

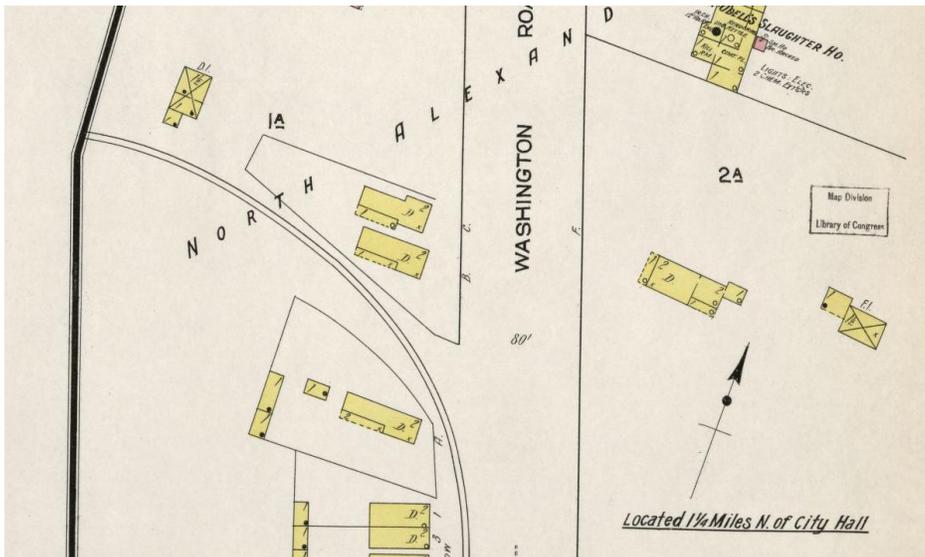
REPORT >

Documentary Study of the 1333 Powhatan Street Project Area

LOCATION > City of Alexandria, Virginia

DATE >
September 2014

PREPARED FOR >
The Rubin Group, DC



Detail of 1912 Sanborn map depicting the project area (Source: Library of Congress).

Dutton + Associates

CULTURAL RESOURCE SURVEY, PLANNING, AND MANAGEMENT

PREPARED BY >
Dutton + Associates, LLC

**DOCUMENTARY STUDY
OF THE 1333 POWHATAN STREET PROJECT AREA
CITY OF ALEXANDRIA, VIRGINIA**

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ABSTRACT

In March and April 2014, Dutton + Associates, LLC (D+A) conducted a documentary study of the 1333 Powhatan Street project area in the City of Alexandria, Virginia. All work was completed in accordance with the guidance specified in the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (Federal Register 48:44716-44742, September 29, 1983), the Guidelines for Conducting Historic Resources Survey in Virginia (October 2011) promulgated by the Virginia Department of Historic Resources (VDHR), and the City of Alexandria Archaeological Standards.

Documentary research indicates the project area remained undeveloped until it was purchased by Andrew Turley in 1885, who improved the property shortly thereafter. The 1912 Sanborn Insurance maps illustrate a two-story frame dwelling with no basement and a frame shed at the rear of the property. No other improvements were noted. Given the type of structure (frame with no basement), it is likely the buildings were constructed on brick piers resulting in a limited archaeological impression. When Turley died in 1906, his will directed that the property be sold, which it was in 1910, after the death of his wife. Following sale of the property out of the Turley family, it passed through a series of owners including use as an auto trailer park in the mid-twentieth century and most recently as a commercial business with the majority of the project area either developed or paved for parking.

*Given the developmental history of the property and its documented use by the Turley family, it is D+A's opinion that the project area has limited potential to contain intact archaeological deposits with important new information about the Turley family and history of the site and area more broadly. **It is therefore D+A's opinion that no archaeological investigation of this project area is warranted.***

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INTRODUCTION

In March and April 2014, Dutton + Associates, LLC (D+A) conducted a documentary study of the 1333 Powhatan Street project area in the City of Alexandria, Virginia (Figure 1).

All work was completed in accordance with the guidance specified in the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (Federal Register 48:44716-44742, September 29, 1983), the *Guidelines for Conducting Historic Resources Survey in Virginia* (October 2011) promulgated by the Virginia Department of Historic Resources (VDHR), and the *City of Alexandria Archaeological Standards*. David H. Dutton, M.A. served as the Principal Investigator, prepared the research design, and co-authored the technical report. Dara A. Friedberg, M.S. assisted with the research and report production. Copies of all notes, maps, correspondence, and research materials are on file at D+A's main office in Richmond, Virginia.

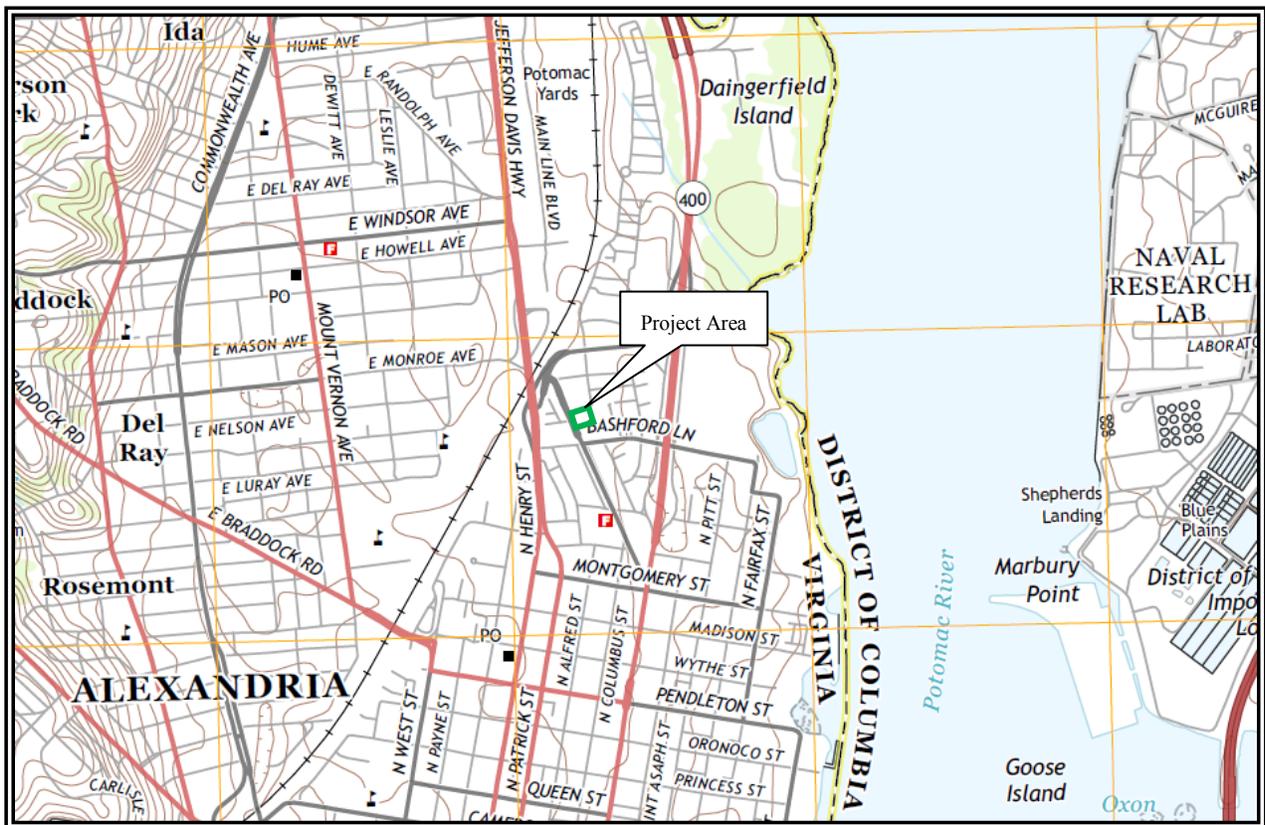


Figure 1: Detail of Alexandria, VA USGS Quadrangle depicting the location of the Powhatan Street project area (green).

PROJECT AREA PHYSICAL DESCRIPTION AND LOCATION

The Powhatan Street project area is located in Northeast Alexandria. The property consists of ± 1.0 acres on the east side of Powhatan Street between Bashford Lane, on the south, and Bernard Street, on the north (Figure 2). Presently the property consists of a 1970s commercial building set in a parking lot.



Figure 2: Aerial depicting the Powhatan Street project area (Source: Google 2013).

METHODOLOGY

The documentary study of the Powhatan Street project area was undertaken in order to verify the ownership and use of the property in the late-nineteenth and early-twentieth centuries. The background research methodology is summarized below.

D+A conducted pertinent background research with the following goals:

- Establishing an appropriate historic context for the project area, as defined by the Secretary of the Interior’s *Standards and Guidelines for Archaeology and Historic Preservation* (USDI 1983) and the Virginia Department of Historic Resources’ (VDHR) *How to Use Historic Context in Virginia: A Guide for Survey, Registration, Protection, and Treatment Projects* (VDHR 1992);
- Identifying land ownership and property use through time;

Background research took place in local archival facilities, as well as the traditional state archival repositories. Research was undertaken at the Library of Virginia, the City of Alexandria, the County of Arlington and other repositories of archival materials deemed

appropriated. Materials examined included deed records, land tax records, personal property tax records, newspaper articles and advertisements, census data, city directories, historic maps.

While comprehensive in its treatment of the study area, this work is not intended to be an exhaustive treatment of the social history of the area or its occupants. Rather, the primary purpose of the study is to provide reliable and concise data regarding the ownership of the property.

