PHASE II
HISTORIC ARCHITECTURAL ASSESSMENT
OF THE
CAMERON STATION MILITARY RESERVATION
CITY OF ALEXANDRIA, VIRGINIA

PROJECT #: U000-100-109, PE10

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PHASE II
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PROJECT #: U000-100-109, PE103

Prepared for:

Environmental Quality Division
Virginia Department of Transportation
Richmond, Virginia

Prepared by:

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Louis Berger & Associates, Inc.
East Orange, New Jersey

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I. INTRODUCTION

This report presents the results of a Phase II historic architectural assessment of Cameron Station, Washington Quartermaster Depot, Alexandria, Virginia (Figure 1). This assessment was conducted by the Cultural Resource Group of Louis Berger & Associates, Inc., on behalf of the Virginia Department of Transportation (VDOT) in conjunction with environmental studies being conducted for the Cameron Run/Eisenhower Avenue Valley in Alexandria, Virginia. The purpose of the architectural assessment is to determine whether any buildings present at Cameron Station meet the criteria for listing in the Virginia or National Register of Historic Places, and therefore, potentially, may be affected by the proposed construction of the Clermont Avenue interchange of the Capital Beltway (Routes I-95 and 495).

All work was completed in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended; procedures for Protection of Historic and Cultural Properties (36 CFR 800); and Archaeology and Historic Preservation: The Secretary of the Interior's Standards and Guidelines (Federal Register, 29 September 1983). Guidelines established by the Virginia State Historic Preservation Office were utilized during data collection and preparation of this report.

Background historical research was conducted at Cameron Station; Fort Myer; the History Division of the Army Corps of Engineers, Fort Belvoir; the Center for Military History, Washington; and Lloyd House (Alexandria Public Library). All of the buildings at Cameron Station were field inspected, and exterior photographs were taken. However, due to the degree of interior alterations, building interiors were not photographed.

Cameron Station, originally built as an Army Quartermaster Depot in 1942, occupies approximately 166 acres between Pickett Street and Holmes Run, with a long frontage along Duke Street. Facades of the administration building and four of the eight warehouse buildings are situated behind a chain link fence fronting the thoroughfare. Cameron Station was originally entered from Duke Street between Warehouses Nos. 2 and 3. In the early 1960s, an interchange and access road were built off Duke Street, and the installation is now entered from the southeast of the administration building. Two streams, Back Lick Run and Holmes Run, flowing along the south and east property lines of the installation respectively, join to form Cameron Run, with the southeast corner of the Cameron Station property resting in the crook of the confluence. The facility is dotted with a variety of buildings, many dating to the original construction of the quartermaster depot and some from a second building phase in the early 1960s.

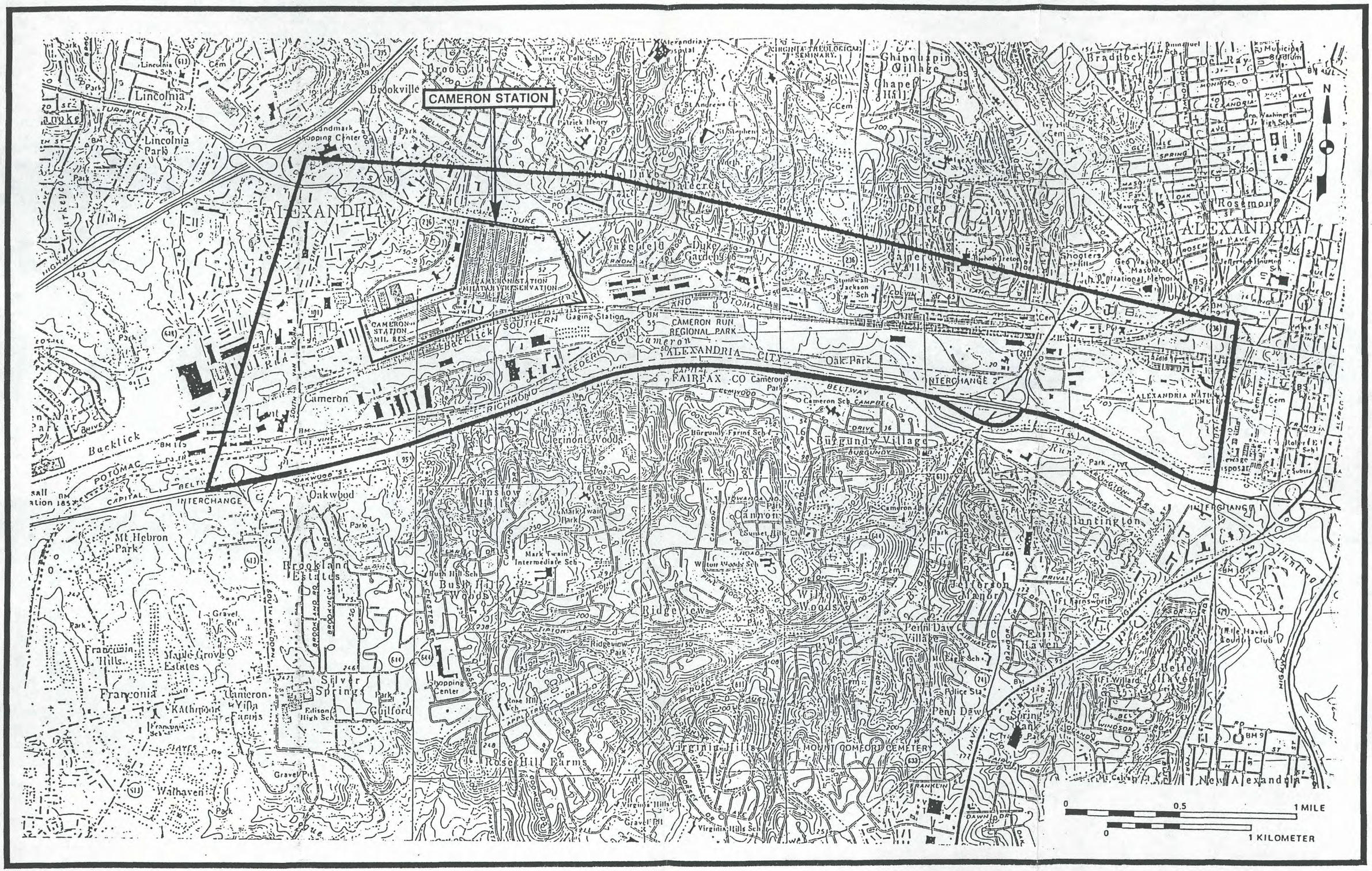


FIGURE 1 Eisenhower Avenue/Cameron Run Valley Study Window and Vicinity

SOURCE U.S.G.S. Quadrangle, Alexandria, Annandale, VA-DC-MD Photorevised, 1983
NOTE Approximate Boundaries

II. BUILDING DESCRIPTIONS

Twenty-two buildings and structures presently are located on the Cameron Station Military Reservation (Figure 2). Of these 17 date to the construction of the quartermasters depot in 1942 and the World War II period. The remaining buildings include a service station (Building No. 23) added during the late 1950s, and a convenience store (Building No. 20), a guard house (Building No. 22) and a pavilion (Building No. 24), all built after 1962.

