island was leased to tenants and sold three times. As described by William Wirt in the late nineteenth century, there were few vestiges of the town visible except for the ruined church steeple and old tombstones. "It is difficult to look at this venerable object, surrounded as it is with these awful proofs of the mortality of man." (McCartney, 2000: 299)

Jamestown Island:
Shortly after the cessation of hostilities, in May 1865 William Allen leased his Jamestown Island plantation to George B. Fields and two others for a five year period to farm and harvest the timber. Allen approved any repairs or renovations that they were required to make to the tenant buildings or "brick dwelling." However, three years later a visitor to the island noted the post-war devastation and that few improvements had been made. That same year, William Allen sold the island to Fields and Israel Williams, and a year later 600 acres were again under cultivation in wheat and corn, and a large herd of livestock roamed the island." Fields may also have constructed a paper mill, but its location is not known. (McCartney, 2000: 275,279-280)

In 1870, the U.S. Coastal Survey placed several horizontal control stations on the island, one of which, the "Shields" station, was placed on top of the old Fort Pocahontas earthworks. An accompanying sketch map showed the Confederate fort and the adjacent church tower ruins and graveyard. To the north of the fort a "farm road" was depicted running in a roughly east-west direction (Figure 5). During the winter of 1873-1874, U.S. Coastal Survey engineers surveyed Jamestown Island, and their map indicated the Ambler house, at least two orchards between it, the Confederate "square redoubt," two Confederate forts, and a large wharf adjacent to Orchard Run. A majority of the uplands were portrayed as cleared land with scattered trees along the swampy margins. A major east-west road connected the ferry wharf with Black Point to the east. From the wharf, the main road ran northwest along the shoreline up to Fort Pocahontas and then nearly due north where it crossed Back River over a bridge to the Neck of Land property. Other smaller farm roads were shown around the Ambler mansion. A small artificial causeway was noted to extend over a portion of the Back River swamp between the island and the Neck of Land (Figure 6). (McCartney, 2000: 280)

In 1875, Fields sold the island to Frederick Rollin, and three years later the orchards were described as still productive. In 1879, Jamestown Island was sold again, this time to a Lucy C. Brown. A photograph from ca. 1883 shows the Ambler house surrounded by several large shade trees and possibly orchard trees, and open fields (Figure 7). (McCartney, 2000: 280-282)

Jamestown Island was surveyed again by U.S. Coastal Survey engineers from 1890 to 1891 (Figure 8). This map showed an extensive orchard extending from the James River shoreline north to the Ambler residence, east to the church tower and grave yard, and west to near Orchard Run. An allee lead south from the front of the Ambler residence to the James River. Two anonymous late nineteenth-century images of the brick magazine showed the advanced state of erosion on the southwestern shoreline of Jamestown, with the structure's architectural remains literally falling out of the escarpment. (McCartney, 2000: 299)

Glasshouse Point and Neck of Land:
In 1872, the 24-acre Glasshouse Point property and the adjacent mainland Ambler farm reverted to the Coke heirs. The Coke family continued to farm the Ambler and Glasshouse Point properties. Along with his Jamestown Island plantation, William Allen II leased his Neck of Land property to George B. Fields and two other men in 1865. The tenant house on the Neck of Land property was likely repaired at this time. A year after he leased his land, portions of the property were seized by the U.S. Government and allotted to freedmen refugees but then restored to Allen in 1867. The property then passed through multiple owners, and by 1890 the land was conveyed to Henry S. Loucheim. A plat of the property from 1887 indicated it encompassed 2,098.03 acres. (Jones, 2000: 10; Butts, et al., 2001: 29; McCartney, 2000: 278)

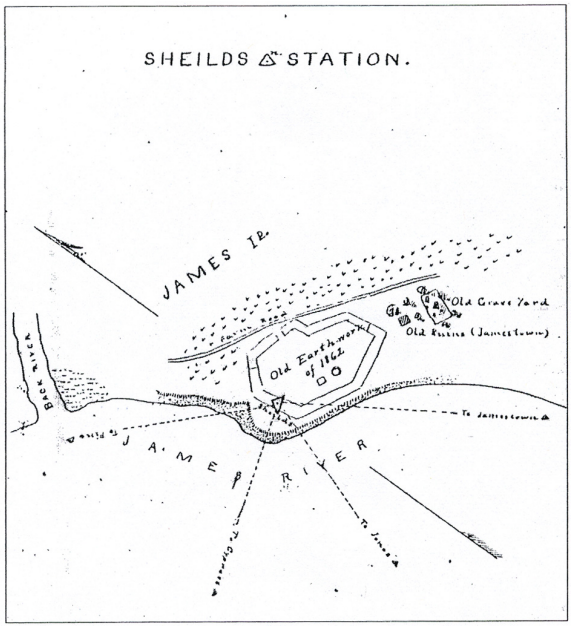


Figure 5. Shields Station, Jamestown Island. U.S. Coast Survey, 1870. (Figure 29 from CLR, 2006)



Figure 6. James River, VA from College Creek to the Chickahominy River. U.S. Coast Survey, John W. Dunn, 1873-1874. (Figure 31 from CLR, 2006)



Figure 7. Ambler House looking northwest, ca. 1883. (Figure 33 from CLR, 2006)

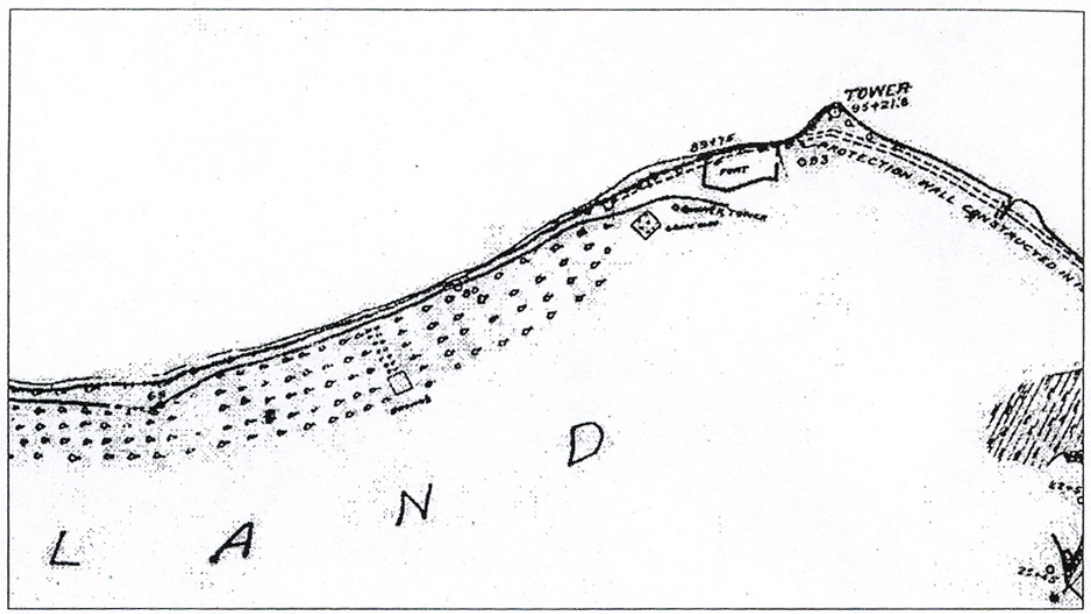


Figure 8. Detail, Map of James River, Virginia, from Jordan's to Hog Island, William P. Craighill, 1890-1891. (Figure 34 from CLR, 2006)

1893–1930: THE BARNEYS AND APVA – FORMAL PRESERVATION EFFORTS AND TOURIST DEVELOPMENT

Formal preservation efforts and the initial development of Jamestown as a tourist attraction began in 1893. Earlier, in 1889, the Association for the Preservation of Virginia Antiquities (APVA) was officially organized, and their stated mission was to "restore and preserve the ancient historical

buildings and tombs in the state of Virginia and acquire, by purchase or gift, the sites of such buildings and tombs with a view to their perpetuation and preservation." Early on, the APVA was keenly interested in acquiring the antiquities at Jamestown and later, transforming the island into a memorial to the Anglo-Saxon founding of Virginia.

Jamestown Island:
In 1892, the Virginia General Assembly passed an Act granting rights to the ruins of the Jamestown Island church to the APVA. The Act included provisions for the APVA to acquire additional land for ingress and egress to and from all sides of the churchyard and from there to the mainland north of the island and across the James River. (McCartney, 2000: 285)

In late 1892, however, Edward E. and Louise J. Barney acquired Jamestown Island in its entirety from Lucy C. Brown with a goal toward developing it as a tourist attraction. As part of their plan, the Barneys organized the Virginia Navigation Company, which subsequently operated two steamboats—the "Ariel" and the "Pocahontas"—between Richmond and Hampton Roads. In addition, the Barneys planned to construct wharves and a bridge to allow their steamboats to dock at Jamestown, and proposed a hotel and electric railway to connect the property with the mainland. As the APVA already owned rights to the church and other nearby structures, the Barneys chose to deed twenty-two acres of land surrounding the church at the western end of the island to the APVA. The plat accompanying the 1893 deed records that in addition to the church tower, adjacent graveyard, and Fort Pocahontas, two additional features including an "old dam" and a "powder magazine fort" were present. Two small structures were also located within the fort, a larger rectangular structure in the center and a smaller square structure on the western flank. (McCartney, 2000: 286)

Both the Barneys and the APVA began improving their properties immediately. The Barneys began cultivating fields for crops, dewatering marsh land, clearing brush, and planting grass. They also built a wooden wharf that extended over 200 feet into the James River, at the end of which was a warehouse, storeroom, and pavilion. In January 1894, a newspaper reported that Jamestown was "becoming a thing of beauty with its green fields, long driveways lined with trees and beach free of disfiguring underbrush." In 1895 the Barneys suffered some setbacks when ice on the river destroyed the wharf, and the Ambler mansion, occupied by Barney's farm manager, burned for the fourth time. Rather than renovating the Ambler residence, they constructed a new residence and outbuildings for the farm manager just north of Orchard Run. (McCartney, 2000: 287-290)

Since its acquisition, the APVA had aimed to protect its property. In the summer of 1894, the APVA enclosed the church tower and graveyard with a wooden stake and barbed wire fence to protect it from "relic hunters and other sightseers." A hedge was subsequently planted adjacent to the fence. Repairs were also made to the superintendent's house within Fort Pocahontas, the second floor of which was used as a residence, and the ground floor which was reserved for use by members of the APVA and Jamestown visitors. During the fall of 1894, a new tin roof was put on the superintendent's house and a small "cooking room" was added. (APVA Year Book, 1896: 32; APVA Minutes: March 21, 1893, n.p; July 3, 1894, n.p.; October 5, 1894, n.p.)

In 1894, the U.S. Congress appropriated funds for the temporary protection of Jamestown Island. A year later, the Army Corps of Engineers constructed a temporary breakwater composed of dry-laid granite boulders in front of the threatened western end of the island and four wooden jetties extending around 100 feet into the river. During the winter of 1895-1896, storms damaged the granite breakwater, so in 1896 the U.S. Congress appropriated additional aid to construct a seawall that would properly protect Jamestown. A claim by the APVA that the Corps damaged some of the antiquities during the construction process delayed this construction work until 1900. In 1896, the APVA hired an architect to stabilize and "preserve" the church tower ruin, and from 1897 to 1898 APVA members undertook archeological investigations at the site of the church and repair work on the tombstones. (APVA Year Book, 1896: 27-28; APVA Year Book for 1898 and 1899: 9, 23-24; APVA Minutes: June 2, 1896, n.p.; October 6, 1896, n.p.; Galt, 1894–1901, n.p.)

During the initial years of APVA ownership, Mary J. Galt and others in the group wanted the APVA property to retain a Victorian romantic sensibility and remain ungroomed, remote, undeveloped, and spiritually peaceful. By 1899, however, a lawn mower was sent to the property, suggesting that the

grass had begun to be mowed. That same year, a dozen wooden benches were placed on grounds "for the comfort of visitors." One of the first formal memorials on APVA property at Jamestown was placed there in 1899. A granite cross was dedicated "to commemorate the pilgrimage and patriotic services" of APVA members held there the previous year. (APVA Year Book for 1898 and 1899: 10, 21-22; Lindgren, 1989: 62, 100-101)

A map of the APVA property drawn in December 1896 shows several standing structures that may have dated to the Civil War or immediate postbellum occupation of the site. Within the Confederate Fort Pocahontas, a "keepers house" was shown towards its southern edge. On top of the northwest wall of the fortification, a "stable" and an unknown building were identified. One main road ran through the property, beginning at the southeast corner of APVA and passing between the church tower and Fort Pocahontas, and then turning northwards exiting the north boundary (Figure 9).

In February 1896, Edward Barney deeded his interests at Jamestown to his wife, Louise, who continued implementing Edward's development plans, including repairing the old bridge and building a new bridge. In 1901, Louise Barney leased the farmland to L.M. Beebe, who established the Jamestown Island Dairy and Fruit Farm. Around this time a pecan grove east of the Ambler ruins was likely planted. After terminating Beebe's lease in 1902, Louise Barney leased the land to several sharecroppers and their families. (McCartney, 2000: 291-295)

Formal archeological excavations at the church tower and adjacent graveyard were begun in 1901. The entire church ruins site was cleared of vegetation and other debris, including two large trees, a sycamore and a mulberry. When the scope of the excavations became clear, assistance from the government was obtained. Their general goal was to identify the extant foundations of the 1639 and earlier churches and to define the extent of the graveyard. By the end of the year, a temporary wooden "shelter" was erected over the church to cover its foundations ,and broken tombs in the graveyard were restored. The excavations continued until 1903 when gravel was placed in the excavations for preservation purposes. (APVA Year Book for 1900-1901: 34-37; Galt, 1894 –1901: n.p.)

Additional archeological work, as well as numerous construction and general beautification projects, were undertaken between 1902 and 1907 on APVA property. In 1902, trees and underbrush were cleared and hauled away, and in 1903 a stable was erected. That same year, archeological investigations were conducted at the Ludwell-Statehouse group after which the APVA then "built up the foundations to the level of the ground with concrete and the walls of the cellars with the original brick..." This initial interpretive project at Jamestown was enclosed by a "substantial and sightly fence " of "heavy cedar posts" and "wire fencing" and was later replaced by a wrought iron fence. From 1905-1906 the APVA attempted to beautify their property with plantings including shrubs, roses, "bulbous plants consisting of hyacinths, tulips, crocuses." In addition, signs to interpret the statehouse foundations were installed. In 1906, a walk was constructed around the fence enclosing the State House foundations. A 25-foot wide road was constructed "from near the stable, around just inside the sea wall, across the plateau outside the lower fence of the State House enclosure and thence nearly on the line of the present road back to a point near the stable." The "moat" surrounding Fort Pocahontas where water had stood was filled with soil to the water table level and then drained. In 1906, the Confederate fort was re-sodded, "roses and shrubs set about the place," and the "keeper's house" was whitewashed with porch doors and blinds painted green. Later in the same year, a small shed was built next to it to sell souvenirs. In 1907, a 4.5-foot wide, 1,150 foot long granolithic sea walk along the top of the sea wall was completed. A bronze commemorative tablet was later placed on the sea wall. The church tower was re-pointed and a concrete and brick pad was placed within the base of the tower, and a brick path leading between the tower and surrounding fence was laid. With the assistance of federal funding, a "Rest House" (later called the "Relic" house and "Dale" house) was constructed on APVA grounds west of Fort Pocahontas adjacent to the sea wall to store and display the colonial artifacts that had been recovered. A granolithic walk from the structure to the seawall was constructed. A new frame "Souvenir House" was also built north of the church tower to replace the old "shanty." (APVA Year Book for 1901-1904: 25-34; Yonge, 1904: 73; APVA Yearbook for 1905-1908: 20-25,30,32,38-39; APVA Minutes: May 2, 1906, n.p.; June 10, 1906, n.p.; March 5, 1907)

One of the most visible projects on APVA property was the construction of a “Memorial Church” to cover the foundations of the first brick church at Jamestown. Bricks for this church were salvaged from the “colonial ruins” of two buildings in Hampton Virginia. The new structure was constructed adjacent to but did not join the church tower. The church and a wrought iron fence and gate surrounding it and the churchyard, were dedicated in 1907. That same year, a “Memorial Building” (later called the Yeardley House) was constructed east of the statehouse group. Other landscape features erected in 1907 included a pair of wrought iron “Memorial Gates” on the boundary line between the U.S. Government and APVA property, a “Memorial Drinking Fountain” and granolithic foundation north of Fort Pocahontas on the eastern side of the “vale,” additional gates on the northern APVA boundary on the main road leading to Williamsburg, and a stone monument to the First House of Burgess south of the Memorial Church. (APVA Yearbook for 1905-1908: 31,32,37-40; APVA Minutes: December 4, 1906, n.p.; Lamar, 1934: 116,119-120)

Earlier, in 1903, E.H. Hall surveyed Jamestown Island and identified several prominent landmarks. His map indicated several historic features, such as the lone cypress and brick powder magazine, which along with wood piling remains of the ca. 1834 Durfey and Edloe bridge across the isthmus, could still be seen just offshore. The Hall map also recorded changes to the circulation system that most likely occurred during the mid-to-late 1890s. The entrance road to the APVA property from its northern boundary had formerly run almost directly to the church tower. By this time, the main road of circulation onto and within the island was routed from its crossing at the Back River, around the APVA’s eastern boundary to the James River. It then bypassed the former road along the shoreline to the wharf and instead turned southeast and passed the Barney wharf and Ambler house running in a straight line to just east of the Confederate “square redoubt.” The road then turned due east and continued on to its intersection with a causeway crossing the Passmore swamp and creek just southwest of Black Point. A secondary road connected this main southeast road with the Ambler residence and its associated farm outbuildings. Just north of the pecan grove, another minor road broke off from the main southeast road and ran northeast for approximately 0.5 miles mile where it dead ended. Two small structures were noted on the main east-west road just south of the Travis graveyard (Figure 10). A 1905 map prepared by the U.S. Coastal Survey indicated that just west of the “square redoubt,” the main road was lined with at least ten planted trees on either side, most likely a formal allee leading to the Confederate fortification. An Army Corps of Engineers map produced in 1906 showed that Barney had planted an extensive orchard that extended nearly to her property line with the APVA. This map also showed a formal allee extending south from the Ambler residence to the shoreline.

In the early-to-mid 1900s, the APVA allowed the federal government and historical societies to erect monuments and memorials on their land, as well as placing memorials themselves. In July 1906, the APVA deeded land to the U.S. Government for the erection of a monument to commemorate “a monument commemorative of the birth of the American nation, the first permanent settlement of English-speaking people upon the American continent, at Jamestown, Virginia.” Called the Tercentenary Monument, it was located on 1.25 acres of APVA property adjacent to the western boundary with the Barneys. The granite monument was completed in 1907 in time for the tercentenary celebration and was modeled after the Washington Monument in the District of Columbia, standing nearly 100 feet tall. It was initially surrounded by a white picket fence. The APVA also deeded a small parcel to the U.S. Government for the purposes of building a wharf, and soon after an “L-shaped” wharf or pier was built and extended approximately 600 feet into the James River. (McCartney, 2000: 295; APVA Yearbook for 1905-1908: 35; APVA Minutes: January 5, 1907, n.p.)

After the 1907 tercentenary celebration, the APVA secured the services of a rising landscape architect named Warren Manning for suggestion on developing the grounds (Figure 11). Manning’s final design was presented in 1909 and focused primarily on creating a park-like atmosphere centered on plantings and circulation. While Manning’s plan included recommendations for several new buildings, the APVA focused primarily on inexpensive alterations over the next few years, including creating a formal fenced rose garden south of Yeardley House, planting avenues of trees adjacent to existing roads, and clearing particular vistas. By 1910, money was budgeted to construct a carriage house and a stable west of the Yeardley House. Also in 1910, the U.S. Government removed the white picket fence that surrounded the Tercentenary Monument because the APVA felt

the fence “obscured the pedestal of the monument and was so disfiguring.” A new iron picket fence was placed around the monument in late 1916. In 1914, work was begun on the last phase of the Manning plan. A raised road “encircling the grounds around the vale, and following the line of the sea wall from the Rest House to the [statehouse] excavations” was completed. This road formally connected the drinking fountain, Rest House, archeological excavations, and Yeardley House. By the end of 1912, the bridge connecting the island and the Neck of Land was reported as unpassable. The next year repair work was begun by the APVA on the bridge due to its “insecure condition.” In 1918, the causeway was again submerged during a bad winter. The same year, money appropriated by the Virginia General Assembly allowed a new “causeway and bridge” to be built. The Yeardley House was also badly damaged that winter and repairs were made two years later. (APVA Year Book for 1905-1908: 32, 37; APVA Minutes: April 6, 1909, n.p.; June 6, 1910, n.p.; December, 1910, n.p.; December 1916, n.p.; The Report of the President of the Association for the Preservation of Virginia Antiquities, 1915, 16; APVA Year Book for 1911-1912: 34; APVA Year Book for 1919: 11-12)

Throughout the 1920s, the APVA property was well-maintained. On June 14, 1922, the APVA formally opened the Jamestown church for regular Sunday services. It was the first church service held at Jamestown in 257 years. Other activities included working the roads, draining ditches, and moving plantings as needed. Several fruit trees including pecans and cedar of Lebanon were also planted on grounds. A “hay and implement shed” was built, two iron flag poles were erected on the waterfront, the old Souvenir House was converted into a “toolhouse,” and the Rest House was converted into part souvenir room and tourist room with a ladies’ rest room. The Pocahontas statue and the Robert Hunt Memorial Shrine were also erected in this decade. In 1927, a beautification effort to enhance the appearance of the APVA grounds was begun again, and “preserving trees” was accomplished, the plumbing system was “enlarged,” the general grounds were “drained,” the roads crowned and re-graveled, and all APVA buildings and fences were repainted. In 1928-1929, the APVA was granted permission to construct a brick “Gate” house on land owned by the U.S. Government, adjacent to the bank of the James River on the eastern APVA property line. (APVA Year Book for 1919: 12; APVA Year Book for 1920: 17-18; APVA Year Book for 1923: 16-17; APVA Year Book for 1926-1927: 18; APVA Year Book for 1928-1930: 8-9,19,22-23)

In contrast to the APVA property, the Barney property was much less developed throughout the 1920s (Figure 12). In 1923, Louise Barney again re-leased her land to B.E. Steele under the stipulation that he would farm the property. While Steele continued to do this, he also built a bath house, snack bar, and provided picnic tables near the APVA boundary to serve visitors to the island. In addition, he sub-leased rights to the wharf to A.F. Jester who converted it into a ferry landing. In July 1927, the Commonwealth of Virginia constructed State Highway 510 (subsequently renamed State Route 31) which led from the Neck of Land peninsula across the island to the ferry. In 1929, the federal government constructed a new pier to replace the 1907 pier. (McCartney, 2000: 297-298; Robinson, 1933: 148; APVA Year Book for 1928-1930: 8-9)

Glasshouse Point and Neck of Land:
A 1919 U.S. Geological Survey of the Jamestown Island vicinity documented two structures on the tip of the Glasshouse peninsula, one south of the access road, and one at its easternmost termination. A third structure was situated a third of a mile north of them overlooking the Back River. In 1928, C.J. Jehne purchased five-and-a-half acres of land at Glasshouse Point. Only three years later, Jesse Dimmick, the owner of the adjacent Amblers mainland farm, discovered portions of four seventeenth-century glass furnaces.