HISTORICAL OVERVIEW

The following section provides a brief summary of the general overarching regional historic themes relevant to the development of the City of Alexandria. The primary emphasis of this context focuses on development of the city from the seventeenth century to the present day with emphasis on the vicinity of the project area. The use of historic maps, published and unpublished manuscripts, and assorted historic narratives aided in establishing the appropriate cultural context for the project area as defined by the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* and the Virginia Department of Historic Resources' *Guidelines for Conducting Historic Resources Surveys in Virginia* (VDHR 2011).

SETTLEMENT TO SOCIETY (1607 – 1750)

At the time of European contact, the area encompassing the northern portion of Virginia was occupied by Algonquian-speaking tribes in the Tidewater and Siouan-speaking tribes west of the fall line (Walker 1981; Bushnell 1935, 1937). Groups living on the southern and western sides of the Potomac River included the Moyumpse, or Doegs/Dogues as they became known to the colonists (Moore 1993). When John Smith sailed up the Potomac in 1608, he noted that their main village, Tauxenent, was located in the vicinity of Mason Neck, and comprised of longhouses, arbor-like structures of bent poles covered with bark or reed mats. He also encountered two smaller villages in the vicinity; Namassingakent, situated near present-day Mount Vernon and Assaomeck, on the south side of Hunting Creek (Figure 3) (Smith 1610).



Figure 3: Detail of *Virginia, Discovered and Described [sic]*, by John Smith in 1610, depicting the general vicinity of the project area (Source: Library of Congress).

As European settlers moved up the Potomac River throughout the early-seventeenth century, most of the settlement occurred along the east side of the river in Maryland as the Virginia side was still considered too dangerous due to conflict with native inhabitants. A treaty in 1648 however opened up the region to European expansion, and colonization began swiftly. In 1649, what is now northern Virginia was part of a tremendous land grant known as the Northern Neck Proprietary issued by King Charles II to a group of wealthy English investors. This grant of nearly 5,282,000 acres consisted of all land between the Potomac and Rappahannock Rivers and was managed by the proprietors who leased out large tracts of their respective lands to smaller land investors who in-turn sold or leased the land to those who actually settled the area.

During this period, the cultivation of tobacco was the primary economy and cultural influence in the region and thus large tracts of land were at a premium. In many cases, land was leased or outright purchased from the Northern Neck Proprietary and its agents, and in other cases, grants were given as payment in the headright system where the provision of safe travel to new settlers was awarded to the responsible sponsor. Throughout the late-seventeenth and early-eighteenth centuries, tobacco plantations were established on both sides of the Potomac River. In 1669, 6,000 acres of land in the vicinity of present-day Alexandria was given to the English ship captain Robert Howson by Sir William Berkeley, Governor of Virginia, as payment for the transportation of 120 people to Virginia (50 acres a person under the headright system). Just a month later, Howson sold the land to John Alexander, a wealthy planter (City of Alexandria

n.d.). In 1722, the Iroquois ceded all of their lands south of the Potomac River and east of the Blue Ridge Mountains to Virginia (ACBTF 2001).

Because of the great importance of the cultivation of tobacco in the northern region of Virginia, the Tobacco Inspection Law was passed in 1730 requiring all exported tobacco shipments to be inspected and bear an official certificate (Prince William County Historical Commission 2012). A reliable road network was not yet in place, so tobacco inspection stations and warehouses were constructed along waterways which served as the primary transportation and shipping routes. One such tobacco warehouse was established in the vicinity of present-day Alexandria on what is now the end of Oronoco Street in 1732 by Hugh West. Meanwhile, much of the surrounding area was farmed by John and Philip Alexander.

By the mid-eighteenth century, the population in the area warranted political division and the Virginia Assembly established Fairfax County from the northern portion of Prince William County in 1741. The Fairfax County Courthouse was built in 1742, on land near present-day Tysons Corner. Meanwhile, only a few settlements and isolated farms dotted the area. To promote further growth, towns and villages were authorized in the county, particularly around tobacco inspection stations that already functioned as make-shift communities and centers of commerce.

In 1748, Virginia's House of Burgesses authorized the formation of a town around Hugh West's warehouse consisting of 66-half acre lots, nine streets, and two public landings to serve as a port (Brockett and Rock 1883, 7). This new town was named Alexandria in honor of the early owner of much of the land. John West, Fairfax County surveyor, and George Washington laid out 60-acres and lots were auctioned off in July 1749 (Figure 4) (City of Alexandria n.d.). This original town encompassed what is now Lee Street to the east, Royal Street to the west, Oronoco Street to the north, and Duke Street to the south. Development in the town began in its northeast section with the construction of first-class structures built of brick (Brockett and Rock 1883, 8). During this period, the Powhatan Street project area was well outside of the original town limits on land that was likely used for agricultural purposes.

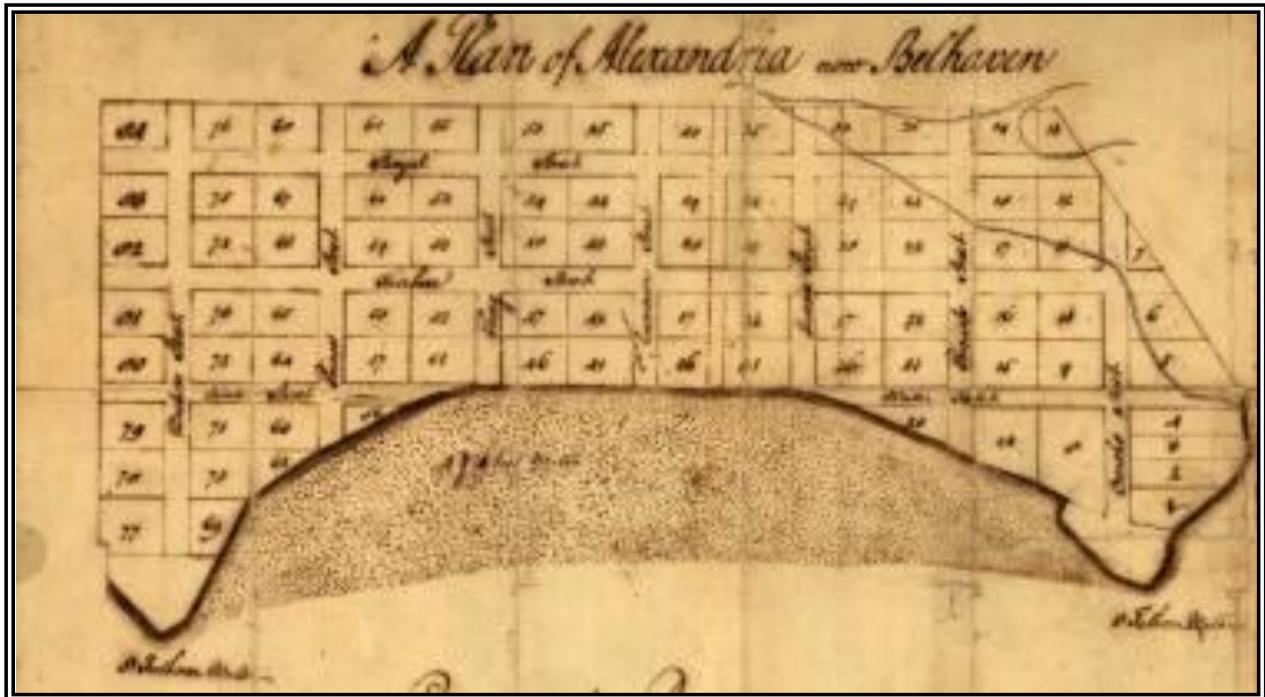


Figure 4: Detail of *A plan of Alexandria, now Belhaven, 1749* (Source: Library of Congress).

COLONY TO NATION (1750 – 1789)

The flourishing tobacco trade brought about a boom period in Alexandria in the mid- to late-eighteenth century and the city became the county seat of Fairfax County in 1752 (Netherton and Netherton 1992). In 1763, an expansion of the town's limits increased the size of the community by adding Wolfe and Wiles Streets to the south and Pitt and St. Asaph Streets to the west (Figure 5). The town expanded again in the 1780s by filling in part of the Potomac shoreline to allow merchants to build wharves to serve ocean-going vessels. By this time, Alexandria had evolved into a substantial community and lots all over town were subdivided repeatedly by their owners who rented space to dozens of different types of skilled artisans, grocers and small merchants, tavern keepers and other tradesmen. The population also included many slaves as well as free blacks who lived primarily in neighborhoods called "the Bottoms" and "Hayti," both south of Prince Street (City of Alexandria n.d.).

Alexandria became incorporated in 1779 and by the end of the eighteenth century the city had grown into one of the most affluent towns in the colony and early country. It served as a center for the economy and commerce, and in-turn, became a social and religious center as well. Despite expansions to the city, the project area remained outside of the city limits. In 1786, Philip R. Fendall purchased 31.5 acres outside of the city limits; it is likely that all but a half-acre were intended for use as a farm (Mullen and Barse 2012, 33). Fendall was the first president of the Bank of Alexandria and a trustee of the Potomac Canal Company, as well as the builder of the Lee-Fendall House in Alexandria (Walker and Harper 1989, 49).