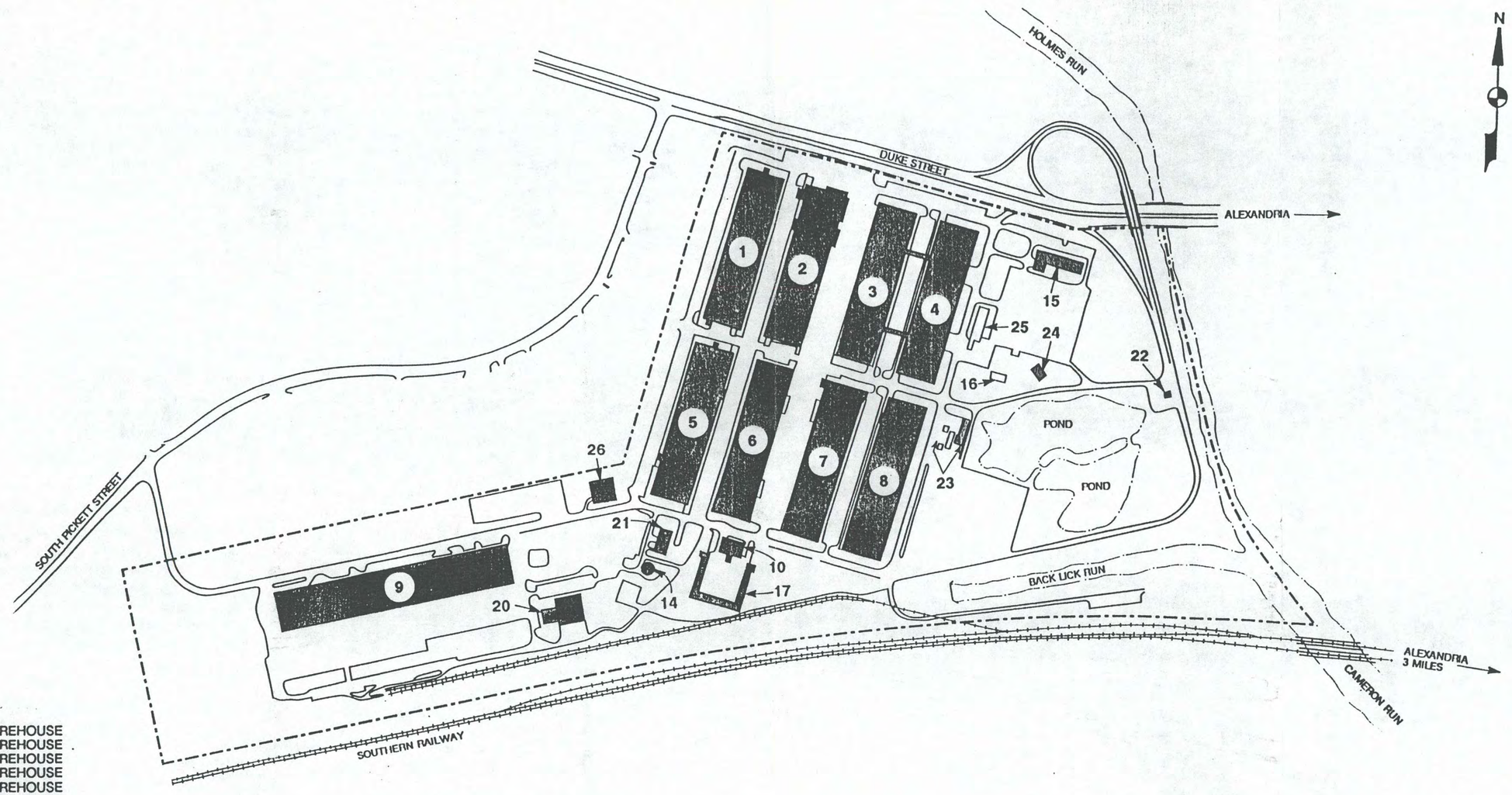
The design of Cameron Station conforms to World War II military construction standards. Due to wartime shortages, concrete, brick and frame construction were favored to save steel. For instance, the warehouses were built with wooden roof trusses, which were later reinforced with steel. Temporary facilities, which have since become permanent, were frame structures (Fine and Remington 1972:534-536). Very few exterior changes have been made to the buildings since their construction. The majority of alterations affected interiors, as warehouse and shop space was converted into offices. Due to the degree of interior alterations, little remains of the buildings' historic interior design and fabric.

Buildings Nos. 1 through 8

The focus of the facility is eight brick warehouses set on concrete slab foundations, each over 700 feet long, arranged in four rows of two buildings. Brick pilasters rhythmically divide the front and side walls of the buildings into equal segments, and concrete loading docks and ramps run down the sides of the structures. When originally constructed in 1942, a set of railroad tracks ran between each pair of structures. Loading docks located along each side of the buildings facilitated the movement of supplies via rail and truck (Plate 1). The interiors of these structures were open except for brick fire walls dividing each into three or six bays. During the early 1960s the warehouses were converted to other uses, mostly offices. The division of space and the addition of restroom facilities reflect the conversion of the structures into office space.

The four warehouses fronting Duke Street (Buildings Nos. 1 through 4) have parapeted end walls and glass block windows puncturing the front and side walls at regular intervals level with the tops of the pilasters (Plate 2). Buildings Nos. 5 through 8 are of the same brick and concrete construction as Buildings Nos. 1 through 4. However, the end walls of these buildings are segmentally arched rather than parapeted and there is no evidence of earlier (or present) glass block windows (Plate 3).

The interiors of Buildings 1 through 8 have undergone varying degrees of renovation. As originally built, the buildings were



BUILDING KEY

- * BUILDING NO. 1 WAREHOUSE
- * BUILDING NO. 2 WAREHOUSE
- * BUILDING NO. 3 WAREHOUSE
- * BUILDING NO. 4 WAREHOUSE
- * BUILDING NO. 5 WAREHOUSE
- * BUILDING NO. 6 WAREHOUSE
- * BUILDING NO. 7 WAREHOUSE
- * BUILDING NO. 8 WAREHOUSE
- * BUILDING NO. 9 VEHICLE STORAGE AND MAINTENANCE AREA
- * BUILDING NO. 10 ENGINEERING COMPOUND
- * BUILDING NO. 14 WATER TOWER
- * BUILDING NO. 15 ADMINISTRATION BUILDING
- * BUILDING NO. 16 MEDICAL CLINIC AND DISPENSARY
- * BUILDING NO. 17 ENGINEERING COMPOUND
- BUILDING NO. 20 CONVENIENCE STORE
- * BUILDING NO. 21 BOILER HOUSE
- BUILDING NO. 22 GUARD HOUSE
- BUILDING NO. 23 SERVICE STATION
- BUILDING NO. 24 PAVILION
- * BUILDING NO. 25 OFFICES AND LAUNDRY SERVICES
- * BUILDING NO. 26 WATER RESERVOIR

* DENOTES CONTRIBUTING STRUCTURE TO NATIONAL REGISTER DISTRICT

0 200 400 600 FEET

LEGEND

- BUILDING, PERMANENT
- BUILDING, TEMPORARY
- RAILROAD TRACKS
- SHORELINE
- PAVEMENT
- INSTALLATION BOUNDARY

FIGURE 2 Cameron Station, Site Plan

SOURCE U.S. Army Corps of Engineers, 1983

sectioned crosswise by brick fire walls. Each section can be entered only from the exterior and not from the adjoining section. A few sections remain in use as warehouse space for the Cameron Station Commissary and Post Exchange (Plate 4). The warehouse space is virtually unaltered from the original construction. Slightly more modified are the sections housing the Commissary and the Exchange. These sections remain unsubdivided, and conversion has primarily involved the addition of vinyl floor and wall coverings and drop ceilings with inset fluorescent light panels (Plate 5).

However, in all of the former warehouses the majority of the space now serves as offices for the various army and Defense Logistics Agency (DLA) divisions stationed at Cameron Station. Offices are laid out in one of two basic formats. The most common is the "bull pen" arrangement wherein moveable partitions are used to subdivide the formerly large open sections into office cubicles (Plate 6). The principal differences among the "bull pens" are reflected in the height and color of the partitions and the number of office cubicals created in each space. With less frequency, offices are arranged on either side of a central hallway running lengthwise through a section (Plate 7). On either side of the hallway, the space is subdivided into offices by "bull pen" partitions or, for ranking personnel, new full-height walls.

Sections of Buildings 1 through 8 also serve specialized functions. Building 7 houses the Fitness Center (Plate 8) and Officers' Club. In the Officers' Club, the same central hallway that divides offices in other buildings separates offices from dining rooms and is decorated with floral wallpaper, patterned vinyl ceiling tiles, and a carpeted floor (Plate 9). The Cameron Station Credit Union occupies an end section of Building 2 and has been remodeled in the fashion of an average bank (Plate 10).

While the interiors of Buildings 1 through 8 have been significantly altered since the construction of the buildings in 1942, their footprints and basic structural systems remain unchanged. The only addition has been a covered walkway between two of the buildings, Nos. 3 and 4 (Plate 11). On all of the warehouse buildings, many window and door openings have been added or filled in, and entryways, doors and window sash have been replaced.

Building No. 9

Building 9 was contemporary with Buildings 1 through 8. Built as a temporary storage facility, it is 1,080 feet long, of frame construction, set on a concrete slab (Plate 12). The warehouse is currently aluminum sided, although this was probably not the original exterior finish. Projecting entryways are regularly spaced across the facade. Few alterations, if any, have been made since its construction. At present, the building serves the installation motor pool as a vehicle storage and maintenance area and as a warehouse. Neither the warehouse nor the motor pool office appears

to have changed significantly since the 1940s (Plates 13 and 14). A concrete slab, open storage area of nearly the same dimensions as Building No. 9 originally was located immediately behind the warehouse. This is no longer extant, and the location is now a parking lot.

Building No. 15

The administration building, constructed in 1942, is a two-story brick structure with a facade symmetrically arranged around a projecting central entrance pavilion (Plate 15). Rusticated courses of bricks encircle the building, joining the 1/1 aluminum storm windows into bands at both the first- and second-story levels. A small block projects off the rear of the building. This portion of the building originally served as a firehouse. The bricked-in fire engine doors are visible today. The interior of Building 15 was designed to serve as offices, and has not been altered, aside from cosmetic modernizations, since it was constructed (Plate 16).