On the Neck of Land property during the late 1890s, the Loucheim family leased to Thomas Shoosmith. In 1893, Edward and Louise Barney began construction of a causeway and bridge that linked the Neck of Land property directly with Jamestown. In 1905, the Loucheim heirs divided the Neck of Land property and sold it in small parcels. In 1919, a survey documented a solitary structure, most likely a residence, adjacent to the road leading from Neck of Land to Jamestown, on the west side of the road at the southernmost extremity of the peninsula. The ruins of this structure, the “Edgemarsh” log cabin, were located during a recent survey of the Neck of Land parcel. In July 1929, the Commonwealth of Virginia constructed State Highway 510, which led to Jamestown Island. The public road that existed prior to the highway was abandoned and the state occupied the right-of-way. (Butts, et al., 2000: 43-44; Butts, et al., 2001: 30)

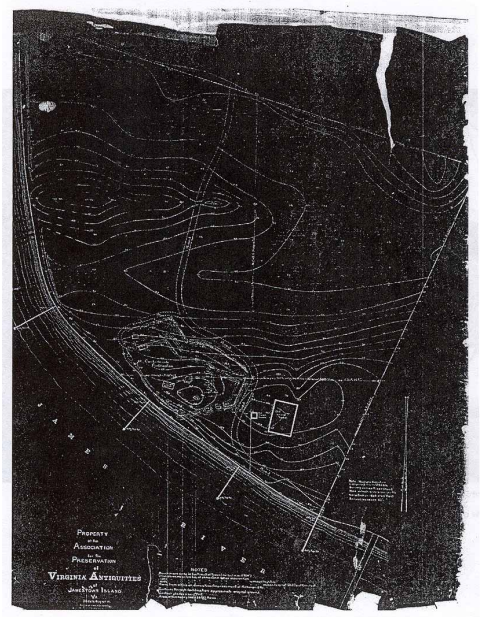


Figure 9. Property of the Association for the Preservation of Virginia Antiquities at Jamestown Island, December 1896. (Figure 40 from CLR, 2006)

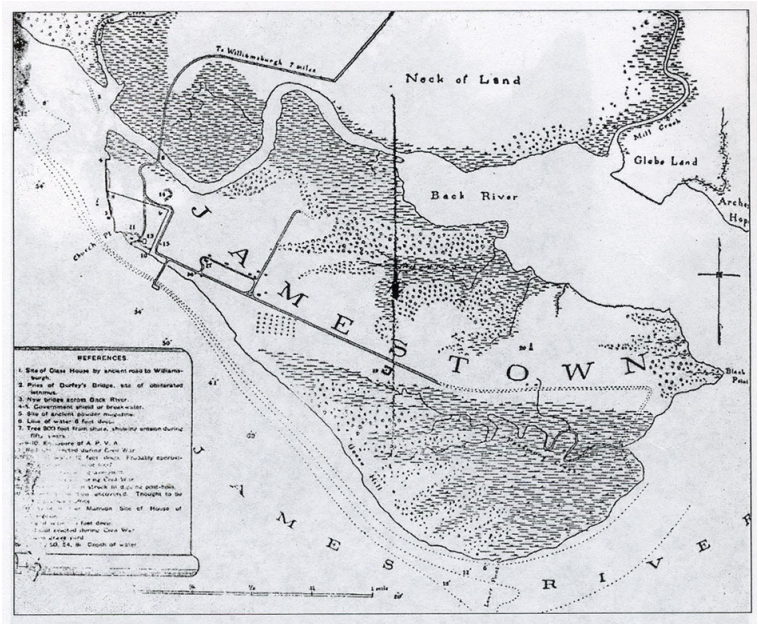


Figure 10. Map of Jamestown Island. E.H. Hall, 1903. (Figure 44 from CLR, 2006)

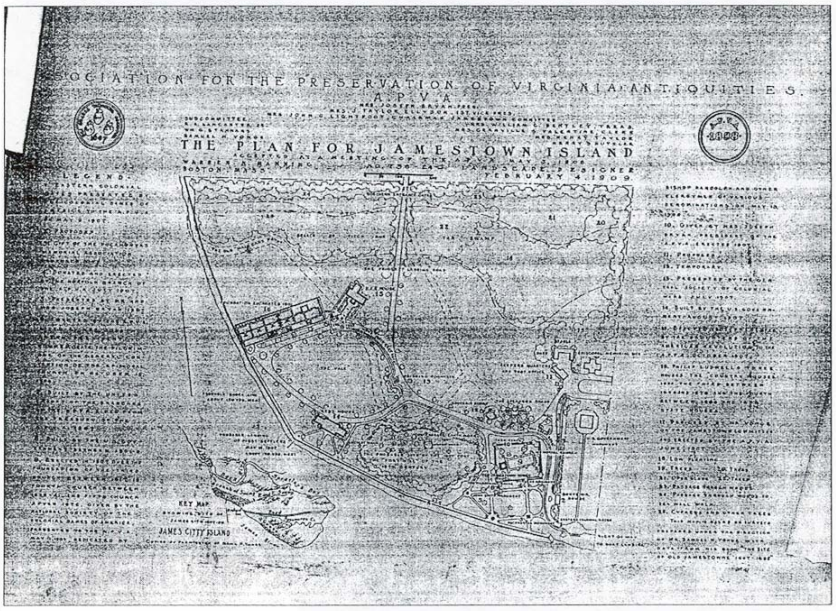


Figure 11. The Plan for Jamestown Island. Accepted at a Meeting of the APVA, May 5, 1908. Warren H. Manning, February 4, 1909. (Figure 54 from CLR, 2006)

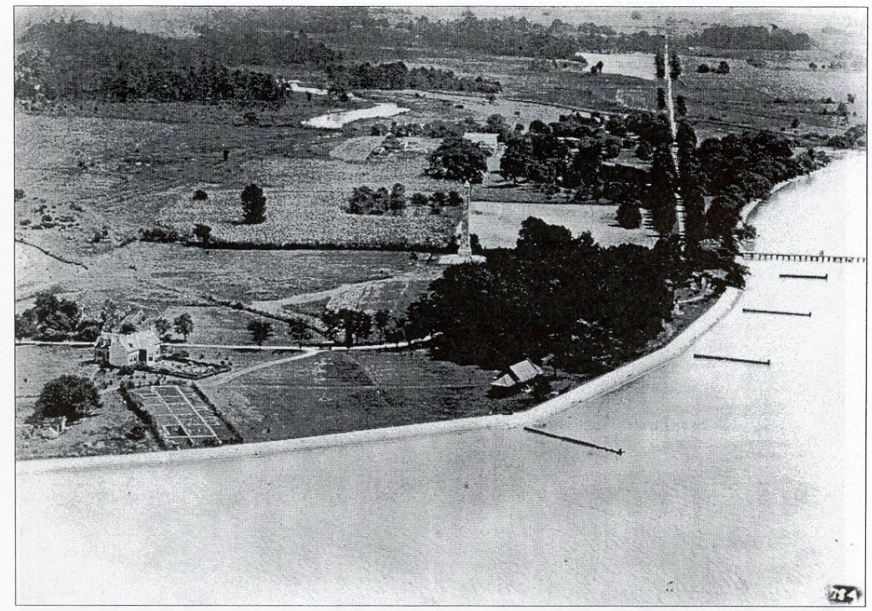


Figure 12. Aerial view of Jamestown Island looking east, September 1920. (Figure 63 from CLR, 2006)

1930–1957: THE FEDERAL PRESENCE – ESTABLISHMENT OF COLONIAL NM/COLONIAL NHP AND JOINT MANAGEMENT AND PLANNING AT JAMESTOWN ISLAND

During this period, the Federal presence at Jamestown was expanded. The Colonial National Monument (NM) was authorized on July 3, 1930 and established December 30, 1930, and then renamed Colonial National Historical Park (NHP) on June 5, 1936. The park included Jamestown

Island, portions of the City of Williamsburg, Yorktown battlefield, and a parkway with a 500-foot right-of-way connecting the island to the other holdings. Joint agreements to manage and develop Jamestown Island as a single entity were signed by the National Park Service (NPS) and the APVA in 1940 and again in 1956. The original mission for the Jamestown Island unit was to "preserve the site of the first permanent English settlement in America and to commemorate the early Colonial Period in the history of the nation. " (Robinson, 1933: 42-43)

Jamestown Island:
In July 1931, the property encompassing the Tercentenary Monument was transferred to the NPS, and in 1932 the Tercentenary Monument was "reconditioned" (Figure 13). Planning efforts to acquire the rest of non-APVA property on the island began in May 1933, as did documentation of the existing landscape features, which were noted as follows: on NPS property – a wooden pier, a flowing artesian well, the Tercentenary Monument, and the APVA Toll or Gate House; on APVA property – the old church and graveyard, various memorials, a confederate fort, a souvenir shop and a comfort station, the Yeardley House, a frame cottage, the State House group foundations, and the sea wall; on Barney property – a small log cabin souvenir stand, a small brick souvenir and lunch stand, a star shaped log cabin, a frame bath house, an H-shaped log cabin, a small frame dwelling, a medium-sized wooden barn, two small wooden cabins, two small wooden toilets, the Ambler house ruins, the Travis graveyard, and three confederate earthworks. Most of the facilities on the Barney property had been recently erected by the current tenant, B. E. Steele. The master plan also noted that Steele had used the property for farming, grazing and trapping, and that hunting rights were reportedly "sub-leased to a hunt club." In May 1934, Colonial NM legally acquired title to the Barney property. (Robinson, 1933: 56-60,147-158; McCartney, 2000: 303)

Archeological research was undertaken on the island in the summer of 1934. Material culture recovered from the investigations were displayed in a temporary "museum," a structure that had formerly served as a gasoline filling station and concession and waiting stand during the Barney period of occupation. It was located just north of and adjacent to the ferry wharf. The Emergency Conservation Work Act and Civilian Conservation Corps (CCC) programs provided substantial labor for the archeological investigations, and were also involved in general cleanup efforts that included the removal of "unsatisfactory and unsafe buildings," scarification and grading of the main island length road, erosion control, mosquito control, and truck trail construction. Subsequent years saw the regular maintenance of roads and fire breaks, and frequently the construction and maintenance of structures such as Jamestown Wharf and larger projects such as the "temporary contact group." From 1935-1936, CCC workers built a riprap wall eastward beginning at from the Colonial NM boundary line with the APVA to just east of Orchard Run, a length approximately 1,400 feet. (USDOI, Superintendent Monthly Reports, June 1934: 8,32; May 1935, 11; January 1936: 8; June 1936: 10-11; July 1936: 25; August 1936: 16)

In late 1935, Colonial NM initiated an informal wildlife campaign intended to restore wildlife to Jamestown Island, bringing in hay for deer and grain for wild turkeys, quail, and other birds and smaller animals. However, in the mid- to late 1940s, vandalism and hunting had become a problem and by 1955, the NPS began to carry out a program of "deer reduction and elimination" to deter illegal hunting on their Jamestown property. (USDOI, Superintendent Monthly Reports, December 1935: 20)

A flurry of new construction took place at Jamestown from 1935-1939. In 1935, a temporary "archeology shop" was built adjacent to the James River shoreline approximately 500 feet southeast of the Ambler House ruins, and construction began on a temporary "Engineer – Historian" building east of and adjacent to the "archeology shop." An adjacent H-shaped log cabin structure dating to the Barney period was renovated in 1934 and used as a temporary archeological laboratory. In 1936, a gasoline pump, 500 gallon tank, and a pair of davits were installed on the U.S. Government pier to lift the new Colonial NM patrol boat out of the water. Construction of a "blacksmith shop" east of the Ambler House ruins was also begun. In 1936, master plan was prepared, and among the proposals were a parking area, comfort station, picnic grounds, and a small museum, which were all built from 1936-1938 near the wharf and pier. In addition, over 2,600 feet of "elevated ways" across the marshes were constructed to facilitate foot patrol on the island. Other undertakings around this time included digging an artesian well, installing a new sewage system and electric lines, construction

of elevated walks through the marshes, and clearing and patching roads. (USDOI, Superintendent Monthly Reports, May 1935: n.p.; June 1935: 13; February 1936: 10; April 1936: 12; May 1936: 13,26; Hatch, "Colonial National Historical Park": 10)

Several Barney period structures on NPS property were also removed around this time, including two "cabins" adjacent to and east of the Ambler House ruins, and three former tenant related structures west of and adjacent to Orchard Run. During the summer of 1938, after the new Archeological Laboratory and Museum had been opened, the H-shaped log cabin adjacent to the James River shoreline and the NPS archeology shop and historian-engineer building were also razed. Between April of 1938 and January of 1941, a former Barney farm-related structure located approximately 800 feet east of the Ambler House ruin and most likely utilized by the NPS as a shed and garage, was also razed. (USDOI Maps: Colo-6060, July 15, 1935; Colo-8012, April 18, 1938)

Two significant administrative events took place in 1936. The park's name was changed to Colonial National Historical Park and archeologist J.C. Harrington was hired by the NPS to direct all excavations on park property. Harrington began to transform the investigations into an interpretive opportunity for the park, which fostered a more visitor friendly and educational environment. One of Harrington's first acts was to remove a high board fence that had surrounded ongoing excavations at New Towne so that the public could see the undertakings. (Miller, 1998: 3)

In 1937, the Travis graveyard was enclosed and three of the tombs there were restored by the NPS. The grave markers, which were formerly flush with the ground, were placed on brick pedestals. In addition, the "road from [the] parking area to the picnic grounds was surfaced with gravel and the old back road [was] opened up for use by CCC trucks to prevent so much traffic and dust through the picnic area and the congested parking area. [A] new fence from the museum to the end of the picnic area was completed, thus blocking the old road by the Ambler house ruins." In 1939, the NPS made plans to extend Colonial Parkway past Glasshouse Point and onto Jamestown Island by re-establishing the isthmus across Sandy Bay. The isthmus and parkway connection, however, was not completed until 1957. (USDOI, Superintendent Monthly Reports, April 1937: 6; April 1938: 13; June 1938: 6; Hatch, "Colonial National Historical Park": 15,33-34,39-40)

Concurrent with planning efforts and construction projects on NPS land during the 1930s were improvements on APVA property. With the establishment of Colonial NM, a turnstile entrance was built at the APVA's eastern entrance gates in 1931 and a new 7-foot tall "wire fence" was installed around the entire APVA property "extending down from [the] sea wall to the waters edge," effectively separating it from NPS properties. During the same year, a frame cottage in the "Colonial architecture" style was also constructed on APVA property for the housing of "colored laborers." In 1933, the "Godspeed Cottage" was constructed for the use of the APVA sexton and his family. In 1935, the APVA renovated the Yeardley House, removed the adjacent outbuildings, and constructed four new ones in their place. In 1937, two wings to the new APVA barn were added, and the ground surrounding all APVA buildings, formerly described as a "hopeless bog in winter," was graded. Due to an increasingly inadequate water supply, in 1938 the APVA property was also linked to the new Federal water supply system and the artesian well at the north end of the U.S. Government Pier. Godspeed cottage was repaired and moved in 1939 to just east of the Yeardley House. (APVA Year Book for 1931-1933: 25-28; APVA Year Book for 1934-1937: 27-29; APVA Year Book for 1938-1940: 22-29; Yetter, 2001)

The 1940s were characterized by a new cooperative agreement between the APVA and Colonial NHP. In 1940, the APVA property at Jamestown was designated the Jamestown National Historic Site by the Secretary of the Interior, and in 1941 a new Master Plan was prepared to reflect the development of the site as a coherent unit and future coordinated archaeological research. (Hatch, "Colonial National Historical Park": 40; APVA Year Book for 1951: 22; USDOI Map, Colo-20861,1941).

Since the late 1930s, the NPS had been planning the eventual development and interpretation of the New Towne area based on ongoing historical and archeological research. A majority of the development proposal centered on the preservation and display of Jamestown's below and above ground architectural foundations. In early 1940, the Ambler House ruins were stabilized and exposed

below ground historic foundations discovered in the course of archeological investigations were preserved. The land surrounding the foundations was graded to slope away from the exhibits. Prior to 1940, the only formal interpretation within the New Towne area was contained within the new Archeological Laboratory and Museum building. Harrington devised an outdoor exhibit that would take visitors from the Archeological Laboratory and Museum, follow "Back Streete" to the Ambler House ruins, turn south to the James River, then west past the State House foundation, and back to the museum. The exhibit area contained exposed and preserved archeological ruins, marked foundation of buildings on the ground surface, a single trailside exhibit at the Ambler House ruins, restored property line ditches, and exposed brick drains. The purpose of the outdoor exhibit area was to "show the extent and layout of the original town…" (J.C. Harrington, 1941: n.p.; USDOI Map, Colo-20861,1941)

In association with the development of the interpretive landscape, many non-historic "intrusions" were eliminated including a group of old NPS buildings east of the Ambler House ruins. The NPS blacksmith shop, fire house, tool house, and brick storage structure including the foundations of an adjacent farm silo was razed in January 1941. Traffic necessary for general maintenance and other basic services was rerouted away from the interpretive landscape at New Towne. As a result, a new "service road" was built to convey non-visitor island traffic north of the Pitch and Tar Swamp and connect with a pre-existing Barney period road that ran north-south to the Quarters and Tool Storage buildings on the James River shoreline. Also in 1941, the NPS conducted archeological investigations within the APVA property north of the Memorial Church, where traces of the Greate Road and a brick kiln were found (Figures 14-15). (J.C. Harrington, 1941: n.p.; USDOI Map, Colo-20861,1941; Hatch, "Colonial National Historical Park": 33; APVA Year Book for 1951: 22-23)

World War II suspended research and interpretive work at Jamestown on both APVA and NPS property between 1942 and 1946. During this period, a mass movement of workers streamed through the ferry at Jamestown Island. The U.S. Coast Artillery maintained a lookout post on the island, occupying the Godspeed cottage. After the war, work was initially aimed to address the past years of neglect. On APVA property, the Rose Garden adjacent to the Yeardley House was replanted, an addition to the south side of the Gate House was completed, the "old shop," was torn down, and the "barn and stable" were remodeled. In 1950-1951, numerous cedar trees were removed and trailside exhibit panels were constructed. (Hatch, "Colonial National Historical Park": 8-9, 13; APVA Year Book for 1950: 24-25; APVA Year Book 1951-1959: 55,57)

In the late 1940s, the NPS began making plans for the future development of Jamestown Island in advance of the 350th anniversary of the English colonists landing (Figure 16). It was decided that "back street" and the "high way" would be retained as pedestrian trails, an interpretive system leading visitors around New Towne would be developed, experimentation of "ruin stabilization" would continue for the purposes of exposing them to visitors, and three new above ground trailside exhibits would be developed covering "New Towne," the "First Statehouse," and one between the First Statehouse and the Archeological Laboratory and Museum. As summarized by NPS historian Charles E. Hatch in March 1949, in general, "the whole town site should be landscaped to give the feeling of openness under trees and to bring into view both the river on the front and the marsh vegetation on the north side of town." Site development consisting of a "ground picture of the town by using and marking the course of old streets, paths, property lines, and such, including house sites and similar physical features would be sought using marl, lime, or salted, lines, hedges and the like. …It is proposed that the outlines of all known foundations be marked on the ground irrespective of orientation and overlapping to show the constantly changing form and plan of old Jamestown. This would be supplemented by a number of exposed ruins which would contribute to this." In April 1949, archeologist J. C. Harrington suggested that "the present foundations which have been excavated and covered back over, be capped with a layer of concrete and then built up to a point above ground level by old brick obtained during the Jamestown excavation. By building up the brick foundation above ground level, the exact site and dimensions of the building foundations will be seen by the visitors. These foundations will assist materially in giving an idea of the size of the houses, the layout of the town, and the course of the streets. It would give a far better idea of the physical appearance of old Jamestown than any signs, markers, lectures, or other media." By 1953, future development recommended by the NPS at Jamestown had changed only slightly. Restoration of historic structures was still frowned upon, but three dimensional interpretations were to be carried out on NPS property

in the form of “brick corners of varying size …offset from the old foundations. …to give a third dimension to the scene and scale to the site of the early town.” An “outdoor museum” east of and adjacent to a proposed new visitor center but north of New Towne was to include three period reconstructions. On APVA property, plans included the restoration of the original James Fort on a portion of the island recreated by hydraulic fill. (However, Conrad Wirth, NPS Director in 1953, later disapproved of reconstructing the James fort at Jamestown, which later led NPS archeologists to suggest excavations in the vicinity of Fort Pocahontas in an effort to identify the location of the 1607 James fort.) Most of the non-historic facilities on NPS and APVA were to be razed including the Archeological Laboratory and Museum, comfort station, two residences, and the APVA Gate House and Relic House. The plan also called for the completion of the Colonial Parkway to Jamestown and moving the existing ferry upriver to an area north of Glasshouse Point and constructing a new visitor entrance to the island at this location. (Hatch, ”Colonial National Historical Park”: 2-6; Hatch, “Minutes…,” 1949: 1-2; Hatch, “A Suggested…,” 1949: 23-38; Appleman, 1949: 1-2; Abbott, 1953: 2-9)

Stabilization was also carried out on the Jamestown church tower in the early 1950s. In February 1953, the APVA began construction on a new addition to the Yeardley House and petitioned Congress for money to repair the sea wall at Jamestown. Repair work was begun in the spring of 1954 and several blocks were replaced in areas that had begun to sink. In late 1954 and early 1955, archeological excavations were carried out on APVA property by the NPS at the Ludwell-Statehouse foundations and around the vicinity of Fort Pocahontas. Archeological dredging of the shallow river bottom just southwest of the APVA property was also conducted during the same period in an attempt to find evidence of colonial occupation, but few artifacts were recovered. (APVA Minutes: April 6, 1954, n.p.; October 5, 1954, n.p.; December 7, 1954, n.p.; June 26, 1956, n.p.; APVA Year Book for 1951-1957: 57)

In mid-October 1954, Hurricane Hazel damaged trees on Jamestown Island, displaced a ferry boat on to the sea wall, and damaged the Gate House, Relic House, and Yeardley House. In 1956, a severe storm flooded the island, which required repair work on most of the island’s roads. That same year, work had begun on the final 10.5-mile section of the Colonial Parkway from Williamsburg to Jamestown. The following year, hydraulic fill was placed between the island and isthmus creating a permanent land bridge accessible by automobiles. The new parkway was completed in April 1957, and the old Route 31 bridge over Back River and the road onto Jamestown Island were removed, as were the ferry dock and U.S. Government pier. On the east end of the island, construction was underway on the Jamestown loop road, which was designed to be a “seventeenth century type road” (Figure 17). (APVA Year Book for 1951-1957: 57-59; APVA Minutes: November 2, 1954, n.p.; November 27, 1956, n.p.; Jamestown-Williamsburg-Yorktown Celebration Commission, 1958: n.p.)

January 1956 saw the beginning of the NPS Mission 66 program. This ten-year development plan aimed to improve NPS facilities to better accommodate expected increases in visitation brought on by increased leisure time and automobile travel. The program was intended to address physical facilities including road construction, improvement and expansion of camping and picnic areas, sanitary facilities, housing, and visitor centers. Mission 66 development was targeted to be completed in 1966, the fiftieth anniversary of the NPS. One of the first visitor centers under this program was built at Jamestown Island on 1.87 acres of land north of the Tercentenary Monument and deeded to the park by the APVA. The Navy’s Atlantic Fleet Amphibious Force installed a 200-foot pontoon causeway parallel to the old bridge for heavy trucks to safely cross to the island. The building was designed so as not to dwarf the adjacent church tower. Paths connected the building to the Tercentenary Monument, and then west to the 1639 church tower and 1907 Memorial Church, through the APVA property, and then on to the New Towne area. The visitor center opened in March 1957 (Figure 18). The field just north of the APVA property was cleared and the Confederate Bridge Redan was bulldozed for a new visitor parking lot. (USDOI, Superintendent Monthly Reports, 1956: n.p.; Jamestown-Williamsburg-Yorktown Celebration Commission, 1958: 68,77)

Within the New Towne area, the interpretive landscape was developed by NPS landscape architects Warren D. Lewis and Robert L. Steenhagen under the guidance of J.C. Harrington, by this time the Chief of Interpretation for the Region. From 1955 to 1956, several property line ditches, berms, and paling fences were constructed. Repica brick foundations were constructed over their archeological

counterparts and subsequently painted white (Figure 19). Walks were graded and surfaced with crushed oyster shells. Additionally, turf areas were seeded, selected trees were removed, and new plantings were installed. With these improvements, the park's superintendent proclaimed that "a town look is becoming a reality." In 1956, a new agreement was reached between the APVA and NPS concerning the management of Jamestown Island, calling for continued cooperation in future planning and development of the island as a single, coherent unit. (USDOI, Superintendent Monthly Reports, February 1956: 7; March 1956: 7; Jamestown-Williamsburg-Yorktown Celebration Commission, 1958: 66)

Another addition to the landscape occurred in the form of interpretive devices. In 1954, the NPS commissioned Sidney E. King to make a series of paintings conveying colonial Jamestown life. King combined research on historic buildings and artifacts in both England and the United States to obtain an accurate rendering of his subject. The King paintings and interpretive texts were installed in early 1957 in all weather cases at appropriate points in New Towne. They were also installed at pull offs along the automobile tour loop to interpret selected cultural resources. Accompanying the trails throughout New Towne was an elaborate "electronic guiding system," which was a series of wooden benches with adjacent speaker boxes inserted in brick pedestals. Five electronic speaker boxes were located on NPS property and four were proposed on APVA property. (USDOI, Superintendent Monthly Reports, 1956; Jamestown-Williamsburg-Yorktown Celebration Commission, 1958: 44)

Changes on the island in the mid-1950s on APVA land included the erection of a memorial wooden cross adjacent to the graves found at the site of the Ludwell-Statehouse foundation. (It was proposed to reconstruct the Ludwell-Statehouse group on top of the original site. However, the discovery of numerous remains from the starving time resulted in the placement of a cross nearby instead.) Other changes included the removal of several trees in this area, the removal of hedge and fence dividing the APVA and NPS properties, and an extension of the brick wall around the entire burial ground adjacent to the Memorial Church. NPS buildings razed included the Archeological Laboratory and Museum, an adjacent comfort station, two NPS residences just north of the James River, and several other frame structures. (APVA Year Book for 1951-1957: 61; Jamestown-Williamsburg-Yorktown Celebration Commission, 1958: 68, 130-131; APVA Minutes: October 23, 1956; Rehm, 2008: 3)

Glasshouse Point:
In September 1931, Jesse Dimmick, owner of the Ambler on James property that was adjacent to C. J. Jehne's 5.5-acre property at Glasshouse Point, discovered what he believed to be the remains of the original glass industry at Glasshouse Point. During this period, Dimmick uncovered the partial remains of a glass furnace and a substantial amount of glass fragments. Experts and park officials agreed that it was the location of the earliest glass manufacturing site in America. (Hatch, 1940: 52-54,62)

In 1934, Jehne donated his land to the James City County 4-H program, which used it for their programs. Jehne's donation suggests it was not cleared agricultural land but likely wooded and swampy. A ca. 1934-1954 sketch map by the Bureau of Public Roads documented at least twenty-five structures present at Glasshouse Point during the 4-H Club tenure. While some of the structures, particularly those on the eastern end of the site, may have dated to the earlier Jehne or Dorsey period of occupation, many were oriented in a semi-circular "camp style" form suggesting that they were built after 1934. Two roads were noted on this map, one extending in a southwest direction and terminating just east of the Glasshouse archeological ruins, and a second proceeding in a northerly direction away from the Glasshouse archeological ruins. Portions of each of these roads were identified in the recent archeological survey of Glasshouse Point. (McCartney, 2000: 305; WMCAR, 2000: 33)

The NPS acquired the 4-H Club (Jehne) and Dimmick properties in 1947. In 1948-1949, J.C. Harrington undertook excavations at Glasshouse Point at the location where Dimmick had previously found architectural ruins. Harrington identified six features relating to the original glasshouse. A riprap wall and breakwater was constructed to protect the site. (Jamestown-Williamsburg-Yorktown Celebration Commission, 1958: 62; Hatch, "Colonial National Historical Park": 25)

In 1955, the site for the Jamestown Festival Park was selected on Glasshouse Point north of and

adjacent to the NPS-owned property. The NPS transferred ten acres of their property to the State Commission to add to the Festival Park property. The State Commission began clearing this property in late 1955, and construction of the Festival Park began in January 1956. The physical facilities constructed included a large parking area, a gas station, a welcome court, festival mall, an information center, a gallery of the States, an enclosed garden, a gift shop, a tavern and Old and New World Pavilion exhibit halls, a Discovery Tower, and a reconstructed James Fort with "Powhatan's Lodge." Adjacent to the Festival Park and anchored at a dock were the three reconstructed ships, the "Susan Constant," "Godspeed," and "Discovery." Peripheral to the Jamestown Festival Park was a brick and concrete sewage treatment plant. Construction of rip-rap along the James River frontage of the Festival Park was also carried out. (Commonwealth of Virginia, 1958: 23-37)

A topographic survey of the NPS property at Glasshouse Point conducted in January 1955 identified three separate structures immediately east of the archeological foundations. The primary structure was a single-story frame building with a porch, presumably a residence. To the southeast of this structure was a pump house, and to the southwest was a frame shed. In early 1956, "selective cutting" was accomplished at Glasshouse Point and construction began on three proposed new structures: an open-air shelter covering the archeological remains, a new Glasshouse exhibit, and a "glass crafts service building" (Figure 20). Part of the Greate Road was reconstructed and surfaced with oyster shells. Also during the same year, a new entrance booth for Jamestown Island was built in the median at the end of the Colonial Parkway at Glasshouse Point. In May 1956, the Jamestown Glasshouse Foundation was formed, which shortly thereafter erected a monument commemorating the first English industry adjacent to the proposed Glasshouse building site. It was composed of large wooden ties planted vertically and mounted with two bronze plaques. (Superintendent Monthly Reports, 1956; Jamestown-Williamsburg-Yorktown Celebration Commission, 1958: 63)

Neck of Land:
Floyd R. Ayers sold his 64 acres at Neck of Land to the U.S. Government in 1935 for the completion of the Colonial Parkway from Williamsburg to Jamestown. In 1943, the NPS acquired an additional 12.83 acres that included a 2.5-story "log on masonry" structure, subsequently named the "Edgemarsh" building and later renovated and used as a residence by park staff. Around 1954, an archeological survey of the Neck of Land property was undertaken in advance of the construction of the Jamestown Maintenance Center. Two structures were noticed to still be standing at the time, a large frame house and a barn. The standing house was also depicted on a 1919 USGS map, and both were represented on a 1954 sketch of archeological features by John L. Cotter. These structures were likely raised sometime during 1955 for construction of the Colonial Parkway.