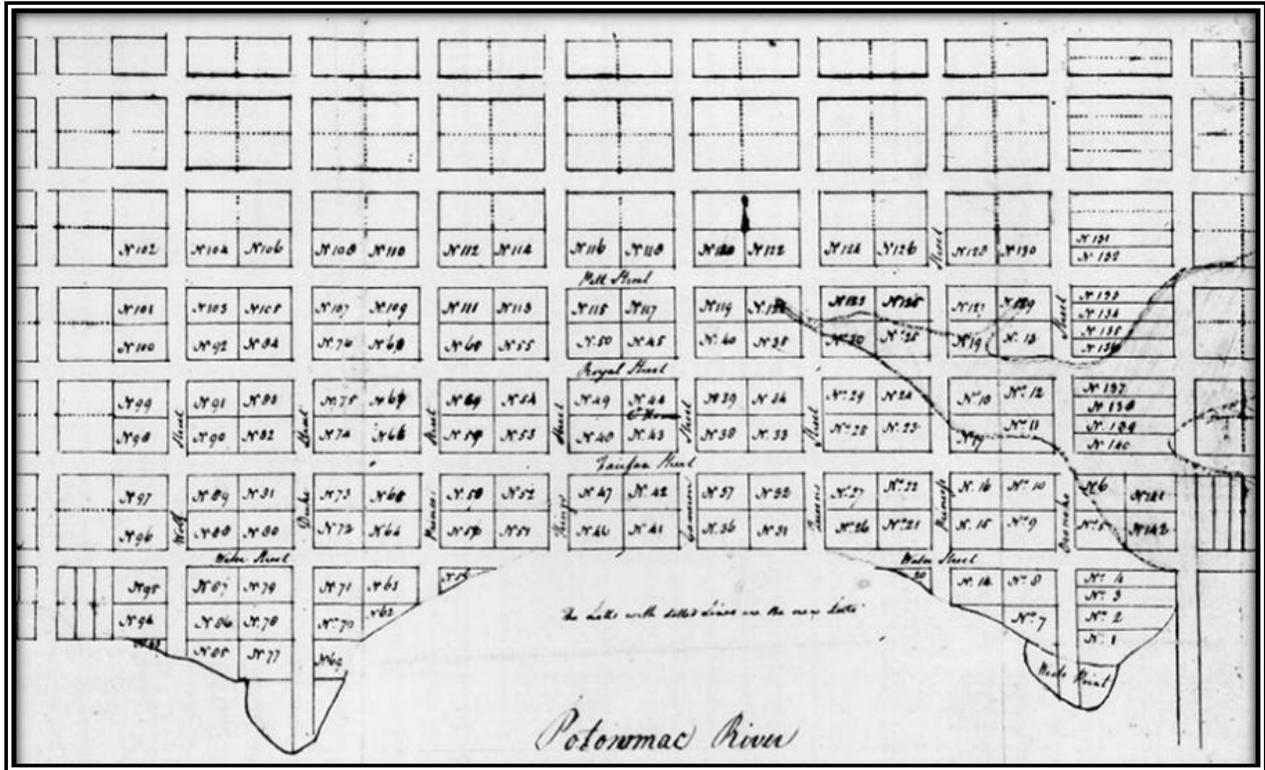


Figure 5: Detail of Alexandria, by George West in 1763 (Source: Library of Congress).

EARLY NATIONAL PERIOD (1789 – 1830)

Following the revolution, in 1789, the Commonwealth of Virginia ceded land in Fairfax County to become part of the new 10-mile square District of Columbia; the part ceded became Alexandria County which included the town of Alexandria (City of Alexandria n.d.). Although the country's new independence lifted many restrictions and hindrances to free trade and opened a variety of new opportunities, the town and region underwent a drastic transition in economy and commerce as the tobacco market crashed. The intensive tobacco cultivation throughout the mid- and late-eighteenth century had severely depleted the area's soils of essential nutrients, making the crop unprofitable. Much of the region shifted to more diversified production of grains and corn. Larger land holdings were subdivided and sold to farmers, often northerners, who converted them to other kinds of agriculture, such as mixed grains.

The new trends in agriculture led to changes in the labor system as farm owners and their families could generally tend to their own fields. Acre for acre, the newer crops did not require as much manual labor as the expansive and labor intensive tobacco plantations had required. The result of these changes for the African American community was that large numbers of enslaved individuals were no longer needed in local agriculture. Owners then had three options regarding their bondservants including hiring their slaves out to city industries, selling them to other individuals in the lower south where cotton farming was on the rise, or freeing them. Even while Alexandria was becoming one of the largest early slave trade markets in the nation, the city was part of both Virginia and Washington D.C. during this period, and there was a split regarding public opinion of slavery, abolition, racial equality, and related issues, often opposing the rest of

the commonwealth. The first federal census in 1790 identified 52 free blacks in Alexandria County; by 1820 the number had dramatically increased to 836 (Alexandria Black History Museum n.d.). The city had a number of white citizens, including an active Quaker congregation, who assisted the African American community and therefore the city became a haven to many African Americans who migrated to Alexandria to escape laws that made it difficult for them to remain in the commonwealth (Necciai and Drummond 2007). The number of free blacks would continue to rise until 1847 when the city was retroceded back to Virginia.

The city expanded its grid again in 1796, particularly to the north and west as the Potomac River and Hunting Creek limited further growth to the east and south (Figure 6). Despite the expansion however, development within the city remained clustered relatively close to the waterfront, and the inland portions remained relatively undeveloped through the early-nineteenth century. In 1800, Alexandria County had a population of nearly 6,000; only 978 of which lived in the rural areas outside of the town of Alexandria. There were also 297 slaves in the rural areas and 875 in the town (ACBTF). The area to the north of the city was primarily settled by small farmers who provided food for Alexandria and the shipping trade (Escherich 1991, 36).

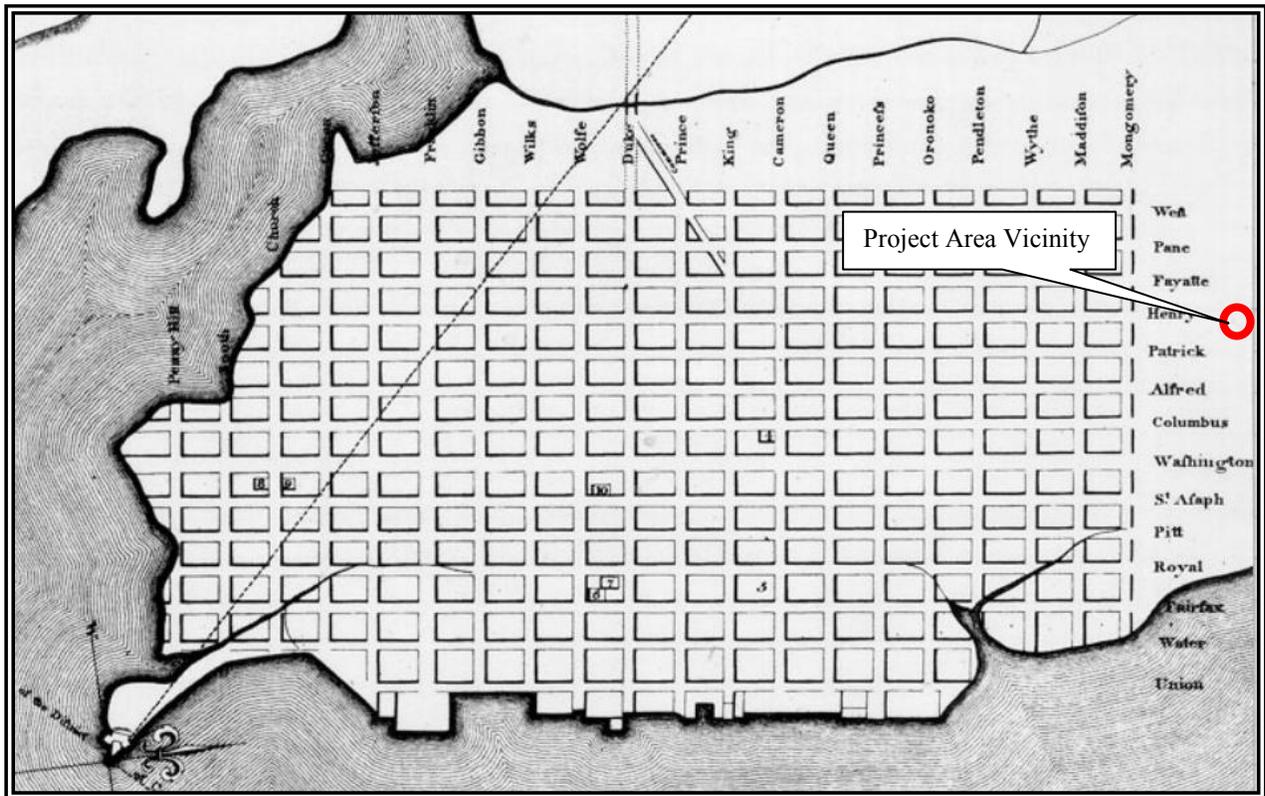


Figure 6: Detail of *Plan of the Town of Alexandria in the District of Columbia*, by Col. George Gilpin in 1798, depicting the general vicinity of the project area (Source: Library of Congress).

Changes in the agricultural system to smaller farms and grains also necessitated the construction of additional road and turnpikes to Alexandria resulting in a flourishing city with additional new warehouses, mills, and merchants. In 1808, the Washington and Alexandria Turnpike and Bridge Company was incorporated to build and maintain a road between the two cities (Escherich 1991, 36). A major road in the region, it extended out from N. Washington Street and

continued north to Washington, D.C. Today it is part of U.S. Route 1; the southern section is known as Powhatan Street and the project area lies to its east. Philip Fendall died in 1805 leaving the land to his wife Mary and other trustees.

ANTEBELLUM PERIOD (1830 – 1860)

During the Antebellum Period, the population and economy of the region began to rise again as it became home to new settlers from northern states and improved farming methods were put into use. Crop rotation and other techniques revitalized the agricultural system and the region began to prosper again. In addition to new roads other forms of transportation were developed.

