

ARCHEOLOGICAL INVESTIGATIONS
621 NORTH PAYNE STREET
ALEXANDRIA, VIRGINIA



PREPARED FOR
ERKILETIAN COMPANIES
ALEXANDRIA, VIRGINIA

PREPARED BY
JOHN MILNER ASSOCIATES, INC.
ALEXANDRIA, VIRGINIA

JULY 2012

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PUBLIC REPORT

Archeological Investigations 621 North Payne Street Alexandria, Virginia

Erkiletian Companies (Erkiletian) retained JMA (John Milner Associates, Inc.) to conduct archeological investigations at the proposed site of The Asher condominium complex, 621 North Payne Street in Alexandria, Virginia. The proposed development site includes the entire Block 354, bounded by Payne, Wythe, Fayette, and Pendleton Streets. The city block is within the Uptown/Parker-Gray Historic District (Virginia Department of Historic Resources [VDHR] #100-133).

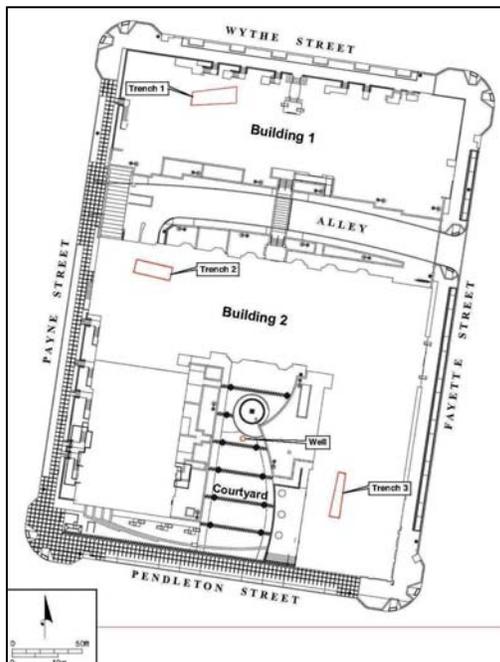


Figure 1. Block 354, showing proposed construction plan and locations of trenches and well (Erkiletian 2010).

The Asher will be a two-building development with retail suites at street level and residential units above (Figure 1). A courtyard will be incorporated into the street-level plans. Parking will be below street level, under both buildings.

Until February 2011, a 1950s warehouse building occupied the entire block. At the start of fieldwork, the warehouse was demolished and the majority of the debris was removed.

The project area under investigation includes the footprint of this now-demolished warehouse building (2.0 acres), as well as the walkway along the west side of the block, between Wythe and Pendleton Streets.

Research Design

The design of the archeological investigation was based on the results of a documentary study conducted in 2009 by JMA (Jones et al. 2009) and recommendations made by the staff of Alexandria Archeology (Francine Bromberg pers. comm., 2011). This research found the city block had potential to contain archeological resources associated with the Union occupation of Alexandria during the Civil War, and later, the early to mid-twentieth-century occupation of African-American renters in a developing African-American neighborhood.

Field investigations included the excavation of trenches at selected locations within the project area to determine the presence or absence of buried features or intact historic deposits. The task of monitoring included the removal of the warehouse basement floor and the removal of a segment of dual railroad tracks from the sidewalk adjacent to Fayette Street. Also, a well discovered during demolition was documented. The treatment, context, and construction of the resources were documented with digital photographs and field notes.

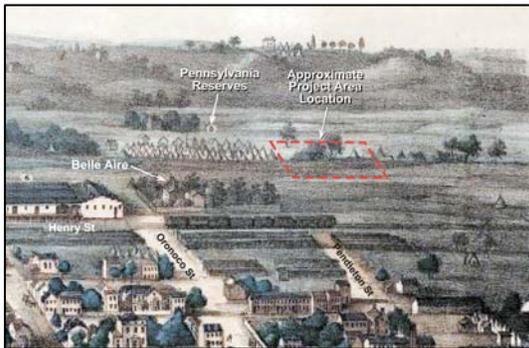


Figure 2. *Bird's Eye View of Alexandria* showing approximate project area location (Magnus 1863). To the west of the project area is a camp labeled 5, the "Pa. Reserves." The small building on Henry Street labeled 6 is the "Government Bakery." Belle Aire, the residence of the Mason Estate on the corner of Henry and Oronoco Streets, was later called Colross.

Project Area History

The neighborhood in which the project area is located appears to have been one of the least developed sections of the city until the 1890s. The blocks that were delineated in the city's 1798 survey, but remained vacant, were used in various ways in the early nineteenth century. Some held groves of trees, while others were outlying grounds of

large estates. The block where the early nineteenth-century Mason Estate, Belle Aire (also called Colross), was built is located just southeast to the project area (Figure 2).

Belle Aire was home to a number of prominent Alexandria citizens, including merchant and diplomat Jonathan Swift, lawyer and judge Thomsen Mason (grandson to Gunston Hall's George Mason), and merchant William Smoot. The land immediately north and west of the estate, including the vicinity of the project area, was open fields or lightly wooded.

During the Civil War, the project area and adjacent vacant blocks became occupied by Union Army encampments and military buildings. The Sickel Hospital, was established south and west of the project area, between Oronoco, Pendleton, North West and Fayette Streets. The location of the hospital may have overlapped the southern edge of the project area. Another military establishment, the Government Bakery, southeast of the project area, was built along the existing railroad lines to provide provisions for Union troops (Figure 2). Prior to the Battle of First Manassas on July 21, 1861, the 2nd New Jersey Infantry an encampment which covered an approximately two-block area, occupying over half of the project area, from North West Street to Fayette Street, between Pendleton and Wythe Streets (Figure 3). From April 1863 to February 1864, Sickel's Pennsylvania Reserves, 22nd Corps, occupied land to the southwest of the project area (Figure 2).

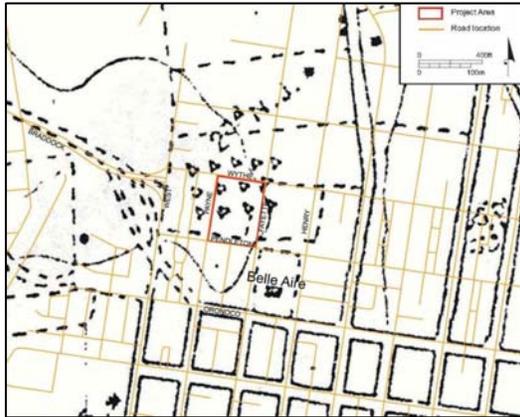


Figure 3. An 1861 map showing location of 2nd New Jersey encampment (U.S. Coastal Survey 1861).

After the Civil War, the northwest quadrant of Alexandria remained vacant, though land began to be acquired and a few buildings appear on neighboring blocks. The area's close proximity to two railroad lines probably appealed to land speculators. By 1877, the project area is part of Ward Three of Alexandria

and becomes the property of William N. Brown. Brown was one of the city's "Principal Farmers," (Chataigne 1888), but it is not clear how the property was used, if at all.

During the last decade of the nineteenth century and the first quarter of the twentieth century, several African-American neighborhoods developed in the northwest quadrant of Alexandria. The project area is located in what became the Colored Rosemont neighborhood (Figure 4) (Alexandria Convention and Visitors Association 2004).

Colored Rosemont developed as an outgrowth of Rosemont, a new Alexandria suburb that was developing in the 1890s, west of the city line and south of Braddock Road. Colored Rosemont may have been so-called because of jobs that African-Americans

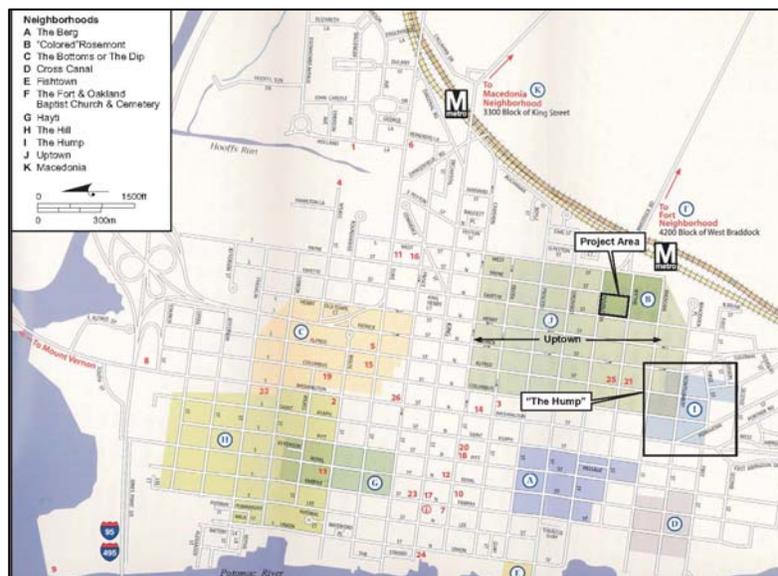


Figure 4. Early African-American neighborhoods in Alexandria (Alexandria Convention and Visitors Association 2004).

living in the 600 and 700 blocks of North West Street and Payne Street had in households in Rosemont proper, such as cooks, laundresses, etc. The development of the African-American neighborhoods led to the establishment of the Parker-Gray Elementary school.

Located just three blocks northeast of the project area on Wythe Street, the school was the first city-certified school for African-American children in 1920. Twenty years later, the city established the Parker-Gray High School at the same location.

On Block 354, a small residence was built by at least 1921 (neither maps nor deeds have indicated that it was there before that date). The 1921 Sanborn Fire Insurance Company map shows the dwelling surrounded by two other buildings: a modest-sized building, possibly a shed, and a frame one-story house to the south near the street corner (Figure 5).

By 1931, a greenhouse was constructed and the small shed-like building was gone. Then by 1941, only the ell-shaped dwelling occupied the block. City directories in 1924, 1932, and 1942 indicate the residents of this block were African-Americans. The names differ in each directory, so the residents were probably renters.

Sometime between 1941 and 1949, the dwelling was torn down. In 1951 the south half of a warehouse was built. A north addition was completed in 1958. The warehouse was demolished in February 2011.

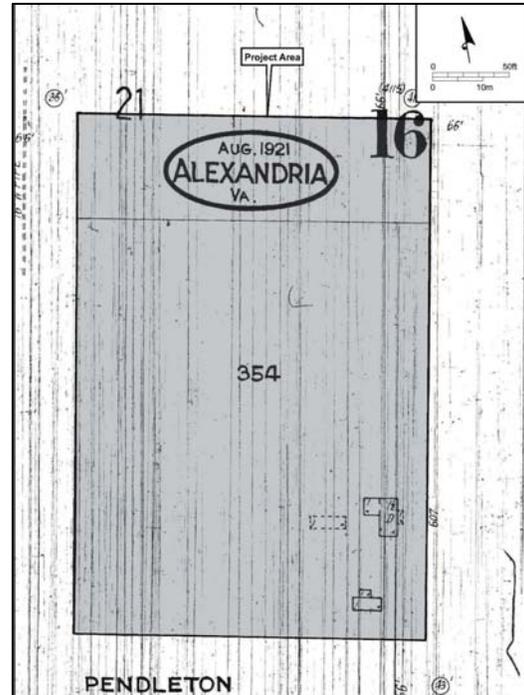


Figure 5. A 1921 Sanborn map showing the first sign of development on the block (Sanborn 1921).

Archeological Investigations

Investigations included monitoring the removal of the building's interior concrete pad (the basement floor); monitoring the removal of a dual railroad track that was embedded in the sidewalk adjacent to Fayette Street; trench excavation; and documentation.

Removal of the building debris allowed JMA team members to see that the interior of the block had been graded well below street level to accommodate for basement space. The basement floor was 8 feet (ft.) to 13 ft. below street level. The elevations of the streets which surround the block are believed to be close to the historic grade. With the exposure of the interior basement walls of the warehouse, it was concluded that there was little potential for the

preservation of any significant historic deposits below the modern construction. Three trenches were excavated to demonstrate the absence of intact cultural resources.

The first two trenches (Trenches 1 and 2) were placed in the north half of the block (Figure 1). This is the portion of the block in which historic maps show the 1861 Civil War occupation of 2nd New Jersey infantry (Figure 3). Trench 3 was excavated in the southeast quadrant of the block, where research suggests the early twentieth-century dwelling was located (Figures 1 and 5). No historic surfaces were encountered during trench excavation. Trenches 1 and 2 exhibited fill deposits and remnants of modern construction over subsoil. The date range of artifacts from the fill suggests the north half of the block was graded and filled prior to the construction of the warehouse. Warehouse construction then disturbed those layers of fill. Similar fill deposits were absent in the south half of the block. Stratigraphy in Trench 3 shows that the southeast quadrant of the block was graded into subsoil for the construction of the warehouse basement.

Documentation of the Well

During demolition of the warehouse building, a buried brick-lined well was discovered (Figure 6). The well was filled with soil and brick from the destroyed portion of the well. The well wall is only one-brick thick and built up against subsoil. The interior diameter of the well is approximately 3.5 ft. Brick dimensions were generally 0.68-by-0.33-by-0.19 ft. and many of them were imperfect, showing cracks or spalls that occurred before or during firing. The

well wall also contained brick fragments as part of its construction. The brick pattern was dominated by stretchers, with irregularly placed headers. Since the base of the well was not exposed, the depth and base construction is not known.



Figure 6. South profile of the well. A concrete pipe, shown at left, was laid over the truncated feature.

Over the east half of the well, a 0.68-ft.-diameter (8-inch-diameter) concrete pipe was installed. Above the top brick course and the concrete pipe is 2.1 ft. of fill capped with the concrete of the warehouse basement floor. No yard surface was seen in the soil profile. Block 354 is in a historically poorer part of the city and the city water and sewer systems may not have been extended to this neighborhood until later. The sewer pipe was probably installed, thus truncating the well, around 1951 when the south half of the warehouse was built. Though the age of the well is not certain, it was probably built during the years that the early twentieth-century dwelling stood on the block. A 1949 aerial photograph shows that the African-American residence was torn

down. The well was probably filled and covered around this time.

According to Erkiletian construction plans, the well is located within the footprint of a proposed landscaped courtyard (Figure 1). After the location and elevation of the well were recorded, it was filled and covered with gravel

Documentation of the Railroad Tracks

Dual narrow gauge railroad tracks were incorporated into the sidewalk between the project area and Fayette Street (Figure 7).

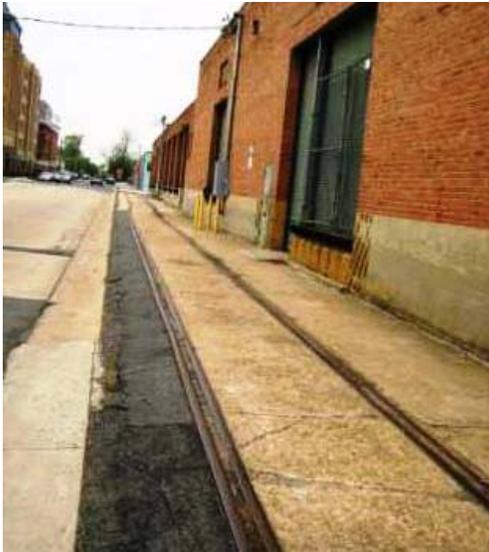


Figure 7. The dual railway along the east side of the warehouse in 2009, facing south.