The old road crossing the Neck of Land property, State Route 31 from Williamsburg to Jamestown, was relocated to the Glasshouse Point area in 1956. The causeway over the Back River leading to the island was abandoned during the same year, but the blacktop surfacing of this road on Neck of Land property was never removed. Shortly thereafter, a new access road from the Colonial Parkway to the old State Route 31 on the Neck of Land peninsula was constructed, giving park staff access to the Edgemarsh quarter structure that was still occupied at the time. Construction on the Jamestown Maintenance Center, north of the parkway, and a variety of service buildings including a new water supply well and sewage disposal system, was begun in 1956 as part of the Mission 66 program. (Jamestown-Williamsburg-Yorktown Celebration Commission, 1958: 42-43; Superintendent Monthly Reports, 1956)

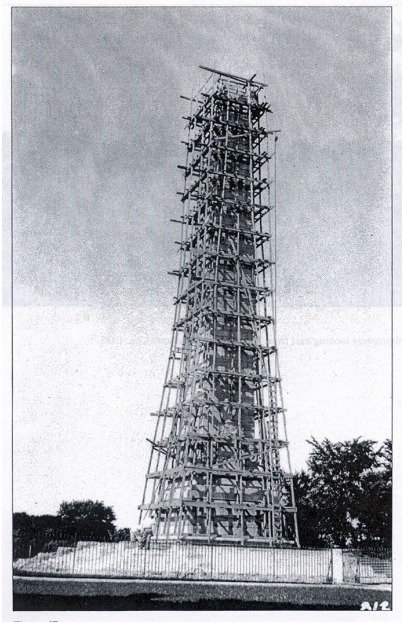


Figure 13. Tercentenary Monument undergoing "reconditioning," ca. 1932. (Figure 67 from CLR, 2006)

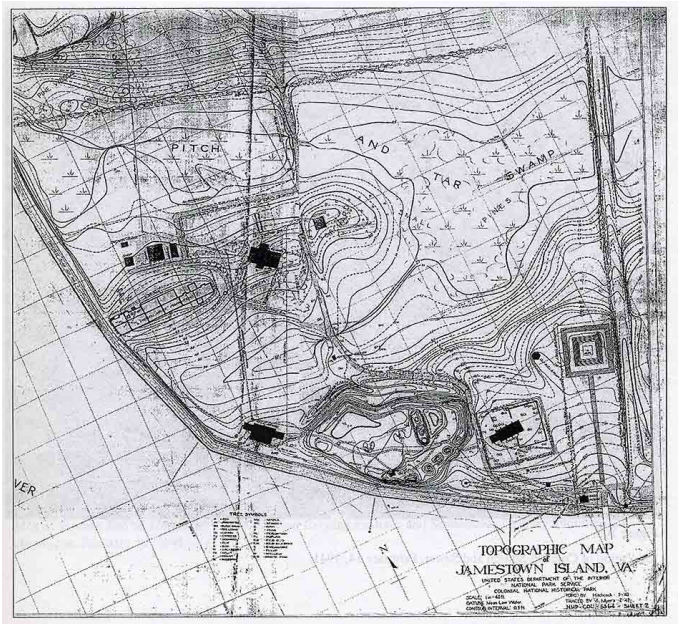


Figure 14. Topographic Map of Jamestown Island, VA. APVA Property, February 1941. (Figure 101 from CLR, 2006)

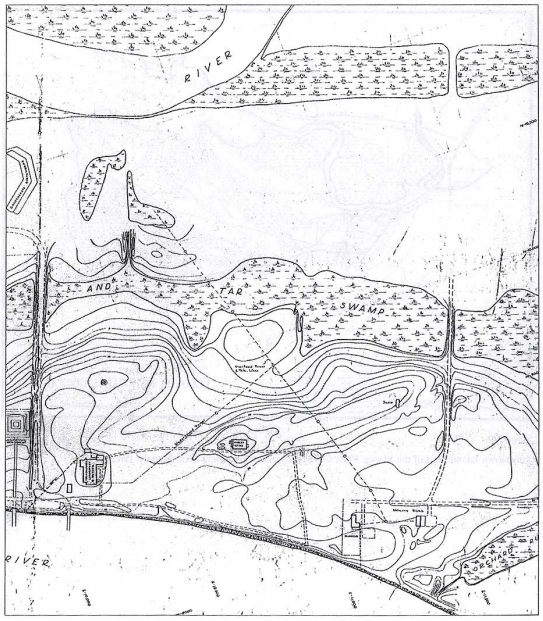


Figure 15. Topographic Map of Jamestown Island, VA. NPS Property, January 1941. (Figure 100 from CLR, 2006)

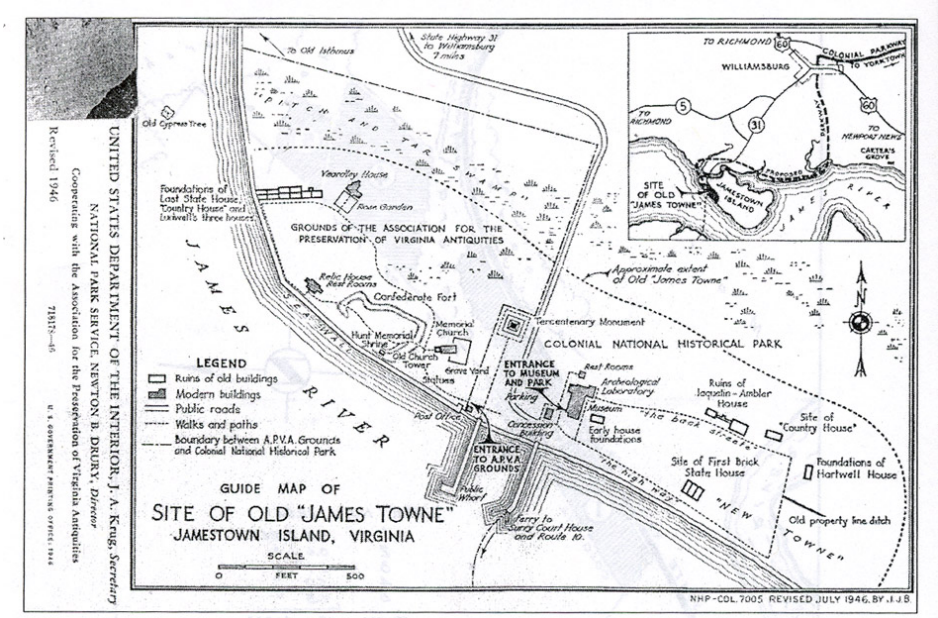


Figure 16. NPS guide map of Old "James Towne," 1946.(Figure 112 from CLR, 2006)

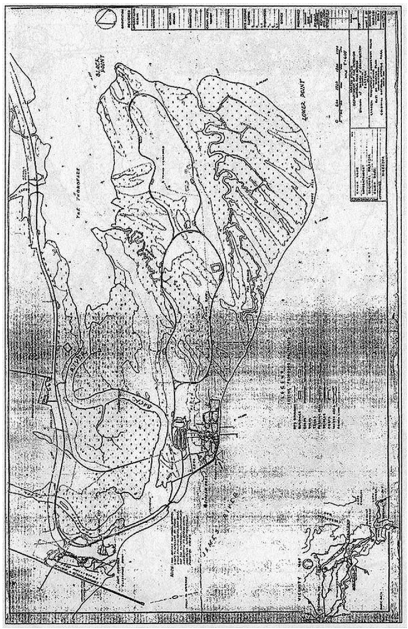


Figure 17. General Development, Jamestown Island. Part of Master Plan, Colonial National Historical Park, November 27, 1956. (Figure 139 from CLR, 2006)

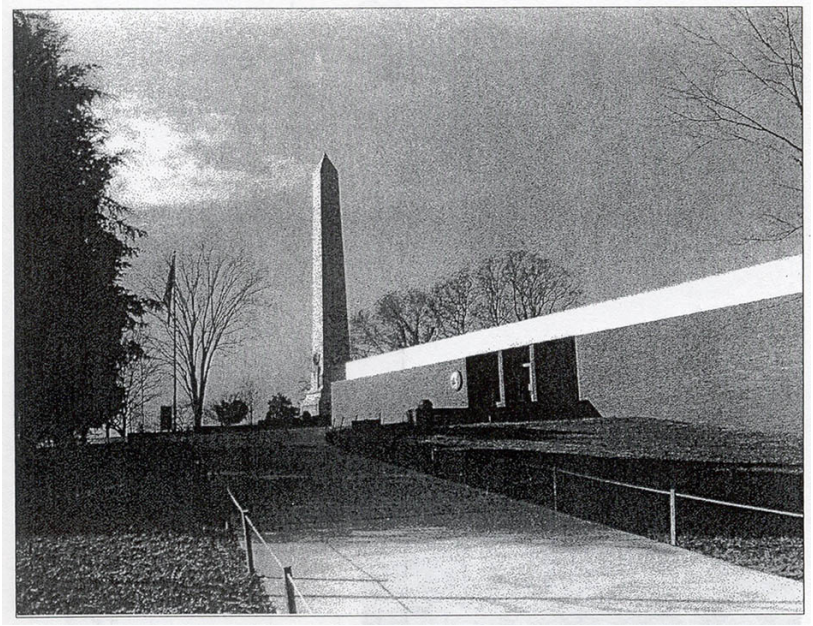


Figure 18. New visitor center, January 1958. (Figure 145 from CLR, 2006)

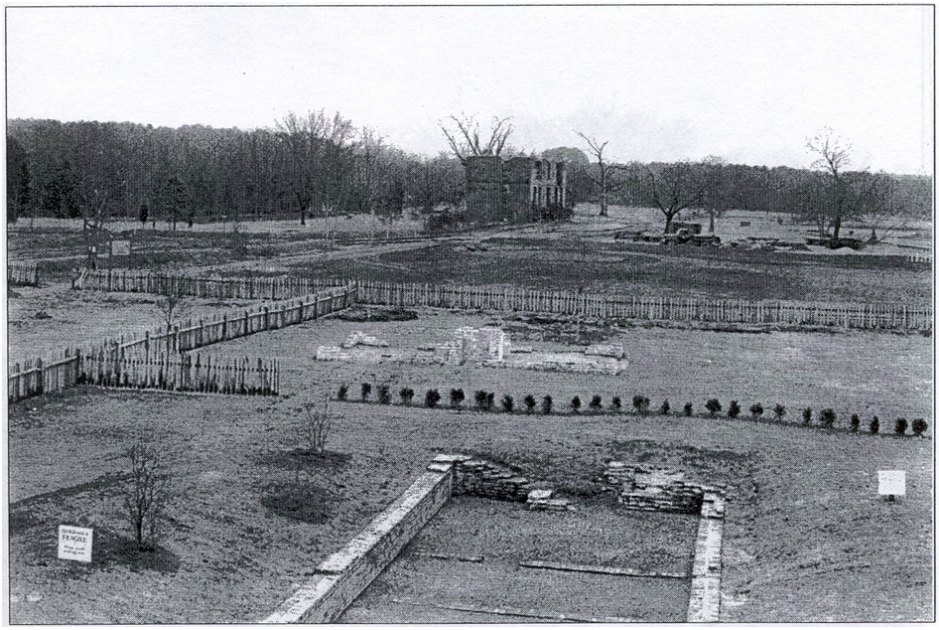


Figure 19. New Towne landscape looking east, January 1956. (Figure 135 from CLR, 2006)

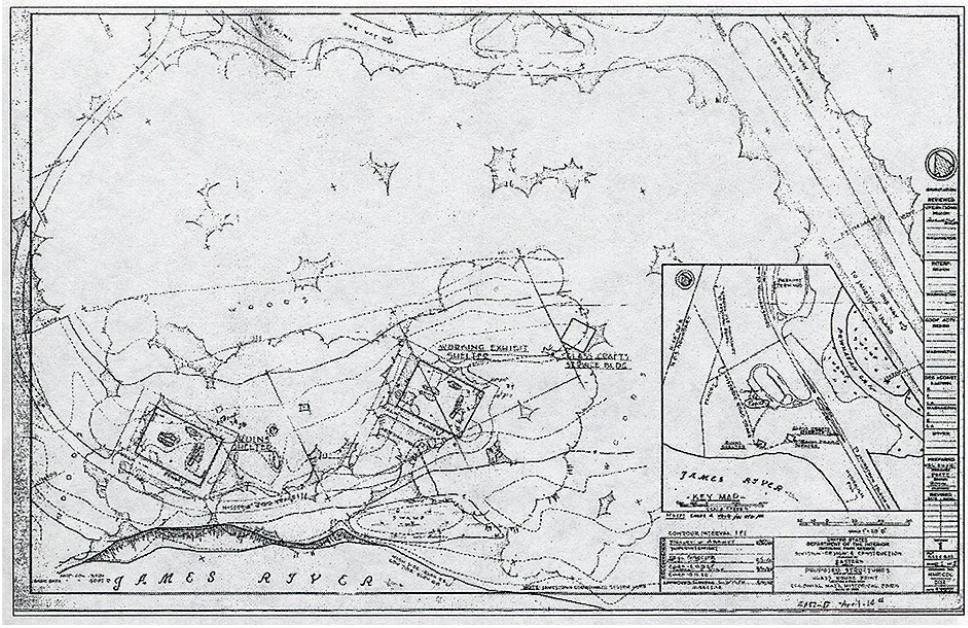


Figure 20. Proposed Structures, Glasshouse Point, Colonial National Historical Park, May 22, 1955. (Figure 131 from CLR, 2006)

1958–2008: LATE TWENTIETH CENTURY

For almost two decades following the 350th anniversary celebrations in 1957, little change occurred at Jamestown Island or its adjacent parcels. Between 1974-1976, the visitor center was expanded, a observation platform was renovated to improve accessibility, and a new enclosed shelter to protect the archeological ruins at Glasshouse Point was erected. Towards the end of the twentieth century,

both the NPS and APVA launched new encompassing multi-year archeological investigations. In 2003 Hurricane Isabel flooded the visitor center basement and other buildings, and heavily damaged the island. The visitor center was subsequently razed and replaced by a new building north of the Pitch and Tar Swamp and away from the Tercentenary Monument. The new building and other facilities were completed in time for the 400th anniversary celebration in May 2007 that included visits by the President and other dignitaries.

Jamestown Island:
From 1958 to the mid-1960s, the APVA made general repairs to their grounds, including repair to paths, replacement of trees, and removal of an iron railing around the exposed early foundations of the church. They also moved the Memorial Gates and the Robert Hunt Memorial. During this same period, the NPS again stabilized the Ambler House ruins (Figure 21). (APVA Year Book for 1951-1957: 42,68; APVA Year Book for 1961-1966: 38-39; APVA Minutes: October 1958, n.p.)

In preparation for the American Bicentennial celebrations, the NPS initiated a new Development Concept Plan for Jamestown in 1968. Proposals in the plan included expanding the existing visitor center, re-working the walking tour of both the park and APVA properties, removing various non-historic structures, and screening all non-historic features. Work commenced on a variety of projects shortly thereafter. The old APVA Gate House was razed in 1970, and the Pocahontas Monument was relocated to the northeast corner of the Memorial Church. In January 1971, gravel was brought in by the NPS to build up the pedestrian paths throughout the APVA property. During the summer of 1972, the U.S. Army Corps of Engineers repaired damaged portions of the sea wall along Jamestown Island. The brick wall surrounding the church graveyard on APVA property was rebuilt and repaired around this time. By 1974 construction began on the visitor center additions and a new terrace on the eastern side of the building was built. The terrace connected to a platform surrounding the Tercentenary Monument. A new comfort station was constructed between the parking lot and the pedestrian bridge across Pitch and Tar Swamp (Figure 22). (APVA Minutes: May 10, 1970 (Hudson), 1; May 13, 1972 (Hudson), 1; January 1971 (Helms), 1; USDOI, ca. 1968: 72-78,82; Mattes, 1989: 30-32)

During the late 1970s, the APVA investigated the need for a systematic, unified and educational update of their interpretive landscape. “The existing interpretive vehicles for Old Towne are an uncoordinated mixture of handmade signage, historically-illustrated paintings (inaccurate historically and beginning to deteriorate badly), …and, most numerous, memorial and commemorative markers in the forms of cast bronze plaques, carved marble tablets, and raised-letter plates set in granite and mortar.” As a result, in the early 1980s a new system of interpretive signs was developed from anodized duronodic aluminum plates that were etched with textual and pictorial illustrations and mounted on wooden posts throughout the APVA property. (Woodall 1979: n.p.)

In 1992, the NPS began a multi-year archaeological assessment of Jamestown Island focusing on completing a comprehensive systematic survey of the entire island, establishing the relationship of the natural environment to the historic events, compiling a historic context and documenting land ownership for the island, and analyzing artifacts and skeletal material previously uncovered. The APVA also initiated an ambitious ten-year archeological project. In 1994, in the first season that excavations were carried out, evidence for a vertical, split-log palisade was identified, the potential location of the 1607 Jamestown fort. In 2000 a wooden palisade was erected as a representative interpretation over the location of the archeological remains of the 1607 Jamestown fort.

In 2003 Hurricane Isabel flooded the visitor center basement and other buildings, uprooted thousands of trees, deposited debris across the landscape, and moved two bridges from their footings. The visitor center was subsequently removed and a new facility was built north of the Pitch and Tar Swamp. A new pedestrian bridge was constructed to better connect it with the Tercentenary Monument. The old bridge has been removed. In 2005 the NPS constructed additions to the Yeardley House to serve as the new collections facility for the park’s Jamestown collection and provide a lab and additional storage for the APVA collection, creating the Historic Jamestowne Research Center. A building called the Archaearium was constructed in 2006 over the Ludwell-Statehouse Group by the APVA. (Rehm, 2008: 3)

Glasshouse Point and Neck of Land:
A map of the developed area of Glasshouse Point from July 1958 showed a parking lot, a small comfort station, a shelter covering the archeological ruins and the new Glasshouse building, and a small frame building for the Glasshouse workers (the Harrington House) northeast of the exhibit building. In October 1974, the Jamestown Glasshouse glassmaking demonstration building was destroyed by fire, and the following year a new building was constructed in the same location. Additional development at Glasshouse Point was also funded as part of the preparations for the American Bicentennial development program. From 1975-1976, a new 2,000 square foot shelter was constructed to fully enclose the exposed Glasshouse archeological features and protect them from the elements. In addition, a second park entrance (fee) booth and a new ranger station were built as an entrance to Jamestown Island. The new ranger station was located west of and adjacent to the entrance (fee) booths. In April 1958, the Virginia Assembly passed a bill that created a Foundation to maintain the Jamestown Festival Park, originally designed as a temporary state exhibit, as a permanent shrine. In 1990, the Jamestown Festival Park changed its name to the Jamestown Settlement. (Mattes, 1989: 30-32; APVA Minutes: April 1, 1958, n.p.)

On the Neck of Land, after the bridge and causeway connecting the Neck of Land parcel to Jamestown Island was abandoned in 1956, the parcel fell into disuse. In 1969, the “Edgemarsh” building and former log employee quarters on the west side of the State Route 31 were removed. In preparation for the 400th anniversary celebration, a parking lot and temporary visitor contact kiosk were constructed. Work on a permanent Visitor Information Station also began here, and it opened in 2008. The Colonial Parkway was slightly widened at this point to accommodate a median strip and a turn lane into the this area. (Rehm, 2008: 3)

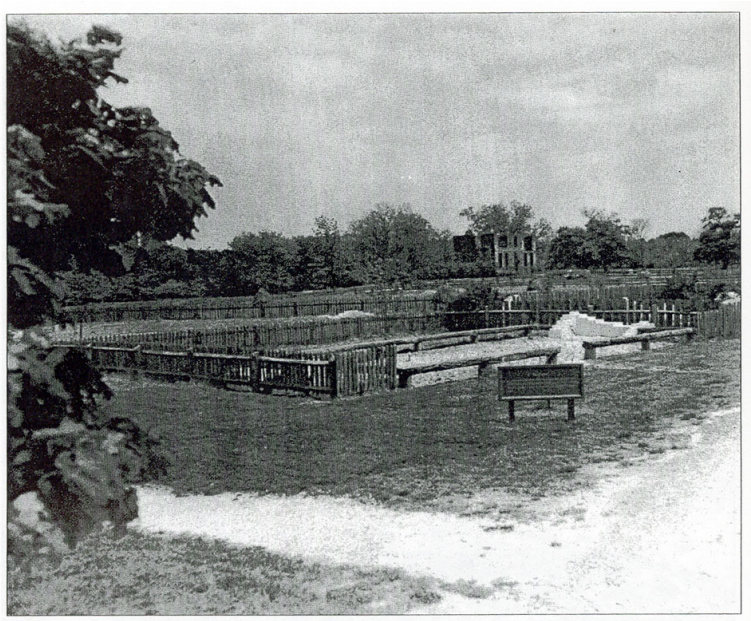


Figure 21. New Towne landscape looking northeast, 1958. (Figure 150 from from CLR, 2006)

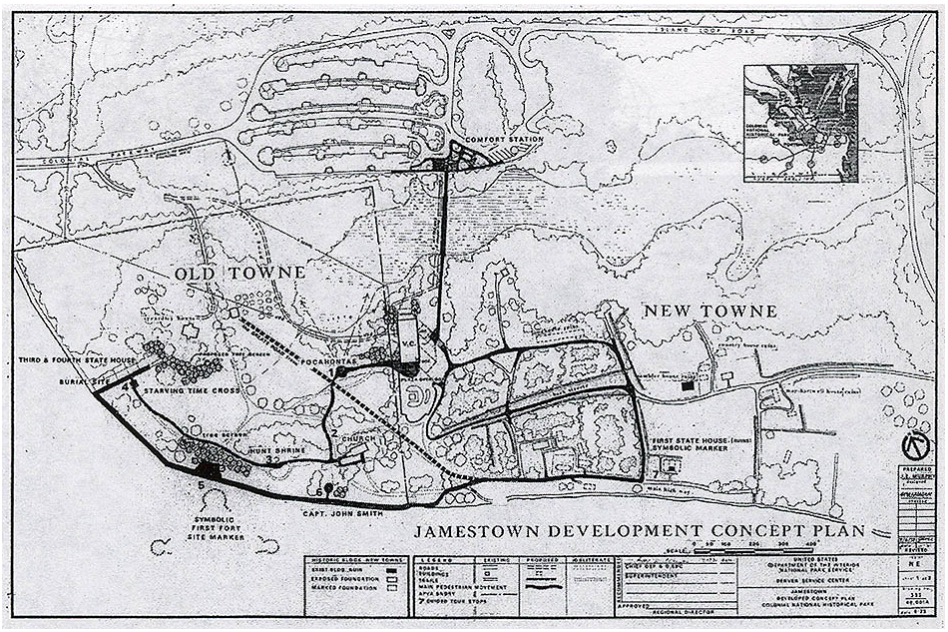


Figure 22. Jamestown Development concept Plan, September 1973. (Figure 160 from CLR, 2006)

Uses

Functions and Uses:

Major Category	Category	Use/Function	Historic	Current	Primary
Agriculture/Subsistence	Farm (Plantation)	Farm (Plantation)	Yes	No	No
Agriculture/Subsistence	Livestock	Livestock	Yes	No	No
Defense	Battle Site	Battle Site	Yes	No	No
Defense	Fortification	Battery (Defense)	Yes	No	No
Domestic (Residential)	Estate Landscape	Estate Landscape	Yes	No	No
Domestic (Residential)	Small Residential Landscape	Small Residential Landscape	Yes	No	No
Domestic (Residential)	Village Site	Village Site	Yes	No	Yes
Education	Interpretive Landscape	Interpretive Landscape	No	Yes	Yes
Funerary	Cemetery	Cemetery	Yes	Yes	No
Government	Capitol	Capitol	Yes	No	No
Industrial/Processing/Extraction	Manufacturing Facility (Mill)	Manufacturing Facility (Mill) - Other	Yes	No	No
Landscape	Leisure-Passive (Park)	Leisure-Passive (Park)	Yes	Yes	No
Landscape	Parkway (Landscape)	Parkway (Landscape)	Yes	Yes	No
Recreation/Culture	Monument (Marker, Plaque)	Monument (Marker, Plaque)	Yes	Yes	No
Recreation/Culture	Museum (Exhibition Hall)	Wayside Exhibit	Yes	Yes	No
Transportation	Pedestrian-Related	Interpretive Trail	Yes	Yes	No
Transportation	Road-Related	Automobile	Yes	Yes	No
Transportation	Water-Related	Landing (Wharf, Dock)	Yes	No	No

Public Access:

Public Access: Unrestricted

Public Access Narrative:

Associated Ethnographic Group

Ethnographic Group: Akiak Native Community

Current: No

Historic Yes

Ethnographic Group: Beaver Village

Current: No

Historic Yes

Ethnographic Study Status: Yes-Unrestricted Information

Ethnographic Narrative:

The park archeologist completed a Rapid Ethnographic Assessment Project (REAP) for Jamestown and identified the Travis Cemetery and the Memorial Church as the only ethnographic resources. The REAP was reviewed and accepted by the park's Section 106 ethnographic reviewer. The Travis family continues to visit the cemetery and makes a pilgrimage once a year to the site. The APVA declined having the Memorial Church listed.