Engineering Compound (Buildings Nos. 10 and 17)

The engineering compound is composed of two distinct, one-story structures forming a square with an open courtyard. The first (Building No. 17) forms three walls of the square; the second (Building No. 10) is sited across the open top of the compound. Building No. 17 was described on the 1942 Site Plans as a paint shop and sheds, while Building No. 10 was a repair shop. Building No. 10 is a one-story brick structure (Plate 17). Brick pilasters divide the walls into bays filled with multi-paned casement windows. Three squares of glass block windows are set level with the top of the pilasters. Building No. 17 has a brick exterior facade, but the interior courtyard elevations, originally asbestos and board, are now aluminum sided. Three rows of stepped bricks form a blind arcade dividing the exterior walls into square bays (Plates 18 and 19). Today, many sections of the arcade frame multi-paned casement windows or 1/1 aluminum storm windows.

These buildings have been converted into offices for the engineering and maintenance division of Cameron Station. As in Buildings 1 through 8, partitions and bookcases have been used to subdivide the interior space (Plates 20 and 21). The primary alterations in the conversion of the space have involved the addition of carpeting and drop ceilings with inset fluorescent light panels.

Boiler House and Water Tower (Building No. 21 and Structure No. 14)

The boiler house (Building No. 21) is a two-story brick structure with a raised central block (Plate 22). Brick pilasters divide the walls into equal bays filled with large-paned, 6/6 windows. A brick smoke stack is adjacent to the boiler house. The plant houses six oil-fired steam boilers that provide central heating to the instal-

lation (Plates 23 and 24). This building, part of the original construction of the Quartermaster Depot, remains virtually unaltered. The water tower currently standing adjacent to the boiler house is on the site of an earlier, steel water tower (in 1947 it was 110 feet high), which was built over an abandoned well (Site Plan 1942). The date of construction of this tower is not known.

Building No. 16

Building No. 16, located east of Building No. 4, is a one-story building of frame construction, sheathed with aluminum siding, resting on a concrete slab (Plate 25). The gabled hip roof has low, wide eaves. This building, constructed around 1953 to serve as temporary officers' quarters, is now a medical clinic and dispensary. The plan of the building has changed little from the original design. An open room at one end (perhaps a former lounge area) serves as the waiting room (Plate 26). Behind this is a hallway lined with examination rooms, formerly the officers' quarters (Plate 27).

Service Station (Building No. 23)

The brick service station that is currently located on the base just south of the dispensary and east of Building No. 8 was constructed between 1957 and 1962. The building has four service bays attached to an office. Three islands of gasoline pumps are sheltered by rectangular metal awnings supported by cylindrical posts (Plate 28).

Prior to 1962, a filling station was located north of Building No. 1 just inside the boundary fence. It is unclear from the site plans whether the earlier filling station was constructed as part of the original facility; however, it was definitely in place by 1947. This structure is no longer extant.

Building No. 25

Building 25 is a low, one-story gable-roofed structure of frame construction, sheathed with aluminum siding, resting on a concrete slab. Small, 6/6 windows and small, projecting vestibules are regularly spaced under the building's cropped eaves. Now offices and a laundry service, it was built as a temporary structure in 1943 to serve as a cafeteria (Plate 29). The primary alterations involved the addition of partitions to divide the interior space into offices (Plate 30).

Structure No. 26

This concrete water reservoir is part of the original Cameron Station facility. It was constructed as an open cistern for the collection and storage of rain water. It has since been capped with concrete, resulting in its current bunker-like appearance, and is used as a storage facility.