The tracks consisted of two sets of iron “T” rails (a total of four) with flange bases; one set in between the other set (Figure 8). The tracks were laid on 6-by-8-ft. treated wood ties (sleepers) set on gravel and slag ballast. Steel tie plates, fastened to sleepers with railroad spikes held the tracks to the sleepers. Both the, left and right rails shared the same tie plate, suggesting that the different gauged tracks were laid simultaneously.



Figure 8. Cross section of the west half of the dual railroad, facing south. The rail on the right is interior.

Sometime after the 1958 warehouse addition was built, a narrow-gauge railroad spur was installed next to the warehouse (Sanborn 1958). It is not known when the tracks ceased being used; perhaps around 1963 when the property changed hands (Alexandria Deed Book 583/415).

Summary and Recommendations

Investigations revealed that the construction techniques used in building the warehouse destroyed any historic yard surface that resided in the upper levels of the soil. The results of trench excavation confirmed the absence of buried surfaces; trench profiles showed fill deposits directly over subsoil. No buried historic yard surfaces are present in the project area. The top of the discovered well is at least 4.2 ft. below proposed construction grade and will not be impacted. However, for future ground-disturbing activities in this area, avoidance of the well is recommended. The preservation of other cultural resources is not likely. No additional archeological investigation is warranted.

ABSTRACT

Erkiletian Companies (Erkiletian) retained JMA (John Milner Associates, Inc.) to perform archeological investigations and monitoring at the proposed site of a residential and commercial development. The development will occupy the entire city block (Block 354) bounded by Payne, Wythe, Fayette, and Pendleton Streets, in Alexandria, Virginia. The project area includes the footprint of a now-demolished twentieth-century warehouse, as well as the walkway along the west side of the block, between Wythe and Pendleton Streets. The footprint of the warehouse is approximately 87,500 square feet (sq. ft.) (2.0 acres); the sidewalk is approximately 350 linear ft. and 20 ft. wide (7,000 sq. ft.).

Field methods included monitoring, trench excavation, and documentation. The goal of the project was to determine the presence or absence of buried features or deposits. Documentary research found that the project area remained undeveloped until the twentieth century. However, the project area and vicinity were occupied by the Union Army during the Civil War. Much later, the project area contained an early twentieth-century African-American occupation within the Parker-Gray Historic District (Virginia Department of Historic Resources [VDHR] #100-133).

Two activities at the project area were monitored: the removal of the building's interior concrete pad (the basement floor), and the removal of a dual railroad track that was embedded in the sidewalk adjacent to Fayette Street. Nothing of significance was encountered during concrete removal. The railroad track, which was used by the warehouse occupants to load and unload goods delivered via the nearby railroad yard, was cut and removed. Sections of the track will be integrated into the development's landscaping. Also, a truncated brick-lined well discovered during building demolition was documented. The date of its construction is not known, but the well is probably associated with the early twentieth-century dwelling that occupied Block 354.

Investigations revealed that the construction techniques used in building the warehouse destroyed any historic yard surface that resided in the upper levels of the soil. The results of trench excavation confirmed the absence of buried surfaces; trench profiles showed fill deposits directly on top of subsoil. No buried historic yard surfaces are present in the project area.

The top of the truncated well is at least 4.2 ft. below proposed construction grade and will not be impacted. However, for future ground-disturbing activities in this area, avoidance of the well is recommended. The preservation of other cultural resources is not likely. No additional archeological investigation is warranted.

ACKNOWLEDGEMENTS

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1.0 INTRODUCTION

1.1 PURPOSE OF THE INVESTIGATIONS

Erkiletian Companies (Erkiletian) retained JMA (John Milner Associates, Inc.) to perform archeological investigations and monitoring at the proposed site of a residential and commercial development. The development will occupy the entire city block (Block 354) bounded by Payne, Wythe, Fayette, and Pendleton Streets, in Alexandria, Virginia (Figure 1).

Staff at Alexandria Archaeology reviewed the proposed undertaking and determined that archeological investigations and monitoring were warranted due to the potential for the area to contain historic cultural resources. Investigations were conducted to assist Erkiletian in complying with requirements of the City of Alexandria Archaeological Protection Code. The goal of the project was to determine the presence or absence of significant archeological resources within the area to be affected by the proposed undertakings.

Investigations were consistent with the *City of Alexandria Archaeological Standards* (Alexandria Archaeology 2005), Virginia's Department of Historic Resources' (VDHR) *Guidelines for Conducting Cultural Resource Survey in Virginia* (VDHR 2009), and the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*.

1.2 PROJECT LOCATION AND DESCRIPTION

Block 354 is bounded by Payne, Wythe, Fayette, and Pendleton Streets, in Alexandria, Virginia (Figure 1). Until February 2011, a 1950s warehouse building occupied the entire block (Figure 2). The project area under investigation includes the footprint of a now-demolished warehouse building, as well as the walkway along the west side of the block, between Wythe and Pendleton Streets (Figure 1). The footprint of the warehouse is approximately 87,500 square feet (sq. ft.) (2.0 acres); the sidewalk is approximately 350 linear ft. and 20 ft. wide (7,000 sq. ft.).

The development will include two buildings separated by an alley connecting Wythe and Pendleton Streets. A courtyard will be incorporated into the development. There will be street-level retail and residential units above them. Parking will be below street level, under both buildings.

Field investigations included the excavation of trenches at selected locations within the project area to determine the presence or absence of buried features or intact historic deposits. The task of monitoring included overseeing the removal of a segment of dual railroad tracks from the sidewalk adjacent to Fayette Street. The treatment, context, and construction of the resource was documented prior to and during their removal. This report will present the findings and recommendations resulting from the background research and the archeological monitoring and investigations.

1.3 PROJECT TEAM AND SCHEDULE

Charles D. Cheek served as project director. Kerri Holland, with the assistance of Benjamin Russell and Charles Goode, conducted the archeology fieldwork. Fieldwork, including monitoring and investigations, took place 10-16 February 2011. Documentary research was conducted between 13 and 16 April 2009 by Lynn D. Jones and Terry Necciai (Jones et al. 2009). Additional research was performed by Ms. Holland in February and March 2011. Ms. Holland drafted the report, and Sarah Ruch prepared the graphics. V. Casey Gonzalez produced the document with the assistance of Marcia Gibbs. Resumes of the key team members are included in Appendix II.

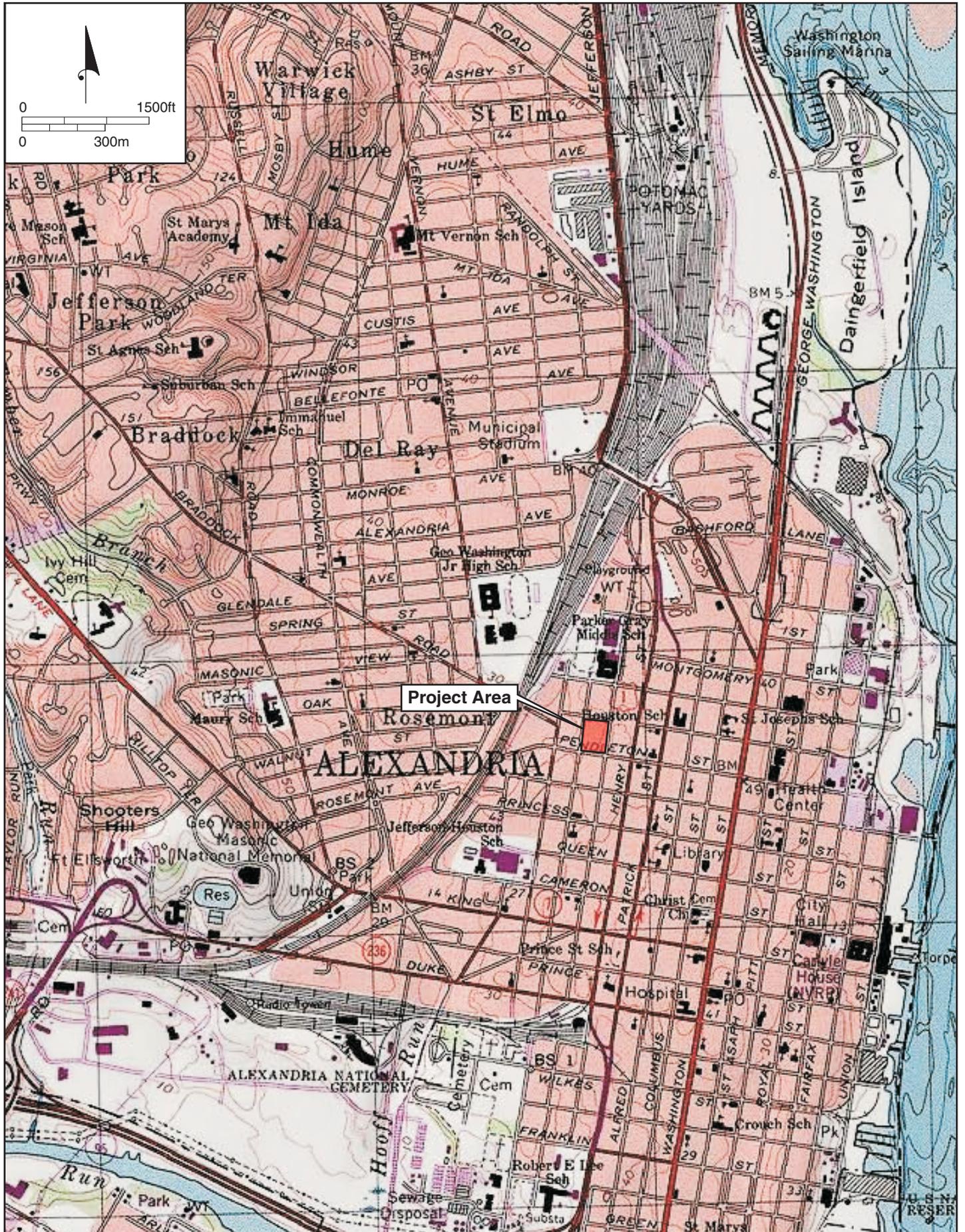


Figure 1. A detail of Alexandria, VA, MD, D.C., showing the project area (USGS 1983).



Figure 2. The east side of 621 Payne Street in 2009, looking southwest along Fayette Street.



Figure 3. Excavation of Trench 1 in progress, facing east.

2.0 RESEARCH DESIGN

2.1 ARCHEOLOGY POTENTIAL

The design of the archeological investigation was based on the results of a documentary study conducted in 2009 by JMA (Jones et al. 2009) and recommendations made by the staff of Alexandria Archeology (Francine Bromberg pers. comm., 2011). This research found the city block had potential to contain archeological resources associated with the Union occupation of Alexandria during the Civil War, and later, the early to mid-twentieth-century occupation of African-American renters in a developing African-American neighborhood.

Undisturbed archeological remains of Civil War camps typically include metal objects from military uniforms, accoutrements, and weapons, and evidence of temporary occupation including earthen tent platforms, winter hut depressions, trash pits, and fire pits. Archeological remains of the residential occupation from the twentieth century would include buried yard surfaces, trash pits, and structural remains such as building foundations, wells, or privies.

Some areas of the block have been disturbed to the extent that no archeological remains are expected. Construction of the warehouse has probably altered the natural grade in some parts of the block. From Payne Street, two concrete driveways abutted loading docks attached to the main structure. At the loading docks, the driveways were graded approximately 3 feet (ft.) below street level for the ease of loading and unloading trucks. Also, portions of the building were two levels: a ground level and a subsurface (basement) level. Nevertheless, buried yard deposits or features may be preserved in locations that have not been graded.

2.2 METHODS

The documentary research associated with this project utilized the general context developed during the 2009 investigation of the block (Jones et al. 2009). Additional research was limited to reviewing references cited in the aforementioned document and examining historic photographs and documents available in the Library of Congress digital collections (www.loc.gov) and historic aerial photographs (www.HistoricAerials.com and Google Earth®).

Field methods included monitoring, trench excavation, and documentation. Prior to the start of fieldwork, the warehouse building was razed to street level. Once building debris was removed, two activities at the project area were monitored: the removal of the building's interior concrete pad (the basement floor); and the removal of a dual railroad track that was embedded in the sidewalk adjacent to Fayette Street.

The placement of trenches was guided by the results of documentary research. Three trenches were mechanically excavated with a backhoe equipped with a 3-ft., smooth blade bucket (Figure 3). Trenches were 30-to-32 ft. long and excavated into subsoil. They

were 3 ft. wide with 2-ft. steps on either side to prevent a cave-in. Artifacts recovered during trench excavated were gathered, recorded, and deposited back into the trench. One profile of each trench was drawn. Stratigraphy was recorded using soil designations and textures according to standard scientific nomenclature (Foss et al. 1985; Munsell 1992).

During the removal of building debris, a machine broke through the concrete exposing a truncated brick-lined well. Fill placed in and over the well had settled leaving a void beneath the basement floor. When the concrete was hammered and broken, the debris caved in. The cave-in exposed 1.8 ft. of the well wall. Hand excavation exposed another 1.2 ft. Whole brick and brick fragments which exhibited a flat side or edge were removed from the fill and taken to the JMA lab for processing. The well was documented using a standardized form (provided by Alexandria Archeology) and by digital photography.

The locations of trenches, the well, and other pertinent project area information were mapped by electronic total station equipped with a data collector. Archeological fieldwork was documented with digital photography.

3.0 RESULTS OF ARCHIVAL AND BACKGROUND RESEARCH

The project area consists of Block 354, located between North Payne, North Fayette, Wythe, and Pendleton Streets in Alexandria. Archival and background research associated the project area with two historic occupations. The first occupation is an 1861 Civil War camp of the 2nd New Jersey Infantry. The second is an early twentieth-century occupation by African-Americans within what is currently the Parker-Gray Historic District (VDHR #100-0133).

From the available maps, it appears the parcel remained undeveloped from the founding of Alexandria until at least 1877. At some time between 1877 and 1921, a single frame house was built on the southern half of the block. A second smaller frame house existed briefly alongside it. Two outbuildings stood next to the larger house at separate times. One of the outbuildings was a greenhouse. The houses and outbuildings that appear on historic maps after 1877 occupied a parcel comprising roughly the southern half of the block. Interestingly, deeds refer to the address consistently as half of the block. Differing parcel boundaries dividing the block are shown on the Sanborn Fire Insurance maps of 1921 and 1931 and that of 1941. After the house was built in the southeast quadrant of the block, the northern half remained vacant until at least 1949. A historic aerial photograph shows that, by 1949, the dwelling(s) in the south were gone and a long shed appears in the northeast corner. Starting in 1951 the first part of the warehouse that eventually covered the block was built on the southern half of the block. The shed at the north remained until at least 1957, or probably until construction on the north half of the warehouse began. The north half was completed in 1958.

3.1 PART OF THE LATE EIGHTEENTH-CENTURY EXPANSION

The project area was incorporated into Alexandria in 1798 when the city, then a town within the District of Columbia, expanded its grid to the northwest. The 1798 street grid shows the project area defined as a block (Figure 4), though much of this new town layout remained conceptual. Sections of established streets which were extended in the new grid remained unimproved. Development concentrated along the streets that led to important roads into and out of town, such as King and Duke Streets. A number of the blocks furthest away from the original 1798 plat and away from the most important streets remained vacant for most of the nineteenth century.