The following studies were completed: "A Study of Virginia Indians and Jamestown: The First Century" (prepared by the Center of American Indian Studies, College of William and Mary, in 2005) and "A Study of the Africans and African Americans on Jamestown Island and at Green Spring, 1619-1803" (prepared by the Colonial Williamsburg Foundation, in 2003). Both studies were based upon the records associated with the property owners at Jamestown, so that individuals could identified in the study are associated with the park's resources in context with the larger history of Jamestown in the areas of Virginia Indians and African Americans. American Indians and African Americans participated in the studies and reviewed both documents. Oral history was conducted with members of Virginia's state-recognized tribes, which was included in the study.

Analysis & Evaluation of Integrity

Analysis and Evaluation of Integrity Narrative Summary:

Significant landscape characteristics identified for the Jamestown Island, Glasshouse Point, and Neck of Land inventory unit include natural systems, spatial organization, land use, topography, vegetation, circulation, buildings and structures, views and vistas, small-scale features, and archeology. The relevance of contributing characteristics and features varies because of the long period of significance (1607-1958). Natural systems, topography, and archeology are the most important for the earlier parts of the period, while topography, circulation, buildings and structures, and small-scale features are the most relevant for later portions of the period.

As a whole, the project area possesses integrity for the initial settlement period beginning in 1607 and subsequent nineteenth-century periods up until 1865, primarily as an archeological site. The landscape's integrity with respect to the early settlement period is greatly diminished due to the loss of the settlement features and fortifications that marked seventeenth-century cultural occupation, the end of agricultural and other cultural uses, and the extensive regrowth of naturally occurring vegetation that now occupies much of the island. A few features, including the rivers and streams that define and enter the island, wetlands, landforms, drainage ditches, and barely distinguishable circulation patterns survive from the period, allowing the site to retain integrity of location and a modicum of integrity of association, feeling, and setting. Loss of the many constructed features, the urban fabric of the settlement, and the open character of cultivation has diminished integrity to a great degree. The numerous archeological resources dating from the period, however, retain a high degree of integrity. These resources have yielded, and appear to have the potential to continue to yield, important information about life on the island since prehistory. (CLR, 2006: [4]55-56)

For the Association for the Preservation of Virginia Antiquities and Barney Period up to the 1958 end date of the period of significance, the project area possesses an increasingly higher degree of integrity, especially for 1957, the year of the 350th anniversary celebration. For this date, the project area overall retains integrity of location, setting, workmanship, feeling, and association and continues to serve as an outstanding example of large-scale park design planned after World War II and executed during the early years of the Mission 66 program through a Master Plan prepared in 1956 (see Figure 17). The aspects of design and materials are somewhat diminished because of alterations to several circulation and small-scale features. However, major features from the 1956 Master Plan remain and continue to support the overall integrity assessment. They include the portions of the Colonial Parkway within the project area; the loop road on Jamestown Island; exhibit foundations, replicated seventeenth-century fences, several wayside exhibits, Backe Streete, the Highway Close to the River, and boundary berms at New Towne; and the interpretive loop path and parking lot at Glasshouse Point. Other landscape features that convey this period include managed areas of turf and specimen trees and unmanaged woodland and wetland vegetation in former agricultural areas. (CLR, 2006: [4]55-56).

Additions to and losses from the landscape have occurred since 1957. On Jamestown Island, the most significant change has been the removal of the Mission 66-era visitor center from New Towne, due in part to extensive damage inflicted by Hurricane Isabel in 2003. Few structures and features were spared some degree of damage from the storm surge, and downed tree limbs and washed out paths were widespread. The most recent changes have included the construction of the new Historic Jamestowne Visitor Center north of the Pitch and Tar Swamp, which resulted in reconfiguration of a portion of the Jamestown Island parking lot and construction of a new entrance bridge from the new visitor center to New Towne. As part of rehabilitation efforts associated with planning for the 400th anniversary of the Jamestown settlement, other less noticeable changes were made to the landscape, including the removal of non-functioning audio stations/benches and a Mission 66 brick water fountain, and replacement of some of the interpretive waysides in New Towne. Several new waysides were also installed to mitigate the impact of some of these changes. At Glasshouse Point, the Glasshouse ruins building, restrooms, and some wayside exhibits at Glasshouse Point have been rehabilitated since 1957. At the Neck of Land, construction of a Visitor Information Station and parking lot have altered this long-secluded area, making it a busy interpretive and comfort facility for tourists. A median and turn lane were added to the Colonial Parkway to provide access to this area. (CLR, 2006: [4]55-56; Rehm, 2008: 4)

Methodology:
The analysis of landscape characteristics and features for this CLI is extracted from the "Cultural Landscape

Report for Jamestown Island, Glasshouse Point, and Neck of Land/Colonial National Historical Park," completed in 2006. The analysis of each characteristic discusses historic conditions for the entire project area through five sub-periods: the Colonial Period (1607-1699), the Plantation to Civil War Period (1700–1891), the Association for the Preservation of Virginia Antiquities and Barney Period (1892–1933), the Early National Park Service Period (1934–1953), and the Mission 66 Period at Jamestown (1954–1957). Post-historic and existing conditions for Jamestown Island, New Towne, Colonial Parkway, Glasshouse Point, and the Neck of Land are also discussed for each characteristic.

Feature names and numbers correspond with those in the CLR as much as possible. Features identified in the CLR that are no longer present are noted at the bottom of each table. Features are organized according to their evaluation – contributing, noncontributing, and undetermined, and then by the geographic area within the CLI study boundary – JI (Jamestown Island), NT (New Towne), CP (Colonial Parkway), GHP (Glasshouse Point), and NOL (Neck of Land). Additionally, new features were identified during field work in 2007. They are also noted in the tables but are not assigned feature numbers.

Landscape Characteristic: Archeological Sites

HISTORIC CONDITIONS (1607-1957)
By 1607, prehistoric sites dating to the Paleolithic period onward existed on Jamestown Island. Development of the farms on the island and surrounding region during the Colonial period (1607-1699) likely disturbed evidence of previous Native American occupation and settlement. The construction of buildings as well as subsequent farming practices between the end of the Colonial period and the early 1900s also likely damaged archeological resources. At the Towne sites, the construction and reconstruction of buildings and structures over older buildings and burial sites as well as subsequent farming practices between the end of the Colonial period up until preservation practices began in the early 1900s also likely damaged archeological resources. Colonial and Native American archeological resources continue, however, to be discovered today. (CLR, 2006: [4]24,25,28)

The plowing of much of the Jamestown Island and New Towne during the Plantation to Civil War period (1700–1891) most likely disturbed a number of archeological resources. The degree of erosion and disturbance associated with the construction of the Civil War earthworks appears to have wrought significant damage to archeological resources during this period. At the end of the century, with the interest of the APVA in the site, archeological resources began to be protected and remain protected to present. (CLR, 2006: [4]30,33)

At New Towne, the planting of several orchards during the APVA/Barney period (1892–1933) discontinued plowing in those areas, thus reducing damage to archeological resources. The improvements of the State Highway 510 through the site might have damaged resources. While a seawall halted erosion along the Old Town shore, it would be more than thirty years before riprap was added along the New Towne shore to halt erosion and the possible subsequent resource damage. In 1931, an adjacent land owner, Jesse Dimmick, discovered the remains of four seventeenth-century glass furnaces on Jehne's Glasshouse Point property. (CLR, 2006: [4]34,37)

With the end of potentially damaging farming practices on the outer portion of Jamestown Island and installation of riprap along portions of the shoreline, archeological resource protection increased significantly during the early NPS period (1934–1953) and the Mission 66 period (1954–1957). At New Towne, the protection and exploration of archeological resources became a primary focus. Extensive excavations allowed the NPS to develop a detailed knowledge of the site's history and acquire a number of artifacts. (CLR, 2006: [4]39,41)

POST-HISTORIC AND EXISTING CONDITIONS
Jamestown Island:
Additional archeological resources on greater Jamestown Island were identified since 1957. Although erosion continues to threaten resources, protective measures such as riprap have held erosion in check. Recent erosion at the Point of Island Battery may have damaged archeological resources. During December 2000, bricks were noted extending down into the water on the north shore of the island. The bricks appeared to have been exposed for quite some time, and the shoreline appeared stable.

Jamestown Island has undergone extensive archeological study. In 1992, an island-wide study was undertaken by the NPS, Colonial Williamsburg Foundation, and College of William and Mary and identified an additional 58 sites were identified. While they concentrated on the upland ridges of the island, some wetland areas were included. The sites included components representative of virtually the entire span of human experience in eastern North America. The survey concluded that most of the island, including wetlands, contained archeological resources. The survey should be referenced for detailed information about the island's archeological resources. Archeological features noted in the CLR for the greater Jamestown Island include road traces, enclosures and ditch and berm systems, the Square Redoubt, Point of Island Battery, Sand Battery, agricultural furrow areas, and channelized creeks and drainage areas. (CLR, 2006: [3.1]4; [4]43)

New Towne:
Archeological features in New Towne remain essentially the same as they were in 1957. An

exception is the two (or three) foundations that remained exposed in 1957 and were covered at a later date. Intensive archeological investigation has occurred within New Towne. A number of notable historic archeologists including J.C. Harrington and John Cotter identified and excavated a number of seventeenth- and eighteenth-century features. Some of these features, specifically substantial brick foundations and ditch and berm structures, have been represented aboveground. These contemporary markers and their associated, intact subsurface archeological features delineate extant and potential sites. Compiled by the NPS, Colonial Williamsburg Foundation, and College of William and Mary, volumes detailing the archeological assessment of Jamestown Island bring together the most comprehensive and contemporary knowledge of existing and potential archeological resources on the island. Archeological features noted in the CLR for New Town include the Ambler Ruins, Greate Road, Front Streete, Back Streete, foundations, and wells. (CLR, 2006: [3.3]5; [4]46)

Colonial Parkway:
An archeological survey conducted in 1999 at the Powhatan Creek overlook identified a multi-component site with artifacts representing occupation during the Late Archaic, Middle Woodland, and Late Woodland periods, as well as military and domestic occupation during the seventeenth century. An earthwork that may be associated with Bacon's Rebellion in 1676 was identified. (Rehm, 2008: 5)

In 1934, two seventeenth-century structures and wells were located and later covered by the southern bay of the Jamestown parking lot in 1957. In 2003, this area was reinvestigated, and the structures were located and determined to be in good condition. The proposed visitor center was redesigned and relocated to avoid the structures as well as another archeological site located in 2000. The wells had been fully excavated in the 1950s and lacked integrity, so construction was permitted to disturb these features. (Rehm, 2008: 5)

Glasshouse Point:
Like Jamestown Island, Glasshouse Point contains a large number of archeological resources. In 1999, the William and Mary Center for Archeological Research conducted an archeological survey of Glasshouse Point for the NPS. Additional archeology was conducted in 2006 in preparation for the realignment of the walking trail and proposed changes to the parking lot. It was determined that the Native American components were non-contributing, but the historic components associated with the seventeenth-century glassmaking venture were contributing. Additional features were identified that may be associated with the second glassmaking attempt in 1621. Archeological features noted for Glasshouse Point in the 2006 CLR include the glasshouse ruins and Greate Road trace segments. For additional information refer to the "Archeological Survey of the Glasshouse Point Area near Jamestown Island, Colonial National Historical Park, James City County, Virginia." (CLR, 2006: [3.4]4; [4]51; Rehm, 2008: 5)

Neck of Land:
Phase I and II archeological surveys were completed at the Neck of Land in 2000 and 2001. Foundations of a late seventeenth- to early eighteenth-century and a late eighteenth- to early nineteenth-century structures and a late Woodland site were identified as potentially eligible. The placement and construction of the new visitor facilities were designed to avoid these sites. Only the upland portion of the site was examined, but like Jamestown Island, wetland areas likely hold substantial archeological resources. Refer to the "Phase I and II Archeological Survey of the Neck of Land Property, James City County, Virginia" for additional information. (CLR, 2006: [3.5]2; [4]47; Rehm, 2008: 5)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Road Traces (JI-A-01)	132662	Contributing					No
Jamestown – Boundary Berms [Enclosures to Ditch and Berm Systems] (JI-A-02)	132664	Contributing	81774		Asset	496837	Yes
Jamestown Island Confederate Earthworks [Square Redoubt] (JI-A-03)	132666	Contributing	6897		Asset	496829	Yes
Jamestown Island Confederate Earthworks [Point of Island Battery] (JI-A-04)	132668	Contributing	6897		Asset	496829	Yes
Jamestown Island Confederate Earthworks [Sand Battery] (JI-A-05)	132670	Contributing	6897		Asset	496829	Yes
Agricultural Furrow Areas (JI-A-06)	132672	Contributing					No
Channelized Creeks and Drainage (JI-A-07)	132674	Contributing					No
Jaquelin-Ambler House Ruin [Ambler Ruins] (NT-A-01)	132676	Contributing	6902		Asset	496836	Yes
Jamestown – The Highway Close to the River [Greate Road] (NT-A-02)	132678	Contributing	81772		Asset	496834	Yes
Front Streete (NT-A-03)	132680	Contributing					No
Jamestown – The Back Street [Back Streete] (NT-A-04)	132682	Contributing	81773		Asset	496835	Yes
Foundations (NT-A-05)	132684	Contributing					No
Wells (NT-A-06)	132686	Contributing					No
Glasshouse Ruins [Glasshouse Ruins] (GHP-A-01)	132688	Contributing	6896		Asset	496838	Yes
Jamestown Island Greate Road Trace [Greate Road Trace Segments] (GHP-A-02)	132690	Contributing	205		Asset	496839	Yes

Landscape Characteristic: Buildings and Structures

HISTORIC CONDITIONS (1607-1957)
Since Native American tribes had abandoned the area and only used it seasonally, there were no

permanent structures in the area at the time of the arrival of the English colonists. The earliest buildings and structures on the island were constructed with wood, daub (mud), and thatch. By 1608 there was a Glasshouse and dwelling established at Glasshouse Point. By 1617, a new church was being constructed on a brick and cobblestone foundation. A 1625 census report listed twenty-two houses in existence within New Towne. Between 1639 and 1647, the first brick church was being constructed, although brick appears to have been used as a construction material within the Towne sites as early as 1611. Between the 1660s and the 1680s a number of brick structures were built, including houses as mandated by a 1663 law, and a fort to protect the residents due to hostilities with the Dutch. Archeological and historical evidence indicate that construction of houses and farm structures during the Colonial period (1607-1699) on the outer portions of the Jamestown Island and Neck of Land region began within a few years after the colonists landed at Jamestown. Like the buildings in the Towne sites, early structures were frame; brick was later used as a primary building material. (CLR, 2006: [4]23,25,27-28; Rehm, 2008: 4)

Archeological and historical evidence indicate the construction of only a few houses on the outer portions of the island, Neck of Land, Glasshouse Point, and Colonial Parkway during the Plantation to Civil War Period (1700–1891). Most often land owners resided off the island with an overseer managing their plantation. Buildings used for slavery purposes were often located in the New Towne area. On Jamestown Island and in the Towne, there was a net decrease in buildings and structures during this time. The Ambler Mansion was constructed and reconstructed during this period along with a number of farm structures and slave quarters. The remaining buildings in the Towne fell to ruin or were destroyed during wartime occupation. A brick wall around the churchyard cemetery was also constructed during this period. (CLR, 2006: [4]30,32)

Vast changes were underway at Old Towne The APVA/Barney period (1892–1933) while the rest of the island continued to be maintained as a large farm. However, by the end of this period, buildings in New Towne included a small log cabin souvenir stand, small brick souvenir and lunch stand, star-shaped log cabin, bath house, H-shaped log cabin, small frame dwelling, frame barn, two small frame cabins, two small frame toilets, and the Ambler ruins. In 1931, the remains of four seventeenth century glass furnaces were discovered on the Glasshouse Point property. On the Neck of Land, the structure that came to be known as Edgemarsh was constructed. (CLR, 2006: [4]33-34,37)

There are no specific records about existing buildings or structures on portions of the island outside of New Towne during the Early NPS period (1934–1953). Any buildings or structures present would have likely been among those demolished in the first year after the NPS acquired the island. On the island, the NPS inherited a number of structures in 1934 including the United States Wharf and Barney pier and ferry landing. The NPS installed granite riprap along the New Towne shore in 1935–36. The Tercentenary Monument was turned over to the NPS after they acquired the island. At New Towne, the NPS eventually removed many of the frame buildings that were present in 1933. The NPS also put a number of existing buildings to new use, such as converting an old gas filling station/concession stand into an archeology museum, which was later converted back to a refreshment and souvenir stand. The NPS constructed a number of new buildings including, in 1935, an “archeology shop” which was later converted to quarters, an “engineer-historian” building which was later converted to a tool storage structure, and a “tool and equipment building,” and in 1936 a “blacksmith shop,” and a “comfort station,” and in 1938 the “Archeological Lab and Museum.” By 1941, however, the NPS began to remove buildings, razing the blacksmith shop and four other buildings west of the Ambler ruins that year. In 1951, the gas station/museum/refreshment stand was removed as well. Archeological excavations conducted during this period had exposed a number of building foundations in New Towne. Attempts were made to preserve the foundations and leave them permanently exposed, but the original bricks deteriorated due to the high water table. At Glasshouse Point, the Boy Scouts used the site from 1934 to 1947 and constructed approximately twenty shelters in a semicircle, an artesian well, and a pump house. In 1948, J.C. Harrington excavated the glass furnaces and kiln ruins. Granite riprap was placed along the James River shore at Glasshouse Point in 1949, and in 1953 a timber monument with two bronze plaques was erected. On the Neck of Land, the twelve-plus acres acquired in 1943 included the two-story log structure that was converted to NPS quarters and called “Edgemarsh.” A 1950 NPS map indicates Edgemarsh, a garage, and a barn west of Route 31 and

a second dwelling east of the road. (CLR, 2006: [4]39,40-42; Rehm, 2008: 4)

By the end of the Mission 66 period (1954–1957), there were no buildings remaining on the greater part of Jamestown Island as farm buildings and structures, used for a time by the NPS, had been demolished. Existing structures in 1957 consisted only of the loop road timber bridges and a riprap wall along the south shore of Black Point. At New Towne in 1957, the only buildings that remained were the visitor center and the Ambler Mansion ruins. The visitor center was one of the first in the Mission 66 program, but its design was not critically acclaimed. Structures in New Towne at this time included whitewashed brick foundation representations, riprap wall, plank footbridges, masonry well surrounds, brick retaining walls, and a timber entrance bridge. With the completion of the Colonial Parkway in 1957, a maintenance complex was constructed north of the parkway at the end of the old Route 31 and an entrance booth was constructed before the Glasshouse Point access drive. Two bridges, the new isthmus, and several culverts were also associated with the construction of the parkway. Three buildings were located on Glasshouse Point in 1957: Harrington House, Glasshouse Ruins Shelter, and the Glasshouse Demonstration Building. The site also included propane, water, and electrical systems to accommodate these activities, as well as a rip rap seawall. On the Neck of Land property, a 1954 archeological survey of the Colonial Parkway corridor noted the presence of a frame house and barn, which were demolished the following year for the construction of the parkway. There were also two additional structures adjacent to the frame barn. By 1957, the only buildings present were Edgemarsh and possibly some of the farm structures associated with the house as indicated on a 1950–51 map. (CLR, 2006: [4]41,44-47,49,50-51)

POST-HISTORIC AND EXISTING CONDITIONS
Jamestown Island:
In 2001, the four wooden bridges on the Loop Road were reconstructed in the same style as the original structures. Today, these bridges, which span creeks and/or wetlands, are the only structures on the greater island area. They are constructed of six-foot by six-foot timbers with an eight-inch rail on either side. The timbers are unpainted but have been treated with sealer. Along the southeastern shore of Black Point – just below the Point of Island Battery – is granite and concrete riprap that runs approximately 1,200 feet from the tip of the island westward. (CLR, 2006: [3.1]3; [4]44)

New Towne:
A 1976 addition and remodeling of the 1956 visitor center doubled the footprint of the original structure and changed the look and form of the building. However, in 2004 the building was removed entirely after Hurricane Isabel inflicted major damage and a new building was constructed alongside the parking lot north of the Pitch and Tar Swamp. Some of the retaining walls from the 1976 work were retained around the Tercentenary Monument, but those closest to the building were removed. The Ambler Mansion ruins also changed from their 1957 form, as the lower levels were filled to bring their interior grade flush with the surrounding grade and they were covered with turf. A 1941 photograph also reveals that portions of the ruin walls have since been removed or have collapsed. Since the historic period, the decision was made not to whitewash the brick foundation representations. All of the Colonial foundations in New Towne were re-covered to protect them from the elements. (CLR, 2006: [4]45-46)

Today, New Towne has no buildings and only one standing ruin. The Ambler House ruins stand north of the second section of the Back Streete path. The walls of the ruin are stabilized with iron tie rods and capped with concrete. (Figure 27) At the west end of New Towne is the Tercentenary Monument, which stands and commemorates Jamestown as the first permanent settlement in North America. The cut granite obelisk is mounted on a stepped pedestal and surrounded by concrete and turf, with Bradford pears circling the base. (Figure 28) Structures in New Towne include a pedestrian entrance bridge that connects the new visitor center and parking area with New Towne. Like the structure it replaced, this bridge spans the Pitch and Tar Swamp and provides the only public access to the town sites. The bridge is surfaced with horizontal plastic planks and supported by piers, and includes metal guardrails down each side. Its design is an improvement on the old bridge, as it spans the swamp at a higher grade so that fewer piers are needed in the wetland. Surrounding the Tercentenary Monument are several masonry walls, some of which act as retaining

walls while others support handrails or provide seating. These walls were originally built as part of the former visitor center but were retained when it was removed. Northeast of the monument is a small wood kiosk that houses an audiovisual display. In the interpreted town site section of New Towne, four plank footbridges allow pedestrians to cross ditch features. One of the bridges, just west of the Ambler House ruin, allows a path to cross a ditch while the other three lie at right angles to paths and provide access to interpreted spaces. The bridge on the path has low wooden guardrails but the remaining three plank bridges do not. Along the shore, from the APVA concrete sea wall down the entire shoreline of the New Towne, is a granite riprap wall. (CLR, 2006: [3.3]3-4; Rehm, 2008:4)

Seventeen Colonial-era foundations are represented in the New Towne interpretive area. (Figure 29) The foundations are three to four course mortared brick structures based on archeological excavations undertaken by J.C. Harrington and John Cotter. The structures represent belowground remains of buildings from the Colonial period. Locations of these structures approximate the actual locations of the archeological features. Stepped corners and hearth foundations emphasize the expanse and function of these former dwelling sites. Doorjambs are represented by open voids within the structures, marking the presumed principal façade of the structure. One of the structures consists only of a masonry hearth with short wooden posts marking the locations of colonial posts of a frame house. Masonry well surrounds have been constructed around historic wells in two places along Front Streete and in another behind the “Longhouse” foundation. (CLR, 2006: [3.3]3-4)