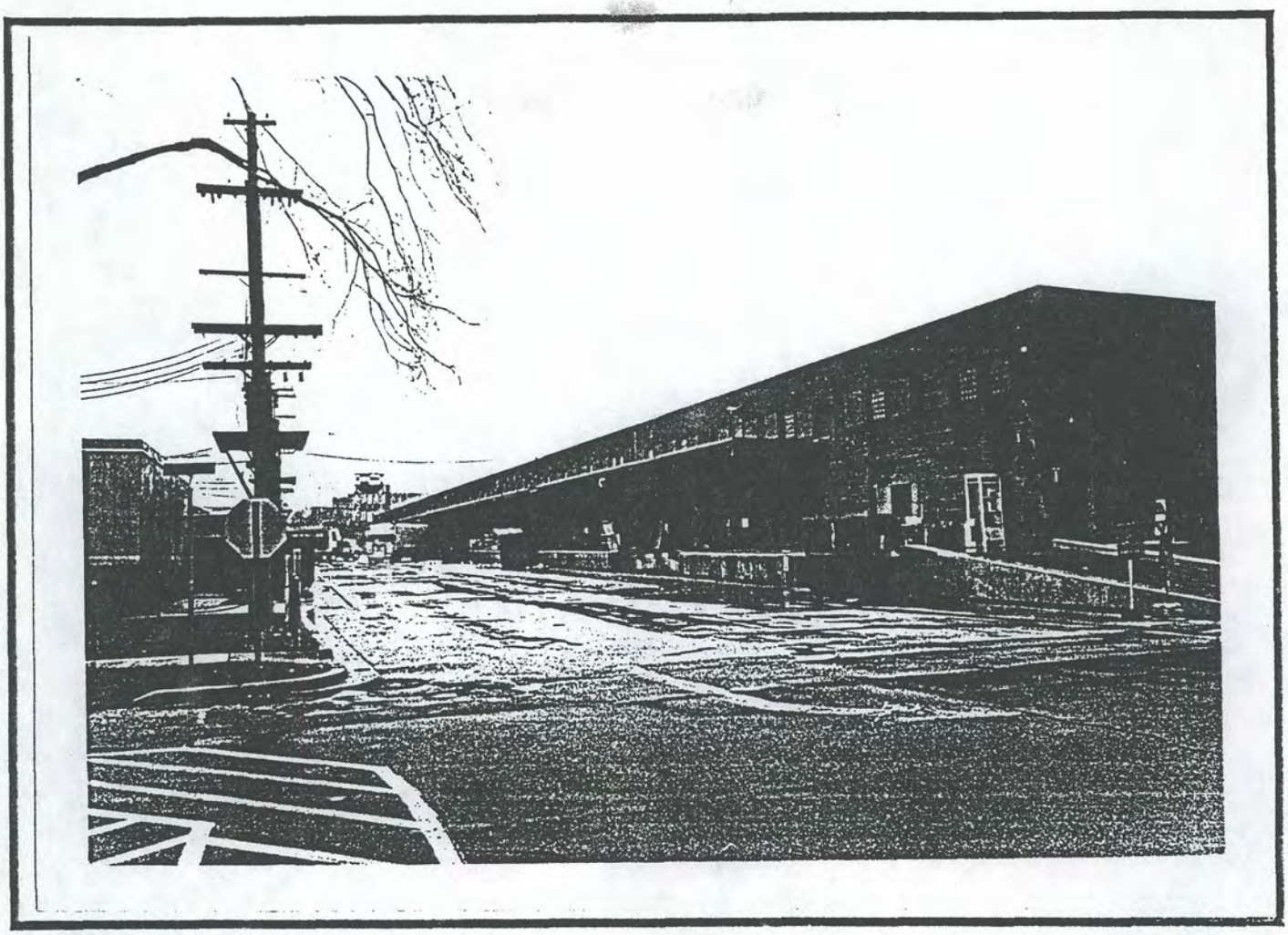


PLATE 1. View Between Building Nos. 1 and 2

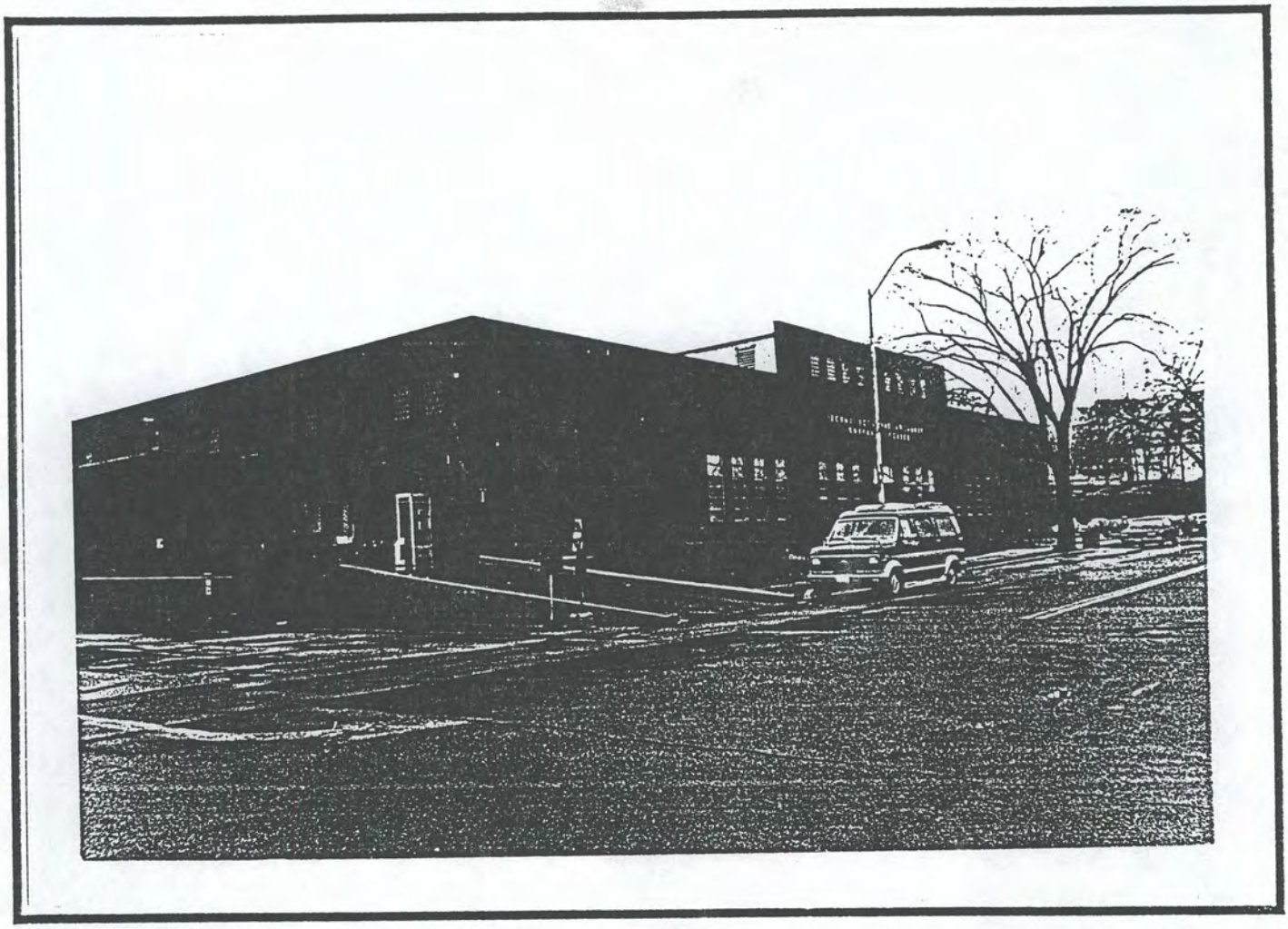


PLATE 2 Building No. 4

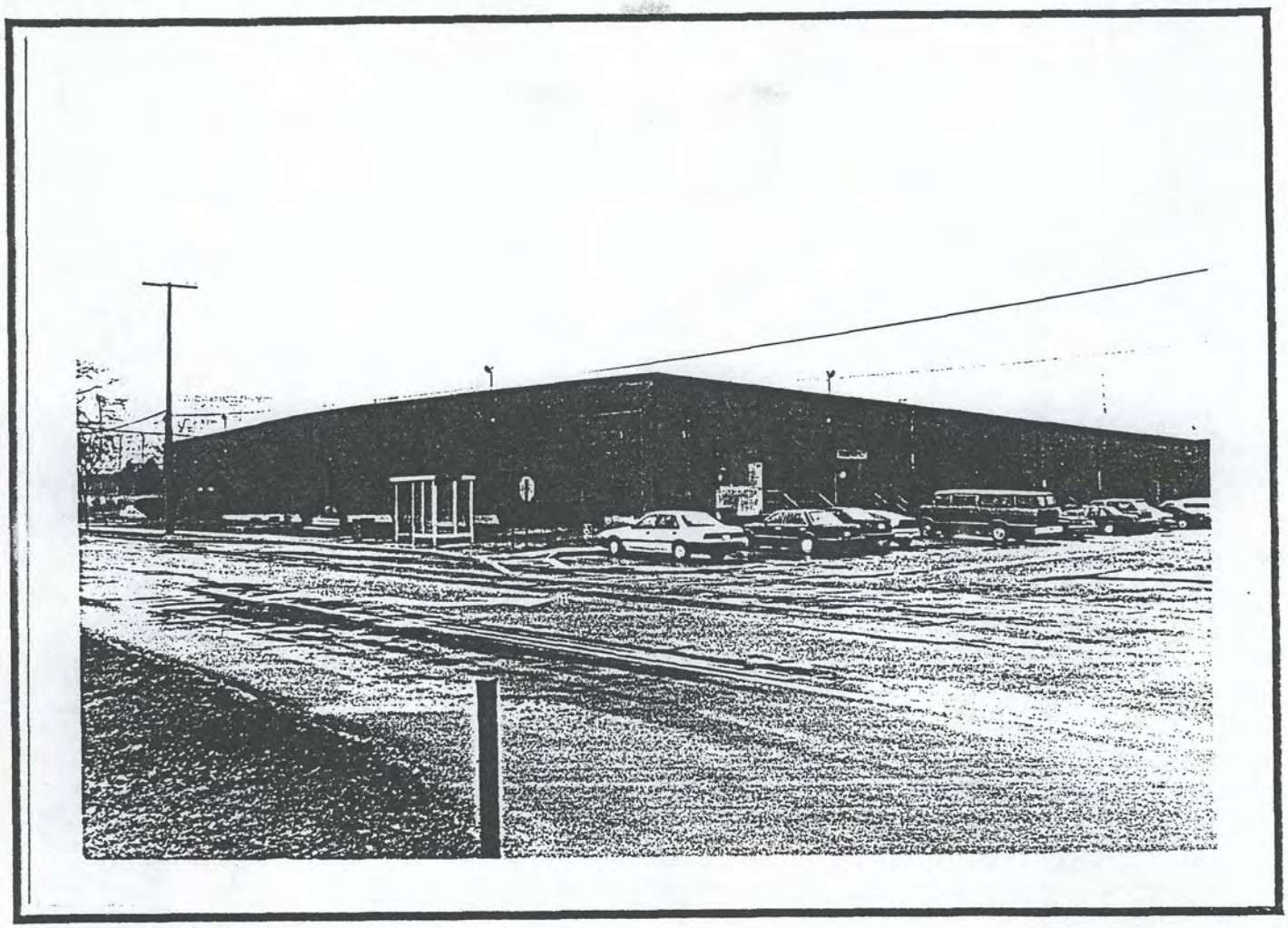


PLATE 3 Building No. 6