The street grid of 1798 was devised a few years after the town and adjoining area became part of the District of Columbia. Prior to being incorporated into the federal district, Alexandria was the seat of Fairfax County and the area west and north of it was all part of Fairfax County. After the formation of the federal district, the portion of the new district taken from Fairfax County was renamed Alexandria County (what is now Arlington County). That designation continued after the retrocession of the area back to Virginia in 1846-47, except that Alexandria was granted a city charter in 1852. The city became independent from the county in 1870. The city line appears to have been based on the surveyed area of the 1798 grid. The land immediately northwest of the city line was farm

land until additions to the city were planned in the 1890s. These areas were incorporated into the Alexandria city limits in the first part of the twentieth century.

3.2 AMONG OF THE LAST AREAS DEVELOPED

The northwest quadrant of the grid, in which the project area is located, appears to have been in one of the least developed sections of the city until the 1890s. Until that time, the project area was part of a larger open area near the Alexandria County line that remained without any permanent buildings. This block in particular was among the last squares in the entire grid to be developed with buildings.

The blocks that were delineated in the city's 1798 survey but remained vacant were used in various ways in the early nineteenth century. Some were groves of trees, while others were outlying grounds of large estates. The block where the early nineteenth-century Mason Estate, Belle Aire (also called Colross), was built is located just southeast to the project area. Belle Aire was home to a number of prominent Alexandria citizens, including merchant and diplomat Jonathan Swift, lawyer and judge Thomsen Mason (grandson to Gunston Hall's George Mason), and merchant William Smoot. The Belle Aire property adjacent to the main house consisted of landscaped garden areas bounded by fences and garden walls, as shown in the 1863 bird's-eye view map (Figure 5). The same illustration indicates that the land immediately north and east of the estate, including the vicinity of the project area, was open fields or lightly wooded.

At the beginning of the Civil War, Virginia voted to secede from the Union. Confederate leaders thought that Alexandria was not defensible (Daugherty et al. 1989), and on 24 May 1861, Union regiments crossed the Potomac River, entered Virginia and occupied Alexandria with little resistance. Confederate troops were posted to guard Alexandria but abandoned their posts and retreated toward Manassas. The Union Army built a circle of forts around Washington, D.C., to protect the capital city. Nearby Union encampments included those occupied by Union artillery and a Michigan regiment (Figure 6) which occupied the city's outskirts between what are now Duke and King Streets (Corbett 1861).

In town, and near the project area, vacant blocks became used by the Union Army as encampment sites and as locations for buildings built for war uses. Sickel Hospital was established south and west of the project area, between Oronoco, Pendleton, North West and Fayette Streets. The Huennekens map recollects that the location of the hospital overlapped the southern edge of the project area (Figure 7). Another military establishment was the Government Bakery, two blocks southeast of the project area. Built along existing railroad lines to provide provisions for Union troops, the Government Bakery was said to be the largest bakery in the world at the time (Brandes 1997).

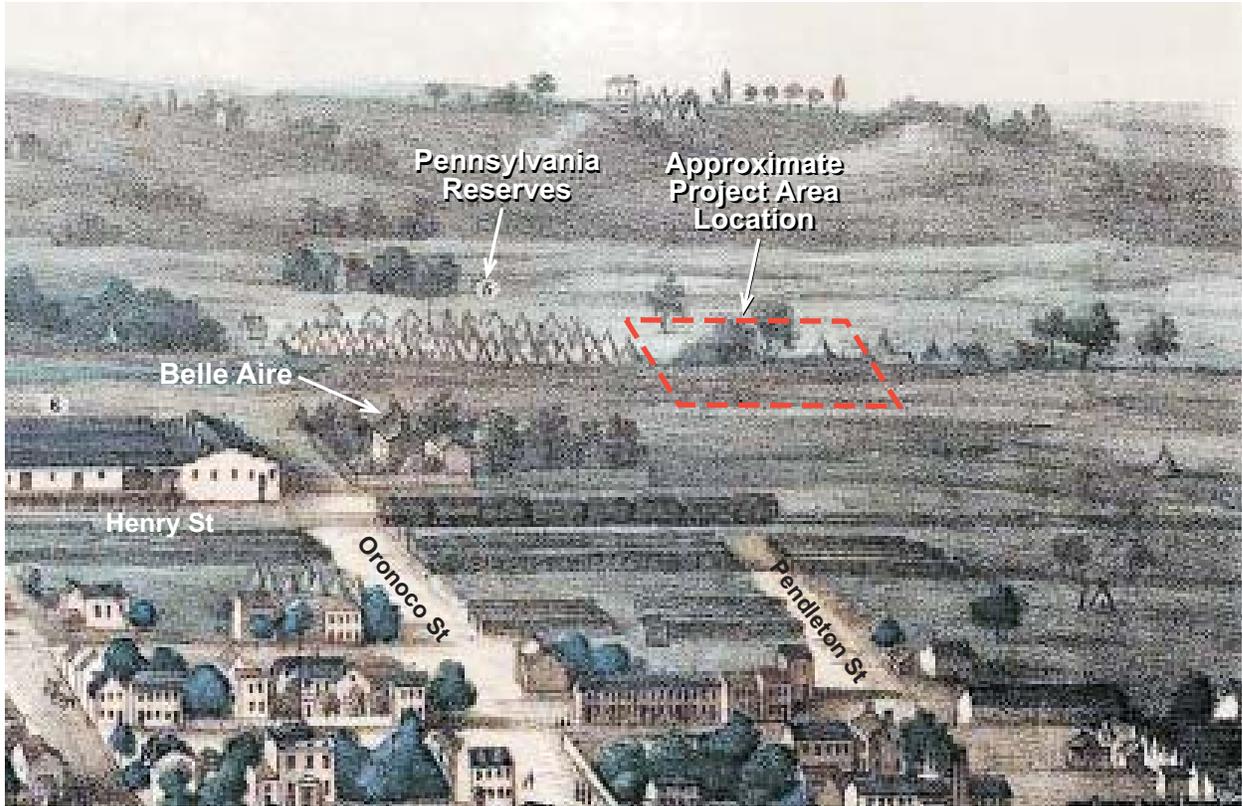


Figure 5. A roughly west-facing *Bird's Eye View of Alexandria, Virginia* (Magnus 1863). The number 5 indicates the location of Pennsylvania Reserves.

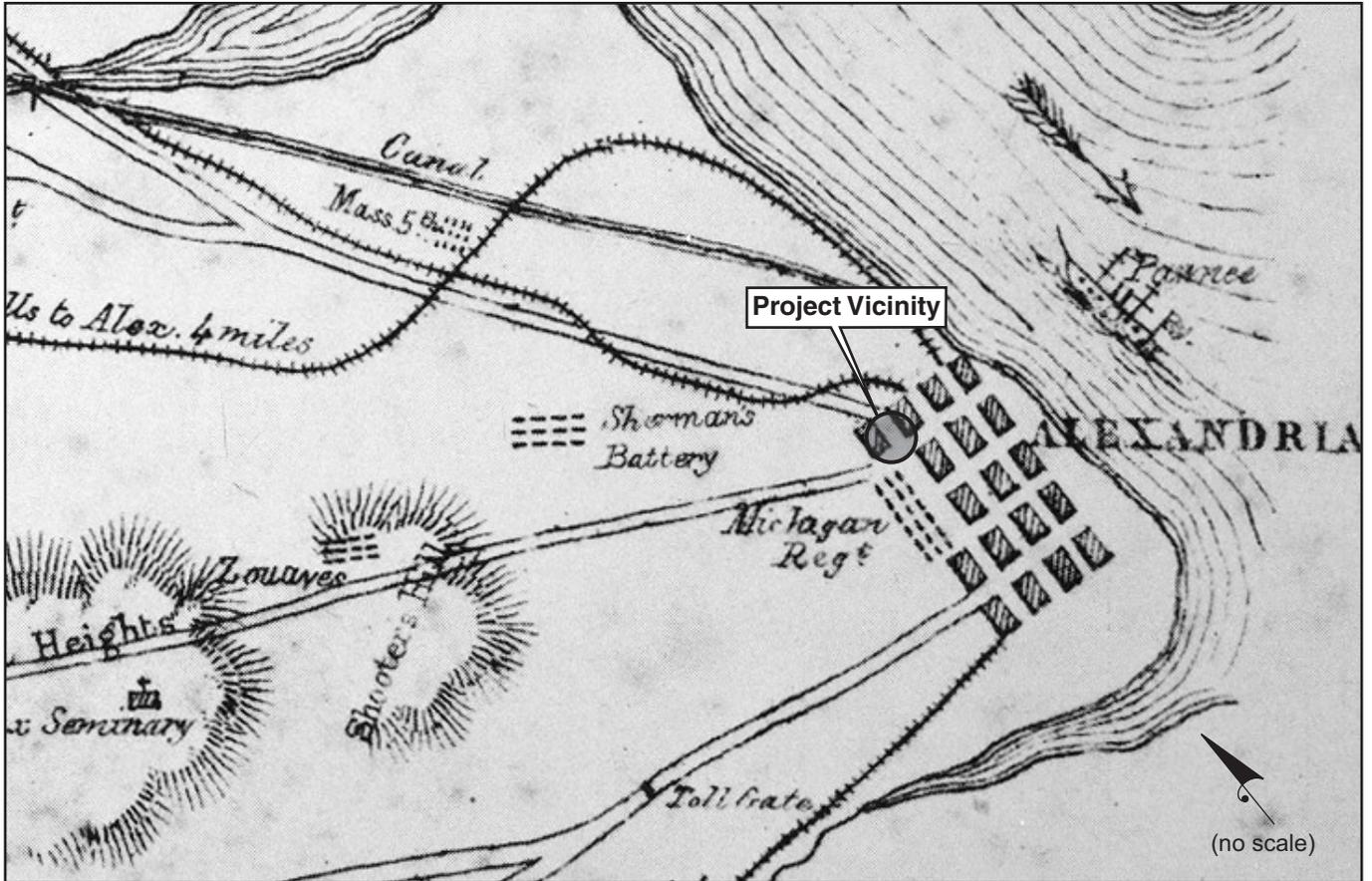


Figure 6. V.P. Corbett map of Alexandria in 1861, showing the project vicinity and Union encampments just outside of Alexandria (Corbett 1861).

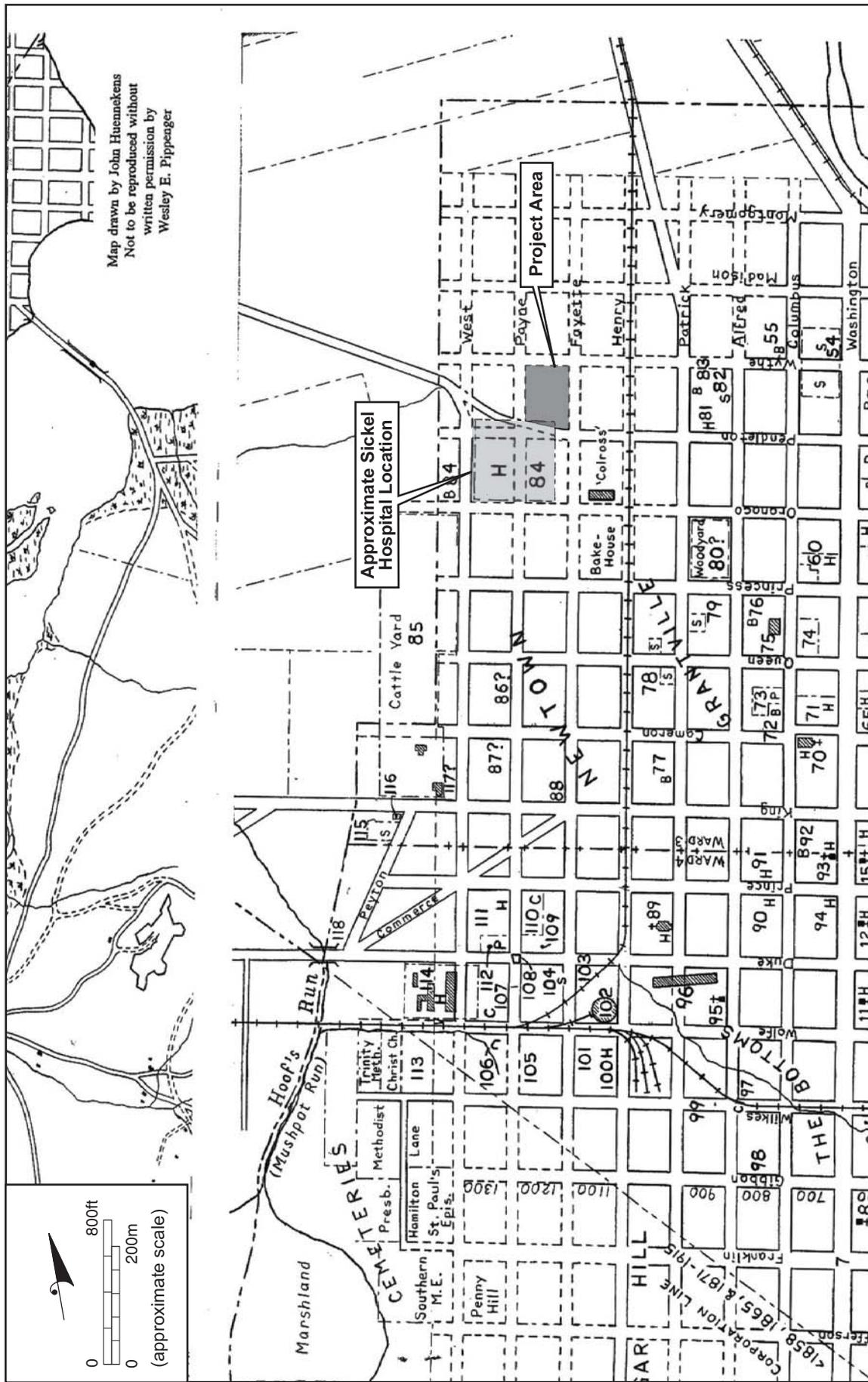


Figure 7. A detail of a recent rendering of Alexandria, VA, illustrating the city as it was between 1860 and 1870 (Pippenger and Huennkens 1995). The Sichel Branch hospital was located southwest of the project area.

Union encampments were also set up in the vacant spaces. The United States Coast Survey Map prepared in 1861 shows the 2nd New Jersey encamped on and around the project area (Figure 8). The 2nd New Jersey, while attached to Kearney's Division, was placed in the area to guard the Alexandria and Orange Railroad and the surrounding area until March 1862, when the division advanced to the west (Official Records of the Union and Confederate Armies [O.R.], Dryer's Compendium Vol. 3:1356). The camp which covered approximately a two-block area, occupied over half of the project area, from North West Street to Fayette Street, between Pendleton and Wythe Streets.