Colonial Parkway:
Three additional buildings were constructed along the Colonial Parkway in 1976, including a second entrance booth and Ranger Station at the Jamestown entrance and a comfort station in the southeast corner of the Jamestown parking lot. The entrance booths were recently removed, however. In May 2007, the new Historic Jamestowne Visitor Center was dedicated as part of the 400th anniversary celebration. (Figure 30) The new 18,000-square-foot one-story building is located on the south side of the island parking lot. It features a metal peaked roof and provides visitor and orientation services, museum exhibits, audio-visual programs, offices, and education space. In addition to the new visitor center, other buildings include the one-story, flat-roofed comfort station and the one-story, gable-roofed ranger station. A series of temporary modular buildings were installed in the southern portion of the bus parking area to house security operations for the anniversary event. (CLR, 2006: [4]49; Rehm, 2008: 4)

Structures along this section of Colonial Parkway today include the isthmus, two concrete bridges, and a portion of the old APVA sea wall. The Powhatan Creek Bridge, constructed in 1956, is a cast-in-place post-and-beam structure with low, post-and-lintel guardrails measuring 725 feet long and 35 feet wide. The 145-foot long Isthmus Bridge, constructed ca. 1956, spans a water connection between the James River and Sandy Bay. The bridge is a simple, reinforced concrete deck structure built on steel I-beams with reinforced concrete substrate on timber piles and is 32 feet wide. The Isthmus Bridge connects two approximately 1,000 foot hydrofill land masses which form the isthmus. The isthmus was constructed to allow the parkway to access Jamestown Island using sand from the surrounding river bottom. The seawall that protects the shore at Old Towne originally wrapped around the western side of the island and extended all the way to Sandy Bay. The western portion of the wall remains in place behind the manmade isthmus and under the Colonial Parkway. The park plans to remove the comfort station in the fall of 2008. (CLR, 2006: [3.6]2-3; Rehm, 2008: 5)

Glasshouse Point:
Around 1958, a small frame building for the Glasshouse workers, named the Harrington House in honor of J.C. Harrington, was built. The Glasshouse Ruins Shelter has been altered a number of times since it was first constructed in an effort to increase the protection of the ruins. The original Glasshouse Demonstration Building, which was laid out to match the on-site ruins, burned in 1974 and was replaced by a larger building which included a vendor area in 1976. That same year, a comfort station was built in the center of the parking lot. In 2000, the comfort station’s flat roof was converted to a pitched roof. (CLR, 2006: [4]50-51)

Four buildings occupy the Glasshouse Point site today and play a role in both visitor services and

historic interpretation. Inside the vegetated island of the parking area stands a single-story, gable-roofed, brick comfort station. In the southwestern bend of the interpretive loop path is the Glasshouse Ruins Shelter. (Figure 31) Successive additions have been made to the building to enhance its protection of the ruins. The shelter is characterized by a number of sinuous vertical board walls protecting exposed archeological excavations. The walls direct pedestrian traffic through the open-air exhibit structure and allow views of the glass-encased ruins. Portions of the walls extend beyond the building's sloping roof which is supported by vertical posts and braces. The anterior, east façade of the building consists only of large glass panes. Built-in interpretive audio boxes are found on the interior of the exhibit. East of the shelter building and on the interpretive path is the Glassmaking Demonstration Building. This building was constructed to resemble what a Colonial-era glasshouse might have looked like, and holds furnaces and early glassmaking accoutrements as well as a souvenir shop featuring hand-blow glassware. The demonstration building is an open air, single story building with removable vertical board panels for walls. Heavy hewn corner posts and studs support a steep, wood-shingled gable roof, whose gable ends are filled with wattle and daub. Northeast of the glasshouse demonstration building is the 1950s Harrington House. Constructed by the NPS, this building became associated with J.C. Harrington, a historical archeologist who worked at Jamestown and Glasshouse Point. The building is covered by a low, pyramidal roof, sheathed with vertical board siding and is an example of the International style. (CLR, 2006: [3.4]3)

Three structures of varying materials and sizes house utilities in the Glasshouse Point area. A small utility station is located just west of the Ranger Station. Horizontal vinyl siding has been added to this structure. A masonry structure is located northeast of Harrington House within a vegetated area. A large, gable-roof, wattle and daub structure housing utilities is located just off the northwest corner of the demonstration building. Another cluster of utilities is located north of the demonstration building. East of the demonstration building and in the center of the loop path is an information kiosk with a wood-shingled, pyramidal roof. The Plexiglas displays of the kiosk provide informational text and images associated with Glasshouse Point. Granite riprap protects the shoreline along the James River at Glasshouse Point. (CLR, 2006: [3.4]3)

Neck of Land:
The NPS demolished the "Edgemarsh" quarters in 1969. In 2007, a temporary visitor contact station was installed at the new parking lot for the 400th anniversay celebration. In 2008, a permanent one-story Visitor Information Station was completed. It is approximately 115 feet by 30 feet and features a visitor contact station, restrooms, and a covered patio space. (Figure 32) The only other aboveground building feature on the site today is the remains of the Edgemarsh building. The brick and concrete foundation is located just west of the old road trace approximately halfway between Colonial Parkway and the Back River. (CLR, 2006: [3.5]2; [4]47)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Granite Riprap Seawall (JI-S-02)	132586	Contributing					No
Jaquelin-Ambler House Ruin [Ambler Ruins] (NT-B-02)	132588	Contributing	6902		Asset	496836	Yes
Timber Pedestrian Bridges (4) (NT-S-04)	132590	Contributing					No
Exhibit Foundations (NT-S-05)	132592	Contributing					No
Riprap Seawall (NT-S-06)	132594	Contributing					No

Masonry Well Surrounds (3) (NT-S-07)	132596	Contributing					No
Jamestown 300th Anniversary Monument [Tercentenary Monument] (NT-O-01)	132598	Contributing	6903		Location	55360	Yes
Colonial Parkway – Powhatan Creek Bridge [Concrete Bridge – Powhatan Creek] (CP-S-01)	132600	Contributing	81740		Location	49984	Yes
Isthmus Bridge (CP-S-02)	132602	Contributing					No
Jamestown Island Seawall [Concrete Seawall Remnant at Island] (CP-S-03)	132604	Contributing	81775		Asset	494908	Yes
Riprap Along Shoreline (GHP-S-06)	132606	Contributing					No
Wood Bridges (4) (JI-S-01)	132608	Noncontributing – Compatible					No
Visitor Center Brick Retaining Walls (portions) (NT-S-03)	132610	Noncontributing – Compatible					No
New Entrance Bridge (Pitch and Tar Swamp) (NT-S-no CLR #)	132612	Noncontributing – Compatible					No
Interpretive Kiosk (NT-S-no CLR #)	132614	Noncontributing – Compatible					No
Ranger Station (CP-B-03)	132616	Noncontributing – Compatible					No
Comfort Station at Island Parking Lot (CP-B-04)	132618	Noncontributing – Compatible					No
Historic Jamestowne Visitor Center (CP-B-no CLR #)	132620	Noncontributing – Compatible					No
Comfort Station (GHP-B-01)	132622	Noncontributing – Compatible					No
Glasshouse Ruins Exhibit Shelter (GHP-B-02)	132624	Noncontributing – Compatible					No
Glasshouse Demonstration Building (GHP-B-03)	132626	Noncontributing – Compatible					No
Harrington House (GHP-B-04)	132628	Noncontributing – Compatible					No
Kiosk (GHP-S-02)	132630	Noncontributing – Compatible					No
Ranger Station Utility Structure (GHP-S-03)	132632	Noncontributing – Compatible					No
Visitor Information Station (NOL-B-no CLR #)	132634	Noncontributing – Compatible					No

Utility Structure at Harrington House (GHP-S-04)	132636	Undetermined					No
Utility Structure Cluster (3) (GHP-S-05)	132638	Undetermined					No
Wattle and Daub Utility Structure (GHP-S-01)	132640	Undetermined					No

Landscape Characteristic Graphics:



Figure 27. View of the Ambler House ruins in New Towne. (OCLP 2007)



Figure 28. The new entrance bridge offers a striking view of the Tercentnery Mounument in New Towne. (OCLP 2007)



Figure 29. View looking southwest at the replicated Colonial-era foundations and sections of seventeenth-century fencing. (OCLP 2007)



Figure 30. View looking north at the new entrance bridge and path that leads to the new Historic Jamestowne Visitor Center. (OCLP 2007)



Figure 31. View of the Glasshouse Ruins Shelter at Glasshouse Point. (OCLP 2007)



Figure 32. Construction of the Visitor Information Station at the Neck of Land was completed in 2008. (OCLP 2007)

Landscape Characteristic: Circulation

HISTORIC CONDITIONS (1607-1957)
Around 1607, footpaths would have been used most commonly along the shoreline, and there was probably canoe or raft traffic on the waterways. Little is known about early circulation routes in the areas outside of the Towne sites and Glasshouse Point during the Colonial period (1607-1699). However, as the outer portions of the island and region came to be occupied and farmed, a network of farm roads and paths would have been established. Known plantation and Civil War-period roads may have followed the earlier routes. Some ditch and berm structures on the island could also have been associated with early circulation routes. It is known that a major circulation route, sometimes referred to as the Greate Road, connected the Towne sites with Glasshouse Point across the isthmus and the mainland beyond. Historical accounts also detail the existence of two streets in the area of New Towne called Front and Back. There is no specific knowledge about Colonial-era circulation features on Neck of Land and the Colonial Parkway. (CLR, 2006: [4]23-25,27)

By the end of the Plantation to Civil War period (1700–1891) a new road had been established to the island and ferry traffic was a regular occurrence. There would have also been a heavily developed system of farm roads on the island with their associated ditch and berm structures. During this period, most of the Towne's circulation systems would have been abandoned except the route from the isthmus to the ferry landing and those associated with the Ambler Mansion and extending out to the rest of the island. An 1873–74 map indicates the presence of only the road from the Neck of Land crossing which came down west of the church tower to the shore and subsequently followed the shore to the eastern edge of New Towne before turning east and following the central island ridge out across the island. A short spur was shown connecting with the Ambler Mansion. (CLR, 2006: [4]29,32)

Within the APVA/Barney period (1892–1933), the Civil War road across Neck of Land to the Jamestown Island ferry was taken over by Virginia as State Highway 510, in 1927. It was routed

around the APVA property between Old and New Towne down to the shore where it connected to the main island road, which followed the shore along the southwest corner of New Towne then headed almost due east diagonally across the site, continuing to the far eastern edge of the island. An APVA service road tied into the intersection of these two roads. Minor roads connected the Ambler Mansion and the surrounding farm structures. (CLR, 2006: [4]34,36)

With the end of the farm era on Jamestown Island, the island's circulation needs changed dramatically during the early NPS period (1934–1953). Roads were no longer needed to get equipment and workers to the fields or get the crops out. The routes that continued included the main east-west road, and the roads that bypassed New Towne which were used by CCC trucks to avoid the congested visitor area. During this period, approximately one-half mile of elevated walks was constructed through wetland areas. In New Towne there were a number of circulation routes. Virginia State Highway 510/Route 31 entered the island over the Back River north of the site, curved around the APVA site with an APVA drive leaving just north of their site, then followed the property line between the two sites, jogging east before reaching the shore and the ferry landing. The south end of the APVA drive reconnected with the road to the west of its southern terminus, and the main east-west island road began on the east side of the Route 31 terminus and continued across the island to Black Point. There was a parking lot on the east side of the terminus beside the Archeology Lab and a smaller parking lot southeast of the Ambler Mansion along the island road. East of this parking lot, a Barney era north-south road dead-ended into the east-west island road. At Glasshouse Point, soon after the NPS acquired the five acre property in the mid-1940s, a map indicates two roads occupied the site, one of which roughly followed the shore in a north-south direction and was likely a portion of the Greate Road. On the Neck of Land, Floyd Ayres sold sixty-four acres of his property to the NPS for the construction of the final leg of the Colonial Parkway. (CLR, 2006: [4]38,40-42)

During the Mission 66 period (1954–1957), on the greater portion of Jamestown Island, the abandoned Barney farm was bisected by the loop road, its pull-offs, and two pedestrian trails, leaving roads and paths—some of which dated to the Colonial period—abandoned and screened from view. The circulation routes of New Towne had two areas of focus—the visitor center and the interpretive museum. The final leg of the Colonial Parkway from Williamsburg to Jamestown was completed, converting farmland, forest, and wetlands to scenic highway. It terminated on the island as a large parking lot built at the highest point on the island for the 350th anniversary, on the site of a Civil War earthwork. At Glasshouse Point, a gravel/crushed shell trail looped down from the parking lot, around the Glasshouse ruins, around the demonstration building, and then back up to the parking lot. Circulation on Neck of Land in 1957 was limited to the old Route 31 corridor, a service spur which connected the Route 31 corridor to the Colonial Parkway, and possibly a short farm drive which accessed two barn structures indicated on a 1950–51 map. (CLR, 2006: [4]42-43,45,47,50)

POST-HISTORIC AND EXISTING CONDITIONS
Jamestown Island:
The Loop Road, its pull-offs, and pedestrian trails remain essentially the same today as they were in 1957. The road has undergone periodic repair work, but the alignment is unchanged since 1957. In 2000, four bridges—which allow the Loop Road to cross wetlands and creeks—were replaced with similar form and materials as the original bridges. Today, the Loop Road is constructed of asphalt with light colored aggregate, approximately eighteen feet wide, and without curbs. The four wooden bridges allow the Loop Road to span creeks or wetland areas. (Figure 25) The road begins at a spur from the northeast corner of the visitor parking lot with two-way traffic and heads approximately four hundred yards east-southeast before it splits into single lane, one-way traffic and begins the first of two closed loops. The relatively equal-sized loops are laid end to end and encompass most of the remaining length of the island. The double loop system allows visitors to turn back at the halfway point if they choose not to complete the entire driving tour. Otherwise a visitor cannot turn around while on the road. Along the Loop Road are ten semicircular pull-offs which allow visitors to exit traffic and stop to view the surrounding landscape. Most pull-offs have interpretive displays with paintings by Sidney King and text describing Colonial-era scenes. Other informal pull-offs have developed recently and are conspicuously indicated by bare shoulders. Gravel pedestrian trails lead from two of the pull-offs to a Colonial-era cemetery from the Travis Plantation and to the

eastern point of the island, at Black Point, which allows views of both the Thorofare and the James River. A number of abandoned road traces remain visible today on this part of the island. However, the traces are unused and more or less obscured by vegetation. (CLR, 2006: [3.1]2; [4]42-43)

New Towne:
The removal of the visitor center from New Towne has changed circulation patterns. Park visitors continue to access the site via a timber bridge over Tar and Pitch Swamp, which continues to serve as the only means for the public to enter the Old and New Towne sites. However, the former bridge that lead from the parking lot to the former visitor center has been replaced by a new bridge to the south which leads from the new Historic Jamestowne Visitor Center to paths that connect to the circular Tercentenary Monument terrace. The monument's terrace is characterized by one-by-one-foot, exposed aggregate concrete panels, wedges of turf, and a ring of Bradford pear trees. The former visitor center terrace, observation platform, circular brick-paved amphitheater, service drive, and employee parking area have been removed. (CLR, 2006: [3.3]2; [4]42-43)

From the monument area, a network of crushed shell and gravel paths follow historic circulation routes as part of the visitor experience. South of the Tercentenary Monument is a 155'-long reconstructed road trace of the old "Great Road" that extends from the entrance to Old Towne to the James River. It is designated as "The Highway Close to The River" in the NPS "List of Classified Structures." This path merges into Front Streete, one of three generally east-west paths which parallel the shore of the river. North of Front Street is Back Streete, and north of Back Streete is an unnamed third path. After approximately 700 feet, the northern path turns south to cross the Back Streete path and continues to a dead end into the Front Streete path. The two remaining paths continue another 400 feet before the Front Streete path turns north and intersects with the Back Streete path to form a loop. A fourth path continues from this point eastward and through the forest to intersect with the Loop Road providing emergency vehicle access to New Towne. A significant circulation feature in the New Towne area is the Greate Road, dating back to before 1607. From the entrance to Old Towne it splits into two segments – Back Streete, the inland route, and Front Streete that runs parallel to Back Streete yet closer to the river. The middle section of the Greate Road has been lost to erosion of the island. The path spur leading from the old entrance bridge terminus splits into two paths that loop around the thinned forest east of the former visitor center before rejoining. Portions of this path have recently been realigned or removed to update current circulation patterns. The path then turns south and intersects with the northernmost parallel path. A second minor path spurs from the Front Streete path along its first segment to meander among some of the represented foundations before looping back into the Front Streete path. (CLR, 2006: [3.3]2)

Colonial Parkway:
The most significant changes associated with the Colonial Parkway area have been on Jamestown Island with the construction of walkways and a pedestrian entrance bridge as part of the new Historic Jamestowne Visitor Center, reconfiguration of a portion of the parking lot, and construction of a turning lane and median to access a new Visitor Information Station and parking lot at the Neck of Land. Other changes along the corridor have included the removal of the entrance booths and paving opposite the Ranger Station and slight modifications to the intersection to the Jamestown Settlement (Route 359) that accommodated changes to the parking lot at the settlement. Today, this portion of the parkway is currently a three-lane-wide roadway constructed of exposed aggregate reinforced concrete slabs and moves in a fishhook loop from NPS Maintenance Facility near Neck of Land to its terminus at the Jamestown Island parking lot. Along its route, the parkway provides access to the Maintenance Facility, to the new Visitor Information Station and parking area on the Neck of Land, an interchange with Route 31 and Powhatan Creek Overlook, the Glasshouse Point parking lot, the APVA access road, an employee parking lot area, pedestrian access to the Towne sites, and the Jamestown Island Loop Road. Two pull-offs were built along this section of the Colonial Parkway, the Powhatan Creek Overlook at the interchange with Route 31 and the Isthmus Overlook just before the Isthmus bridge. The Powhatan Creek overlook contains a large, two-bay parking area close to the edge of creek. The Isthmus Overlook lies west of the parkway and is a bow-shaped overlook with interpretive signage that offers a view of the James River. (Figure 26) The parkway terminates at the Jamestown Island parking lot, which was reduced in size to

accommodate the new visitor center. Like the old configuration, the parking lot features stalls situated around turf medians that are defined by concrete curbing and exposed aggregate walkways. These paths lead to a series of new paved walkways that generally parallel the layout of the new visitor center. There is also a patio area constructed with asphalt pavers. The new pedestrian timber bridge to the Towne sites is at the rear of this building, which replaced an earlier bridge from the 1950s. Bus parking is located east of the automobile parking area and consists of a drop-off loop and a wider one-way loop with angular parking. A small employee parking lot is located west of the new visitor center building. (CLR, 2006: [3.6]2; Rehm, 2008: 4)

Glasshouse Point:
Details from a 1958 map correspond with much of the site's current layout and notes the location of the comfort station, which would not be built until 1976. In the 1970s, a path was built to the Ranger Station and a construction access road was cut through the woods to modify the Glasshouse Ruins Exhibit Shelter and constructed the Glasshouse Demonstration Building. A paved terrace and paths around these structures were also built in the 1970s. (CLR, 2006: [4]50)

Circulation at Glasshouse Point today can be grouped according to its association with the visitor services area or the interpretive area. A short drive connects Glasshouse Point to Colonial Parkway; the drive then splits to form a one-way, oblong loop drive with four bays of diagonal parking. A vegetated island lies in the center of the loop with a comfort station located in its middle. The southwestern parking bay accommodates bus parking on its south side while the other three bays accommodate passenger car parking on both sides of the drive. As the loop rejoins the entrance drive, a spur allows automobiles to loop back around the parking lot forming a triangular vegetated island. Both the loop drive and parking spaces are surfaced with asphalt. Two short gravel pedestrian paths connect the comfort station with the north and south parking bays. A third gravel pedestrian path leaves the north side of the parking area and leads to the former NPS Ranger Station on the Colonial Parkway. Parking for service vehicles is located east of the Demonstration Glasshouse and between the Harrington House and the entrance to the main parking lot. (CLR, 2006: [3.4]2)

A fourth gravel pedestrian path leaves the southwest corner of the parking area and heads into the interpretive area of the site. This path is formed by two short spurs which lead from the west and south sides of the parking area and merge to head southwest. The path curves around to head southeast and merges with a portion of the Greate Road as it runs south of the Glasshouse ruins shelter to intersect with a rectilinear courtyard on the east side of the shelter. The courtyard extends behind the protective walls of the ruins shelter and forms the interior paths of the shelter. The courtyard is constructed with rectangle asphalt pavers with circular tree wells. The gravel path continues east to the glassmaking demonstration building, from which visitors can walk through a turf area to the narrow sandy shore of the James River. At the demonstration building, the path widens and runs along the south side of the building, allowing visitors to observe glassmakers at work; it then continues around the east side of the building, allowing access to the souvenir shop. The widened path continues northeast and circles a kiosk before it narrows again and winds its way north back to the parking area. This narrow portion will be realigned and paved in the near future to improve accessibility. A fifth gravel path leads from the spot where the loop path ends and heads southeast to circle the Harrington House. This service path is utilized by both pedestrians and automobiles. (CLR, 2006: [3.4]2; Rehm, 2008:4)

Neck of Land:
The most significant changes at the Neck of Land since 1957 have occurred recently with the construction of a large parking area and walkways associated with the new Visitor Information Station. The entrance to the Neck of Land parking area is on the south side of the parkway approximately 500 yards past the entrance to the NPS maintenance facility. It begins as a loop with a center island and is partially surrounded by paved exposed aggregate walkways that lead to a rectangular-shaped pad of asphalt pavers in front of the Visitor Information Station. The loop transitions to a long rectangular-shaped parking area that itself is a loop. It is partially bounded by walkways that also connect to the building. To the south and east of this area is the old Route 31 road corridor. It has become passable only by foot and the old farm drive has been completely overgrown. The old highway's bridge across the Back River has been removed. The former NPS

service spur is now blocked by a low berm associated with the new parking lot. (CLR, 2006: [3.5]1-2; [4]47)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Loop Road (JI-C-01)	132512	Contributing					No
Loop Road Pull-offs (JI-C-02)	132514	Contributing					No
Pedestrian Trails (2) (JI-C-03)	132516	Contributing					No
Interpretive Paths (now gray crushed stone) (NT-C-06)	132518	Contributing					No
Jamestown – The Back Street [Back Streete] (NT-C-07)	132520	Contributing	81773		Asset	496835	Yes
Front Streete (NT-C-08)	132522	Contributing					No
Fire Road (NT-C-14)	132524	Contributing					No
Jamestown – The Highway Close to the River (NT-C-no CLR #)	132526	Contributing	81772		Asset	496834	Yes
Powhatan Creek Overlook (CP-C-01)	132528	Contributing					No
Isthmus Overlook (CP-C-02)	132530	Contributing					No
Colonial Parkway – Roadway (portion) [Colonial Parkway] (CP-C-03)	132532	Contributing	81737		Location	49952	Yes
Jamestown Parking Lot (CP-C-06)	132534	Contributing					No
Bus Parking Lot (CP-C-07)	132536	Contributing					No
Island Loop Road Entrance (CP-C-08)	132538	Contributing					No
APVA Service Road Entrance (CP-C-09)	132540	Contributing					No
Intersection/Access to Route 31/Settlement (CP-C-11)	132542	Contributing					No
Park Service Spur (at Isthmus Bridge) (CP-C-12)	132544	Contributing					No
Parking Area and Loop Drive (GHP-C-01)	132546	Contributing					No

Jamestown Island Greate Road Trace [Interpretive Loop Path System Corridor] (GHP-C-04)	132548	Contributing	205		Asset	496839	Yes
Old Route 31 Corridor (NOL-C-02)	132550	Contributing					No
Loop Road Informal Pull-offs (JI-C-no CLR#)	132552	Noncontributing – Compatible					No
Concrete Entrance Walk (at former bridge) (NT-C-01)	132554	Noncontributing – Compatible					No
Relocated Interpretive Path (NT-C-12)	132556	Noncontributing – Compatible					No
Trail Spurs to (old) Bridge (NT-C-13)	132558	Noncontributing – Compatible					No
New Entrance Bridge (Pitch and Tar Swamp) (NT-C-no CLR #)	132560	Noncontributing – Compatible					No
Path from (new) Bridge to Monument (NT-C-no CLR #)	132562	Noncontributing – Compatible					No
Pedestrian Paths at Jamestown Parking Lot (realigned) (CP-C-04)	132564	Noncontributing – Compatible					No
Visitor Center Walkways (CP-C-no CLR #)	132566	Noncontributing – Compatible					No
Visitor Center Employee Parking Lot (CP-C-no CLR #)	132568	Noncontributing – Compatible					No
Paths Accessing Comfort Station (GHP-C-02)	132570	Noncontributing – Compatible					No
Ranger Station Path (GHP-C-03)	132572	Noncontributing – Compatible					No
Glasshouse Ruins Paved Terrace (GHP-C-05)	132574	Noncontributing – Compatible					No
Paths Around Demonstration Building (GHP-C-07)	132576	Noncontributing – Compatible					No
Harrington House Path (GHP-C-08)	132578	Noncontributing – Compatible					No
Abandoned Construction Access Road (GHP-C-09)	132580	Noncontributing – Compatible					No
Neck of Land Parking Lot and Loop (NOL-C-no CLR #)	132582	Noncontributing – Compatible					No
Neck of Land Walkways (NOL-C-no CLR #)	132584	Noncontributing – Compatible					No

Landscape Characteristic Graphics:



Figure 25 . One of four wood bridges on the Loop Road on Jamestown Island. (OCLP 2007).