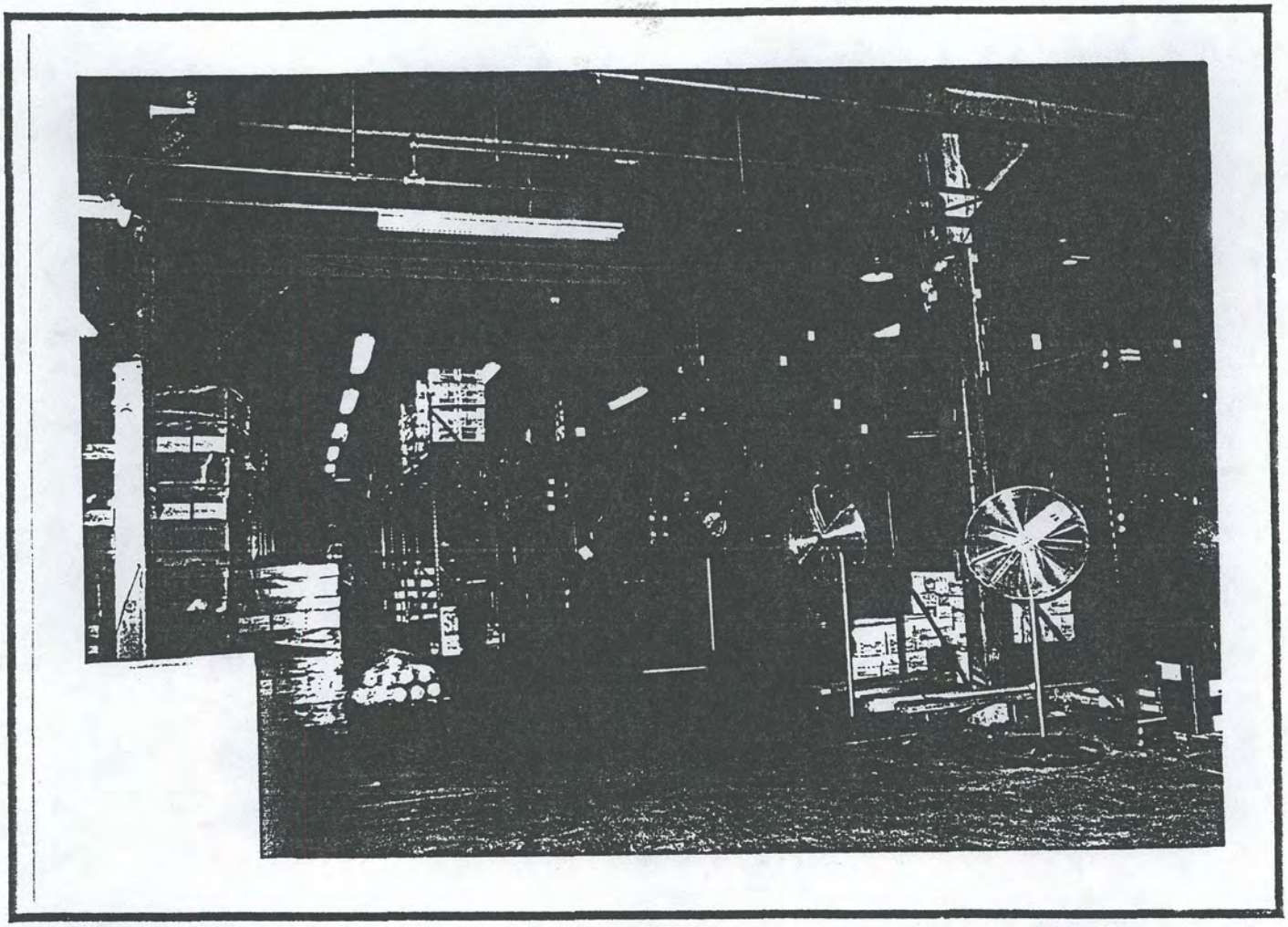


PLATE 4 Warehouse, Building No. 2

PLATE 5 Fitness Center, Building No. 7

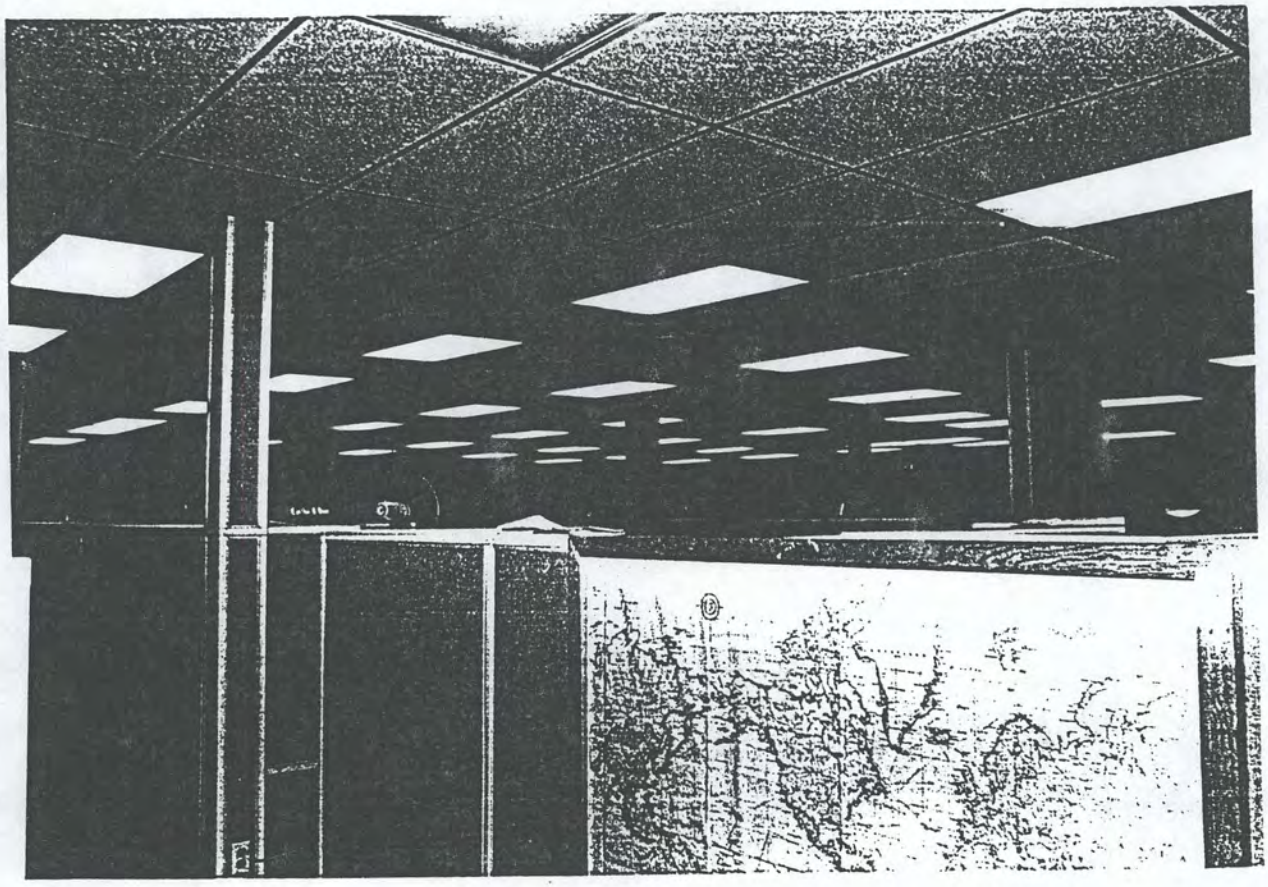


PLATE 6 "Bull Pen" Offices, Building No. 6