Later, in 1863, the Pennsylvania Reserves occupied a camp to the southwest of the project area (Figure 5). Magnus's *Bird's Eye View of Alexandria* (1863) shows that the military facilities in the northwest quadrant of Alexandria had changed considerably by 1863. Although the Government Bakery is depicted, the Sickel Branch Hospital is not. The hospital was constructed by the Pennsylvania Reserves in early 1863. The Pennsylvania Reserves included the 30th - 42nd Infantry. It was the 33rd, 34th, 36th, and 37th Reserves, attached to Sickel's Second Brigade, 22nd Corp, who were camped in the Alexandria District from April 1863 to February 1864 (O.R., Dryer's Compendium Vol. 3:1578-1580; Welcher 1989:559-561). In the spring of 1864, the Reserves joined the Rapidan Campaign and advance towards Wilderness, Virginia. The aspect of the *Bird's Eye View* is skewed and it appears that outlying support tents or officers' tents are seen in the approximate location of the project block (Figure 5). However, there is no evidence that the block was occupied by troops during 1863 and 1864.

3.3 LAND SPECULATION OF THE PROJECT VICINITY

After the Civil War, the northwest corner of Alexandria remained vacant, though land began to be acquired and a few buildings appear on neighboring blocks. The area's close proximity to two railroad lines, the Alexandria and Fredericksburg and the "Great Southern Railroad" probably appealed to land speculators. Mason Estate remained the prominent property, but other names appear on the plat of what had become the Ward Three of Alexandria. By 1877, the project area is the property of William N. Brown (Figure 9). Brown is listed in Chataigne's 1888-1889 *Directory of the City of Alexandria* as one of the city's "Principal Farmers," suggesting the block may have been used for agriculture and livestock. However, Brown's holdings were limited to the single city block, which may have been insufficient space for crops or animals; the block probably remained unused.

The blocks north and northwest of Brown's property were subdivided, each with one small residential parcel on them (Figure 9). While a name is shown for each smaller parcel (Mich. Weeden and John Hunter), the blocks belonged jointly to George and John Seaton. This was apparently George Lewis Seaton, a master carpenter, grocer, and real estate developer. At the time, he was one of the wealthiest African-Americans in Virginia. Born free, Seaton was an important figure in the development of the Freedman community and in negotiating the uneasy peace between whites and African-Americans after the war. George L. Seaton's brother, John Andrew Seaton, was a city alderman (Calvitt 1994). Other speculators included Henry Daingerfield, Francis L. Smith, and a

Jas. E. McGraw, Thomas Swan, and Jonathan W. Green (Figure 9). A single dwelling stood on the Samuel Miller estate, the block south of the project area.

3.4 THE AFRICAN-AMERICAN NEIGHBORHOODS

The project area is located in what became the Colored Rosemont area, part of the larger Uptown neighborhood (Figure 10) (Alexandria Convention and Visitors Association 2004).

Neighborhoods were home to the early African-American working class. Some of the neighborhoods were named according to geographic location or features, such as Uptown, The Hump, The Dip, The Hill, and Cross Canal (Figure 10) (Alexandria Convention and Visitors Association 2004). Another area was named after Haiti, the location of the largest slave uprising in the western hemisphere. Fishtown was named for the fishing season that brought migrant workers to the area for a short time every year. The Berg was a reference to the early community of freed slaves that initially settled in the vicinity.

Colored Rosemont developed as an outgrowth of Rosemont, a new Alexandria suburb that was developing in 1890s, west of the city line and south of Braddock Road. The land for Rosemont was first assembled in 1887 when a land development company was formed for a new neighborhood to be named Spring Park (Maxwell and Massey 1991). Development happened slowly in the neighborhood, most houses being built after 1908, and by that time the name had been changed to Rosemont. Colored Rosemont may have been so-called because of jobs that African-Americans living in the 600 and 700 blocks of North West Street and Payne Street had in households in Rosemont proper.

The development of these neighborhoods led to the establishment of the Parker-Gray Elementary school in 1920. Located just three blocks northeast of the project area on Wythe Street, the school was the first city-certified school for African-American children. Twenty years later, the city established the Parker-Gray High School at the same location.

3.5 INDUSTRIALIZATION

In the early years of the twentieth century, the project vicinity also became increasingly industrialized. By 1912, several industrial plants had been built north of Wythe Street along the railroad mainline. Early twentieth-century Sanborn Insurance maps show lumber yards, machine and manufacturing shops, and other businesses intermingled with a few dwellings. The pedestrian, vehicular, and rail car access to these businesses was by way of North Henry Street. By contrast, the parcels facing North Fayette Street were sparsely occupied. Two businesses, the Belle Pre Bottle Company and the Alexandria Glass Company, were located to the northeast within three blocks of the project area. An “Old Folks Home,” parenthetically referenced with “Negro,” was established along Montgomery Street between North Henry and North Patrick Streets, two blocks northeast of the project area. East of the project area was B.F. Board Motor Truck Co.,” which had its own machine shop and wood shop,

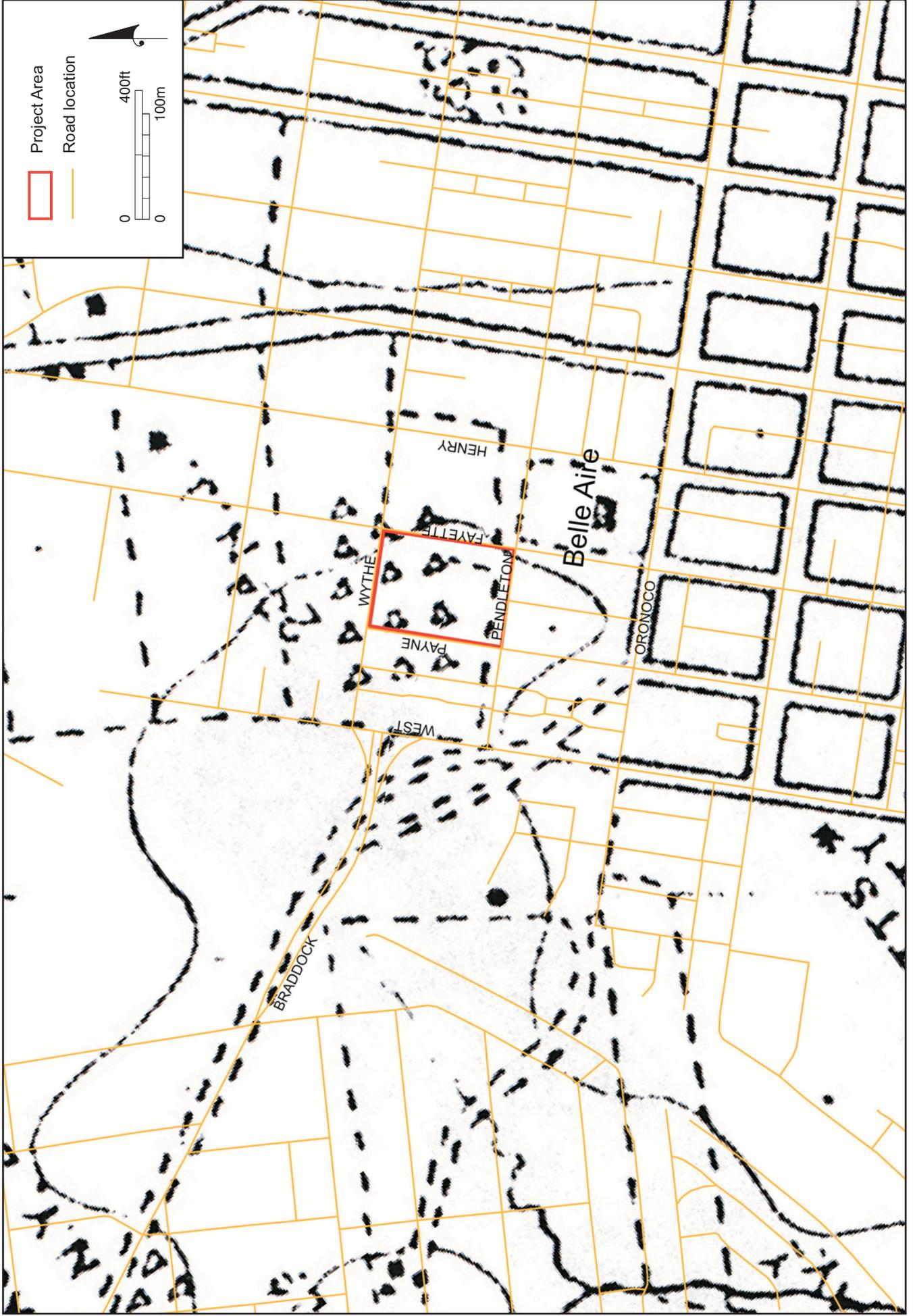


Figure 8. Detail of *Map of the ground of Occupation and Defense* (U.S. Coast Survey 1861) showing project area on georectified City of Alexandria GIS map.

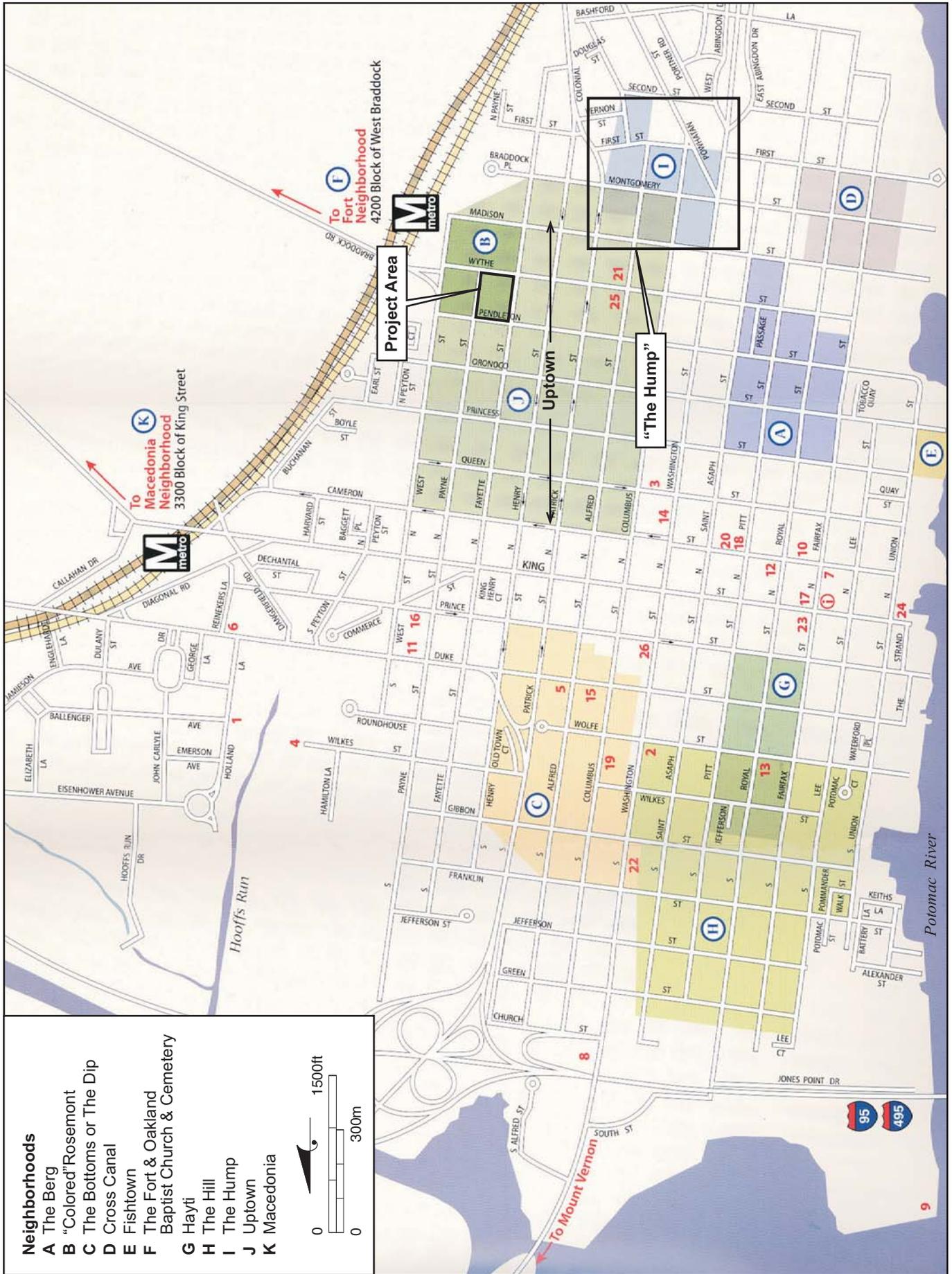


Figure 10. African-American neighborhoods in Alexandria (Alexandria Convention and Visitors Association 2004).

and the “Board Armstrong & Co. Vinegar” (plant), which had storage tanks and facilities for drawing, packing, and shipping as well as storage.

3.6 DEVELOPMENT OF BLOCK 354

A small residence was built on the project area by at least 1921 (neither maps nor deeds have indicated that it was there before that date). The house was 1½ story frame, with a side-gabled roof, with an ell to the rear that was most likely a kitchen (Figure 11) (Sanborn 1921). It had a small front porch. The house type is highly unusual in the Uptown/Parker-Gray area of the city. Although it does not appear in any documentation prior to 1921, the information shown in the plan would be consistent with an early Virginia prototype, the Tidewater frame cottage with a kitchen ell under a catslide roof. It is likely that the house was built after 1880 using this traditional Virginia house form, or it is also possible that it was moved here from another location.

The 1921 Sanborn map shows the house surrounded by two other buildings: a modest-sized building, possibly a shed, and a frame one-story house to the south at the street corner. The one-story house is rectangular except that a small room, possibly a kitchen or enclosed porch, has been added on its north side, away from the street (Figure 11).

By the time the 1931 Sanborn map was prepared, a greenhouse had been constructed north of the two houses and the small shed-like building to the west was gone (Figure 12). The greenhouse is a rectangle, about 20 by 30 ft., with a small one story room added to the west side, like a small ell. By the time the 1941 Sanborn map was prepared, the house sits by itself on the parcel (shown at that time as exactly half a city block) (Figure 13). African-Americans are shown living in these houses in city directories in 1924, 1932, and 1942. The names differ in each directory, so the houses were probably rented. In 1936, this address is listed as the property or residence of Hal L. Padgett. The 1936 Hill’s Directory indicates residents of African-American race with an asterisk. In 1936 this property listing shows no such asterisk, suggesting Padgett was Caucasian.

Sometime between 1941 and 1949, the dwelling was torn down and a shed was built in the northeast corner (Figure 14). At this time, Wythe Street, and sections of Fayette and Payne Streets north of Pendleton appear to be paths or alleys. The shed remained standing after a warehouse was built in the south half of the block. The north half of the block may have been leased to the business located on the adjacent block to the north (Figures 13-15). But by 1958, a north addition to the warehouse was built.

3.7 LAND-USE HISTORY OF THE PROJECT AREA

Block 354 had been part of the city of Alexandria since the late eighteenth century, but no development took place there until the early twentieth century. During the Civil War, city blocks north and west of the intersection of Henry and Oronoco Streets were still undeveloped and the road network was not yet extended into the project area. Thus early occupations of the project area were not bound to the city block outline. The Sickel Branch Hospital was built on land adjacent to, and possibly adjoining the southwest

corner of Block 354 (Figure 7). Early in the war the 2nd New Jersey Regiment camped in and adjacent to the project area (Figure 8). In June 1863 to 1864, the Pennsylvania Reserves were camped in the Alexandria District and west of the block (Welcher 1989: 559-561) (Figure 5).