Figure 26. View looking southeast along the Colonial Parkway at the Isthmus Bridge that connects to Jamestown Island. (OCLP 2007)

Landscape Characteristic: Land Use

HISTORIC CONDITIONS (1607-1957)
Before the colonists arrived, land use would have been limited to intermittent hunting and fishing by Native Americans. During the Colonial period (1607–1699), land uses were varied and included building construction, hunting and fishing, farming, and religious activities. At New Towne and Glasshouse Point additional land uses included agricultural-cropped, agricultural-pasture, agricultural-woodlot, industrial, grazing, natural resource collection and extraction, governmental, trade, military defense, and cemetery. (CLR, 2006: [4]23,24,27,29)

Land use during the Plantation to Civil War period (1700–1891) was almost completely dedicated to agriculture with some residential uses also occurring. Military uses occurred temporarily during the Revolutionary and Civil Wars. Commemorative uses began at the bicentennial of the settlement in 1807 and occurred periodically throughout the remainder of the nineteenth century. New Towne was used primarily for dwellings, farm buildings, and as a ferry dock, while remaining portions of the site were abandoned. There were intense improvements at Old Towne during the APVA/Barney period (1892–1933), but the remainder of the island and surrounding region continued to be used primarily for agricultural purposes. The physical history notes the division of the Neck of Land into smaller farms of 200 to 300 acres and the sale of 5 acres on Glasshouse Point to C.J. Jehne in 1928. By 1934, the 5-acre Glasshouse property had been donated to the James City County 4-H program. At New Towne, the land continued to be used for agricultural purposes, while tourism activities were added, including snack and souvenir sales. (CLR, 2006: [4]29,32,34,36)

During the early NPS period (1934–1953), land uses on Jamestown Island changed from agricultural to undeveloped open space. The NPS also worked to encourage wildlife to return to the island during this period . At New Towne, the previous period's agricultural practices were halted while visitor services were expanded. Archeological explorations began and became the primary land use. Toward the end of the period, the site began to be converted for use as an educational and interpretive site. In 1934, the five acres of Glasshouse Point property which contained the glass furnace ruins were donated to the Boy Scouts. The property continued to be privately owned until the mid-1940s when the NPS acquired the five acre property and the adjacent Ambler mainland farm. However, the Boy Scouts continued to use the property until 1947. On the Neck of Land property, Floyd Ayres sold sixty-four acres of his property to the NPS in 1935 for the construction of the final leg of the Colonial Parkway. An additional twelve-plus acres were acquired in 1943 which included the two-story log structure that would be converted to NPS quarters and called "Edgemarsh." During World War II, Floyd Ayres continued to farm portions of the property with a special permit. (CLR, 2006: [4]38,40-42)

By the end of the Mission 66 period (1954–1957), historical interpretation and passive recreation associated with the Loop road were the primary land uses on Jamestown Island. At New Towne specifically, the landscape was essentially stripped clean and recreated as an exhibit space for Jamestown's Colonial urban history; land use patterns were related to visitor services and education through indoor displays and the outdoor museum. The recently completed Colonial Parkway continued to serve as the only automobile access to Jamestown Island and Glasshouse Point. It also provided interpretive overlook areas and access to the Neck of Land and NPS maintenance facility. Glasshouse Point was transformed from a forest into a historical interpretation site with a living history exhibit, while the primary land uses on the Neck of Land were minor circulation, as NPS quarters, and possibly as a dumping site. (CLR, 2006: [4]42-43,45,47-48,50)

POST-HISTORIC AND EXISTING CONDITIONS
Jamestown Island:
Land use patterns on the greater portion of Jamestown Island are essentially the same today as they were in 1957, its primary use as an interpreted historic site, open to the public for their edification. Most of this activity is focused in the Old and New Towne portions of the island. In the remaining area of the island, active historic interpretation is limited to the Loop Road and its features. The road winds its way over the middle upland area of the island, passing through forest

and wetland while offering views of the surrounding landscapes. Ten pull-offs have been placed along the Loop Road providing parking and interpretive displays. The displays include Sidney King reproduction paintings and text describing scenes from the Colonial era. Pedestrian trails extend from two of the pull-offs to the island's eastern point and to a Colonial-era cemetery. The extensive Civil War and Colonial earthworks are not interpreted on this part of the island. This includes the Square Redoubt, a Civil War fort immediately adjacent to a pull-off. (CLR, 2006: [3.1]1-2; [4]43)

New Towne:
The New Towne landscape continues to provide the same services and educational experiences as it did in 1957, except for those associated with the former visitor center which was moved to a new building (and now part of the Colonial Parkway landscape area). In 1957, as today, the Tercentenary Monument served to commemorate the anniversary of the landing of English colonists on Jamestown and the establishment of the settlement. Remaining portions of the site interpret Colonial history with interpretive displays. (CLR, 2006: [3.3]1-2; [4]45)

Colonial Parkway:
The most significant change within the Colonial Parkway corridor is that of the new Historic Jamestowne Visitor Center at its terminus on Jamestown Island. The facility provides space for visitor services and education, park administration, artifact storage, and exhibition. The parkway corridor continues to serve as the only automobile access to Jamestown Island and Glasshouse Point, and provides access to interpretive overlook areas, the Neck of Land, and the NPS maintenance facility. The entrance station near the Glasshouse Point entrance is no longer used to collect fees. (CLR, 2006: [3.6]1; [4]48)

Glasshouse Point:
Land use patterns remain essentially the same for Glasshouse Point today as they were in 1957, which has essentially two primary categories, visitor services and site history interpretation. The parking area and comfort station accommodate visitor services. The interpretive area offers both passive interpretation of the ruins and site, and active historic interpretation with the glassmaking demonstration. Visitors also have the opportunity to purchase glass objects produced on site within a souvenir shop inside the demonstration building. The nature of the glassmaking activities requires a portion of the site to be used for supporting utilities. Harrington House is used for support by the concessionaire managing demonstration activities. (CLR, 2006: [3.4]1-2; [4]50)

Neck of Land:
Since 1957, land uses have changed on the Neck of Land. The Edgemarsh quarters that served as NPS housing has been removed and a new Visitor Information Station and parking area have been constructed. Most of the remainder of the site is covered with forest and wetland vegetation. The exception is the area occupied by the new Visitor Information Station, which includes a contact station and restrooms and anchors a large parking lot to the west. A shuttle runs from here to the new visitor center on Jamestown Island. (CLR, 2006: [3.5]1; [4]47)

Landscape Characteristic: Natural Systems and Features

HISTORIC CONDITIONS (1607-1957)
During the Colonial period (1607-1699), the region's natural features included the James River, Back River, and Powhatan Creek, forest cover on land masses, and wetlands that were less extensive than those that are present today. The feature called Sandy Bay would likely have not existed or would have been much smaller, with Powhatan Creek flowing directly into the Back River. Early American forest species composition was thought to have been much more diverse, especially the understory and groundcover communities. Wildlife would have been plentiful in the region. According to the physical history, by 1614 most of the island had been cleared of trees and arable land had been planted in either tobacco or a staple crop. The area was described as abounding with deer, turkey, and an assortment of fowl and the region was dominated by extensive

waterways and wetlands. (CLR, 2006: [4]23-24,26)

With the exception of the interludes marked by the Revolutionary and Civil Wars, the natural features of the Jamestown region were greatly influenced by agricultural activities during much of the Plantation to Civil War period (1700–1891). Most of Jamestown Island, Neck of Land, and Glasshouse Point were under agricultural production during this period with areas too wet for farming used for grazing. The region's waterways were also altered during this period, with the washing of the isthmus and connecting of Powhatan Creek and Back River with the James and the formation of Sandy Bay at this intersection. A significant portion of the western and southern shores of Old Towne and New Towne were also eroded during this period, with descriptions suggesting that a portion of the palisaded fort were visible many yards off the shore. During the latter part of the nineteenth century, Fort Pocahontas, established during the Civil War, also began to be eroded by the rising waters of the James River. As the buildings in the New Towne area fell into ruins, natural vegetation began to reclaim the site. Historic images often indicate the church tower overgrown with trees and brush. The island's wetlands continued to expand during this period, with some draining of ponds and wetlands by residents for health reasons. (CLR, 2006: [4]29,31; Rehm, 2008:4)

Natural resources associated with New Towne became more heavily managed during the APVA/Barney period (1892–1933). With the Barneys' intentions of developing a portion of their land as a tourist area, they cleared brush from the areas of New Towne, and planted pecan trees and grass. Portions of New Towne likely continued to be farmed as well. Natural areas were confined to the edges of the Pitch and Tar Swamp. (CLR, 2006: [4]36)

With the cessation of agricultural practices on Jamestown Island, natural vegetation communities began to assert themselves during the Early NPS Period (1934–1953) as fields began to fill with brush and small trees. At the same time the NPS began an informal effort to return wildlife to the island by placing hay and grain where deer, wild turkey, quail, and other small animals would be afforded access. (CLR, 2006: [4]38-39)

By the end of the Mission 66 period (1954–1957), the Barney farm had been abandoned for more than twenty years. Old fields were most likely colonized by young pines and hardwood trees and shrubs. There were also older growth stands of timber present in several areas around the island. The James River, Pitch and Tar Swamp, associated wetlands, and successional forest still surrounded and dominated New Towne. Along the Colonial Parkway, the forests, watercourses, and wetlands enhanced the experience of traveling by providing oscillating views of the landscape. The natural features associated with Glasshouse Point in 1957 included the James River and successional forest. The physical history notes the necessity in the 1950s to clear trees from the site in order to construct the interpretive areas and path. In 1957, the portion of Neck of Land was dominated by the watercourses that surrounded it and the wetlands. A 1950–51 map indicates that portions of the upland area of the site were both open and forested. (CLR, 2006: [4]43-44,46-48,50)

POST-HISTORIC AND EXISTING CONDITIONS
Jamestown Island:
Since 1957, areas of woodlands on the island are in a much more advanced stage of succession, with large old pines scattered throughout primarily hardwood forest. Older growth stands are indicated by large, predominantly hardwood trees. Species composition for young forests has likely changed significantly since 1957 and for old growth areas is likely more stable. Over this time, the individual size and densities of successional forest areas has changed. Wetland species composition should have remained essentially the same. However, reports indicate that common reed has become increasingly more common in the island's wetlands. By their nature, all invasive species populations should have increased since 1957, however no severe infestations (except for the common reed) have been noted. (CLR, 2006: [4]43)

The dominating natural systems on Jamestown Island today are water resources. Bounded by the James River, Back River, and the Thorofare, and drained by a number of meandering creeks, Jamestown Island is surrounded and dissected by bodies of water. There are two major

creeks—Passmore Creek winding along the southeastern side of the island, and Kingsmill Creek cutting into the island in a southwestern direction from the north shore. Many of the island's creeks connect with ponds, and both creeks and ponds are often surrounded by wetlands. Jamestown Island water systems are subject to tidal influence through water level and salt concentration fluctuations. The flow of water on and around the island poses a major challenge to the preservation of the island's cultural resources. Natural processes of erosion and the rise of sea level threaten to destroy or submerge much of the island's cultural resources. While little can be done to address rising sea levels, concrete and stone seawalls have been placed along strategic portions of the shoreline to halt or slow erosion. (CLR, 2006: [3.1]1-2)

Six "distinct but overlapping [plant] communities" can be found on Jamestown Island. Three of those make up ninety-two percent of the island's vegetation: brackish marshes (estuarine wetlands), mixed deciduous woods, and successional pine woods. The remaining eight percent is comprised of shoreline, abandoned fields, and waste areas. This does not take into account the managed turf/specimen tree areas of the Old and New Towne sites that comprise approximately three percent of the island. Of the three primary vegetation types, wetlands comprise fifty-two percent, successional pine forest twenty-two percent, and mixed deciduous forest eighteen percent of the island. (Figure 23) The island's wetland areas have the highest number of rare plants found in Colonial NHP. The most conspicuous wetland and swamp are is the Pitch and Tar Swamp, which separates the visitor center and parking area from New Towne. (CLR, 2006: [3.1]1-2, citing Johnson, et al., 2000)

Field analysis on Jamestown Island revealed old growth areas shown on a 1993-1996 archeological survey map were dominated by large oaks and hickories with the occasional large loblolly or slash pine. Understory areas were relatively open with dogwoods (Cornus florida) and large American hollies (Ilex opaca) spotted throughout. The remaining pine successional forests were defined by smaller pines, sweet gums (Liquidambar styraciflua), and sometimes dense growths of herbaceous plants. Lowland forest vegetation was characterized depending on age by a similar canopy/understory but often contained loose colonies of wax myrtle (Myrica cerifera) and redbay (Persea borbonia). Much of the open wetlands were dominated by reeds. A relatively low number of invasive exotic plant species were sited during the Milner team's field work. A few princess trees (Paulownia tomentosa) were spotted in the forest area north of Kingsmill Creek. On the far end of the island across from the Black Point pull-off, a large mass of English ivy (Hedera helix) was growing on a dead tree. (CLR, 2006: [3.1]1-2)

New Towne:
Like the greater Jamestown Island, succession has altered both the size and species composition of the forest and species composition for wetlands since 1957. The James River, Pitch and Tar Swamp, associated wetlands, and successional forest still surround the area. Today, the natural features of New Towne are managed to facilitate commemorative and interpretive uses. The majority of the vegetation around New Towne is maintained in mown turf grasses, interspersed with specimen trees and shrubs. The Pitch and Tar Swamp acts as a barrier between the Towne sites and the visitor center, parking lot, and Colonial Parkway, requiring visitors to cross a timber bridge over the swamp to access the sites. Just in front of the wetlands and open water of the swamp is successional pine forest which borders most of New Towne to the north and all of it on the east. Behind the eastern portion of the forest is the open water of Orchard Run. Species that comprise the forest include loblolly pine, Eastern red cedar (Juniperus virginiana), oaks (Quercus sp.), sycamore (Platanus sp.), dogwoods (Cornus sp.), crape myrtle (Lagerstroemia indica), and sassafras (Sassafras albidum). This wall of forest, edging two sides of the site, helps to form an outdoor exhibition space. (CLR, 2006: [3.3]1; [4]44)

Colonial Parkway:
Since 1957, there has been perceptible change in the bordering forests through maturity and as a few areas outside of the upper portion of the parkway's right-of-way have been thinned or cleared for development. According to the Cultural Landscape Report for the Colonial Parkway, some of the wetlands along the parkway have become overrun by common reed. Today, the site's forest, watercourses, and wetlands continue to play an integral role in the experience of the Colonial Parkway. The road's association with surrounding natural systems was a critical component in the

design for linking Jamestown and Yorktown, and supporting interpretation of the historic character of the region. Natural features not only reference the conditions of the landscape during the historic period, but also act to screen encroachment of later nearby development. The dominant natural system along this section of Colonial Parkway is water, and it edges and crosses a number of waterways to offering dramatic views of these features and associated wetlands, including Back River, Powhatan Creek, James River, Sandy Bay, Neck of Land wetlands, and the Pitch and Tar Swamp. Enhancing this visual experience is the surrounding native Virginia successional pine forest, which alternates with managed turf areas. In conjunction with the curving corridor, these conditions combine to provide mystery and complexity along the parkway. The composition of the plant communities associated with the corridor are covered in detail in the "Phase I Archeological Survey of the Neck of Land Property, James City County, Virginia" (Butts, et al., 2000) and the "Geological Development and Environmental Reconstruction of Jamestown Island." (Johnson, Gerald, et al., 2000; CLR, 2006: [3.6]1; [4]48)

Glasshouse Point:
Since the end of the historic period, a patch of "switch cane" that was planted in 1956 was likely the introduction of the bamboo (Nandina sp.). The dominant natural system on Glasshouse Point today is the successional pine forest. The area's buildings and paths are nestled within this forest cover which thins around the parking lot. Understory vegetation thins south of the Glasshouse ruins exhibit building and demonstration building and transitions to turf toward the narrow sand beach at the James River. Understory vegetation also thins east of the Harrington House and in the parking area. Detailed plant species composition for forest plant communities is similar to those found on Jamestown Island and are described in "Geological Development and Environmental Reconstruction of Jamestown Island." Large areas of the site's herbaceous plant layer have been replaced by Chinese wisteria and a non-native species of bamboo is also growing on the site. The James River forms the southwestern border of the site and is also a prominent natural feature. Like the southern shore of Jamestown Island, the James River has eroded its bank along Glasshouse Point. The shore has been lined with riprap to control erosion. A narrow sandy shore forms a transition between the river and upland portions of the site. (CLR, 2006: [3.4]1; [4]50)

Neck of Land:
Since 1957, species composition of forest and wetlands has likely changed as succession has advanced and the presence of invasive exotic species has increased. Today, the flow of water through Powhatan Creek, Sandy Bay, Back River, and the site's wetlands are the dominant natural system on the Neck of Land. The site has been shaped by the ebb and flow of these surrounding water systems, which also dominate the spatial and visual character. Upland portions are covered with successional pine forest with notable breaks at the recently constructed Visitor Information Station and parking lot. A number of non-native and invasive plants were also found on site. These include periwinkle (Vinca minor), Scotch broom (Cytisus scoparius), wisteria (Wisteria sp.), bamboo, and princess tree. Species composition for Neck of Land wetland and forest plant communities are described in detail in "Phase I Archeological Survey of the Neck of Land Property, James City County, Virginia." (CLR, 2006: [3.5]1; [4]46-47)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
James River (JI-N-01, NT-N-02, CP-N-05, GHP-N-01)	132428	Contributing					No
Back River (JI-N-02, CP-N-04, NOL-N-02)	132430	Contributing					No
Thorofare (JI-N-03)	132432	Contributing					No
Passmore Creek (JI-N-04)	132434	Contributing					No
Kings Mill Creek (JI-N-05)	132436	Contributing					No
Pitch and Tar Swamp (JI-N-06, NT-N-01, CP-N-06)	132438	Contributing					No
Wetlands (JI-N-07, NT-N-03, CP-N-07, NOL-N-03)	132440	Contributing					No
Creeks (JI-N-08)	132442	Contributing					No
Ponds (JI-N-09)	132444	Contributing					No
Narrow Ridge and Swale Formations (JI-N-11)	132446	Contributing					No
Successional Woodlands (JI-N-12, NT-N-04, CP-N-08, NOL-N-05, GHP-N-02)	132448	Contributing					No
Possible Old Growth Oak-Hickory Forest Remnants (JI-N-13)	132450	Contributing					No
Powhatan Creek (CP-N-01, NOL-N-04)	132452	Contributing					No
Sandy Bay (CP-N-02, NOL-N-01)	132454	Contributing					No

Landscape Characteristic Graphics:



Figure 23. Typical view of the Jamestown Island landscape. (OCLP 2007)

Landscape Characteristic: Small Scale Features

HISTORIC CONDITIONS (1607-1957)
There is no information regarding small-scale features that might have been present in the Jamestown region before the arrival of the colonists. Knowledge of small-scale features that existed in the area during the Colonial period (1607-1699) is also limited. There were likely items related to farming, industry, and dwellings, including features such as fences, water crossing features, steps or stoops, horse mounting blocks, hitching posts, and possibly boundary markers. Closer to the Towne sites there may have been small-scale features related to furnaces or kilns. Fencing was likely the most prevalent small-scale feature, which would have been used primarily to limit access to crops and orchards by free-roaming livestock. At the Towne sites, fencing is known to have been used for these purposes as well as blocking livestock access to house precincts. (CLR, 2006: [4]23,25,27)

Knowledge of specific Plantation to Civil War period (1700–1891) small-scale features is also limited. It is likely there were features associated with farming, industrial, and residential activities, with fencing again the most common and used to enclose farm fields and house and barn precincts. During the APVA/Barney period (1892–1933), small-scale features in New Towne were related to farming and the entertainment of tourists. The physical history notes the presence of picnic tables on the Barney property at this time. (CLR, 2006: [4]30,33,37)

Knowledge of specific Early NPS period (1934–1953) small-scale features on Jamestown Island would likely have included items left from the agricultural practices which were discontinued during this period. Also during this period, the NPS fenced the Travis Cemetery and restored three of the tombs. The tombstones were replaced on raised brick foundations, and the fencing was then

removed. At New Towne, small-scale features present during this period included wooden and wire fencing, picnic tables and trash receptacles, an artesian well, maintenance equipment, and a trailside exhibit at the Ambler ruins. Other features would likely have included features associated with the archeological excavations, ferry landing, and wharf. (CLR, 2006: [4]39,41)

By the end of the Mission 66 period (1954–1957), there were relatively few small-scale features found on greater Jamestown Island. Those present were associated with the Loop Road and included informational signage, pull-off interpretive displays, and tombs at the Travis Cemetery. The interpretive exhibits included separate text and painting displays as well as rustic shade structures and short fence sections. New Towne small-scale features included a variety of period fences, interpretive text and painting panels, masonry audio stations, a masonry fountain, and informational signs. Along the Colonial Parkway in 1957 there were timber guardrails, informational signage, and interpretive signs. There is little information about the small-scale features present on Glasshouse Point in 1957 except for a vertical timber monument placed between the ruins and working glassmaking exhibit. Small-scale features on Neck of Land in 1957 would have been associated with Edgemarsh or would have been remnants associated with the old road corridor. No detailed information about the character of small-scale features on the site in 1957 has been located. (CLR, 2006: [4]44,46-47,49,51)

POST-HISTORIC AND EXISTING CONDITIONS
Jamestown Island:
In the 1990s, the original Sidney King interpretive paintings on the loop road interpretive exhibits were removed and replaced with reproductions, and then set in smaller frames. These exhibits remain today, but they will soon be replaced with new waysides as recommended and approved in the park's Development Concept Plan. They will be in the same format as those currently in place in New Towne and Glasshouse Point (see below). Informational signs direct visitors along the Loop Road and to Black Point and the Travis Cemetery. At the cemetery, three tombs mark the Travis family graves. The tombs consist of reproduction stone markers raised ten to twelve inches off the ground on a brick foundation. Metal plaques with the marker text are mounted at the base of each tomb. Other features include several sections of low wooden bollards along the loop road to control parking, and a square worm fence around a well near a pulloff prior to the Square Redoubt. (CLR, 2006: [3.1]4; [4]44; Rehm, 2008: 5)

New Towne:
Small-scale features in New Towne today relate to visitor services and to enhancing education and interpretation at the towne site. Some features have been removed in recent years with the demolition of the former visitor center, including a flagpole, worm fencing screening the employee parking area, poured concrete caps atop sub-surface septic and water tanks, a yard faucet, and a wood barrel over an above-ground utility in the thinned forest area. More recent removals have included a square water fountain, a demonstration stone hearth, and a display of old farm equipment on the eastern forest boundary adjacent to the fire road. Other visitor-related features located throughout New Towne include circular wood trash containers and wood benches, some of which have backs or arms and some of which are movable. Several utility features are also present including cast-iron grates in and around interpretive the ditch and foundation structures, and a stone gutter and cast-iron grate south of the Tercentenary Monument.

Wayside exhibits interpret many features of the represented town including masonry foundations, the Ambler ruins, and vegetation. Like those on the loop road, the Sidney King interpretive paintings have been replaced by reproductions, placed in smaller frames, and tilted to ease reading. There are also 1950s-era vertically-mounted text panels and angled contemporary wayside signs. Other signs include both angled and vertically-mounted directional/guide signs. The newer style signs (with the brown color bands) complement the signs in Old Towne and Glasshouse Point. One such sign interprets the relocation of the visitor center to the other side of the Pitch and Tar Swamp and the subsequent reconfiguration of the Colonial Parkway and visitor parking area for the new building. Another sign explains the recovering of the interpreted foundations. Brick audio stations/benches and a square brick water fountain were removed in 2007 as they were no longer in working order.

Several small sections of fencing have been removed since the historic period along with a large section of fence behind the “Longhouse” foundation. The posts from a section of waddle fence along the James River shore are all that remain of that fence today. There is currently a wide variety of fences representative of styles from the seventeenth century throughout New Towne. The fences are typically placed as they would have been alongside ditches and as boundary markers. They are also used to control access. Contributing fence styles that date from the mid-1950s include pale fencing, hewn horizontal log barriers, vertical in-ground posts, and a V-shaped post-and-rail gate. There are also remnants of box-wire fencing that is likley older. Numerous sections of worm fencing have been installed, primarily to control access. (CLR, 2006: [3.3]4-5; [4]46)

Colonial Parkway:
Some of the current small-scale features along this section of Colonial Parkway are associated with the construction of the parkway. They include culverts, brick culvert headwalls, concrete swales, concrete chutes, grass swales, concrete guardrails, timber and steel guardrails. There is also a variety of informational signage – regulatory, directional, and kilometer marker signage – that has been added to the parkway. Prior to the entrance to the Jamestown Settlement (Route 359) and the Powhatan Creek Overlook is a recently constructed wood entrance sign set atop the end of a low granite wall that spans the width of the median. Small APVA and NPS logo signs are mounted on this wall.