In 1828, ground was broken for the Chesapeake and Ohio Canal Company which would extend along the north shore of the Potomac River from the tidewater (ACBTF). Alexandria demanded a terminus in the town. The Alexandria Canal Company was formed and an Aqueduct Bridge and Alexandria Canal were built beginning in 1833; it opened in 1843 (DPCD & Alexandria Archaeology). The new canal generally paralleled the Washington and Alexandria Turnpike to its east as it traveled south from Washington, D.C.; the canal turned east towards the Potomac River at the canal basin just north of Montgomery Street. The project area was situated between the Washington and Alexandria Turnpike and the Alexandria Canal (Figure 7). As the project proved to be more costly than anticipated, Alexandria applied to Congress for retrocession so that they may apply to Virginia for funds. The land was retroceded in 1847, remaining Alexandria County. It had a population of 10,000, of which 8,700 lived in the city (ACBTF).

Additionally, the railroad began to influence development and the economy in the region. This network of lines greatly improved commerce in Virginia. Farmers could ship their products, produce and goods much more cheaply than before and could go any direction via the connecting railroad. As a railroad and seaport town, Alexandria continued to thrive and grow. In 1854, the Washington and Alexandria Turnpike were authorized to sell land to the Alexandria and Washington Railroad Company (Escherich 1991, 36). The new railroad would largely paralleled the turnpike previously constructed, west of the project area, and connected Alexandria and Washington, D.C (Figure 8).

As the city experienced a building boom in the early 1850s, property north of the city was further divided and sold. In order to pay certain debts in 1833, Mary Fendall and others conveyed the Fendall property to Robert J. Taylor and Thompson F. Mason to be sold at public auction; the land was sub-divided before being sold. Robert H. Miller purchased land that encompassed the project area at this time (Figure 7) (DB U-2: 389). Miller was a successful businessman, owning a large china store on the corner of King and Fairfax Streets, being partner in his father's, Mordecai Miller, shipping business, and serving as president of the First National Bank of Alexandria. He was also a Quaker and, like his father, worked to ease the plight of African Americans and sold them property in the city (*The Miller Family* n.d.). Miller's use of the Powhatan Street property is unclear, however there appears to be a building on the property by 1861 (Figure 8).



Figure 7: Detail of *Plan of the town of Alexandria, D.C. with the environs*, 1845 by Maskell C. Ewing, depicting the project area owned by Miller (Source: Library of Congress).

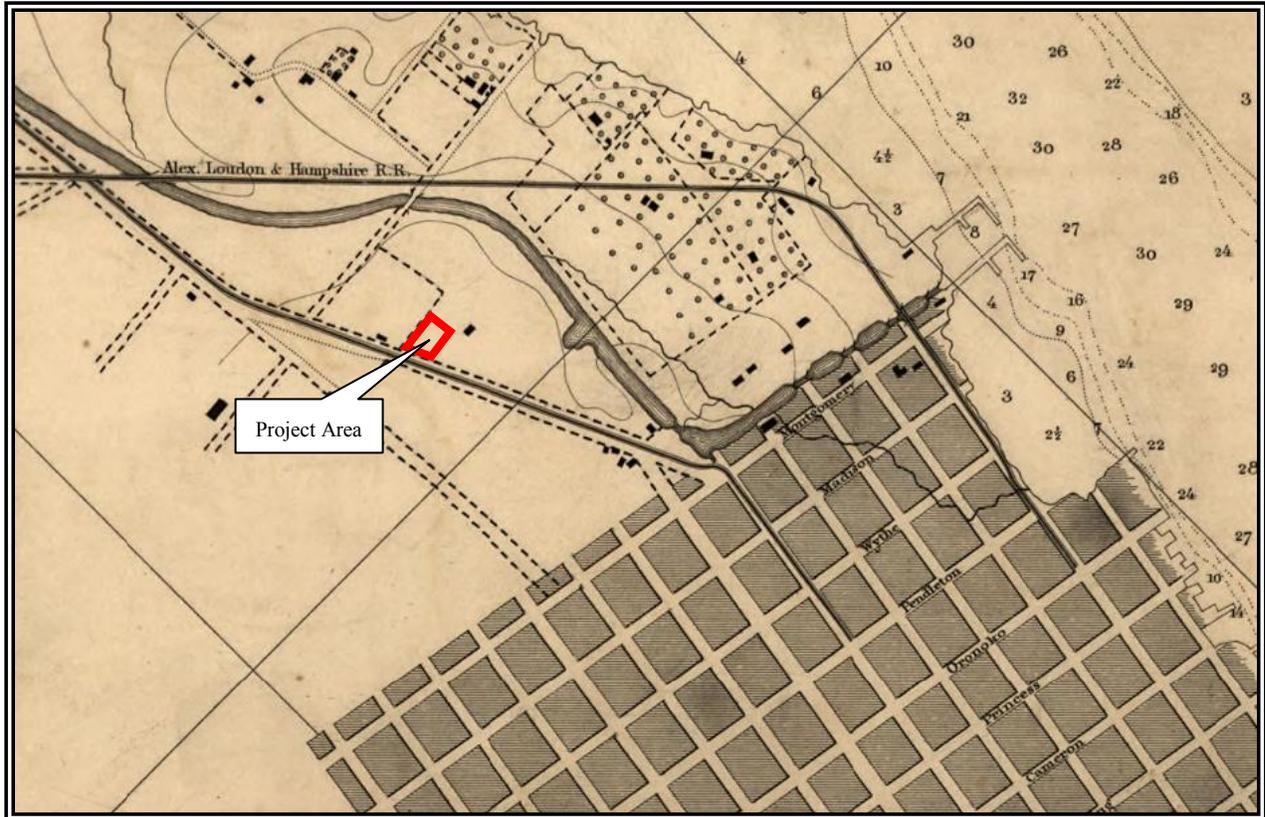


Figure 8: Detail of *Topographical Map of the District of Columbia*, 1861 by A. Boschke, depicting the project area (Source: Library of Congress).

CIVIL WAR (1861 – 1865)

With the eruption of the Civil War, Alexandria’s proximity to the federal government in Washington, D.C. meant that it would play a strategic role in the war. Within days of Virginia’s secession in 1861, Federal troops arrived and took possession of the city. The vast transportation system that Alexandria had created served in supplying the Union with troops and supplies, as well as bringing their wounded back to hospitals and temporary medical facilities. Troops and supplies were transported to Alexandria by both the shipping port and the railroad, and then dispersed where needed at the front. Wounded soldiers, brought back on the trains, were treated within buildings converted into makeshift hospitals throughout the town. A ring of forts and earthworks were constructed around the city to defend it as well as to serve as part of the greater defenses of Washington. From 1863 to 1865, the City was the capital of the Restored Government of Virginia, which represented the seven Virginia counties remaining under federal control during the War.

By 1864, small farmers in the region had stopped growing crops for fear they would be taken by the Union soldiers and by the war’s end Alexandria’s economy was in shambles (Escherich 1991, 36). However its early possession by the Union probably prevented the destruction of much of its physical fabric (City of Alexandria n.d.). The demographics of the city also changed substantially during this period when African American refugees flooded into Union-controlled areas, including Alexandria and Washington. Although Alexandria was a major slave-trading

center prior to the Civil War, and had a number of free blacks, the influx of numerous additional former slaves led to the establishment of several free black communities and in-turn, churches, social and fraternal organizations, and businesses (City of Alexandria n.d.). Many of these African American residents moved into the northwest quadrant of the city, into such neighborhoods as Uptown, where established development was sparser and thus property was more readily available (Necciai and Drummond 2007).

RECONSTRUCTION AND GROWTH (1865–1917)

Four years of military occupation and the lasting effects of the Civil War impacted Alexandria severely. The economy was devastated, residents had been displaced, and many people returned to find their homes and businesses damaged or destroyed. As with much of Virginia, economic realities following the end of the Civil War resulted in slow redevelopment of the city's commercial and industrial capabilities. For cities like Alexandria, not only did direct effects to the city's infrastructure make recovery difficult, but much of its economy and success were built around the agriculture and economy of the surrounding region that was also severely disrupted.

Road and railway infrastructure were among the first resources rebuilt which aided in the salvation of industry and commerce. An influx of northerners to the region who brought with them improved methods for farming helped rebuild the agricultural system. Some of the growth in population during this period also resulted from the proximity of the area to the nation's capital (Fairfax County History Commission). Throughout the 1870s, the region continued to grow as schools and churches began functioning again, telegraph lines were repaired, and new canals and railroads constructed (Fairfax County n.d.). In 1870, Virginia was readmitted to the Union, by which time the economy of Alexandria, now an independent city, and surrounding Alexandria and Fairfax Counties had substantially recovered from the war (ACBTF).

Even before the Civil War, people were attracted by the rural beauty and tranquility of Alexandria County. Some established homes in the county while others erected summer dwellings or hunting cabins (ACBTF). After the war, more people settled there; the population of Alexandria County, approximately 3,185 in 1870, nearly doubled by 1883. The transportation in the area in the form of railroad lines, turnpikes and roads, and bridges over the Potomac River were a large draw to the region. "These advantages, together with its proximity to the markets of Alexandria and Washington, render the lands in this county [Alexandria] very valuable as truck farms or market gardens – these cities affording a demand for all the crops that are produced." (Escherich 1991, 36; 37). By the early 1880s, farmers settling in the region were seeing the results of the long process of bringing orchards and crops back to life.

The county remained largely agricultural until the turn of the century. The extension of trolley lines into the county from Alexandria and Washington made possible the development of commuter villages. In 1890, a subdivision known as Northwest Alexandria (Town of Potomac) was planned in that direction from the City's core (Escherich 1991, 37). A bird's eye view of this development, just northwest of the project area, illustrates open land dotted with houses. While just outside of the drawing, it may be presumed that the project area during this time reflects the same (Figure 9).