Block 354 was ordered, by the Chancery Court, to be sold by commissioners in 1859. The court order was not acted upon until 1872 when the land was purchased by William N. Brown (Alexandria Deed Book [ADB] 19/127) (Figure 9). Apparently Brown did not develop the land, but had purchased it as an investment. Brown bought and sold a number of plots of land in Alexandria. He sold the north half of Block 354 before his death in 1890. Title to the north half of the block was not found. The south half of the block was inherited by his children William H. Brown and Verlinda Ann Bull in February 1891 (ADB 25/346).

In 1898, Verlinda A. Bull sold the south half of Block 354 to Louis C. Barley, who may have been her nephew (ADB 42/109). Barley was a judge of the Corporation Court and had an office on Royal Street and a house on Columbus Street (Richmond 1903). He did not live on or develop Block 354.

Two years after purchasing the south half of Block 354, Louis Barley sold the land to Robert Elliott (ADB 47/179). Elliott dealt in real estate, loans, and investments and had an office on Royal Street. His house was located on Duke Street in 1903 and in Braddock Heights in 1917 (Richmond 1903; Boyd 1917). Like Barley, Elliott did not live on the property and did not develop it. The south half of Block 354 was used by Elliott to secure \$1,000 to Eugenia E. Dudley in 1914, but there was a default in payment and the property was sold by trustee C. E. Nicol to C. E. Nicol, Jr., in February 1917 (ADB 66/64).

C. E. Nicol, Jr., sold the south half of Block 354 in 1918 to Thomas L. Carter and J. Brook Carter who were doing business as the Carter Brothers (ADB 66/432). The Carter Brothers were real estate agents, rental agents, brokers, and loan agents with an office and house on King Street (Hill 1924). These were probably the owners who began to develop the south half of the block. A 1921 map shows a one-and-one-half story frame dwelling house and two other frame buildings on the property (Sanborn 1921) (Figure 11). In 1924 the address of the house was 607 N. Fayette Street and it was being rented to Martin Ford, a black laborer (Hill 1924). In 1931, the house appeared the same as in 1921, but one of the outbuildings had been removed and a greenhouse had been added north of the dwelling house (Sanborn 1931) (Figure 12). Annie Daggs, an African-American, rented the house at 608 N. Fayette in 1932; this may be the house on Block 354 that was owned by the Carter Brothers, although the address had changed slightly (Hill 1932).

In 1941, J. Brooke Carter, who owned the property (south half of Block 354), sold it to the Marshall Transfer Company (ADB 179/242). Marshall Transfer then sold the property to Victory Van Corporation in 1945 (ADB 217/301). Victory Van Corporation was probably the builder of the warehouse on the property (Figure 15). The Victory Van

Corporation sold the property in 1963 to the Security Storage Company of Washington (ADB 583/415). At that time, the property was described as “all of that square of ground bounded by Payne, Pendleton, Wythe and Fayette Streets” (Sanborn 1977) (ADB 583/415). The property was sold to the 621 N. Payne Street LLC by Security Storage in 2008 (ADB 080011821).

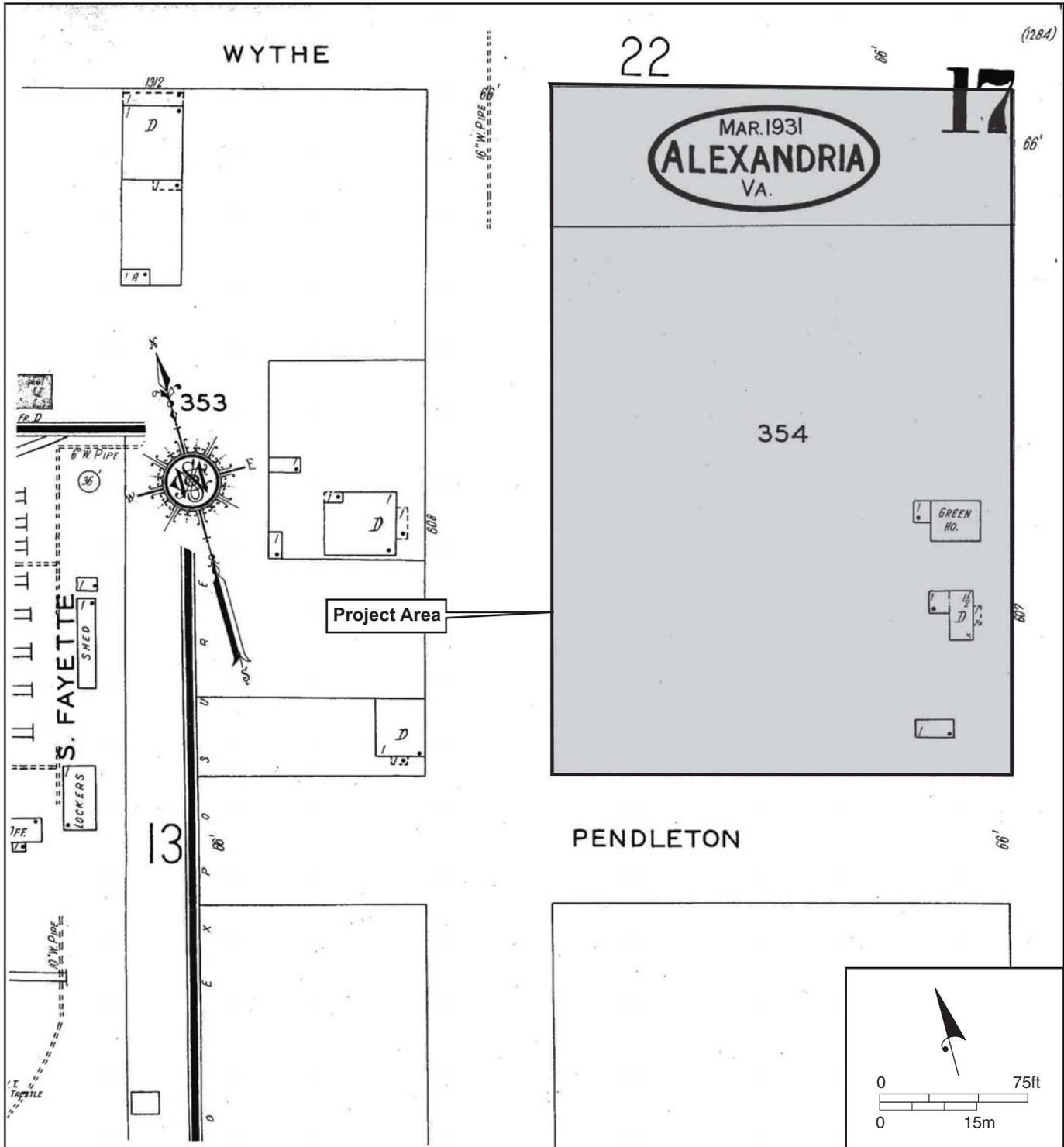


Figure 12. A greenhouse was built adjacent to the dwelling by 1931 (Sanborn 1931).

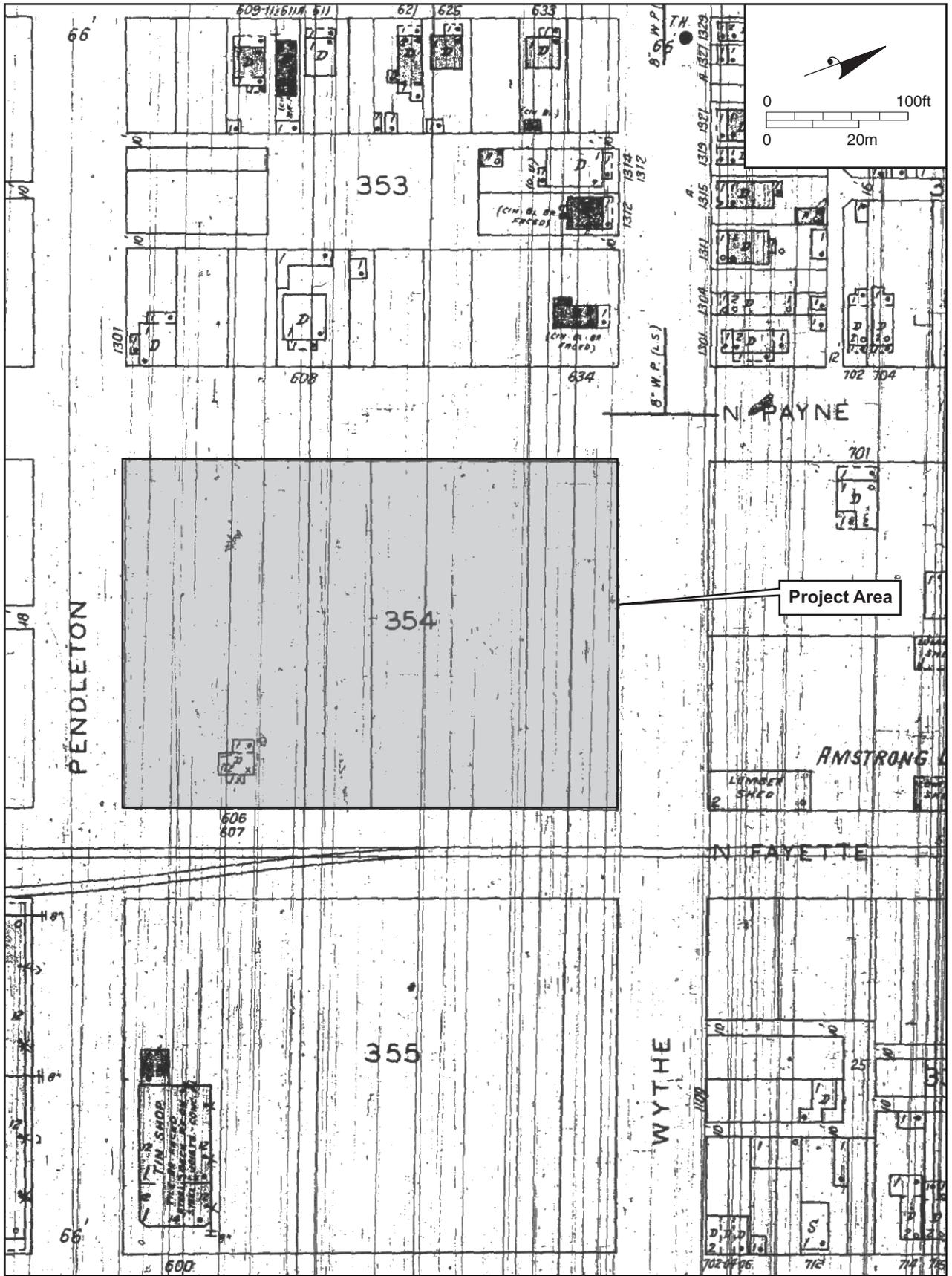


Figure 13. Only a dwelling appears on the 1941 insurance map. (Sanborn 1941).



Figure 14. In 1949, the dwelling was gone. A shed was built in the northeast corner of the block (HistoricAerials.com 1949).

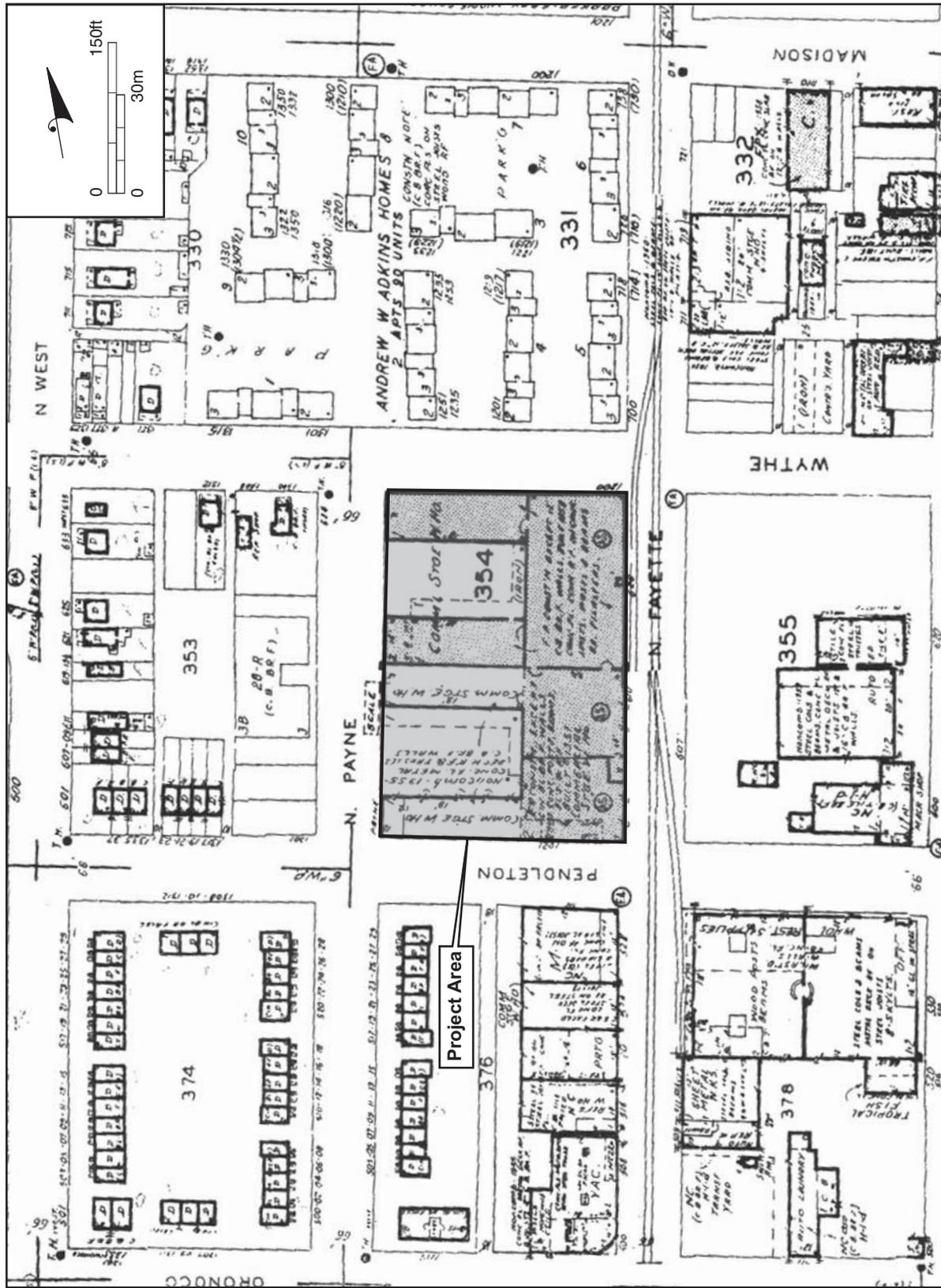


Figure 15. By 1958, a commercial storage warehouse occupied the entire block (Sanborn 1958). The south half of the warehouse was built in 1951; the north half was built in 1958. This 1977 Sanborn Fire Insurance map shows the Alexandria and Fredericksburg Railroad along Fayette Street and the rail spur that was built between warehouse and the railroad after 1958.