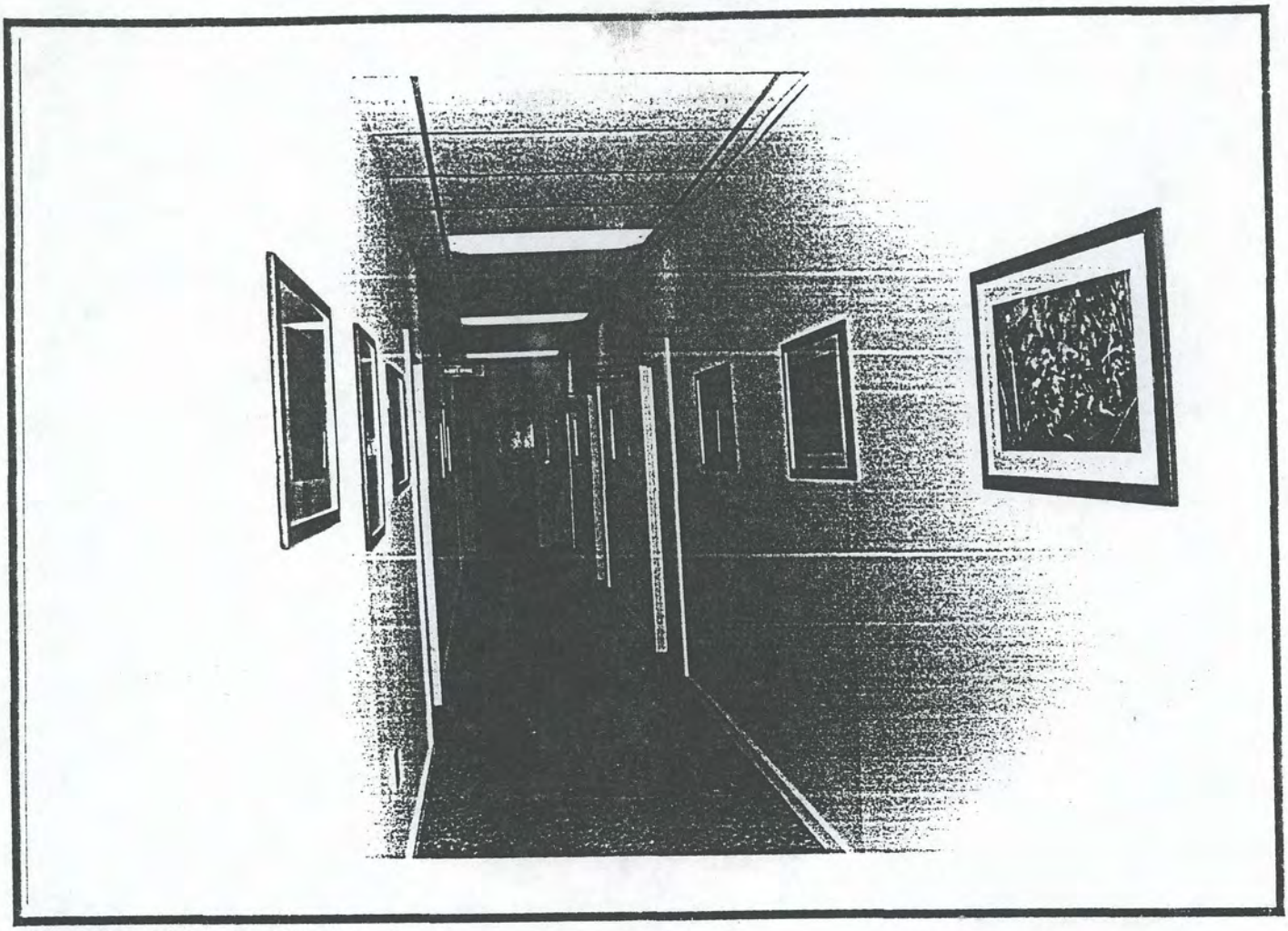


PLATE 7 Hallway, Building No. 5

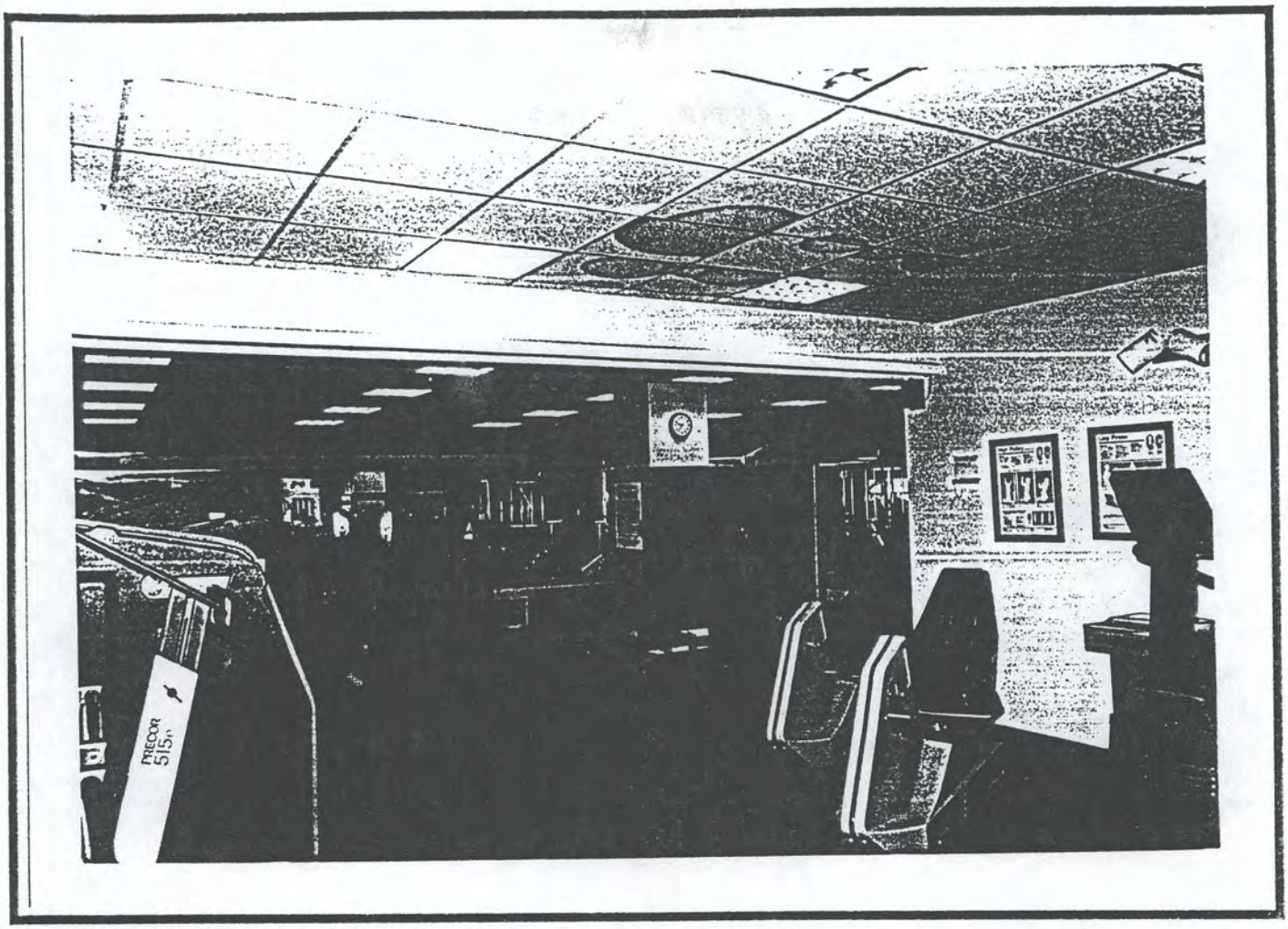


PLATE 8 Post Exchange, Building No. 1

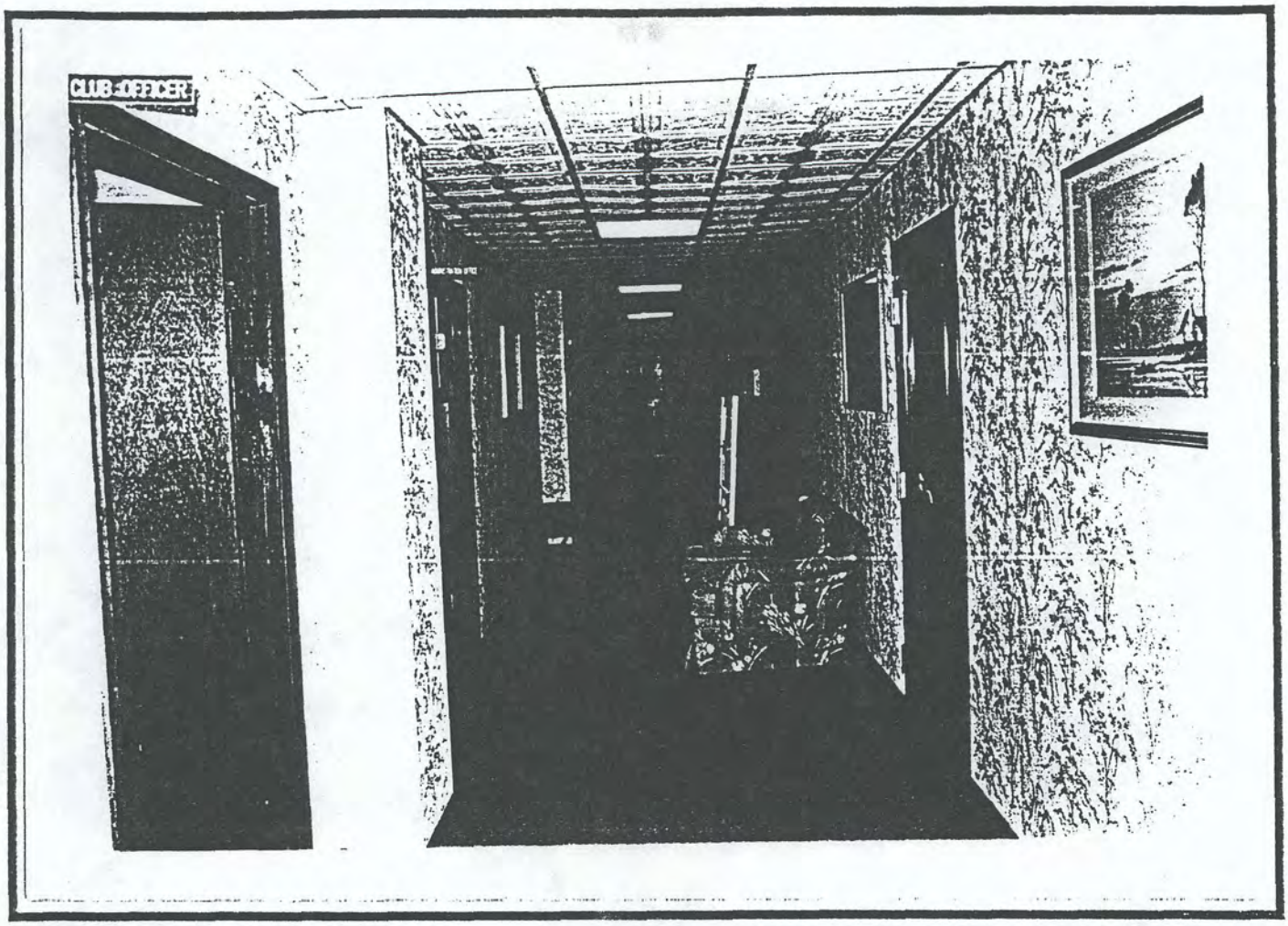