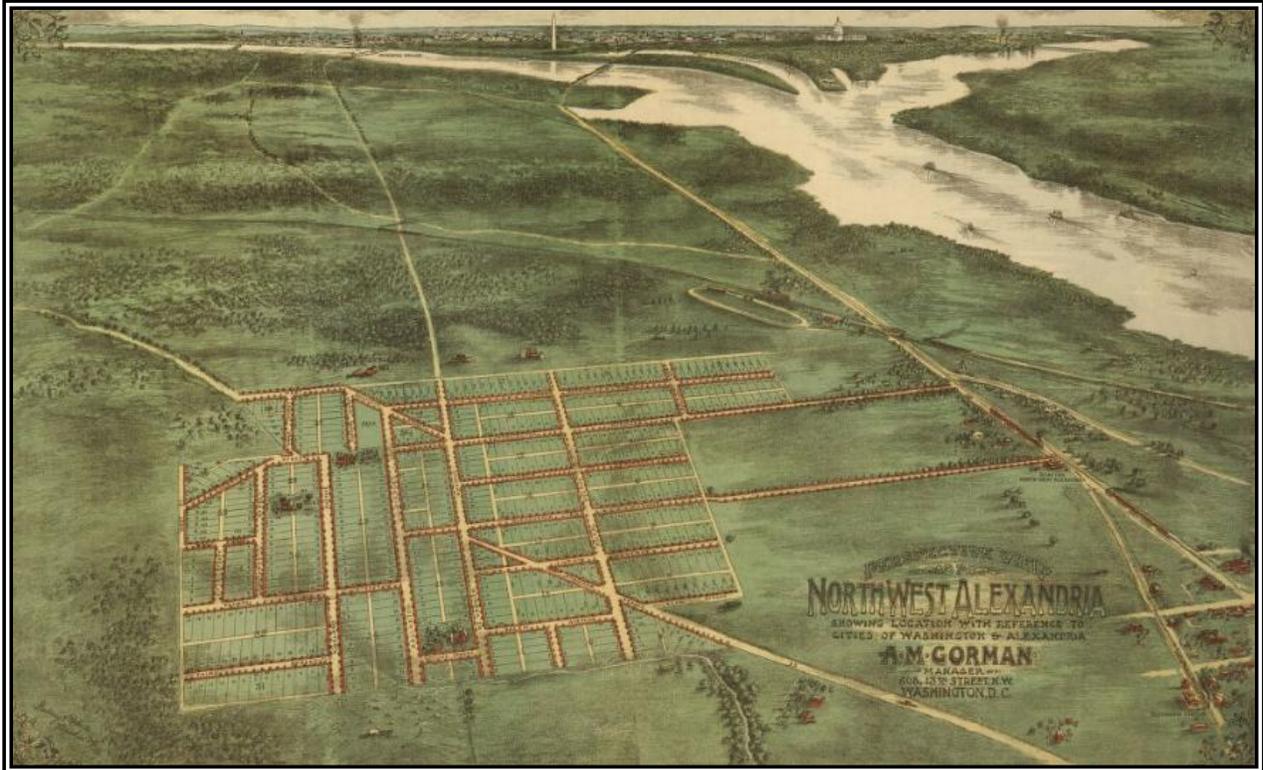


Figure 9: *Perspective view of northwest Alexandria*, 1890 by Gedney & Roberts, showing the landscape of Alexandria County (Source: Library of Congress).

The first two decades of the twentieth century saw northern Virginia's economy continue to grow. The emergence of Fairfax County as a leading dairy producer spurred the construction of better roads and rail service, and enhanced the commercial connection to markets in Alexandria and Washington, D.C. In part due to its excellent rail connections to both north and south, Alexandria became an important industrial and commercial center in the region. As a result of this transportation system, Alexandria developed a large industrial center along its waterfront adjacent to the railway. Throughout the early twentieth century, industrial growth in Alexandria included large lumber yards, leather and shoe factories, coal wharves, ice factories, a brewery, glass works, a tile manufactory, and a gas works. As the industrial area developed, so too did the commercial base rise to support the needs of the residents who were drawn to Alexandria by the availability of jobs and adequate housing. New neighborhoods sprang up around the outskirts of Alexandria by the turn of the century. In 1915, the Braddock and Rosemont neighborhoods were annexed (City of Alexandria n.d.).

During this period, the project area began to change hands more frequently. Following Robert H. Miller's death in 1878, the property was sold to George H. Franklin and John W. Beckley, both African Americans (Figure 10). The more than thirteen acres identified as the "Fendall lot" in the deed was partitioned in 1880; Beckley took the southern portion of the property and Franklin took 8 acres, 1 rood, and 37 poles of the northern portion, encompassing the future project area (DB E-4:440). Franklin's use of the property is unknown. He retained access to a pump on Beckley's land via a three-foot wide pathway connecting the two properties, however, according to land tax records, Franklin had no building on his property (DB E-4:440).

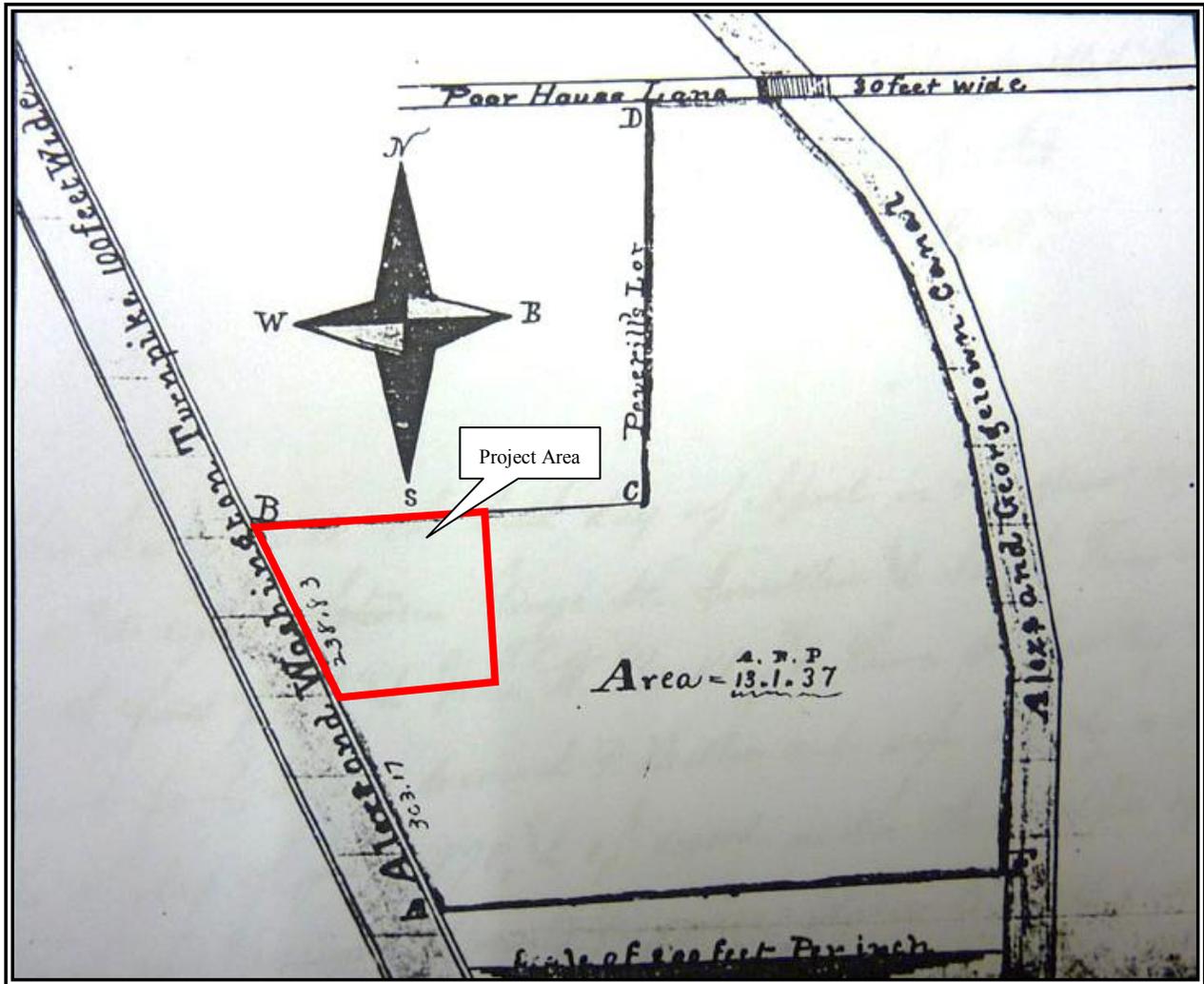


Figure 10: Plat of land purchased by George H. Franklin and John W. Beckley in 1878 (DB D-4:187).

In 1882, Peter Wise and his wife Alice purchased the property from Franklin. As Wise was identified as a real estate agent in the 1880 census it is possible that he purchased this as an investment property; during his ownership the land remained unimproved (LTRAC). In 1881 his company Green & Wise was advertising “for sale over 1000 farms located in the counties of Alexandria...ranging in price from \$2 to \$100 per acre. Some of them are equal to the best estates in Virginia. ... Our land holders are not only extremely anxious but willing to sell at *remarkably low prices*. Besides farms and other lands we are authorized to sell a large quantity of valuable real estate in the cities of Alexandria, Washington, and Georgetown, improved and unimproved, embracing dwellings, warehouses, vacant lots, &c.” (Brockett and West 1883, 88).