4.0 ARCHEOLOGICAL FINDINGS

Documentary research shows that there are two main concerns that necessitate archeology monitoring and investigations at the block. The first is that Civil War activities that took place on project area (Figures 6-8). The other concerns the early to mid-twentieth-century houses that were probably occupied by African-Americans (Figures 11-13). The excavation of three trenches targeted these locations (Figure 16).

4.1 MONITORING

Prior to trench excavation and the start of monitoring, the warehouse building was torn down exposing the north, east, and west interior basement walls, and the concrete basement floor. Removal of the building debris allowed JMA team members to see that the interior of the block had been graded well below street level to accommodate for the basement space (Figure 17). Along Wythe Street, the basement floor of the warehouse was 5.5 ft. to 12 ft. below the street level. Along the south (Pendleton Street), the basement floor was 8 ft. to 13 ft. below street level. These measurements were rounded up to the nearest foot due to inconsistent elevation of the basement floor caused by hammering (to break up the concrete), building demolition, and general construction traffic across the project area. Loading docks and access driveways were incorporated into the west side (Payne Street) of the building, which did not contain a basement.

Removal of the concrete pad was monitored. The pad varied slightly in thickness. The average width was 0.8 ft. The concrete pad was poured over 4-by-4-ft. wire mesh which was set on a bed of gravel. A shovel test was placed in each of the three locations where trench excavation was planned. Only the gravel was removed. The shallow excavations showed that the gravel bed was at least 0.8 ft. thick over fill deposits.

Removal of the concrete pad along the interior east wall exposed two large, approximately 20-by-30 ft. concrete walled subsurface structures which served as sump-pump pools during the occupation of the warehouse building (Figure 18). The east foundation wall of the warehouse served as the east walls of the sump-pump structures. The pools were approximately 70 ft. and 270 ft. north of the southeast corner of the warehouse and at least 13 ft. deep. This further demonstrated the low probability for the preservation of historic resources.

4.2 TRENCHING

The elevations of the street which surround the block are believed to be close to the historic grade. With the exposure of the interior basement walls of the warehouse, it was concluded that there was little potential for the preservation of any significant historic deposits below the modern construction.

In light of this discovery and with the understanding of the project grading plans, a consultation with Alexandria Archeology, Erkiletian, and JMA was arranged. The meeting resulted in a change in the methodology recommended for the project area. The

initial plan to excavate 12 15-ft. trenches was changed to the excavation of three trenches focusing on two areas. The first two trenches (Trench 1 and 2) were placed in the north half of the block to test for the preservation of an historic surface (Figure 16). It is this portion of the block that historic maps show the 1861 Civil War occupation of the 2nd New Jersey Infantry (Figure 8). Trench 3 was excavated in the southeast quadrant of the block, where research suggests the early twentieth-century dwelling was located (Figures 11-13, and 16). No historic surface was observed in the profiles of the three excavated trenches.

Trench 1 was placed near the northwest corner of the block (Figures 16 and 19). It was 32 ft. long and 7.0 ft. at its deepest point. The trench profile showed various layers (3.4-3.6 ft. thick) of fill over subsoil. SU 1.1 is the gravel bed that the concrete basement floor was poured upon. Beneath the gravel are four layers of fill (SUs 1.2, 1.3, 1.4, and 1.5) (Figure 19). SU 1.2 rests on SU 1.3, the tapering edges of SUs, 1.4 and 1.5, and directly over 1.6 (subsoil) (Figure 19).

Artifacts were recovered from SUs 1.2 and 1.3 only, and then discarded back into the trench. SU 1.2 contained cone-top beer cans, (circa late 1940s to early 1950s), clear and amber machine-made bottle glass with hatching and stippling (post 1938), three-hole and ten-hole machine-made brick, and gravel. SU 1.3 contained artifact types similar to those found in the overlying stratum, with the addition of concrete chunks, ceramic-glazed brick, wood fragments, metal sheeting, plastic sheeting, steel pipe fragments, rubber hose fragments, wire fencing, a plastic cigar container, and an iron gear (machine-part). SU 1.3, though a considerably thinner stratum than SU 1.2, contained a much higher concentration of artifacts.

Both SUs 1.2 and 1.3 contained cone-top beer cans which held the same product: Tru Blu White Seal Pilsner Style Beer. This product was made by the Northampton Brewery in Northampton, PA. The type of beer can was made for a short time after WWII and in the early 1950s (Busch 1991:193).

Trench 2 was placed in the approximate center of the west half of the block, in the area which had been between the two warehouse loading dock driveways (Figures 16 and 20). The trench was 30 ft. long and 7.6 ft. deep at the lowest point. Beneath the gravel bed (SU 2.1) was a 1-ft.-wide poured concrete footer (SU 2.3), a builder's trench associated with the footer (SU 2.2), and a 0.6-1.4 ft.-thick fill deposit (SU 2.4). The footer was a structural part of the warehouse, but was truncated and covered over with gravel during warehouse demolition. Adjacent to the truncated footer is the associated builder's trench (SU 2.2). Beneath SU 2.4 are fill deposits SUs 2.5 and 2.6, which overlie another fill deposit, SU 2.7. SU 2.7 rests on top of subsoil (SU 2.8).

Artifacts were recovered from SUs 2.2 and 2.4, only. From SU 2.2, the builder's trench, clear machine-made bottle glass with stippling, was recovered. SU 2.4 contained chunks of asphalt, 3-hole brick, and ceramic sewer pipe fragments.

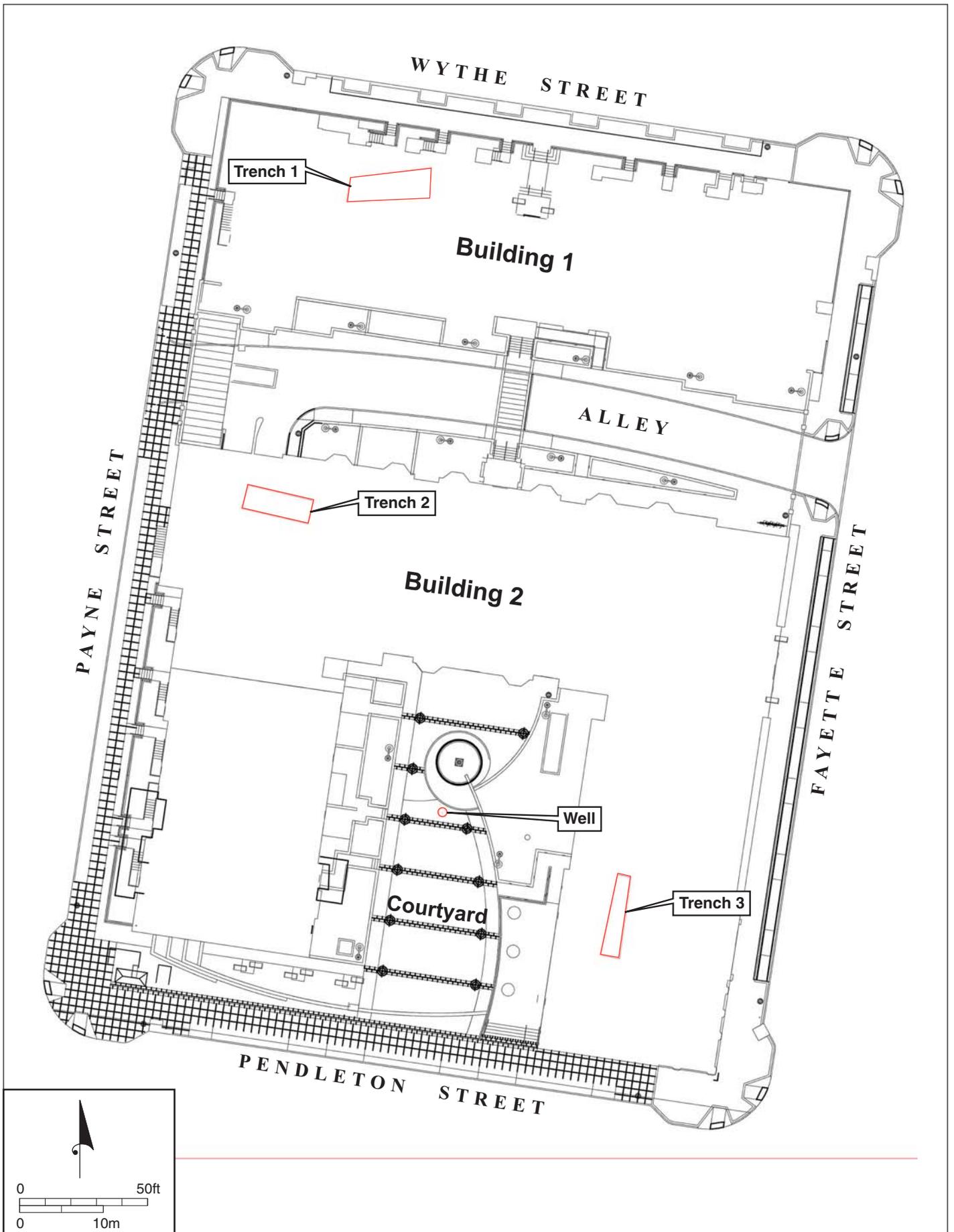


Figure 16. Block 354, showing proposed construction plan and locations of trenches and well (Erkiletian 2010).

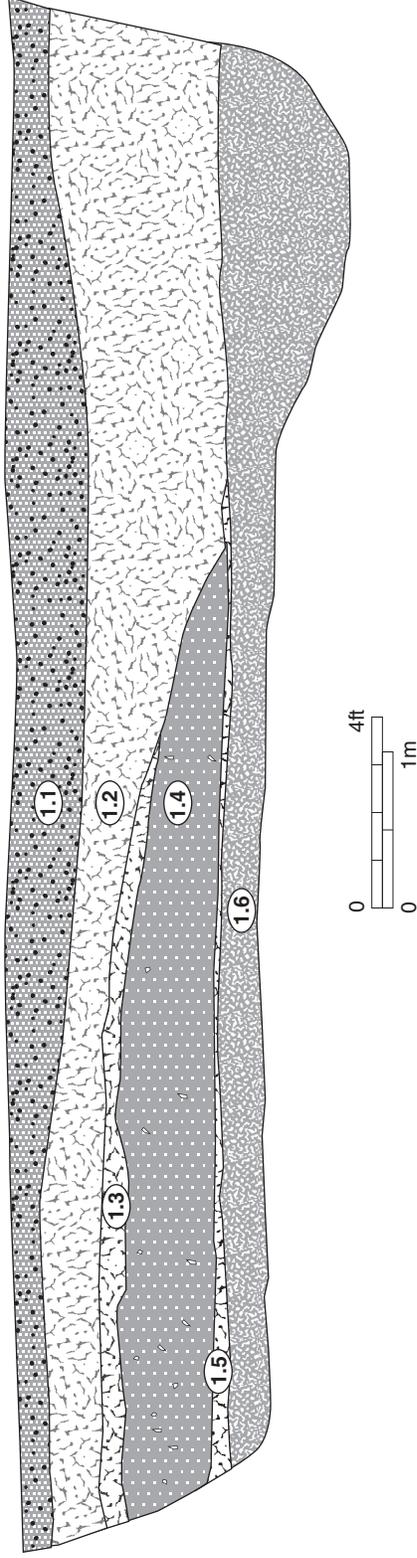


Figure 17. The east interior wall of the warehouse basement after demolition, facing northeast.



Figure 18. The southern of two sump-pump structures that were encountered during building demolition.

**Trench 1
South Profile**



- 1.1** 2.5Y 6/4 light yellowish brown sand and small cobble; abrupt transition; fill
- 1.2** 10YR 4/3 brown silty clay loam mottled with 30% 10YR 5/4 yellowish brown clay, 30% 2.5Y 6/1 gray clay, and 10% 10YR 3/1 very dark gray clay loam; artifacts; abrupt transition; fill
- 1.3** 10YR 3/1 very dark gray mottled with 30% 10YR 5/2 grayish brown clay loam; artifacts; abrupt transition; fill
- 1.4** 7.5YR 5/8 strong brown sandy clay with 10% gravel; abrupt transition; fill
- 1.5** 10YR 3/1 very dark gray mottled with 2.5Y 4/1 dark gray clay loam; abrupt transition; fill
- 1.6** 2.5Y 5/3 light olive brown clay loam; subsoil

Figure 19. South profile of Trench 1.

Trench 3 was excavated near the southeast corner of the block (Figures 16 and 21). The trench was 32 ft. long and was 5.5 ft. deep. The profile showed that the gravel bed rested directly on top of subsoil. No artifacts were recovered.

No historic surfaces were encountered during trench excavation. Trenches 1 and 2 exhibited fill deposits and remnants of modern construction over subsoil. The stratigraphic sequence suggests the north half of the block was graded and filled prior to the construction of the warehouse. Warehouse construction then disturbed those layers of fill. Similar fill deposits were absent in the south half of the block. Stratigraphy in Trench 3 shows that the southeast quadrant of the block was graded into subsoil for the construction of the warehouse basement floor.

4.3 DOCUMENTATION OF THE WELL

During demolition of the warehouse building, a machine broke through the concrete pad exposing a buried brick-lined well (Figure 16 and 22). The well was filled with soil and brick from the destroyed portion of the well.

The fill inside the well had settled exposing 1.4 ft. of brick. About 1 ft. of fill was excavated from the well to expose a few more brick courses. The well wall appears to be only one-brick thick and built up against subsoil. The interior diameter of the well is approximately 3.5 ft. The dimensions of the brick used to construct the feature were 0.68-by-0.33-by-0.19 ft. Many of the bricks in the well wall and from the fill were imperfect, showing cracks or spalls that occurred before or during firing. The well wall also contained brick fragments as part of its construction. The bricks and brick fragments were consistent in color (10R 4/8 red). The brick pattern was dominated by stretchers, with irregularly placed headers. Since the base of the well was not exposed, the depth and base construction is not known.

Over the east half of the well, an 8-in.-diameter concrete pipe was installed. Above the top brick course and the concrete pipe is 2.1 ft. of fill (10YR 5/4 yellowish brown sandy clay) capped with concrete. No yard surface deposits were seen in the soil profile. It is not known when the well could have been truncated. In the 1940s, the residence may have been tied into the city system. However, Block 354 is in a historically poorer neighborhood. The sewer system may not have been extended to the poorer neighborhoods at that time. The sewer pipe was probably installed, thus truncating the well in 1951 when the south half of the warehouse was built.

Aside from the brick, only one artifact was recovered from the well fill: a light aqua-green machine-made bottle fragment, which post-dates 1903. Though the age of the well is not certain, it was probably built during the years that the early twentieth-century dwelling stood on the block. A 1949 aerial photograph shows that the African-American residence was torn down. The well was probably filled and covered around this time.

According to Erkiletian's construction plans, the well is located within the footprint of the proposed courtyard. The top brick course is 13.2 ft. below street grade, or at least 4.2

ft. below the proposed construction grade required for the base of the garage in this area of the block. The location and elevation of the well was recorded by JMA and by Erkiletian engineers. After documentation, the well was filled and covered with gravel.

4.4 DOCUMENTATION OF THE RAILROAD TRACKS

In the sidewalk along the project area and Fayette Street was a 320-ft. section of dual railroad tracks (Figure 23). Erkiletian construction plans require removal of the tracks and grading of this sidewalk area. Alexandria Archeology recommended that Erkiletian integrate sections of the rails into the proposed landscape. The rails were cut into 30-ft. sections and removed.