PLATE 9 Officer's Club, Building No. 7

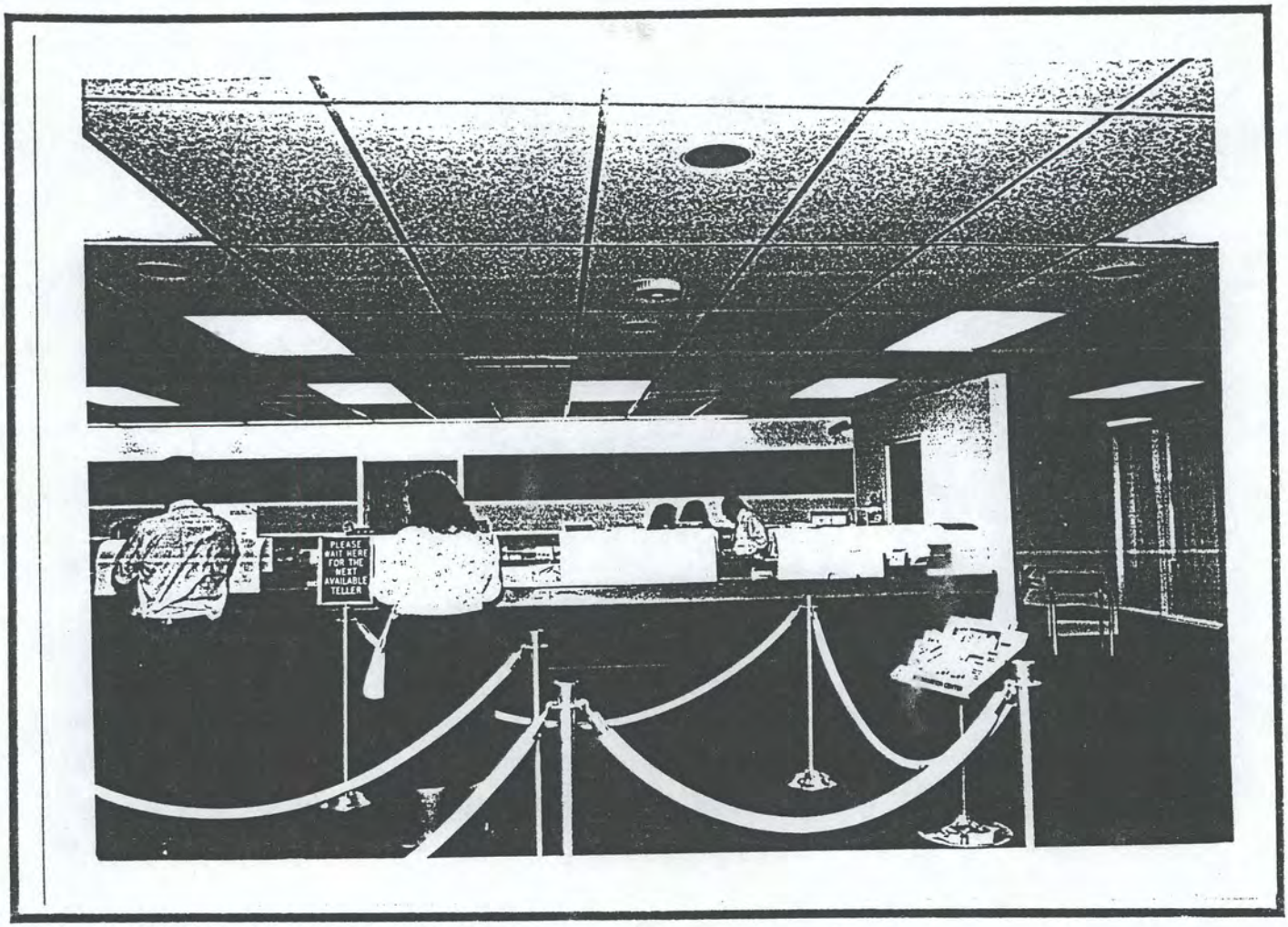


PLATE 10 Credit Union, Building No. 2

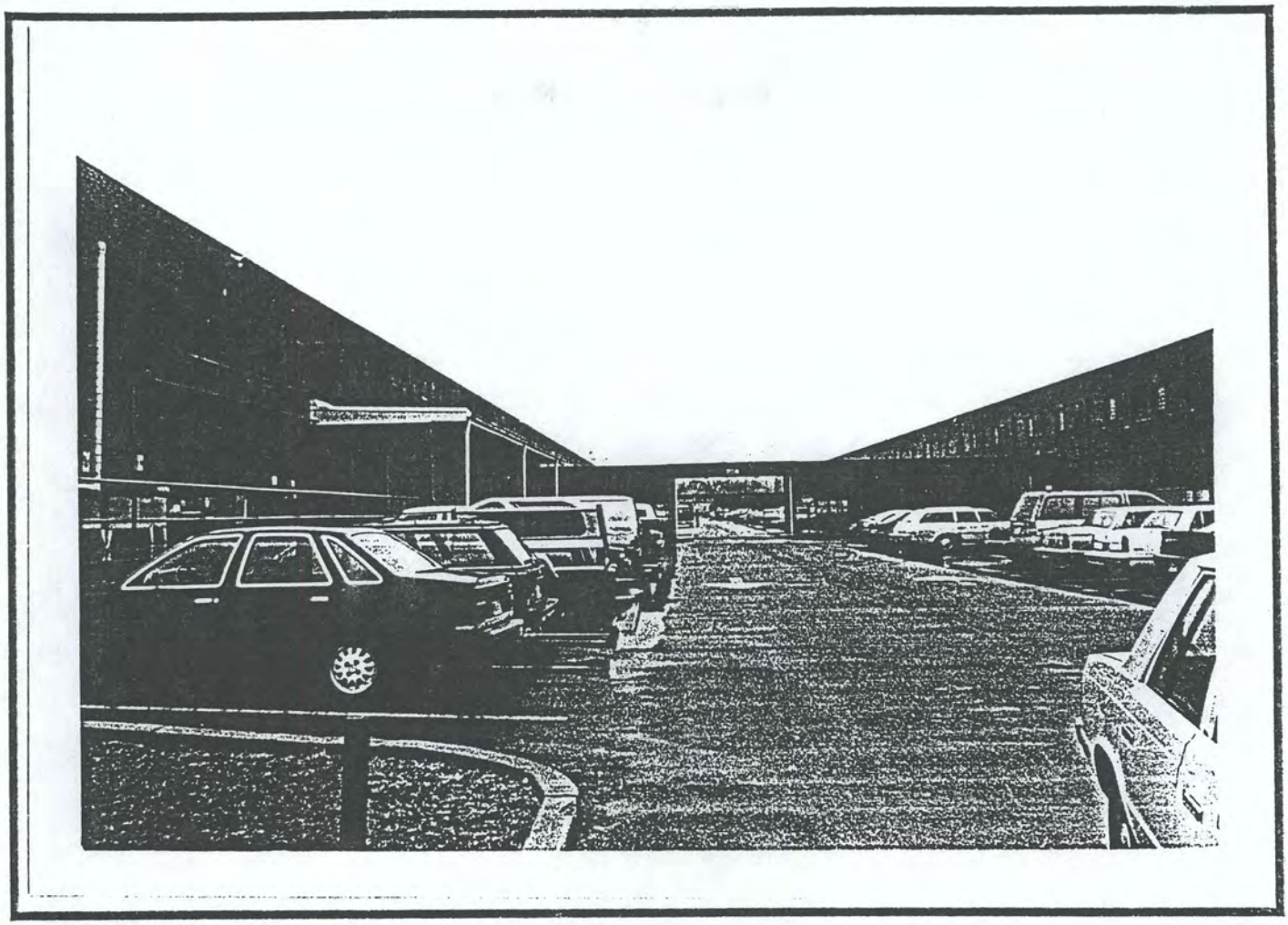


PLATE 11 Walkway Between Building Nos. 3 and 4