In 1885, Andrew J. Turley purchased Franklin’s +8 acres of land from Wise for \$850.00 (Figure 11) (DB F-4:552). Andrew Turley was born in 1839 to Harrison (also listed as Henson and Hewson) and Catherine Turley; in the 1850 census all were described as mulatto. Harrison Turley was emancipated by Hannah B. Territt by deed in 1847 and made his living as a gardener (Provine 1990, 175; USCB). Turley adopted his father’s profession and was identified as a

gardener or farmer with a dwelling on Washington Pike [Powhatan Street] at St. Asaph Junction for several years in the late-nineteenth and early-twentieth centuries (City Directories). According to the Alexandria Land Tax Book, Turley made improvements to the property immediately after its purchase (LTRAC 1886). Personal property tax record indicate that he owned one horse, three hogs, one carriage, and “farm implements” (PPTRAC 1890).

According to his will, Turley also had property in the City of Alexandria, less than a mile south of the project area; these were 617, 619, 621, and 623 N. Henry Street and 419 and 421 N. Patrick Street, at least part of which he purchased in 1900 (WB 11:165; “Property Sales” 1900).

In addition to farming, Turley served as a member of the Colored Scottish Rite Masons of the Universal Lodge, No. 1 (“Colored Scottish Rite Mason” 1897). Originating in Philadelphia, PA, Universal Lodge No. 1 was established in Alexandria under the Grand Lodge of Pennsylvania on February 5, 1845. The organization operated from S. Royal Street, in the neighborhood known as Hayti overcoming the many slavery laws enforced in the city at the time (“Universal History” n.d.). And upon his death in 1906, the newspapers described Turley as “a well-known and respected colored resident of Alexandria county” (“Local Brevities” 1906).

Andrew Turley owned the property for the remainder of his life. In his will, he left all of his properties to his wife Nora, specifying that the property on what was then Washington and Alexandria Turnpike be sold as soon after his death that would be convenient (WB 11:165). The property however was not sold until after Nora’s death in 1910. It went up in a public auction, advertised in 1911 as “containing eight (8) acres, one (1) rood and thirty-seven (37) poles, and situated on the east side of Washington street extended northerly from the city of Alexandria, Virginia, and bounded on the north by the property of Aaron Odell, on the south by the property formerly belonging to the Beckley estate, and running back to the old canal, and extending along the canal to the Poor House land.” (*Alexandria Gazette* May 11, 1911).

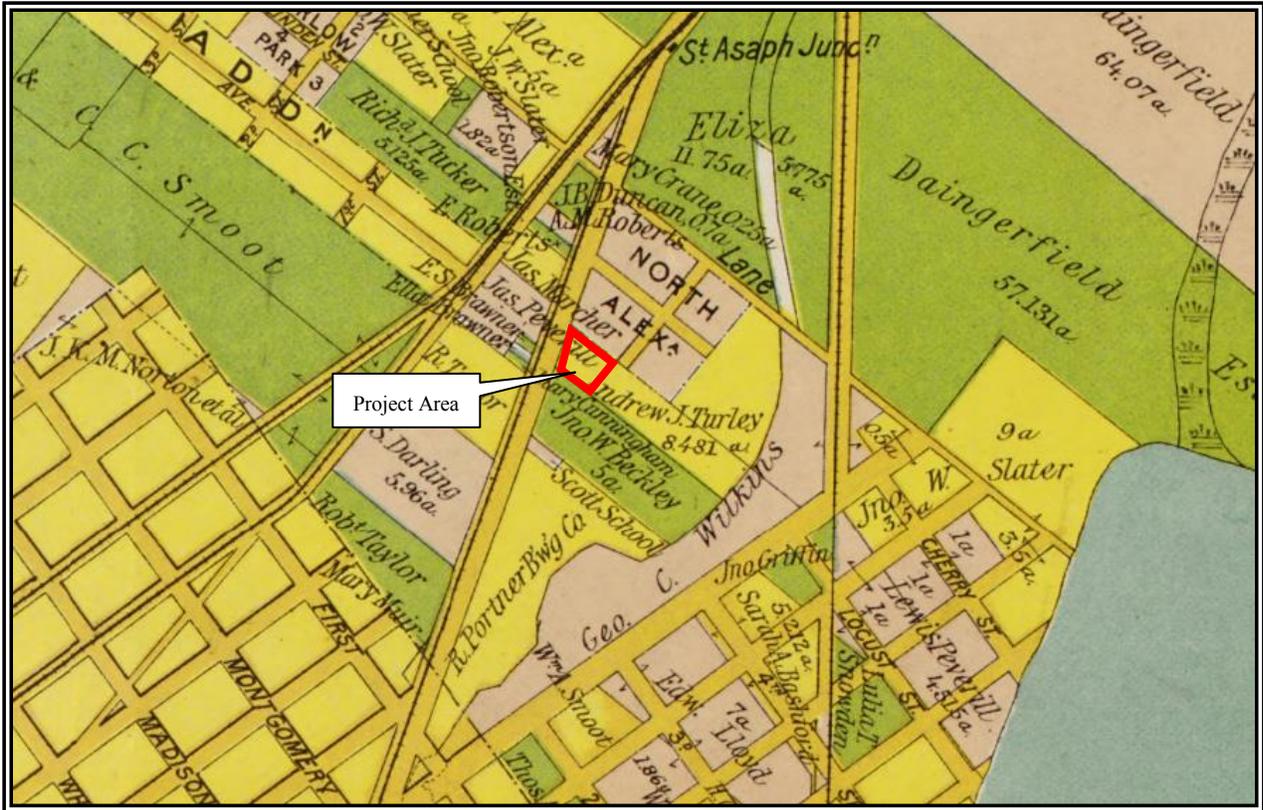


Figure 11: Detail of *Map of Alexandria County, Virginia*, 1900 by Howell & Taylor, depicting the project area (Source: Library of Congress)

Aaron Odell purchased the property; he was identified as a butcher working in the City Market with his house on Washington (DB 129:72; City Directories). A two-story frame house and an additional one and one-half-story frame building are noted on the property in a 1912 Sanborn Map (Figure 12). Odell also owned the adjacent property to the north of the project area on which he operated a slaughter house. The project area lot remained in the Odell family until 1920.

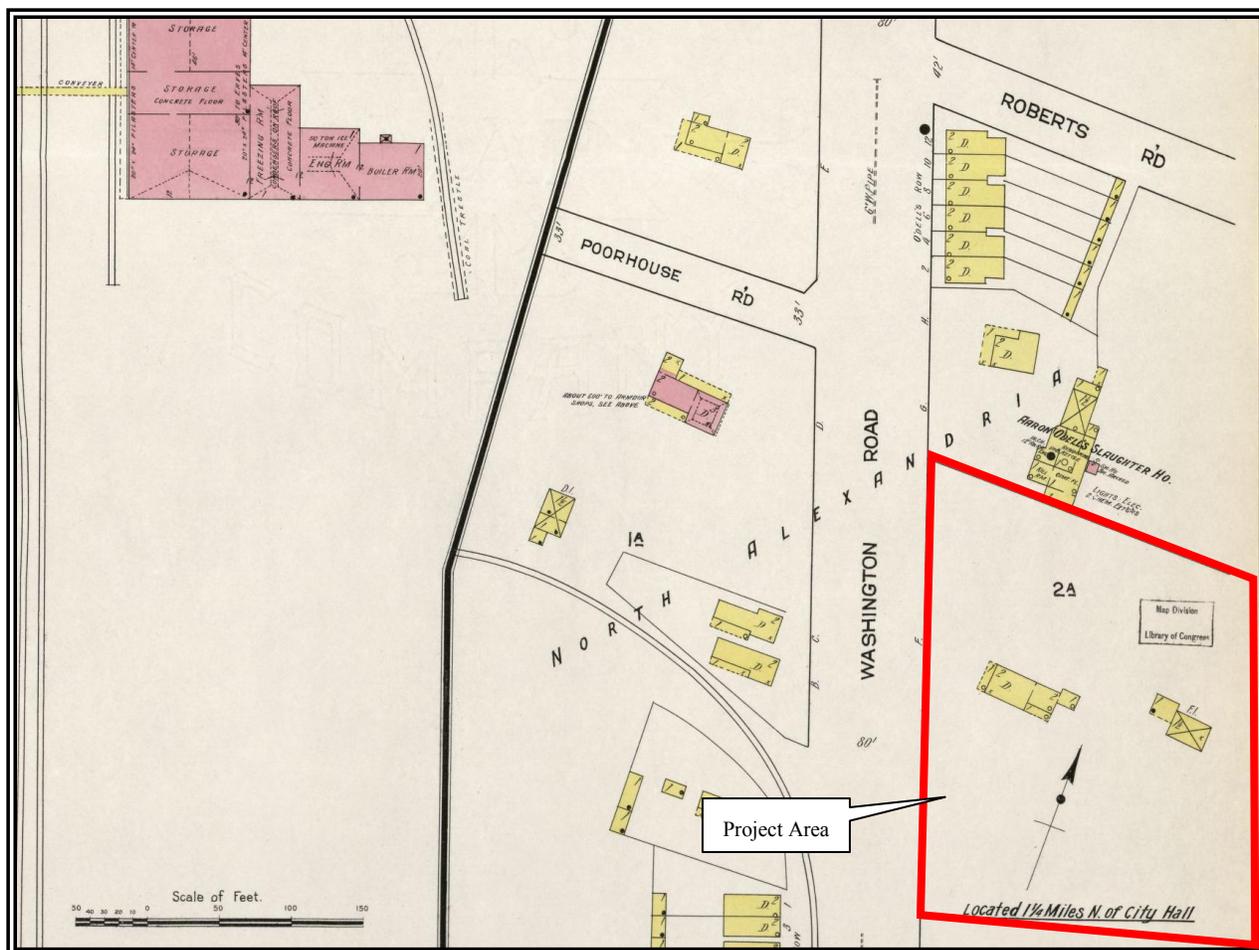


Figure 12: Detail of 1912 Sanborn map depicting the project area (Source: Library of Congress).