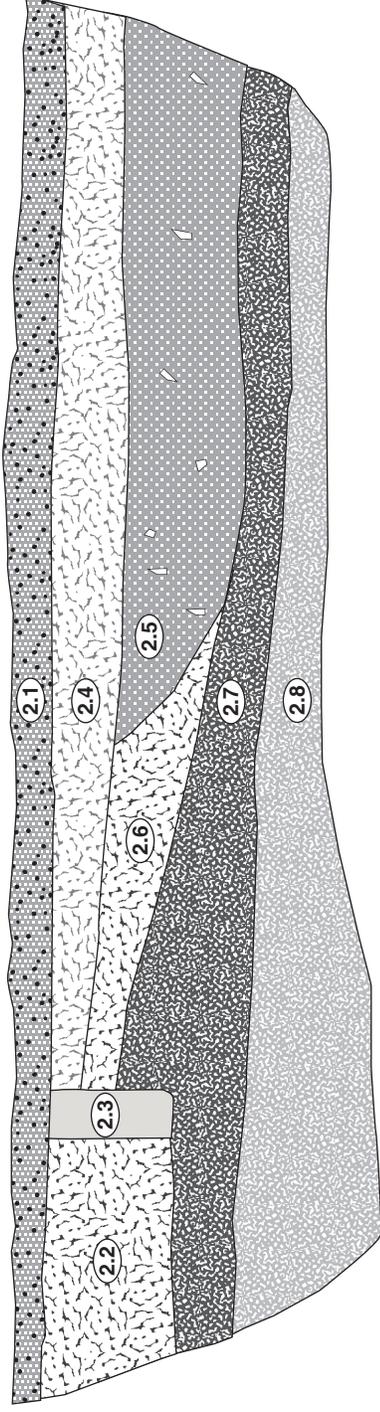
In the first half of the twentieth century, railroad lines connecting the Alexandria and Fredericksburg mainline to in-town industrial businesses congested the roads of Alexandria. The 1941 Sanborn Company fire insurance map illustrates a set of tracks running through Fayette Street (Figure 13). Sometime after the 1958 addition was built, a spur was installed next to the warehouse (Figure 15). It is not known when the tracks ceased being used -- perhaps around 1963 when the property changed hands (ADB 583/415).

In preparation for cutting and removal, the majority of sidewalk cement was hammered and removed, exposing the construction of the tracks. They consisted of two sets of iron "T" rails (a total of four) with flange bases, one set in between the other set (Figure 24). The tracks were laid on 6-by-8-ft. treated wood ties (sleepers) set on gravel and slag ballast. Steel tie plates fastened to sleepers with railroad spikes held the tracks to the sleepers. Both the left and right rails shared the same tie plate, suggesting that the different gauged tracks were laid simultaneously. Also, the bases of both interior rails were cut to accommodate for the placement of the adjacent rails (Figure 24).

The gauge of a railroad track is measured by the distance between the interior of a pair of rails. Standard-gauge is 4 ft. 8 ½ in. Narrow-gauge is anything smaller than standard, but typically 2 ft. to 3 ft. 6 in. Dual gauge tracks are usually constructed by laying a third rail to hold both narrow- and standard-gauge cars. The tracks at Block 354 are unique in that the gauges of the rails are 3 ft. 11 in. and 4 ft. 7 ¾ in., neither of which are typical measurements. It is possible that the warehouse company used custom cars that met standard-gauge cars at the street tracks to load and unload goods. Also, it is not known why the dual track contains four rails, rather than three. Laying a complete second set of tracks would have been costly, but may have been necessary if the original tracks were deemed unusable.

The cut sections of the railroad tracks will be stored until the completion of construction. Then, selected sections of the railroad tracks will be placed along Fayette Street and integrated into the new landscape (Figure 16).

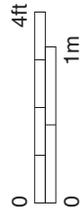
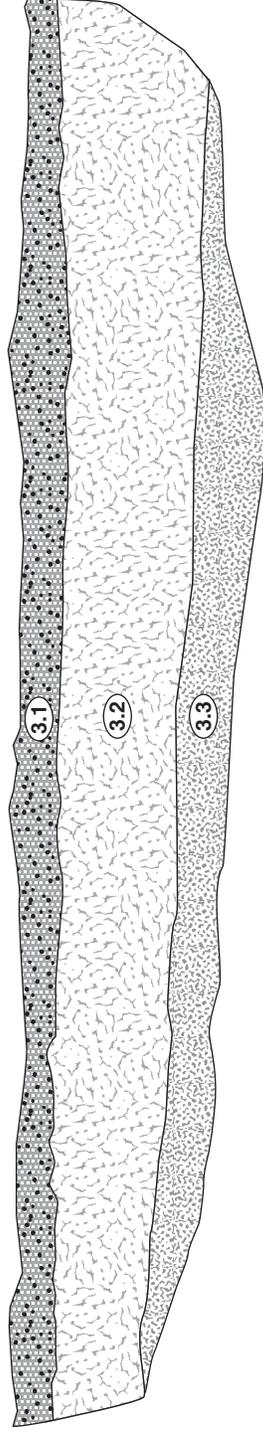
Trench 2 South Profile



- 2.1** 2.5Y 6/4 light yellowish brown sand and small cobble; abrupt transition; fill
- 2.2** 10YR 4/6 dark yellowish brown mottled with 30% 10YR 5/8 yellowish brown silty clay loam; artifacts; abrupt transition; fill
- 2.3** truncated poured-concrete footer
- 2.4** 10YR 4/3 brown silty clay loam mottled with 30% 10YR 5/4 yellowish brown clay, 30% 2.5Y 6/1 gray clay, and 10% 10YR 3.1 very dark gray clay loam; artifacts; abrupt transition; fill
- 2.5** 5YR 5/8 sandy clay loam with 10% gravel; abrupt transition; fill
- 2.6** 2.5Y 3/3 dark olive brown mottled with 10YR 3/2 very dark grayish brown clay loam; abrupt transition; fill
- 2.7** 10YR 3/1 very dark gray clay loam; ferrous mineral inclusions; abrupt transition; fill
- 2.8** 2.5Y 6/4 light yellowish brown clay loam; subsoil

Figure 20. South profile of Trench 2.

**Trench 3
East Profile**



- 3.1** 10YR 6/6 brownish yellow medium sand and small cobble; abrupt transition; fill
- 3.2** 7.5YR 4/6 strong brown sandy clay mottled with 30% 2.5Y 6/2 light brownish gray silty clay; abrupt transition; subsoil (B1 horizon)
- 3.3** 7.5YR 5/8 strong brown, 10YR 6/8 brownish yellow, and 2.5Y 7/4 pale brown loamy sand; subsoil (B2 horizon)

Figure 21. Trench 3, east profile.



Figure 22. South profile of the truncated well. A concrete pipe, shown at left, was laid over the remnant of the well.



Figure 23. The dual railway along the east side of the warehouse in 2009, facing south.



Figure 24. A cross section of the west half of the dual railroad, facing south. The rail on the right would be the interior rail.

5.0 SUMMARY AND RECOMMENDATIONS

On behalf of Erkiletian Companies, JMA performed archeological investigations at Block 354. Fieldwork entailed excavating three trenches totaling 94 linear ft. JMA also monitored demolition of the interior of the 1950s warehouse, the removal of a dual railroad track, and documented the remnants of a truncated brick-lined well.

Erkiletian plans to build a residential and commercial development that will occupy all of Block 354. The development will include two buildings separated by an alley connecting Wythe and Pendleton Streets. A courtyard will be incorporated into the landscape in the south half of the block. Parking will be below street level, under both buildings.

Previous documentary research found the Union Army occupied the city block during the Civil War, and later African-American renters occupied it in a developing early- to mid-twentieth-century African-American neighborhood. By 1958, a two-story warehouse occupied the entire block. The warehouse was demolished in February 2011.

Investigations revealed the construction techniques used in building the warehouse destroyed any historic yard surface that remained in the upper levels of the soil. The current street level is believed to be close to the historic grade of the block. The floor of the warehouse basement was at roughly 5.5 ft to 13 ft. below existing street level. The results of trench excavation confirmed the absence of buried surfaces; trench profiles showed fill deposits on top of subsoil.

The 320-ft. long remnant of a dual railroad track which sat along the east side of the block was documented. The warehouse company used the track to load and unload goods delivered via the railroad yard located northwest of the project area. The rails were cut and removed, and the sleepers and ballast were excavated. Sections of the track will be replaced as landscaped features when construction is completed.

A truncated brick-lined well was recovered in the south half of the block. The feature was truncated by warehouse construction and utility installation. The date of its construction is not known, but the well is probably associated with an early- to mid-twentieth-century house. It was probably abandoned the same time as the house.

Proposed construction at Block 354 will not impact any significant cultural resources. Construction plans show the extent of disturbance for underground parking will be around 25 ft. below street level in the north half of the block. At the south, the base of the garage will be no more than 9 ft. below existing street level. Project construction plans call for the removal of soil in the north half of the block. The south half of the block requires leveling and the addition of soil to bring up to construction grade. A well found in the south half of the block is below proposed construction grade and will not be impacted. However, for future ground-disturbing activities in this area, such as water, sewer, and electrical utility installation, avoidance of the well is recommended. Subsurface investigations found the block was graded before construction of the 1950s

warehouse; no buried historic yard surfaces are present in the project area. Other preserved cultural resources are not likely. No additional archeological investigation is warranted.

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- 1912 *Fire Insurance Map of Alexandria, VA*. Sanborn Map Company, New York. Geography and Map Division, Library of Congress, Washington, DC.
- 1921 *Fire Insurance Map of Alexandria, VA*. Sanborn Map Company, New York. Geography and Map Division, Library of Congress, Washington, DC.
- 1931 *Fire Insurance Map of Alexandria, VA*. Sanborn Map Company, New York. Geography and Map Division, Library of Congress, Washington, DC.
- 1941 *Fire Insurance Map of Alexandria, VA*. Sanborn Map Company, New York. Geography and Map Division, Library of Congress, Washington, DC.
- 1958 *Fire Insurance Map of Alexandria, VA*. Sanborn Map Company, New York. Geography and Map Division, Library of Congress, Washington, DC.
- 1977 *Fire Insurance Map of Alexandria, VA*. Sanborn Map Company, New York. Geography and Map Division, Library of Congress, Washington, DC.
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APPENDIX I

Chain of Title

Chain of Title

Grantee	Deed, Date	Grantor	Comments
621 N Payne Street LLC	080011821 6-30-2008	Security Storage Company of Washington	Square of ground bounded by Payne, Pendleton, Wythe and Fayette Streets
Security Storage Company of Washington	583/415 1-1-1942	Victory Van Corporation	Square of ground bounded by Payne, Pendleton, Wythe and Fayette Streets
Victory Van Corp.	217/301 6-4-1945	Marshall Transfer Corp.	South half of the square of ground bounded by Payne, Pendleton, Wythe and Fayette Streets
Marshall Transfer Corp.	179/242 9-22-1941 Will Book 10/287	J. Brooke Carter	South half of the square of ground bounded by Payne, Pendleton, Wythe and Fayette Streets
Thomas L. Carter & J. Brooke Carter, dba Carter Bros.	66/432 1-7-1918	C. E. Nicol, Jr. (Charles Edgar Nicol, Jr.)	South half of the square of ground bounded by Payne, Pendleton, Wythe and Fayette Streets
C. E. Nicol, Jr.	66/64 2-24-1917	C. E. Nicol, Trustee	South half of the square of ground bounded by Payne, Pendleton, Wythe and Fayette Streets
C. E. Nicol, Trustee	1- 20- 1914	Robert Elliott	South half of the square of ground bounded by Payne, Pendleton, Wythe and Fayette Streets
Robert Elliott	47/179 6-16-1900	Louis C. Barley & Bessie S. Barley	South half of the square of ground bounded by Payne, Pendleton, Wythe and Fayette Streets
Louis C. Barley	42/109 5-28-1898	Verlinda A. Bull	South half of the square of ground bounded by Payne, Pendleton, Wythe and Fayette Streets
Verlinda A. Bull	25/346 4-2-1891	William H. Brown & wife Mary	South half of the square of ground bounded by Payne, Pendleton, Wythe and Fayette Streets
William Henry Brown & Verlinda Ann Bull	Will Book 1, Corporation Court, p. 561 7-14-1890	William N. Brown	All his real estate
William N. Brown	19/127 registered 9-5-1887; sale took place on 12-21-1872	Anthony W. Armstrong, Commissioner	A square of ground . . . bounded by Pendleton, Wythe, Fayette, and Payne Streets.

APPENDIX II

Qualifications of Investigators



KERRI HOLLAND

Assistant Archeologist
John Milner Associates, Inc.
5250 Cherokee Avenue, Suite 300
Alexandria, VA 22312
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kholland@johnmilnerassociates.com

EDUCATION

B.A. Mary Washington College Historic Preservation 1998

YEARS EXPERIENCE: 12

EXPERIENCE PROFILE

Kerri Holland holds a Bachelor's degree in Historic Preservation from Mary Washington College. Ms. Holland has been involved in investigations ranging from Early Archaic through Urban Historic periods. Ms. Holland has assisted in archeological survey and testing programs in Maryland, Virginia, Washington D.C., West Virginia, Kentucky, Illinois, Pennsylvania, and Massachusetts, and has cataloged and prepared for curation numerous collections to specific state standards. Ms. Holland is a recipient of the 2007 Ben Brenman Archaeology Award from Alexandria Archaeological Commission, for her efforts at four Civil War sites in Alexandria, Virginia.

KEY PROJECTS

- 2012 Assitant Archeologist. Archeological evaluation at Virginia Theological Seminary Chapel of the Ages, The Virginia Theological Seminary, Alexandria, Virginia

- 2011-2012 Assistant Archeologist and lead author. Cultural resource investigations for Cobbs Creek Reservoir, Cumberland County, Virginia. Arcadis/Malcolm Pirnie, Newport News, Virginia.

- 2010 Assitant Archeologist Supervised fieldwork and co-authored report for archeological evaluations associated with utility improvements and new central plant facility at the Virginia Theological Seminary, Alexandria, Virginia. Virginia Theological Seminary, Alexandria, Virginia.

- 2009-2010 Assistant Archeologist. Supervised one of two field crews for archeological investigations, Clinton County, Carlyle, Illinois. Army Corps of Engineers, St. Louis District, Missouri.

- 2008-2009 Assistant Archeologist. Supervised one of two field crews for Phase I archeological investigations and Data Recovery for Dismal Town, Site 44SK70, Great Dismal Swamp National Wildlife Refuge, Suffolk County, Virginia.