Beyond the new sign, most other small-scale features are associated with park operations and are generally clustered around the former entrance station and the new visitor center and parking lot on Jamestown Island. Features in the vicinity of the former entrance station include a reconstructed wattle entrance sign wall, post-and-rail fencing, two wood gates, an NPS logo sign mounted on two posts, a flagpole, fire hydrant, and a granite block-paved median. Some of the feature types identified in the CLR are still present in the vicinity of the reconfigured visitor parking lot and new visitor center, including a fire hydrant, wooden benches, post and rail fencing, picnic tables, entrance signs to the loop road, and drainage grates. Other features are new, such as a flagpole, parking lot lights, walkway lights, wood cylindrical trash receptacles, worm fencing, post and rail fencing, a pair of wood gates at the loop road entrance, and additional drainage grates. Adjacent to the comfort station is a cylindrical, exposed-aggregate concrete water fountain. Historic wayside exhibits with interpretive text signs are located at each of the overlooks. (CLR, 2006: [3.6]3) (CLR, 2006: [4]49)

Glasshouse Point:
Most of the small-scale features at Glasshouse Point present today relate to the interpretation of the site’s Colonial history. Along the loop path to the exhibit areas is an angled wood interpretive sign titled “Greate Road.” Situated between the glasshouse ruins and the demonstration building are bronze plaques mounted on vertical timber beams secured by a series of iron bands. It is titled “Glassmaking – 1608” and was installed in 1956. Although it has been determined as not significant, it is nonetheless currently managed as a cultural resource. Nearby is another metal sign placed by the Glass Packaging Institute titled “The Glasshouse,” which was installed in 1976. Just down the loop path from the parking lot is a Plexiglas case mounted on two wooden posts that displays announcements. Several of the new angled wayside signs are located throughout the site and are similar in style to those used on Jamestown Island. The park’s new style of directional/guide signs are also present, as are a variety of informational signage around the parking area indicating traffic flow and handicapped parking.

Other small-scale features include square aggregate trash receptacles and numerous wood benches. Sections of post and rail fencing are located in various areas. A high, chain-link fence separates Jamestown Settlement from Glasshouse Point on the northeastern border. Site furnishings around the Harrington House include temporary sheds and a metal trash barrel. Overhead lighting is attached to mature trees throughout the glasshouse area. Other small-scale features include a gas meter at the demonstration glasshouse, a septic tank and leech field outside the glasshouse ruins, a barrel over a utility, electrical boxes beside the glasshouse, and an overhead power line. (CLR, 2006: [3.4]3-4; [4]51)

Neck of Land:
Small-scale features on the Neck of Land are primarily located around the new Visitor Information Station and parking lot and consist of trash receptacles and regulatory signs. Access to this new developed area from the Colonial Parkway is controlled by two swinging wood gates. Access to the old service spur is regulated by a pair of milled posts joined by a lock and chain. Along with organic waste, there exists some construction material piles containing glass slag on the southern end of the old road. There are also the remnants of an old car in this area. (CLR, 2006: [3.5]2; [4]47)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Interpretive Text Signs (1956) (JI-SS-01)	132692	Contributing					No
Jamestown Island Travis Graveyard [Restored Travis Plantation Tombs] (JI-SS-04)	132694	Contributing	6904		Asset	612543	Yes
Loop Road Wooden Bollards (JI-SS-05)	132696	Contributing					No
Pale Fence (at Ambler Ruins) (Replicated 17th-Century Fence) (NT-SS-19)	132698	Contributing					No
Pale Fence (Replicated 17th-Century Fence) (NT-SS-21)	132700	Contributing					No
Hewn Horizontal Log Barrier (Replicated 17th-Century Fence) (NT-SS-22)	132702	Contributing					No
V-Shaped Post-and-Rail Gate (Replicated 17th-Century Fence) (NT-SS-23)	132704	Contributing					No
Vertical In-ground Posts (Replicated 17th-Century Fence) (NT-SS-24)	132706	Contributing					No
Wayside Exhibits (1956, vertical) (NT-SS-29)	132708	Contributing					No
Box-Wire Fence (NT-SS-35)	132710	Contributing					No
Colonial Parkway – Drainage Culverts [Culverts] (CP-SS-01)	132712	Contributing	81984				No
Grass Swales (CP-SS-02)	132714	Contributing					No
Concrete Swales (CP-SS-03)	132716	Contributing					No
Concrete Chutes (CP-SS-04)	132718	Contributing					No

Brick Culvert Headwalls (CP-SS-05)	132720	Contributing					No
Concrete Guard Rail (CP-SS-06)	132722	Contributing					No
Wayside Exhibit at Isthmus Overlook (1957) (CP-SS-09)	132724	Contributing					No
Wayside Exhibit at Powhatan Creek Overlook (1957) (CP-SS-10)	132726	Contributing					No
Reconstructed Wattle Entrance Sign (CP-SS-11)	132728	Contributing					No
Drainage Grates (at end of island parking lot) (CP-SS-19)	132730	Contributing					No
Median (CP-SS-22)	132732	Contributing					No
Glasshouse Monument [Metal Marker on Vertical Timber Beams] (GHP-SS-12)	132734	Noncontributing – Compatible	81776		Asset	496607	Yes
Sidney King Reproduction Painting Waysides (JI-SS-02)	132736	Noncontributing – Compatible					No
Informational Signage (JI-SS-03)	132738	Noncontributing – Compatible					No
Snake Fence around Well (JI-SS-06)	132740	Noncontributing – Compatible					No
Worm Fence (moved) (NT-SS-02)	132742	Noncontributing – Compatible					No
Cylindrical Trash Receptacles at New Towne (NT-SS-04)	132744	Noncontributing – Compatible					No
Movable Wood Benches (NT-SS-10)	132746	Noncontributing – Compatible					No
Post-and Rail Fence (NT-SS-18)	132748	Noncontributing – Compatible					No
Unpainted Wood Bench (NT-SS-26)	132750	Noncontributing – Compatible					No
Drainage Structures/Improvement (NT-SS-27)	132754	Noncontributing – Compatible					No
New Angled Wayside Signs (NT-SS-no CLR#)	132756	Noncontributing – Compatible					No
New Directional/Guide Signs (NT-SS-no CLR#)	132758	Noncontributing – Compatible					No
Informational Signage (CP-SS-07)	132760	Noncontributing – Compatible					No
Steel-backed Timber Guardrails (CP-SS-08)	132762	Noncontributing – Compatible					No

Post and Rail Fence (CP-SS-13)	132764	Noncontributing – Compatible					No
Flagpole (CP-SS-14)	132766	Noncontributing – Compatible					No
Metal Jamestown Entrance Sign – APVA (CP-SS-15)	132768	Noncontributing – Compatible					No
Parking Lot Furnishings, Picnic Tables (CP-SS-16)	132770	Noncontributing – Compatible					No
Concrete Aggregate Water Fountain (CP-SS-17)	132772	Noncontributing – Compatible					No
Entrance Sign – Loop Road (CP-SS-18)	132774	Noncontributing – Compatible					No
Wooden Benches (CP-SS-24)	132776	Noncontributing – Compatible					No
Jamestown Entrance Sign and Stone Wall (CP-SS-no CLR #)	132778	Noncontributing – Compatible					No
Features Around Visitor Center and Parking Lot: flagpole, parking lot lights, walkway lights, wood cylindrical trash receptacles, worm fencing, post and rail fencing, wood gates at the loop road entrance, additional drainage grates (CP-SS-no CLR #)	132780	Noncontributing – Compatible					No
Information Signs (GHP-SS-03)	132782	Noncontributing – Compatible					No
Plexiglass Display Case (GHP-SS-04)	132784	Noncontributing – Compatible					No
Greate Road Interpretive Sign (GHP-SS-05)	132786	Noncontributing – Compatible					No
The Glasshouse Interpretive Sign (metal) (GHP-SS-06)	132788	Noncontributing – Compatible					No
Post and Rail Fence (some removed) (GHP-SS-08)	132790	Noncontributing – Compatible					No
Wood Benches (GHP-SS-10)	132792	Noncontributing – Compatible					No
Exposed Aggregate Trash Containers (GHP-SS-13)	132794	Noncontributing – Compatible					No
Exhibit Shelter Terrace Benches (GHP-SS-13)	132796	Noncontributing – Compatible					No
Chain Link Fence (GHP-SS-16)	132798	Noncontributing – Compatible					No
Septic Tank and System (GHP-SS-19)	132800	Noncontributing – Compatible					No
Gas Meter (GHP-SS-20)	132802	Noncontributing – Compatible					No

Barrel over Utility (GHP-SS-21)	132804	Noncontributing – Compatible					No
Harrington House Site Furnishings (GHP-SS-25)	132806	Noncontributing – Compatible					No
New Angled Wayside Signs (GHP-SS-no CLR #)	132808	Noncontributing – Compatible					No
New Directional/Guide Signs (GHP-SS-no CLR #)	132810	Noncontributing – Compatible					No
Cylindrical Trash Receptacles at Visitor Information Station and Parking Lot (NOL-SS-no CLR#)	132812	Noncontributing – Compatible					No
Entry Gate (NOL-SS-no CLR #)	132814	Noncontributing – Compatible					No
Barney/APVA Stone Monument (NT-SS-no CLR#)	132816	Undetermined					No
Entrance Gate (CP-SS-20)	132818	Undetermined					No
Fire Hydrant (CP-SS-21)	132820	Undetermined					No
NPS Entrance Sign (CP-SS-25)	132822	Undetermined					No
Electrical Boxes (GHP-SS-22)	132824	Undetermined					No
Overhead Lighting (GHP-SS-26)	132826	Undetermined					No
Overhead Power line (GHP-SS-27)	132828	Undetermined					No

Landscape Characteristic: Spatial Organization

HISTORIC CONDITIONS (1607-1957)
Prior to English settlement, spatial patterns in the region likely revolved around the open waterways and wetlands, with the forest dominating the remainder of the space. It is also likely that Native American footpaths would have been present, most commonly along shorelines, including the connection between the island and mainland called the “Greate Road.” (CLR, 2006: [4]23; Rehm, 2008:4)

During the Colonial period (1607-1699), colonists began clearing the forest and creating defensive features soon after arriving on Jamestown Island. As the population grew, developed areas expanded from forts to more urban spaces formed by streets and clusters of buildings. During the most active periods of development, there were numerous buildings in both Old and New Towne. There would have also been gardens and orchards in town. Prominent circulation routes included Front and Back Streete in town and the Greate Road stretching from town across to Glasshouse Point and beyond. With most trees cleared by 1614 for use in construction and as fuel, and the wetlands used for grazing, the greater island region would have been primarily open. There were also a few buildings and structures marking outlying farms. Other cultural features that provided spatial points of reference included ditch and berm structures used to delineate property boundaries, and fencing, which was apparently used to prevent livestock from entering crop fields,

orchards, or house precincts, and to retain livestock in farmyards. (CLR, 2006: [4]24,26)

The Towne spatial patterns evolved during the Plantation to Civil War period (1700-1891). The organization of the streets and buildings faded as the town was abandoned, while the Ambler and Travis House sites grew as farm structures and slave quarters were added. The Travis House site eventually decayed as well; while the Ambler site was rebuilt and reorganized a number of times. At times, areas within the Towne were overgrown, and during others, portions were described as planted in healthy fields of wheat. The James River, Pitch and Tar Swamp, and wetlands remained open. Little is known about which circulation routes were used, but a James River ferry remained in use from the Towne for most of the period. At the beginning of the Civil War, the isthmus road was abandoned and a new causeway and bridge were constructed over Neck of Land and the Back River, altering the 250-year old route onto the island and into the Towne. With the new road, travel over the portion of the Greate Road at Glasshouse Point would have shifted to other roads. The construction of Fort Pocahontas during the Civil War also altered the spatial organization of the site. (CLR, 2006: [4]29,31)

During the Association for the Preservation of Virginia Antiquities and Barney period (1892–1933), the spatial organization of New Towne consisted of open fields around the young pecan orchard along the shore. The Pitch and Tar Swamp and the James River bordered the site to the north and south and Orchard Run pond was located to the east. A farm road followed the shoreline through New Towne with spurs connected to the Ambler House and farm structures. (CLR, 2006: [4]36)

The spatial patterns of New Towne evolved over the twenty years of the Early NPS period (1934–1953). As archeological exploration began, tall wooden fences went up around the excavations, and buildings were constructed to support the explorations. A number of buildings were erected and removed, some lasting less than ten years, with utilities, wire fencing, and circulation routes changing with the buildings. A number of the orchard trees were likely removed during this period as archeological excavations progressed. The James River, Pitch and Tar Swamp, and Orchard Run pond surrounded the site. On the rest of the island, agricultural practices were halted. As the fields filled, the amount of open space began to close. Farm roads that were no longer used also began to fill with vegetation, as did portions of wetlands once used for grazing. The surrounding rivers, island creeks, and associated wetlands, however, remained open along with the major east-west island road. (CLR, 2006: [4]38-40)

Glasshouse Point continued to be privately owned during the Early NPS Period (1934–1953). In 1934, five acres were donated to the Boy Scouts who constructed approximately twenty shelters in a semicircle, an artesian well, and a pump house. The NPS acquired the five-acre property and the adjacent Ambler mainland farm in the mid 1940s. A map from the period indicates that the Boy Scout structures, four or five additional structures, and two roads, one of which roughly followed the shore in a north-south direction and was likely a portion of the Greate Road. In 1948, J.C. Harrington excavated the glass furnaces and kiln ruins. In 1949, granite riprap was used to line the James River shore along Glasshouse Point. (CLR, 2006: [4]41)

On the Neck of Land, Floyd Ayres sold sixty-four acres of his Neck of Land property to the NPS in 1935 for the construction of the final leg of the Colonial Parkway. An additional twelve-plus acres were acquired in 1943 which included the two-story log structure that would be converted to NPS quarters and called “Edgemarsh.” During World War II, Floyd Ayres continued to farm portions of the property with a special permit. A 1954 archeological survey of the Colonial Parkway corridor noted the presence of a frame house and barn, which were demolished the following year for the construction of the parkway. There was also a gravel plant and two additional structures adjacent to the frame barn. A 1950 NPS map indicates Edgemarsh, a garage, and a barn west of Route 31 and a second dwelling east of the road. The map also indicates open fields northwest of Edgemarsh. (CLR, 2006: [4]41)

During the Mission 66 Period at Jamestown (1954–1957), spatial patterns on Jamestown Island, Glasshouse Point, and Neck of Land were changed when the final section of the Colonial Parkway connecting Jamestown to Williamsburg and Yorktown was completed in 1957. (Some of the parkway’s overlooks were completed in 1958.) The portion of Virginia Route 31 which passed

through the Neck of Land was closed and re-routed that same year, and the remaining road corridor and a new service spur were used to provide access to the NPS Edgemarsh quarters. Watercourses and wetlands kept much of the site open. On the island, the loop road was also completed in 1957. By car or foot, visitors experienced the island from the road, pull-offs, and associated trails, all of which allowed the public to access and experience views of wetlands, creeks, the James River and the Thorofare. Although the island was surrounded by watercourses, it was difficult to venture off the road and trails and through forest and wetlands to reach the watercourses except from the Black Point trial. On Glasshouse Point, spatial patterns revolved around the site's circulation routes and the James River since the canopy of the forest was predominantly closed. (CLR, 2006: [4]43,47-48,50)

POST-HISTORIC AND EXISTING CONDITIONS
Jamestown Island:
On Jamestown Island, the loop road, its pull-offs, and trails, as well as the associated wetlands, creeks, and waterways, remain essentially the same as they were in 1957. The only changes to this area's spatial organization are the increasing density and size of vegetation along circulation routes and old fields. All of these patterns survive from the Mission 66 period. The current spatial organization of Jamestown Island as a whole is defined by wooded areas alternating with open lands containing managed spaces and waterways. The island can be characterized by four sub-spaces: the managed interpretive area, the northern Black River Marsh lands, the wooded lands surrounding King's Mill Creek, and the southern lands surrounding Passmore Creek and touching the James River. The primary node of space, where a number of activities and circulation patterns converge, is the managed Old Towne and New Towne interpretive areas. This node is spatially defined by the woodlands that serve as natural "walls" and by the James River. (CLR, 2006: [3.1]2; [4]43)

New Towne:
The spatial organization of New Towne has undergone moderate change since 1957, mostly at the western end. In 1974, fill was added around the base of the Tercentenary Monument, which raised the grade of the terrace space and covered the steps that were around the monument. In 2004, the Mission 66-era visitor center and adjacent amphitheatre space were removed due to damage from Hurricane Isabel. A new entrance bridge was built to connect New Towne and the new visitor center, which changed the spatial orientation and circulation patterns in this part of New Towne. The maturation of trees and shrubs planted in 1957 has reduced earlier openness and effectively divided the space into smaller exhibition spaces. As the vegetation features were components of a design, the changes in spatial organization resulting from maturation do not detract from the surviving qualities of spatial organization. Elsewhere, circulation in the interpretive area remains very similar to that of 1957 as does the openness of the James River corridor and the Pitch and Tar Swamp. The strong organizing elements of foundation exhibits, ditch and berm features, and the Front and Back Streete paths remain almost unchanged. Today, the landscape of the New Towne area is organized around the represented forms of Colonial Jamestown. The larger space is comprised of a grouping of several smaller spaces which are defined by period fencing, ditches, and managed vegetation. The locations of Front and Back Streetes, running parallel to the shore, are expressed with ditch and berm structures and reinforced with footpaths. A third path runs north and parallel to the Back Streete path. Brick-represented foundations and other small-scale features fill in the spaces created by the system of paths, ditches, vegetation, and fencing. Interpretive exhibits punctuate the spaces and educate visitors. (CLR, 2006: [3.3]1; [4]45)

Colonial Parkway:
The most significant changes on the Colonial Parkway have been the construction of a new Historic Jamestowne Visitor Center and reconfiguration of the a portion of the parking lot at its terminus on Jamestown Island and the addition of a turning lane and median to provide access to the Neck of Land. Other alterations have included a minor reconfiguration of the intersection with the Jamestown Settlement (Route 359) and the removal of an entrance station opposite Glasshouse Point. Today, the Colonial Parkway serves as a corridor of space that travels through or near every other landscape character area within the CLI project boundary. The edges of this corridor are generally defined by the woodlands that enclose the parkway along much of its length. The corridor is also enhanced by the alternating open spaces of Powhatan Creek, wetlands, Sandy Bay, and the

James River. Interpretive pull-offs along the parkway act as nodes of space where visitors can stop and learn about the history and natural resources of Jamestown Island and vicinity. The parkway terminates at the new visitor center and partially reconfigured parking lot. (CLR, 2006: [3.6]1; [4]48; Rehm, 2008:4)

Glasshouse Point:
The spatial character of Glasshouse Point is essentially unchanged since 1957 with the exception of the comfort station constructed in the center of the parking area and a new terrace at the Glasshouse Ruins Exhibit Shelter, both in the 1970s. While the replacement of the demonstration area in the 1970s was larger than the previous building, the difference in size did not significantly alter the spatial quality of the loop trail around the building. Today, the visitor service area contains a parking lot and comfort station, and is defined by the wooded edge that surrounds the open, oval parking lot space. This space is located east of the ranger station, and north of the interpretive area. The interpretive area contains a cluster of smaller, interconnected spaces including buildings, plazas, and a small beach. These spaces are defined by the adjacent wooded edge and the open ground plane that work together to create outdoor rooms. Trails continue to maneuver through the forest and allow access to the James River shore. (CLR, 2006: [3.4]1; [4]50)

Neck of Land:
Since 1957, Edgemarsh has been removed and a new Visitor Information Station and parking lot have been constructed. Today, the space on this portion of Neck of Land is organized around the open bodies of water, which surround three sides of the site, and the low wetland vegetation which comprises much of the landscape. The successional pine forest forms a wedge on the northern border of the site that narrows as it reaches south into wetlands. The lower half of this wedge consists of a narrow strip of land created as a causeway for the old Virginia Route 31 corridor and is sparsely covered with forest vegetation. The road corridor, the spur connecting it to Colonial Parkway, and the areas around the new Visitor Information Station and parking lot are the only openings in the forest cover. The Colonial Parkway bounds the site to the north. (CLR, 2006: [3.5]1; [4]47)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Loop Road Pull-off Spaces (JI-SO-01)	132456	Contributing					No
Town Site Exhibit Landscape (NT-SO-03)	132458	Contributing					No
Parkway, Pull-offs, and Waysides Corridor (CP-SO-01)	132460	Contributing					No
NPS Maintenance Facility (CP-SO-02)	132462	Contributing					No
Wetland/Creek Landscape (CP-SO-03)	132464	Contributing					No
Jamestown Parking Lot (CP-SO-04)	132466	Contributing					No
Jamestown Bus Parking Lot (CP-SO-05)	132468	Contributing					No
Loop Road and Associated Parking (GHP-SO-01)	132470	Contributing					No
Turf and Sand Area at River Shoreline (GHP-SO-06)	132472	Contributing					No
Demonstration Building Environs (GHP-SO-07)	132474	Contributing					No
Tercentenary Monument Terrace (NT-SO-02)	132476	Noncontributing – Compatible					No
Jamestown Employee Parking Lot (CP-SO-no CLR #)	132478	Noncontributing – Compatible					No
Glasshouse Ruins Paved Terrace (GHP-SO-05)	132480	Noncontributing – Compatible					No

Landscape Characteristic: Topography

HISTORIC CONDITIONS (1607-1957)
By 1607, the region's lower sea level provided more land than is visible today. During the Colonial period (1607-1699), Jamestown residents altered the area's essentially flat topography by constructing ditch and berm structures to delineate property boundaries and to limit the range of livestock. While most of the evidence of these features was concentrated within the Towne sites, these berms and ditches likely existed all over the region during the period. (CLR, 2006: [4]23,25,27)

During the Plantation to Civil War period (1700–1891), much of the island and the surrounding area were plowed. The construction of ditch and berm structures in New Towne, as elsewhere, facilitated agricultural use of the low lying island. Straight channel creeks were also cut to drain the wetland areas. During the Civil War, several defensive earthwork structures were created around

the island. There were no significant changes to the site's topography during the APVA/Barney period (1892–1933) as portions of New Towne continued to be plowed and farmed. (CLR, 2006: [4]30,32,37)

During the early NPS period (1934–1953), many of the ditch and berm structures associated with roads and property lines remained when the NPS acquired Jamestown Island, despite the farming that occurred over much of the island. There were also straight channel creeks which were cut to drain wetland area for agricultural purposes and agricultural furrows. Three Civil War earthwork structures also remained. At New Towne, however, plowing smoothed much of the terrain. Archeological excavations during this period uncovered the remains of the Colonial ditch and berm system. By the end of the Mission 66 period (1954–1957), topographic features included Colonial and later period ditches and furrows, straightened creek channels, and Civil War earthworks. Measures to halt erosion were put in place around this time.
(CLR, 2006: [4]38,40,43)

POST-HISTORIC AND EXISTING CONDITIONS
Jamestown Island:
The topography on the island is essentially the same today as it was in 1957. It is relatively level, consisting of wide ridges with alternating and often submerged lowland areas dissected by a number of meandering creeks and wetlands. The entire island, with the exception of the Colonial Parkway parking lot, lies within the 100 or 500 year floodplain. On the southeastern third of the island, the James River's prehistoric flow patterns have produced unusual geographic formations consisting of alternating narrow ridges and swales that run in a southwestern to northeastern pattern and are aligned like spokes of a large wheel whose center lies on the mainland northeast of the island. (CLR, 2006: [3.1]3; [4]43)

New Towne:
Differences between the 1957 and contemporary topography of New Towne are generally imperceptible. The most significant difference involved the addition of fill around the Tercentenary Monument in the 1970s, as part of other new terraces around the visitor center built at that time, and then regrading of the former visitor center site and amphitheatre after the building was removed a few years ago. The two factors which have and will continue to threaten topography are erosion and the rising sea level. Today, the New Towne landscape topography can be described as a broad and flat terrace gently incised by swales and edged by the Pitch and Tar Swamp and the James River. All of New Towne lies within the 100 or 500 year floodplain. Representations of ditch and berm structures following archeological evidence dominate the topography of the site's interpreted historic settlement area. Approximately two to three feet deep, these features have steep slopes and are covered with mown turf. The ditch and berm features reinforce the interpretation of streets and property lines of Colonial Jamestown. It is likely that silt has collected in the bottoms of the representative ditch and berm structures in New Towne, although their current grass cover helps maintain their form. Erosive forces have been held at bay in this portion of the island by a riprap wall. While little can be done to prevent the rising sea level, it has had only a minimal effect on the island to date. (CLR, 2006: [3.3]2; [4]45)

Colonial Parkway:
The topography of the Colonial Parkway corridor remains essentially the same as it was in 1957 except for regrading associated with the new visitor center, reconfigured parking lot, and the abutment for the new entrance bridge. The topography of Colonial Parkway is that of a low-lying terrace. A manmade isthmus extends from the mainland and island towards each other allowing a short bridge to complete the parkway connection. The parking lot area at the terminus of the Colonial Parkway is the only area on Jamestown Island above the 100 and 500-year hundred floodplains. Adjacent to the parking lot entrance is a large borrow pit. (CLR, 2006: [3.6]2; [4]48)

Glasshouse Point:
The topography of Glasshouse Point remains essentially the same as it was in 1957. Erosion has been slowed by a riprap wall along the James River shore. Located on an interfluve situated between Powhatan Creek, Sandy Bay, and the James River, Glasshouse Point is characterized by a flat, low-lying terrace. This terrace slopes westward towards the James River. (CLR, 2006:

[3.4]2; [4]53)