WORLD WAR I TO WORLD WAR II (1917 – 1945)

The decades between World War I and World War II marked a shift from the agricultural economy of the region to that of a growing urban center. Throughout the 1910s and 1920s, the industrial and commercial economy of Alexandria continued to grow due to the presence of the railroads and stockyards. The downtown commercial district expanded alongside an ever-growing industrial center along the wharfs. The increase in commerce and jobs prompted an influx of residents to the area. The combination of industrial development along with Alexandria's proximity to Washington, D. C. caused an explosion of residential development in the first third of the twentieth century. With its reasonable rents, relatively pure drinking water, fine educational system, and availability of loans through various cash-rich building associations, small scale residential developments, particularly row-housing, sprang up throughout the city (Sheely 1966). Much of the population growth was in the African American neighborhoods who supplied the labor to much of the city's industrial base. Meanwhile, the white population of Alexandria was continuing to grow as well due to the government buildup in the years leading up to World War II.

In 1920, to avoid confusion between Alexandria County and the City of Alexandria, the county was renamed Arlington to honor Robert E. Lee who had built his home, Arlington Estate, in it

(ACBTF). The City grew to its current boundaries by annexing the Town of Potomac (now known as the Del-Ray neighborhood) in 1929; this included the project area (Escherich 1991, 55).

The Depression that struck the nation in the 1930s, had fortunately not impacted the region as heavily as others due not only to the favorable business policies in Virginia, but also due to its proximity and connection to the Federal Government in Washington, D.C. During the Depression and especially with onset of World War II, the population of the region exploded as the government expanded and Alexandria became one of many "bedroom communities" serving the capital city (City of Alexandria n.d.). The expanding federal work force created a high demand for housing causing the region's farmland to be filled with thousands of new homes and apartment complexes (Figure 13).

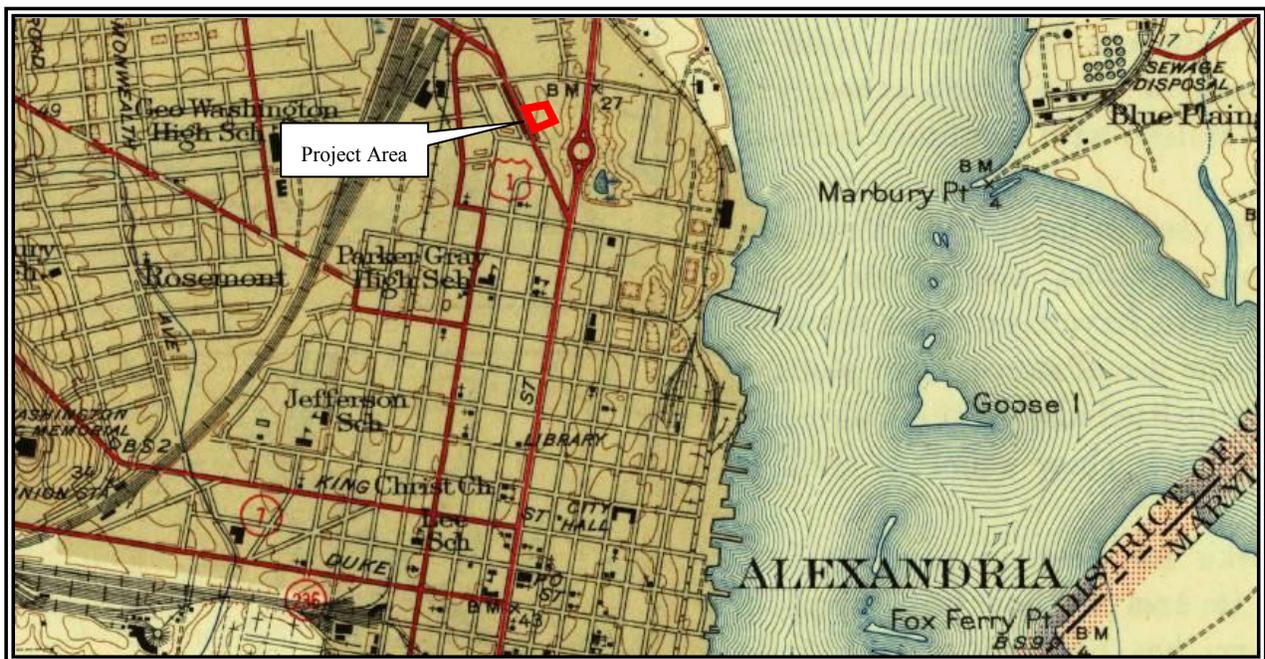


Figure 13: Detail of *Alexandria* USGS Topographical Map, 1945, depicting the project area (Source: USGS).

The project area was under multiple owners through the 1920s and 1930s, until 1937 with Nellie M. Grissom's purchase; she owned the property for nearly 20 years (DB 143: 582; WB 35:90). Under her ownership, Grissom operated the Martha Washington Tourist Inn & Trailer Court (City Directory 1952).

NEW DOMINION (1945 – PRESENT)

Following World War II, the population of Alexandria and Northern Virginia in general continued to rise at unprecedented speeds. Throughout the 1950s and 1960s expansion increased at a more rapid rate than ever. To accommodate the growth, I-95 was commissioned in 1956 and completed in 1964. The corridor was selected as the boundary between the City of Alexandria and Fairfax County. In 1964, the I-495 Beltway around Washington D.C. was completed with the southern extent of it grazing the southern edge of Alexandria. The construction of the beltway promoted additional growth in the town.

Similar to cities throughout the country, the City of Alexandria also saw an resurgence of urban renewal projects beginning in the 1960s. While its existing historic fabric spurred the use of historic preservation, many residential “slums,” particularly those in predominantly African American neighborhoods were eliminated and replaced with housing projects (McCloskey 1999).

In 1955, Grissom left her property to Joyce Ann Dowell and she continued to operate the Martha Washington Tourist Inn & Trailer Court (Figures 14 and 15) (City Directory 1958). In the ever changing region of northern Virginia, the site was cleared and the building currently standing was constructed in the 1970s (Figure 16).

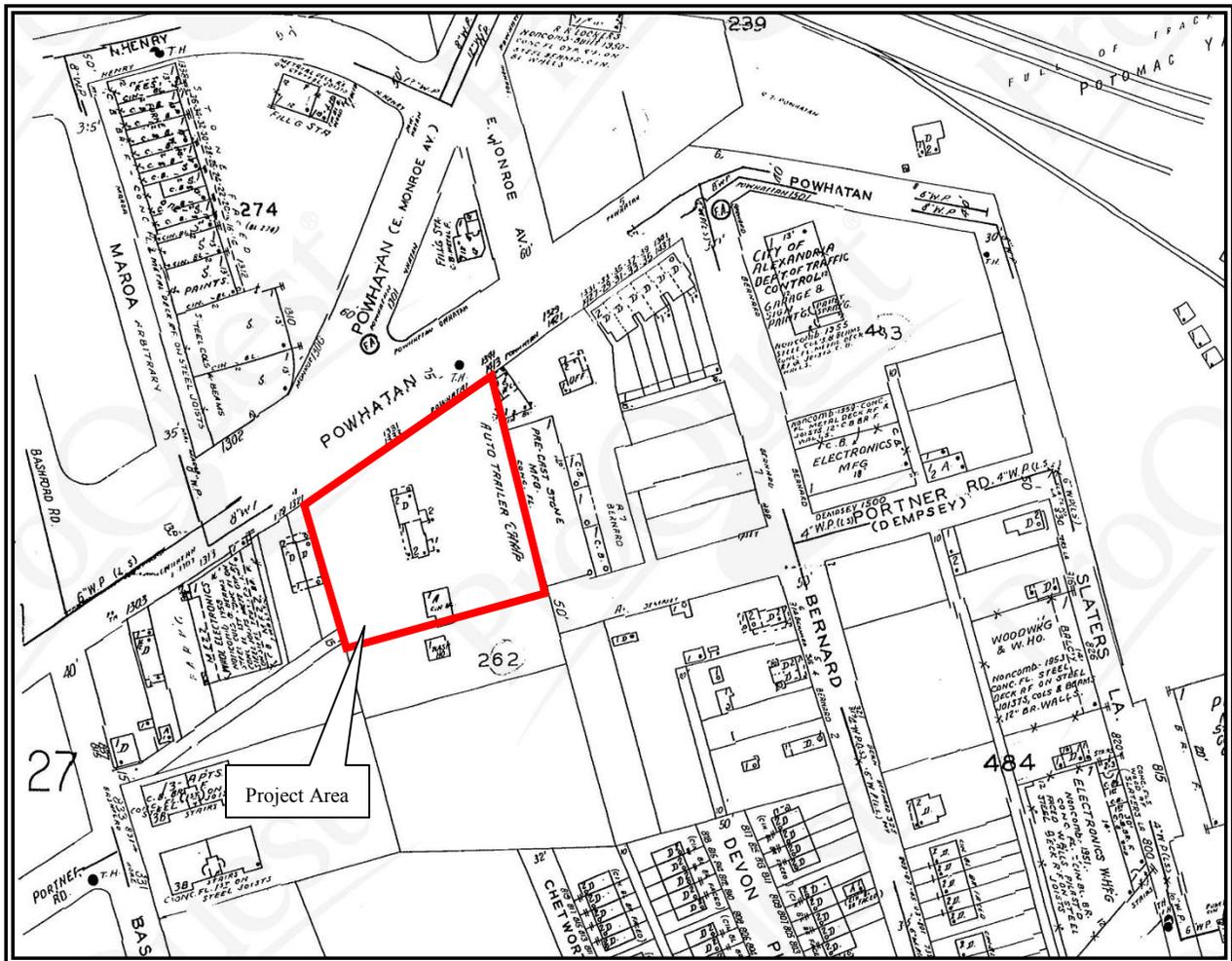


Figure 14: Detail of Sanborn Map, 1959, with location of project area (Source: Library of Virginia).