- 2009 Assistant Archeologist. Supervised fieldwork and co-authored report for Phase I and II investigations at the site of four Civil War bivouacs. Warrenton Training Center, Station D Culpeper County, Virginia. Warrenton Training Center, Station D, Warrenton, Virginia.
- 2008-2009 Assistant Archeologist. Assisted in the fieldwork and co-authored report for the Data Recovery of Newgate Tavern (44FX3244), Centreville, Virginia, Unicorp National Development, Inc., Orlando, Florida.
- 2007-2008 Assistant Archeologist. Supervised fieldwork and co-authored report for Phase I and II Archeological Evaluation of the Old Cumberland Jail Site 44CM102, Cumberland Courthouse, Cumberland County, Virginia, Draper Aden Associates, Richmond, Virginia.
- 2008 Assistant Archeologist. Supervised fieldwork, artifact identification, and co-authored report for Phase I archeological field investigations of the 14th Connecticut Bivouac, Site 44CU0149, Warrenton Training Center, Station D Culpeper County, Virginia. Warrenton Training Center, Station D, Warrenton, Virginia.
- 2007 Assistant Archeologist. Supervised fieldwork and co-authored report for Phase I investigations for the athletic field expansion at Hellwig Park. Prince William County Parks Authority, Manassas, Virginia.
- 2007 Assistant Archeologist. Assisted in the Phase I investigations of fifty-one historic homesites. Marine Corps Base Quantico, Stafford and Prince William Counties, Virginia. EDAW, Alexandria, Virginia.
- 2007-2006 Assistant Archeologist. Supervised fieldwork and artifact identification, and co-authored report for archaeological investigations at for Site 44AX198, 401 N. Pegram Road, Syme Property, Alexandria, Virginia. Alexandria Archeology, Alexandria, Virginia.
- 2006 Assistant Archeologist. Assisted in the fieldwork and co-author report for archaeological investigations at Site 44AX199, 108 N. Quaker Lane, Smucker Property, Alexandria, Virginia. Alexandria Archeology, Alexandria, Virginia.
- 2006 Assistant Archeologist. Assisted in the fieldwork for the archeological evaluation for a Episcopal High School facility housing project, 1200 N. Quaker Lane, Alexandria, Virginia. Director of Facilities, Episcopal High School, Alexandria, Virginia.
- 2005-2006 Assistant Archeologist. Supervised fieldwork, conducted background research, and co-authored report for investigations associated with MD 144 streetscape improvements from New Market Elementary/Middle School to Bye Alley, Frederick County, Maryland. Maryland State Highway Administration.
- 2005 Field/Laboratory Assistant. Assisted in the fieldwork for supplemental metal detection investigations associated with structural and landscape enhancements for Blenheim Estate, City of Fairfax, Virginia. City of Fairfax.
- 2004 Field/Laboratory Assistant. Assisted in the archaeological evaluation and investigations for the Quaker Ridge development, Alexandria, Virginia. Carr Homes, Alexandria, Virginia.
- 2004 Field/Laboratory Assistant. Multiple cultural resource investigations at Marine Corps Base Quantico, Archeological investigations at 44PW1558, 44PW1559, 44ST494, and 44ST632, Prince William and Stafford, Virginia. EDAW, Alexandria, Virginia.

SUMMARY OF PROFESSIONAL ACTIVITIES

Ms. Holland is the author of one and co-author of 16 cultural resources reports and four papers presented at a professional conference.



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EDUCATION

M.A.A.	University of Maryland	Anthropology	1993
B.A.	University of Maryland	Anthropology	1990

EXPERIENCE PROFILE

Lynn Jones holds a Master of Applied Anthropology degree from the University of Maryland and has had 18 years experience in archaeology of the Mid-Atlantic region. She has been involved in investigating prehistoric Native American sites as well as historic period sites dating from the early eighteenth century to the mid-twentieth century. Ms. Jones has experience in directing fieldwork, supervising laboratory processing, and doing documentary research. Ms. Jones is well acquainted with the curation standards and guidelines recommended by various states, the federal government, and the National Park Service. Since joining John Milner Associates, Inc., Ms. Jones has conducted documentary research, supervised fieldwork and overseen the laboratory processing and preparation for curation of a number of projects in the District of Columbia, Maryland, Kentucky, Indiana, and Virginia.

KEY PROJECTS

- 2008 Documentary research, artifact analysis, and contributed to report for Phase III archeological data recovery for Runway 4, Dulles International Airport. Metropolitan Washington Airports Authority, Washington, DC.
- 2007 Documentary research and contributed to report for the National Museum of the U. S. Army project. Tetra Tech, Inc., and U. S. Corps of Engineers.
- 2007 Documentary research and contributed to report for the Oakton Park project. Chevy Chase Bank.
- 2006 Documentary research, field reconnaissance survey, and contributed to report for the MediCorp proposed hospital location. Paciulli, Simmons & Associates.
- 2005 Documentary research and contributed to report Carr Homes Quaker Ridge project. Carr Homes, Alexandria, VA.
- 2005 Documentary research and contributed to report for Virginia Theological Seminary faculty housing project. Cole and Denny, Alexandria, VA.
- 2005 Documentary research and report contributions, Phase II Archeological Investigations for the Fourth Runway, (Task 6/7), Washington Dulles International Airport, Fairfax County, Virginia. Parsons Management Corporation and the Metropolitan Washington Airports Authority.

- 2005 Documentary research and report contributions, Phase II Archeological Investigations for the Crosswind Runway, (Task 5), Washington Dulles International Airport, Fairfax and Loudoun Counties, Virginia. Parsons Management Corporation and the Metropolitan Washington Airports Authority.
- 2004 Documentary research and contributed to report for Marine Base Quantico archeological investigations. EDAW, Alexandria, VA.
- 2003 Fieldwork, documentary research, and contributed to report for National Zoological Park Asia Trail project. Smithsonian Institution, Washington, D.C.
- 2003 Documentary research and contributed to report for Dulles International Airport, CASP project, Task 2, and Task 3 projects. Metropolitan Washington Airports Authority, Washington, D.C.
- 2003 Directed fieldwork and authored report for St. Mary's College Athletic Fields project. St. Mary's College of Maryland, St. Mary's City, MD.
- 2003 Documentary research and contributed to report for the MAGLEV project. Maryland Department of Transportation, State Highway Administration, Baltimore, MD.
- 2003 Monitoring and report on the Boonsboro Streetscape Project, US40 Alt. Boonsboro. Maryland Department of Transportation, State Highway Administration, Baltimore, MD.
- 2002 Documentary research and contributed to report for the old Patent Office Building project, Smithsonian Institution, Washington, D.C.
- 2002 Documentary research and co-authored report on nine properties in Fell's Point, Baltimore, MD, for the Society for the Preservation of Federal Hill and Fell's Point.
- 2000 Field Supervisor/Laboratory Supervisor. Supervised fieldwork, laboratory processing and co-authored report for Phase I survey at Todd's Inheritance, Baltimore County, MD.
- 1999 Field Supervisor/Laboratory Supervisor. Supervised the excavation and processing of artifacts for the Northampton Slave Quarters Site. Maryland-National Capital Park and Planning Commission, Prince George's County, MD.
- 1996 Supervised fieldwork and authored report. Slayton House site, an eighteenth-century townhouse in Annapolis, Maryland. Historic Annapolis Foundation.
- 1994 Assistant Site Director. Supervised excavation at the Bordley-Randall House site, an eighteenth-century house in Annapolis, Maryland, for Historic Annapolis Foundation and the University of Maryland Field School in Urban Archaeology.
- 1991 Assistant Site Director and contributed to site report. Supervised excavation of ground-floor slave quarters of the Charles Carroll of Carrollton. Archaeology in Annapolis Project for the Charles Carroll of Carrollton, Inc., restoration organization.

SUMMARY OF PROFESSIONAL ACTIVITIES

Author or co-author of 42 cultural resource reports, three scholarly publications, and several papers presented at professional meetings and conferences.



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EDUCATION

Ph.D.	University of Arizona	Anthropology	1971
M.A.	University of Arizona	Anthropology	1970
B.A.	The Catholic University of America	Sociology	1966

EXPERIENCE PROFILE

Charles D. Cheek received his Ph.D. degree from the University of Arizona and has 40 years’ archeological experience. Much of Dr. Cheek’s early career was spent in the archeology of the Southern Plains and in Mesoamerica, but for the past 30 years he has focused on the Middle Atlantic region of the United States. Since joining John Milner Associates, Inc., he has directed various cultural resources surveys for transportation corridors in urban and rural contexts in Virginia and Maryland. Additional projects include archeological excavations at Fort McHenry National Monument and Historic Shrine; a program of archeological, historical, and architectural data recovery at the Quintana Thermal Baths in Ponce, Puerto Rico; archeological data recovery at the Great Plaza, Federal Triangle, Washington, D.C. and for several other D.C. projects; three colonial sites in Boston associated with the Central Artery Project, the early 19th-century occupation over the African Burial Ground in New York City, and other cultural resources surveys and evaluations for state and federal agencies and private clients. His broad-based archeological training has provided the necessary background to undertake both historic and prehistoric archeological investigations, and he is the author or co-author of several professional articles in both sub-fields.

KEY PROJECTS:

- 2011 Project Manager. Transportation Improvements for the South Parcel of the East Campus of St. Elizabeths Hospital, Washington, D.C., CH2MHILL and DC Department of Transportation.
- 2010-11 Project Manager. Monitoring demolition/construction for Payne Street Condominiums, Alexandria, VA. Erkiletian Companies, Alexandria, VA.
- 2009 Project Manager. Documentary Study, Payne St Condominiums, Alexandria, VA. Erkiletian Companies, Alexandria, VA.
- 2009-2011 Lead Historic Preservationist. Manager of the historic preservation team for the Master Plan Amendment: North Campus Parcel for the Department of Homeland Security Consolidation at St. Elizabeths, Washington, D.C. Leo A. Daly, Washington, D.C., and GSA.

- 2008 Principal Archeologist-Analyst. Conducted analysis and authored report for Phase II Archaeological Evaluation of two historic sites (12PM350 and 12PM3627) for the Proposed Rockies Express Pipeline – East (REX East) Project Vermillion, Parke and Putnam Counties, Indiana. Natural Resource Group, Inc., Minneapolis, MN.
- 2006-07 Project Manager. Church Hill Streetscape Archeological Monitoring, MD 19 (Main Street) and Walnut Street, MD 213 To MD 19a and MD 19 to Eastern Town Limit, Queen Anne’s County, Maryland. Maryland State Highway Administration.
- 2006-2002 Project Manager and Principal Archeologist. Phase I and Phase II Archeological Survey of the Point of Rocks MARC Station Parking Lot Expansion, Point of Rocks, Maryland. Identification and evaluation of six lots including removal and reburial of four abandoned graves. Rummel, Klepper & Kahl, Baltimore, MD, and Maryland Transit Authority, Baltimore, MD.
- 2006-1997 Principal Archeologist. Managed the analysis and report editor and author on the non-mortuary use of the African-Burial-Ground Occupation, Data Recovery, Foley Square Project, New York, New York. General Services Administration, Region 2, and Edwards and Kelcey, New Jersey.
- 2006-1995 Project Manager of seven successive open-end contracts for archeological and architectural history services for the Maryland State Highway Administration. Conducted over 100 task orders. Acted primarily as project manager but also as Principal Investigator.
- 2005-06 Project Manager. Reconnaissance Survey of Parcels 39:60 and 39:62 for Cemetery Identification, MediCorp Proposed Hospital Location, Stafford County, Virginia. Paciulli, Simmons & Associates, Fairfax, VA.
- 2005 Project Manager. Summers Cemetery Identification, Cottage Farms Property, Fairfax County, VA. Mr. Mark Wynn, Cottage Farms, 41325 Red Hill Road, Leesburg,
- 2005 Principal Investigator. Research on the Location of the Newman Cemetery (18GA65), US 219: I-68 to PA Line, Garrett County, Maryland. Archeological Report No. 339. Maryland State Highway Administration.
- 2005 Project Manager. Ground-Penetrating Radar Survey, Billy Ward’s Cemetery (18MO622), Kruhm Road, Burtonsville, Montgomery County, Maryland. Archeological Report No. 338. Maryland State Highway Administration
- 2002 Project Manager and Principal Archeologist. Phase I/II investigations of an unmarked cemetery in the area of the proposed North Post Regional Community Support Center, Fort Belvoir, Virginia. Fort Belvoir, Fairfax County, VA.
- 2002-1999 Phase III archeological data recovery, site 51NW126, Lot 12, Square 406, Washington, DC. Architrave P.C., Architects, Washington, DC, and General Services Administration, National Capital Region, Washington, DC.
- 2002 Project Manager and Principal Archeologist of the Phase 3 excavation and relocation of the 30-grave Tate family cemetery, Hanover County, Virginia. Hanover County, VA. Public Works Department, Hanover County, VA.
- 2001-2000 Project Manager and Principal Archeologist. St. Anne’s Church Cemetery Project. Monitoring of water line for unmarked graves and the excavation of the graves. St. Anne’s Vestry, Annapolis, MD.

- 2000 Project Manager. Archeological testing, 108 Franklin Street, Battery Heights, Alexandria, MD. Lawrence N. Brandt, Inc., Washington, D.C.
- 1999 Project Manager. Phase I and 2 archeological survey and evaluation, National Park Service property at Crescent Lawn, Canal Place, City of Cumberland, Allegany County, MD. National Park Service, C&O Canal National Historic Park and the Baltimore Corps of Engineers.
- 1998-1997 Project Manager. Phase I Archeological Survey of the Waterfront and Gudelski Parcels and Phase II Evaluation of Five Sites in the Waterfront Parcel, National Harbor Development Project, Prince Georges County, MD. The Peterson Companies, Fairfax, VA.
- 1995-1996 Project Manager and Principal Archeologist. Archeological Data Recovery Excavations at the Site of the Federal Bureau of Investigation, Washington Metropolitan Field Office, Square 530, Washington, D.C. (senior author). TAMS Consultants, Inc., and the General Services Administration.
- 1995-1996 Project Manager. Data recovery at Hord's Mill, a Late Woodland site and a historic industrial site on the dam site for the Hunting Run Reservoir, Spotsylvania County. Hays Seay Mattern & Mattern, Inc., and Spotsylvania County.
- 1995-1996 Principal Archeologist. Archeological monitoring at the Townes of Slater's Village, Alexandria, Virginia. The Holliday Corporation, Washington, D.C.
- 1994-1995 Project Manager. Phase II archeological investigations of ten sites for the Hunting Run Reservoir and Motts Run Filtration Plant, Spotsylvania, Virginia. Hays Seay Mattern & Mattern, Inc. and Spotsylvania County.
- 1994-1992 Project Manager and Principal Archeologist. Data recovery, Mill Pond, Paddy's Alley, and Cross Street Back Lot sites, The Big Dig, Boston, Massachusetts. Bechtel/Parsons Brinckerhoff and the Massachusetts Highway Department.
- 1992 Project Manager and Principal Archeologist. Review and synthesis of archeological documentation, Fort McHenry National Monument and Historic Shrine, Baltimore, Maryland. National Park Service, Denver Service Center-Eastern Applied Archeology Center.
- 1988-1991 Project Manager and Principal Archeologist. Phase II & III archeological investigations of the site of the International Cultural and Trade Center/Federal Office Building Complex (now Reagan Building), Federal Triangle, Washington, D.C. TAMS Consultants, Inc.
- 1988 Project Manager. Phase IA archeological assessment of the Southern Plaza Project Area, Alexandria, Virginia. Gates, Hudson & Associates.

SUMMARY OF PROFESSIONAL ACTIVITIES:

Dr. Cheek is author or co-author of over one hundred forty (160) cultural resources reports, thirty (30) scholarly articles and monographs, two (2) book reviews, and sixty-five (65) papers presented at professional meetings.