Neck of Land:
The topography on Neck of Land is essentially the same as it was in 1957, except for some regrading around the new Visitor Information Station and parking lot. The overall topography features a low, flat terrace with two upland peninsulas extending southward from the Colonial Parkway corridor. In general, the area "is flat with a slight slope to the south leading into the Back River" except in the larger peninsula where, "ground topography increases in elevation as the peninsula extends south, finally flattening out to form a raised terrace that overlooks the river and the marsh." A bermed earthen ditch, covered by vegetation, runs perpendicular to the old road trace towards the wetlands of Back River. It appears to have been built to drain water from the road and is located east of the road and approximately 300 yards from the parking lot entrance. There are also drainage ditches associated with the roads. A low berm separates the new parking area from the Colonial Parkway. It has been densely planted to block the view from the parkway. Two conspicuous depressions partially filled with water were found in the woods just east of the Visitor Information Station, but their purpose is unknown. (CLR, 2006: [3.5]2 cites Butts, et al., 2001: 2; [4]47)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Jamestown – Boundary Berms [Reconstructed Ditch and Berms] (NT-T-01)	132482	Contributing	81774		Asset	496837	Yes
Drainage Swales to Swamp found throughout area (NT-T-02)	132484	Contributing					No
Isthmus fill (CP-T-01)	132486	Contributing					No
Parkway Road Cuts and Fills, Bridge Approaches (CP-T-02)	132488	Contributing					No
Berm on North Side of Parking lot (NOL-T-no CLR #)	132490	Noncontributing – Compatible					No
Water Depressions (2) (NOL-T-no CLR #)	132492	Undetermined					No

Landscape Characteristic: Vegetation

HISTORIC CONDITIONS (1607-1957)
By 1607, vegetation was characterized by forest on the uplands, and low or open wetland vegetation within wetland areas. During the Colonial period (1607-1699), vegetation on Jamestown Island and in the surrounding region changed as the colonists harvested the forest and initiated agricultural activities, and experimented with a variety of crops, including tobacco, staple crops, fruit trees, sassafras, etc. (CLR, 2006: [4]23,25,27)

During the Plantation to Civil War period (1700-1891), cultural vegetation on the island and in the surrounding region varied and evolved over time. Crops grown in the area often included wheat,

corn, and fruit trees. As the town was abandoned, it appears that many of its features survived until the 1800s before New Towne began to be plowed and planted in crops. The area around the Ambler Mansion went through cycles of care and neglect. Historic accounts include the use of buildings in Old Towne as barn structures, but there were no indications it was plowed. Images often depicted it as ruinous and overgrown. (CLR, 2006: [4]30,32)

During the APVA/Barney period (1892–1933), the Barneys cleared brush from along the shore and much of the town site, to prepare New Towne for use as a tourist location. The Barneys planted pecan and fruit trees, corn, wheat, potatoes, and asparagus. Portions of the Barney farm were also dedicated to grazing dairy cows. Turf was maintained under the pecan and fruit orchards and an allée lined both sides of the drive up to the front of the Ambler Mansion. (CLR, 2006: [4]37)

There were likely fields of pasture grass and possibly crop fields still present at the beginning of the Early NPS period (1934-1953). At New Towne, vegetation consisted of pecan and fruit orchards, pasture fields, and possibly remnant crop fields. By the end of the period, abandoned fields would have been covered by stands of pines with a few small hardwood trees. Some orchard trees at New Towne were removed as archeological excavations continued. After the NPS restored three tombs at the Travis Cemetery in the 1930s, the area around them was likely being maintained in mown turf grasses. The Glasshouse Point property was likely swampy forest since it was a donated parcel and generally unsuitable for crops. (CLR, 2006: [4]38-39,40-41)

By the end of the Mission 66 period (1954–1957), the vegetation on Jamestown Island would have been mown grass borders and specimen trees and shrubs associated with the loop road and pedestrian trails. While no documentation relating to these plantings has been discovered, they likely were conceived similarly to standard NPS practices at the time. Historic photographs indicate by the end of the period much of the New Towne vegetation had recently been planted. In the interpretive area, plantings consisted of specimen trees and shrubs lining paths and possible property lines with some large trees all set in a bed of turf. A 1958 photograph of the front of the visitor center showed turf but no foundation plantings around the building. Likewise, vegetation had just been planted along the Colonial Parkway, and like the rest of the parkway, the vegetation consisted of specimen trees and tree and shrub masses set in an expanse of turf. Dense forest growth at Glasshouse Point allowed for little additional vegetation to be planted, and no records indicated planting plans for the site. Vegetation on the Neck of Land consisted of ornamental plantings around the Edgemarsh dwelling and across the road from this building in the vicinity of a previously demolished dwelling. (CLR, 2006: [4]43,45,47-50)

POST-HISTORIC AND EXISTING CONDITIONS

Jamestown Island:

Historic vegetation on the greater portion of Jamestown Island is limited relative to other parts of the island. Bordering the Loop Road is a six to ten-foot strip of mown turf. A maintained ten to fifteen foot-wide area of mown turf leads to the Travis Cemetery, with a larger mown area around the tombs themselves. A large colony of native river cane (Arundinaria gigantea) was observed growing on the southern side of the Loop Road, on both sides. It was located in the vicinity of a road trace crossing with the Loop Road and could have been planted to block the view of the road. The CLR notes that given the proximity of the woods to the road's edge, it is possible that specimen trees were never planted along the loop road. (CLR, 2006: [3.1]3; [4]43)

New Towne:

Like the vegetation of the adjacent Old Towne area, New Towne vegetation planted at the end of the historic period has matured and today conveys a manicured appearance. Vegetation in New Towne has a generally uniform appearance, since denser forest cover is confined to the edges of the site leaving much of the interior ground plane open. Specimen trees are also more ordered in their placement supporting the design of the New Towne exhibit landscape. Trees often follow the ditch and berm representations, further enhancing these landforms. Mown turf grows beneath specimen trees and shrubs and atop ditch and berm structures. (Figure 24) Vegetation within the Pitch and Tar Swamp consists of wetland vegetation and unmanaged shrub growth; the appearance of this vegetation enhances interpretation efforts and gives the public an idea of likely living conditions at the site during Colonial times. Vegetation in this location is highly tolerant of

hydric soils. Character-defining plant species in New Towne are Eastern redcedar (Juniperus virginiana), crape myrtle (Lagerstroemia indica), white mulberry (Morus alba), dogwood (Cornus spp.), pecan (Carya illinoiensis), sweetgum (Liquidambar styraciflua), and black cherry (Prunus serotina). Eastern red cedar is used often for the delineation of boundaries and edges in the area, and there is a conspicuous row of them off of Front Streete. The site of a former mature sassafras tree is interpreted just inside a fenced area along Back Streete for its use by the colonists for medicinal purposes and for export back to England. White mulberry and fig (Ficus carica) trees are also interpreted for their use by the colonist. Along the shore in the eastern-most portion of New Towne are the remnants of a twentieth century pecan grove. A number of exotic plants, including crape myrtle, are also used in this portion of the island. A semi-circle of Bradford pears (Pyrus calleryana 'Bradford') surround the Tercentenary Monument. Due to their size, every other pear tree was removed in 2006/2007 to open up views to the monument. Turf and several new plantings have been installed in the area of the former visitor center to screen utility boxes and break up the now large expanse of open space. (CLR, 2006: [3.3]2-3; [4]45)

Colonial Parkway:
Vegetation along this section of the Colonial Parkway present today is generally consistent with that of the rest of the parkway. Many trees and shrubs along the parkway have matured to full size, and although some have died, the original design intent remains essentially intact. A turf and specimen tree and shrub strip lines both sides of the parkway, varying in width from 20 to more than 100 feet in forested areas. Along waterways, this strip expands to as much as 400 feet, such as between the parkway and Back River in the vicinity of the maintenance facility. Just before the parking lot on Jamestown Island, this managed vegetation area extends from 150 feet to 200 feet on either side of the parkway and then quickly gives way to managed turf and specimen trees before the parkway terminates into the parking lot. New plantings of specimen trees, shrubs, and turf have been planted around the new visitor center and the reconfigured parking lot. They complement the many large canopy trees that were retained in the redevelopment of this area. The managed turf and tree area transitions back to native forest around the bus parking lot to the east. (CLR, 2006: [3.6]2; [4]48-49)

Glasshouse Point:
Since most of Glasshouse Point is covered with successional forest, it has little managed vegetation. The forest canopy comes right to the edge of the parking area, although a strip of turf and shrub plantings lines some edges, especially along the entrance drive. A second managed area is located on the south side of the loop pedestrian path between the path and the narrow sandy shore area. Groundcover plants have been removed and replaced by turf. An invasive form of bamboo was likely planted to screen surrounding properties. The extensive infestation of Chinese wisteria (Wisteria sinensis) is most likely due to the escape of this plant from an ornamental planting associated with an early house site in the area. (CLR, 2006: [3.4]2)

Neck of Land:
The majority of this portion of Neck of Land is covered by natural vegetation. In the vicinity of house foundation remnants, which lie west of the old road, ornamental perennials are growing on both sides of the road. Species visible on the site visit included iris (Iris spp.) on the eastern side of the road near the house, and daffodil (Narcissus spp.) growing on the western side of the road. Periwinkle (Vina minor) was also observed in the area. New trees, shrubs, and turf have been planted around the new Visitor Information Station and parking area. (CLR, 2006: [3.5]2)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
Turf Areas along Loop Road (JI-Ve-01)	132494	Contributing					No
Town Site Exhibit Specimen Tree Plantings/ Turf Area (NT-Ve-02)	132496	Contributing					No
Pecan Orchard (NT-Ve-03)	132498	Contributing					No
Specimen Trees and Turf Planting along Parkway (CP-Ve-01)	132500	Contributing					No
Specimen Trees and Turf Plantings (GHP-Ve-01)	132502	Contributing					No
Visitor Center Area Plantings (remaining portions around Monument) (NT-Ve-01)	132504	Noncontributing – Compatible					No
Historic Jamestowne Visitor Center Area Plantings (CP-Ve-no CLR #)	132506	Noncontributing – Compatible					No
Turf at Shoreline (GHP-Ve-02)	132508	Noncontributing – Compatible					No
Ornamental Planting at Building Ruin Site (NOL-Ve-01)	132510	Noncontributing – Compatible					No

Landscape Characteristic Graphics:



Figure 24. The New Towne landscape is characterized by speciment trees, shrubs, and turf. (OCLP 2007)

Landscape Characteristic: Views and Vistas

HISTORIC CONDITIONS (1607-1957)
Prior to English settlement, outward views would have been restricted to forest edges along shorelines and wetlands. The views would have been comprised of vast waterways and their opposite shores, which would have also been forested. During the Colonial period (1607-1699) viewsheds would have most likely focused on the area's waterways, the open fields, farms, and wetlands. With the lack of tree cover, views within the region would have been expansive. From Glasshouse Point and the island, views would have consisted of the James River shore and the Towne sites. Very early in the period a defensive structure was constructed along the Greate Road at the isthmus to guard against attacks by Native Americans which would have allowed views over the isthmus to the mainland. (CLR, 2006: [4]24-25,28)

Views during the Plantation to Civil War Period (1700–1891) would have been much like those that existed at the end of the Colonial period, such as views across open crop and pasture fields and the region's extensive waterways and wetlands. The Ambler Mansion would have often been a major focal point as one of the few buildings still standing. The Travis House would also have been a focal point within the landscape during the 1700s. The ruined church tower and churchyard were often featured in drawings during this period. In association with the earthen fortifications, the views out over waterways would have been critical during the Civil War and were likely important features in the open landscape. (CLR, 2006: [4]30-31,33)

Views in New Towne during the APVA/Barney period (1892–1933) would have consisted of the open farm fields and orchards. The tree-lined road up to the Ambler Mansion from the shore was also a significant view. The open character of the site would have allowed views down to the

James River from a number of places within New Towne. Also, views into portions of the Pitch and Tar Swamp and Orchard Run pond would have likely been possible. (CLR, 2006: [4]37)

Views on Jamestown Island during the Early NPS period (1934–1953) consisted of open crop and pasture fields, small groves of trees and the island's extensive waterways and wetlands. The Ambler Mansion would have been visible from many parts of the flat island. The Civil War earthworks would have been covered with brush and tree cover since they could not be plowed. Views in New Towne would have consisted of the open farm fields reverting back to forest and the dwindling orchards. The open character of the site would have allowed views down to the James River from a number of places. (CLR, 2006: [4]39,41)

By the end of the Mission 66 period (1954–1957), the views on the greater Jamestown Island were dominated by the natural landscape of forest, watercourses, and wetlands from the vantage point of the loop road, its pull-offs, and trails. Views over the James River and New Towne landscape were open and expansive, with a few clumps of large trees punctuating the landscape. This vegetation framed views of the landscape exhibits and the river. Views along this section of the Colonial Parkway in 1957 were moderated by the site's natural features and the entrance to Jamestown Island. The views on Glasshouse Point would have been limited to those along the interpretive trail, of the James River environment from the shore, and around the parking lot. Important views associated with Neck of Land would have included those from the vantage point of the edge of the upland portion of the site over the wetlands and watercourses and those along the old road corridor. (CLR, 2006: [4]44,46-49,51)

POST-HISTORIC AND EXISTING CONDITIONS
Jamestown Island:
The most noticeable change in views on Jamestown Island since the historic period is due to the evolving character of the woodlands and the growth of the trees, which has resulted in both a restriction or blockage of some views and enhancement of others by framing. The Loop Road was designed in consideration of the views and vistas that this portion of the island would offer to visitors. Areas along the road and at each of the pull-offs allow extensive views of the landscape today. From the road and its pull-offs, views of wetlands, creeks, ponds, into the forest, the Civil War Square Redoubt, and Travis Cemetery are available to visitors. For those willing to venture on foot, views from Black Point over the James River to Surry County and over The Thorofare to the Colonial Parkway are available. The Surry Nuclear Power Plant can also be seen across the James River. (CLR, 2006: [3.1]4; [4]44)

New Towne:
Views at New Towne have changed with growth of the site's vegetation. The vegetation has also acted to create vistas by framing views of the landscape exhibits and the James River. The expansion of the former visitor center in the mid-1970s altered views in its direction, blocking sight lines and changing the view itself. However, its removal in 2004 reopened these views. The more highly managed vegetation of New Towne today allows a variety of views and vistas through the site and of the surrounding landscape. Notable views include those from the shore over the James River and Surry County beyond, of the Tercentenary Monument, along foot paths of the interpreted town site, and from the observation area of the monument to the river and both Towne sites. An impressive view of the monument is offered from the new entrance bridge, which also provides views of the Pitch and Tar Swamp. (CLR, 2006: [3.3]5; [4]46)

Colonial Parkway:
The views of the James River, Sandy Bay, wetlands, and Jamestown Island on the southern leg of this section of the Colonial Parkway remain much like they were in 1957. A notable exception is developmental clearing and the establishment of a marina that are visible along the Powhatan Creek Bridge. A major design consideration for the parkway was the dramatic views and vistas visitors would experience, and it is still reflected in this section today. These include the view of the parkway corridor itself, from Powhatan Creek Bridge, from Powhatan Creek Overlook, of Sandy Bay and the Neck of Land wetlands, of the James River and Surry County, from the Isthmus Overlook, and of the visitor parking lot upon its approach. Parkway users can also view the Scotland Ferry and James River traffic from the isthmus and its overlook. Once inside the parking lot, there are

views of the Back River, wetlands, down the Loop Road at its entrance, the Pitch and Tar Swamp, and the new visitor center. The opening and closing of the surrounding forest also offers views of water systems that enhance the spatial experience of the parkway. As visitors head west on the parkway at the maintenance facility, the open view to the south closes and forest surrounds the parkway. The view opens briefly at Powhatan Creek before loosely closing around the Route 31 interchange. As visitors approach the Ranger Station, the forest closes again, only to completely disappear 1,500 feet on the other side of the station as the parkway extends onto the isthmus. Views remain open as the parkway crosses the isthmus and then closes as it moves onto Jamestown Island. (CLR, 2006: [3.6]3; [4]49)

Glasshouse Point:
Views are essentially unchanged at this site since the end of the historic period with the exception of the changes in the buildings that comprise some of those views. Views from Glasshouse Point today consist of open panoramas of the James River, Surry County, Jamestown Settlement, and the Scotland Ferry from the James River shore. Native vegetation obscures the viewshed to Colonial Parkway and much of the site. Visitors can experience vegetation-framed views when walking along the interpretive loop path. (CLR, 2006: [3.4]4; [4]51)

Neck of Land:
Today, the view from the edge of the upland portion of the site is much like it was in 1957. Depending on elevation and season, portions of the Back and James Rivers are also visible. Views up and down the old road trace on the Neck of Land have narrowed and are obscured in places by the matured forest. The recent construction of the Visitor Information Station and parking lot has changed views within this parcel. (CLR, 2006: [3.5]2; [4]47)

Landscape Features:

Feature Name	CLI Feature ID	Feature Contribution	CRIS-HS Resource ID	Associated CRIS-AR ID	FMSS Record Type	FMSS Record Number	FMSS Exact Match
View from Black Point across Thorofare (JI-V-01)	132830	Contributing					No
View from Black Point across James River (JI-V-02)	132832	Contributing					No
View from Black Point to Wetlands (JI-V-03)	132834	Contributing					No
View from Black Point to Creeks (JI-V-04)	132836	Contributing					No
View from Black Point to Square Redoubt (JI-V-05)	132838	Contributing					No
View from Black Point to Travis Cemetery (JI-V-06)	132840	Contributing					No
View from Pulloffs to Landscape (JI-V-07)	132842	Contributing					No
View of Pitch and Tar Swamp from Entrance Bridge (NT-V-02)	132844	Contributing					No
View of James River (NT-V-04, GHP-V-01)	132846	Contributing					No
View of New Towne from Monument Terrace (NT-V-05)	132848	Contributing					No

View of Old Towne from Monument Terrace (NT-V-06)	132850	Contributing					No
View along Parkway (CP-V-01)	132852	Contributing					No
View from Bridge of Powhatan Creek (CP-V-03)	132854	Contributing					No
View from Powhatan Overlook (CP-V-04)	132856	Contributing					No
View from Isthmus Overlook (CP-V-05)	132858	Contributing					No
Views from Parkway of Wetlands (CP-V-06)	132860	Contributing					No
Views from Parkway of James River (CP-V-07)	132862	Contributing					No
View of Jamestown Parking Lot (CP-V-08)	132864	Contributing					No
View of Back River/Neck of Land from Parking Lot (CP-V-10)	132866	Contributing					No
View of Loop Road (CP-V-11)	132868	Contributing					No
View from Parking Lot to Visitor Center and Swamp (CP-V-no CLR #)	132870	Contributing					No
View of Wetlands/River Landscape (NOL-V-01)	132872	Contributing					No
View of Jamestown Island (NOL-V-02)	132874	Contributing					No
View from Black Point to Surry Nuclear Power Plant (JI-V-08)	132876	Noncontributing – Compatible					No
View of Marina from Parkway (CP-V-02)	132878	Noncontributing – Compatible					No
View of Visitor Information Station and Parking Lot (NOL-V-no CLR #)	132880	Noncontributing – Compatible					No

Condition

Assessment Interval (Years): 8

Next Assessment Due Date: 04/04/2033

Condition Assessment and Impacts

Condition Assessment: Fair

Assessment Date: 04/04/2025

Condition Assessment Explanatory Narrative:

The site shows clear evidence of minor disturbances and deterioration primarily due to natural forces. Multiple PMIS/PEPC projects are ongoing, but have not yet been completed, to address deferred maintenance and update the visitor experience. The baseline water table on the island is rising, causing increased impacts to all aspects of park management from storm events.

Pitch and tar swamp is expanding increasing saltwater intrusion into the area. This expansion is different from its historic footprint as well as changing vegetation patterns to those plants more resistant to salt water.

Condition Assessment: Fair

Assessment Date: 09/21/2021

Condition Assessment Explanatory Narrative:

Provisional. The condition reassessment for this CLI has been delayed due to Covid-19 travel restrictions and staffing shortages. In the meantime, the most recent condition assessment will remain in place until it is reassessed as part of a comprehensive update of the entire CLI. Planning and scheduling this update will occur in FY 2022.

Condition Assessment: Fair

Assessment Date: 07/07/2008

Condition Assessment Explanatory Narrative:

The inventory unit shows clear evidence of minor disturbances and deterioration primarily by natural forces. Hurricane Isabel and other storms have repeatedly damaged the landscape through flooding and erosion. Downed trees and washed out paths have also been a recurring problem. Additionally, the flat topography and high water table have also made maintenance of the exhibit foundations a challenge. The spread of invasive plants, particularly common reed, could become a serious problem and should be monitored.

Impacts

Type of Impact: Adjacent Lands

Other Impact:

External or Internal: External

Impact Narrative: Incompatible views across bodies of water are present. Future development of the marina also poses a threat.

Date Identified: 09/10/2008

Type of Impact: Erosion

Other Impact:

External or Internal: Both Internal and External

Impact Narrative: Erosion of the shorelines and earthworks and along paths and roads is present and is a recurring problem.

Date Identified: 09/10/2008

Type of Impact: Flooding

Other Impact:

External or Internal: Internal

Impact Narrative: Almost all of the inventory unit is prone to flooding.

Date Identified: 09/10/2008

Type of Impact: Impending Development

Other Impact:

External or Internal: External

Impact Narrative: Current levels of boat traffic at the marina on Powhatan Creek may continue to contribute to shoreline erosion. Future expansion of the marina may excacerbate this issue.

Date Identified: 09/10/2008

Type of Impact: Vegetation/Invasive Plants

Other Impact:

External or Internal: Internal

Impact Narrative: Invasive species found in the project area include periwinkle, Scotch broom, wisteria, bamboo, princess tree, and common reed. Of these, common reed is of the most concern.

Date Identified: 09/10/2008

Type of Impact: Inundation/Sea Level Rise

Other Impact:

External or Internal: External

Impact Narrative: Inundation/Sea Level Rise: Deterioration from water perpetually covering coastal or estuarine land that was seasonally or traditionally dry, as a result of an increase in the elevation of the mean sea level (MSL) of the Jamestown River.

Date Identified: 04/04/2025

Type of Impact: Inundation/Storm Surge

Other Impact:

External or Internal: External

Impact Narrative: Deterioration from water temporarily covering land along coasts and large inland lakes that are seasonally or traditionally dryland, as a result of amplified tides during severe low pressure weather systems.

Date Identified: 04/04/2025

Treatment

Stabilization Measures

Treatment Documents

Treatment Type: Rehabilitation

Treatment Completed: No

Document Type: Other Document

Document Date: 2005-08-12

Title:

IRMA Link:

Narrative:

According to the park's "Historic Jamestown Interpretive Concept Plan/Environmental Assessment and the "Cultural Landscape Report for Jamestown Island, Glasshouse Point, and Neck of Land / Colonial National Historical Park" the post-World War II landscape will be rehabilitated. The majority of contributing resources will remain but some, such as trails, will be rehabilitated to meet accessibility requirements. To date, brick audio stations/benches have been removed and waysides have been replaced. In the future, the replica foundations at New Towne may be rehabilitated. Additionally, new benches have been added and the trails have been resurfaced with a harder packed material to meet accessibility needs. (Rehm, 2008: 5)

Approved Treatment Costs

Cost Narrative:

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Association for the Preservation of Virginia Antiquities	“Year Book of the Association for the Preservation of Virginia Antiquities for 1898 and 1899.”	1900	Richmond: Wm. Ellis Jones, Book and Job Printer			
Association for the Preservation of Virginia Antiquities	“Year Book of the Association for the Preservation of Virginia Antiquities.”	1896	Richmond: Geo. M. West			
Association for the Preservation of Virginia Antiquities	Minutes of the Historic Jamestown Committee, 1970 - 1974.				MS in Association for the Preservation of Virginia Antiquities office, Richmond, Virginia	

Association for the Preservation of Virginia Antiquities	Minutes of Monthly Meetings, 1891-1958.				MS in Association for the Preservation of Virginia Antiquities office, Richmond, Virginia	
Appleman, Roy E.	“Interpretive Exhibits – Jamestown Island.” April 15, 1949.	1949			MS on file at the Park Curator’s Office, Yorktown Visitor Center. Colonial National Historical Park, Yorktown, Virginia	
Abbott, Stanley W.	“Proposed Development of Jamestown Island recommended by the National Park Service in Richmond, Virginia.” September 17, 1953.	1953			MS on file at the Park Curator’s office, Yorktown Visitor Center. Colonial National Historical Park, Yorktown, Virginia	

Supplemental Information:

Supplemental Information Title: U. S. Department of the Interior, National Park Service, Colonial National Monument, July 15, 1935. COLO # J-46133 (COLO # 6060).

Supplemental Information Narrative:

Jamestown Island, Virginia. On file at the Jamestown Archives, Jamestown Visitor Center, Colonial National Historical Park, Jamestown, Virginia.

Supplemental Information:

Supplemental Information Title: U.S. Department of the Interior, National Park Service, Colonial National Historical Park, April 18, 1938. COLO #8012.

Supplemental Information Narrative:

Jamestown Utility Map. On file at the Office of the Landscape Architect, Yorktown Maintenance Facility, Colonial National Historical Park, Yorktown, Virginia.

Supplemental Information:

Supplemental Information Title: Yetter, George. Colonial Willamsburg Foundation, December 4, 2001.

Supplemental Information Narrative:

Electronic communication.

Supplemental Information:

Supplemental Information Title: U.S. Department of the Interior, National Park Service, Colonial National Historical Park, January, 1941. COLO # J-46178 (COLO # 20861).

Supplemental Information Narrative:

Jamestown Island, 1607-1699. Part of the Master Plan, Colonial National Historical Park. Sheet #s 15-16. On file at the Jamestown Archives, Jamestown Visitor Center, Colonial National Historical Park, Jamestown, Virginia.

Landscape Documents:

File Name	Date	Attachment Type
COLO_Jamestown Island Area_CLI Update Notes_2025.pdf		

Source