Figure 15: Aerial, 1957, with location of project area. Trailers in the Martha Washington Comfort Inn & Trailer Court are visible (Source: USGS).

In the last few decades, the population of Alexandria has continued to grow at exponential rates, from approximately 91,000 in 1960 to nearly 140,000 in 2010. Fueled by the federal government and related corporations, Alexandria has become a desirable suburb of Washington D.C. for people wishing to escape the density and bustle of the city. Development, particularly within the Old Town portion of the city has blossomed and property is at a premium.

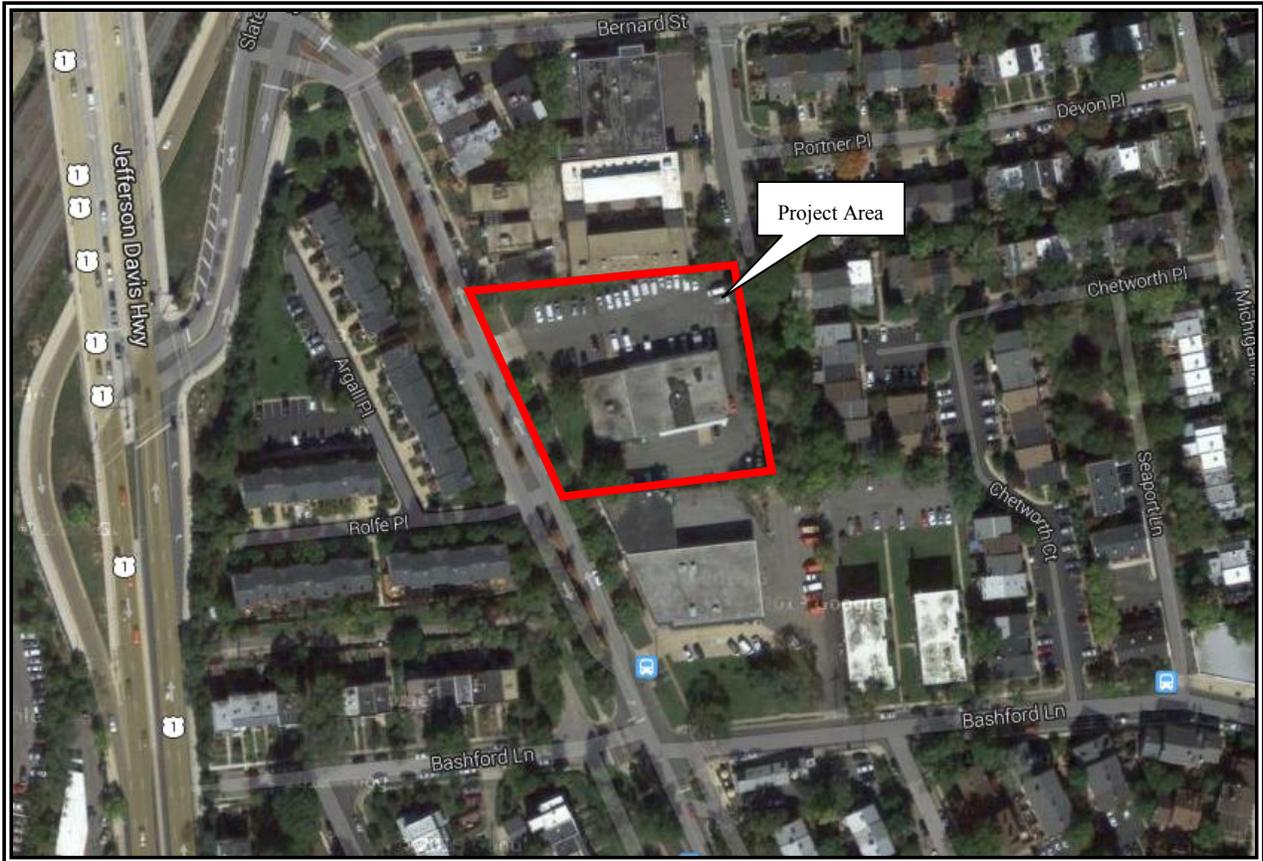


Figure 16: Present-day aerial with current building in the project area (Source: Googlemaps).

CONCLUSIONS AND RECOMMENDATIONS

Documentary research indicates the project area remained undeveloped until it was purchased by Andrew Turley in 1885, who improved the property shortly thereafter. The 1912 Sanborn Insurance maps illustrate a two-story frame dwelling with no basement and a frame shed at the rear of the property. No other improvements were noted. Given the type of structure (frame with no basement), it is likely the buildings were constructed on brick piers resulting in a limited archaeological impression. When Turley died in 1906, his will directed that the property be sold, which it was in 1910, after the death of his wife. Following sale of the property out of the Turley family, it passed through a series of owners including use as an auto trailer park in the mid-twentieth century and most recently as a commercial business with the majority of the project area either developed or paved for parking.

Given the developmental history of the property and its documented use by the Turley family, it is D+A's opinion that the project area has limited potential to contain intact archaeological deposits with important new information about the Turley family and history of the site and area more broadly. *It is therefore D+A's opinion that no archaeological investigation of this project area is warranted.*

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1977 Deed Book 875:64
1977 Deed Book 851:685
1968 Deed Book 679:399
1937 Deed Book 143:582
1935 Deed Book 124:336
1934 Deed Book 115:337
1934 Deed Book 115:339
1934 Deed Book 115:531
1933 Deed Book 115:341
1933 Deed Book 115:338

City of Alexandria Will Books

1955 Will Book 35:90

County of Arlington Deed Books

1927 Liber 270:158
1924 Liber 213:105
1920 Liber 178:549
1920 Liber 166:490
1911 Liber 129:70
1911 Liber 129:72
1886 Liber G-4:233
1885 Liber A-4:552
1880 Liber E-4: 440
1878 Liber D-4:187
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APPENDIX A.

The following is the chain-of-title for 1333 Powhatan Street.

January 23, 2006

Dowell, Joyce A B M Fagelson and R L Travers
to
Powhatan Street Associates

September 7, 1977

Deed Book 875, page 64
Joyce Ann Dowell and Clarence W. Dowell, Barnard M. Fagelson and Herbert S. Billowitz
(Trustees)
to
Joyce Ann Dowell, Barnard M. Fagelson, Robert L. Travers trading as Powhatan Street
Associates

February 21, 1968

Deed Book 679, page 399
Joyce Ann Dowell and Clarence W. Dowell
to
Bernard M. Fagelson and Herbert S. Billowitz (undivided half interest)

November 3, 1955

Will Book 35, page 90
Nellie M. Grissom
to
Joyce Ann Dowell

June 12, 1937

Deed Book 143, page 582
Axel Jensen and Mary Jenson
to
Nellie M. Grissom

October 24, 1935

Deed Book 124, page 336
Courtland H. Davis and John G. Graham trustees for Reine Harvey Hofstead
to
Axel Jenson and Mary Jenson

January 15, 1934

Deed Book 115, page 531
Charles D. Welch and Emma V. Welch
to
Courtland H. Davis and John G. Graham trustees for Reine Harvey Hofstead

December 15, 1933
Deed Book 115, page 338
Robinson Moncure and L.H. Dudley (trustees)
to
Charles D. Welch (2nd part), Elizabeth E. Brown and Edward W. Brown (3rd part)

October 24, 1927
Deed Book 270, page 158
Jacob B. Davis and Elizabeth J. Davis, Nelson S. Pearson and Gertrude D. Pearson, and Sarah Catherine Posey
to
L.H. Dudley and Robinson Moncure

November 22, 1924
Deed Book 213, page 105
Jacob B. Davis and Elizabeth J. Davis
to
Nelson S. Pearson and Gertrude D. Pearson (2nd part) and Sarah Catherin Posey (3rd part)

August 23, 1920
Deed Book 178, page 549
Samuel Fagelson and Tillie Fagelson
to
J.B. Davis

January 16, 1920
Deed Book 166, page 490
Alice S. Odell (widow of Aaron Odell)
to
Samuel Fagelson

June 8, 1911
Deed Book 129, page 72
John A. Carpenter and Mary S. Carpenter
to
Aaron Odell (executor for Andrew J. Turley's estate)

June 29, 1906
Will Book 11, page 165
Andrew J. Turley
to
Nora S. Turley and Aaron Odell (executor)

March 4, 1885
Deed Book F-4, page 552

Peter Wise and Alice E.N. Wise
to
Andrew J. Turley

April 10, 1880
Deed Book E-4, page 440
George H. Franklin and Sarah Franklin
to
John W. Beckley and Laura Beckley
- Partition

July 4, 1878
Deed Book D-4, page 187
Executors for Robert H. Miller
to
John W. Beckley and George H. Franklin

May 3, 1878
Deed Book D-4, page 286
Elisha J. Miller and Francis Miller (1st part), Francis Stabler and Conelia Stabler, Henry C. Hallowell and Sarah W. Hallowell, Roger B. Farquhar and Caroline Farquhar, and Eliza H. Miller (2nd Part)
to
Warwick P. Miller
- Robert H. Miller's estate

August 31, 1833
Deed Book U-2, page 389 (transcribed in Deed Book 3, page 500)
Robert J. Taylor and Thompson F. Mason
to
Robert H. Miller

February 28, 1833
Mary Fendall, Philip Richard Fendall, Lucy Eleanor Fendall and others
to
Robert J. Taylor and Thompson F. Mason
- To sell land at public auction

February 26, 1842
Deed Book C-3, page 166 (transcribed in Deed Book 4, page 537)
Robert H. Miller
to
Alexandria Canal Company

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