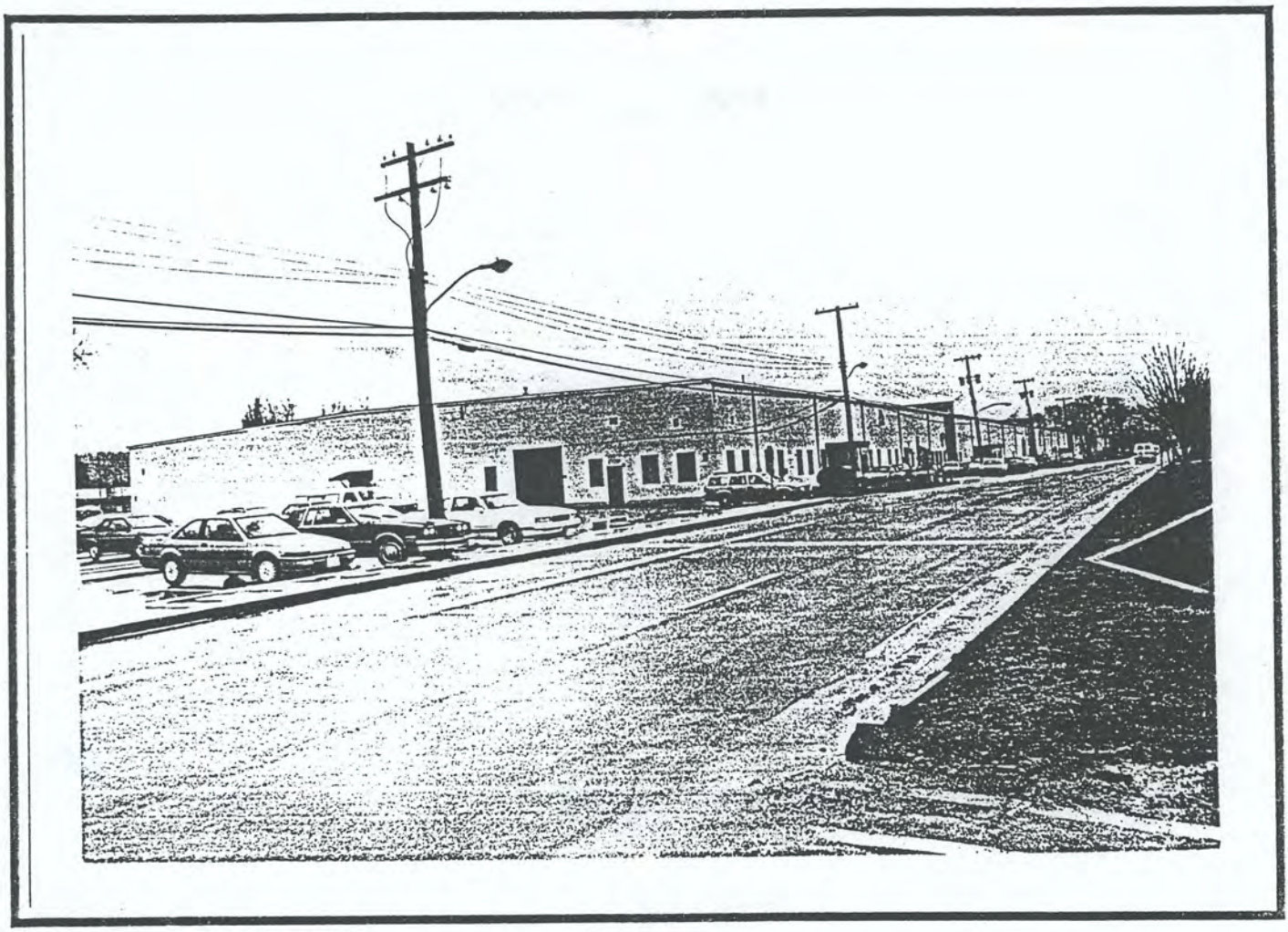


PLATE 12 Building No. 9

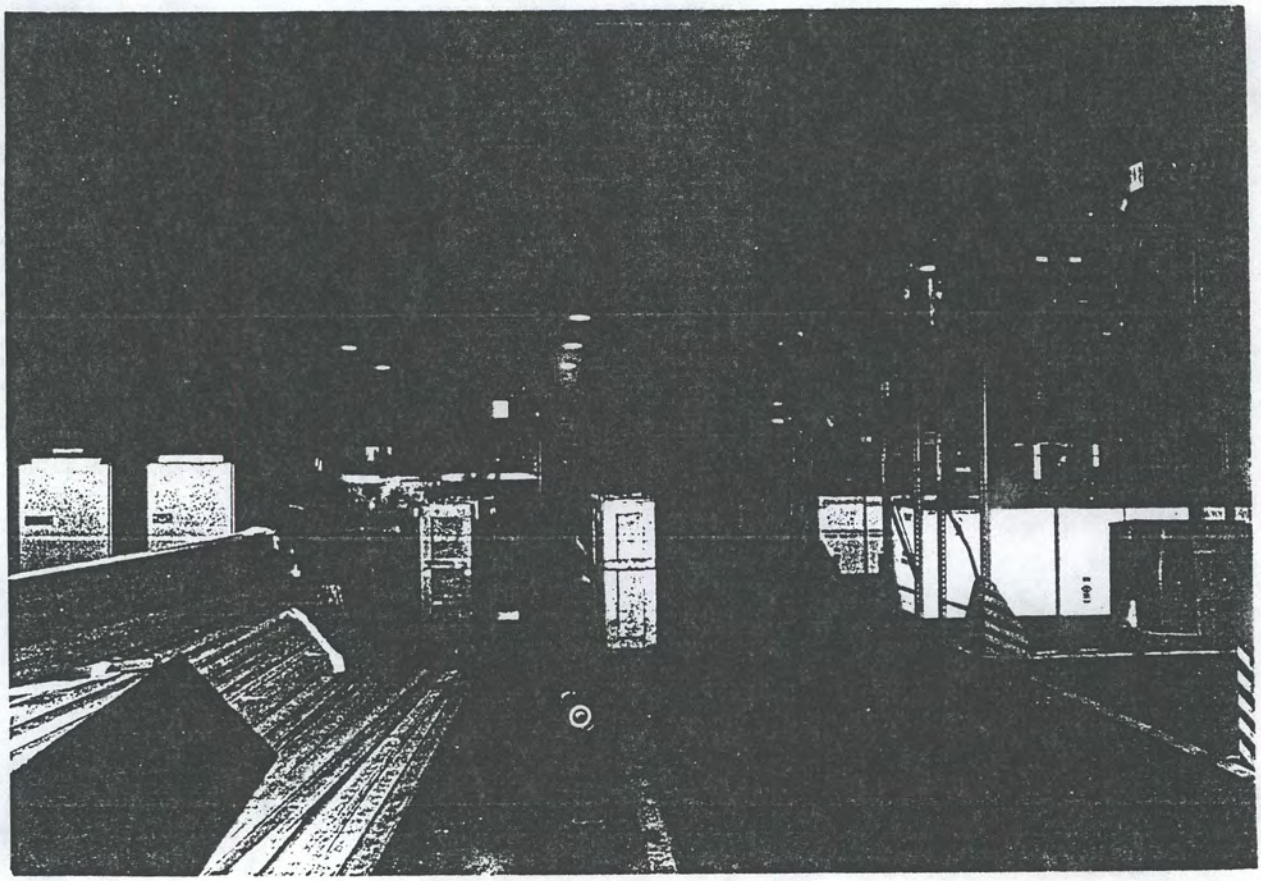


PLATE 13 Warehouse, Building No. 9

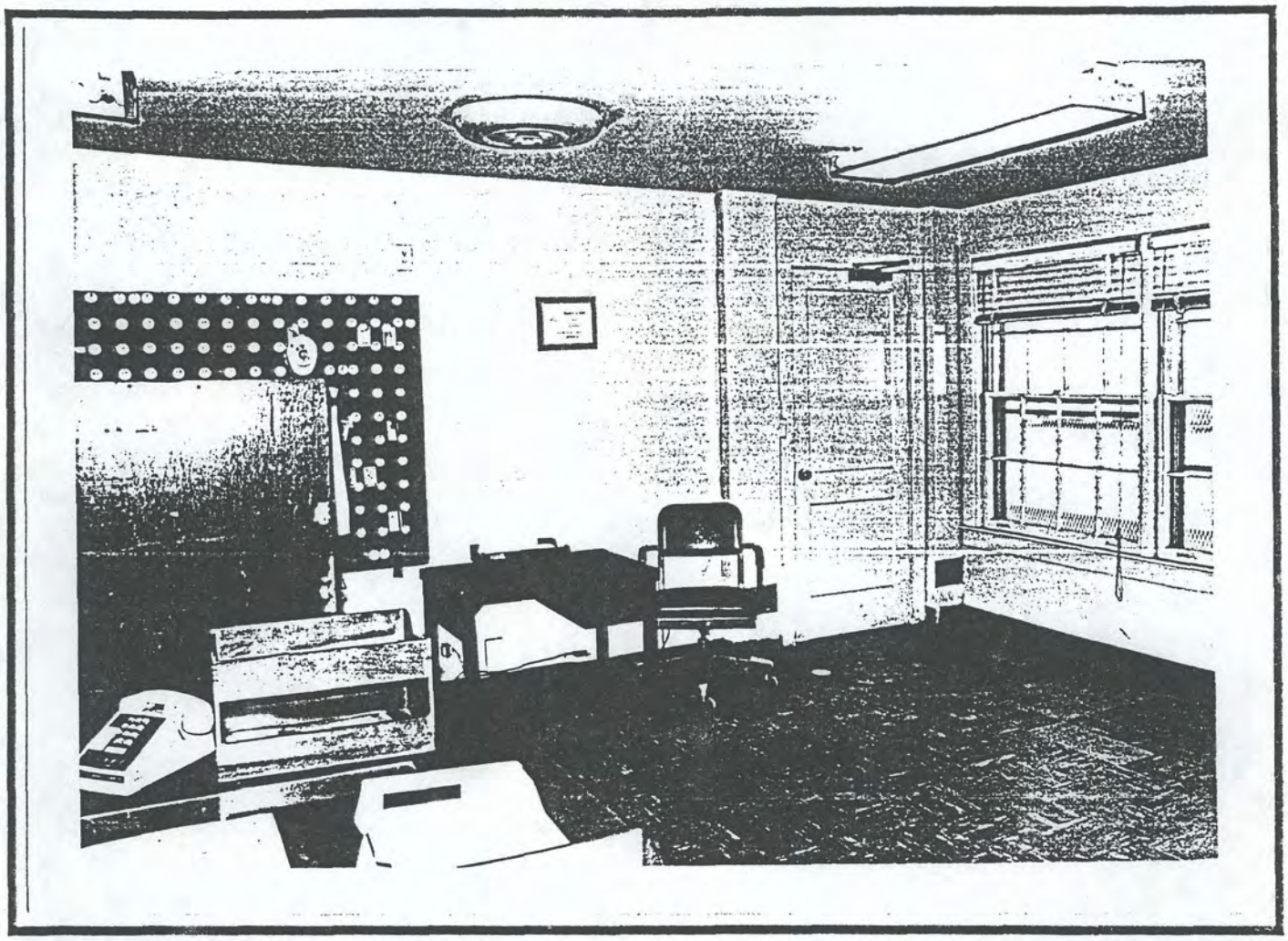


PLATE 14. Motor Pool Office, Building No. 9

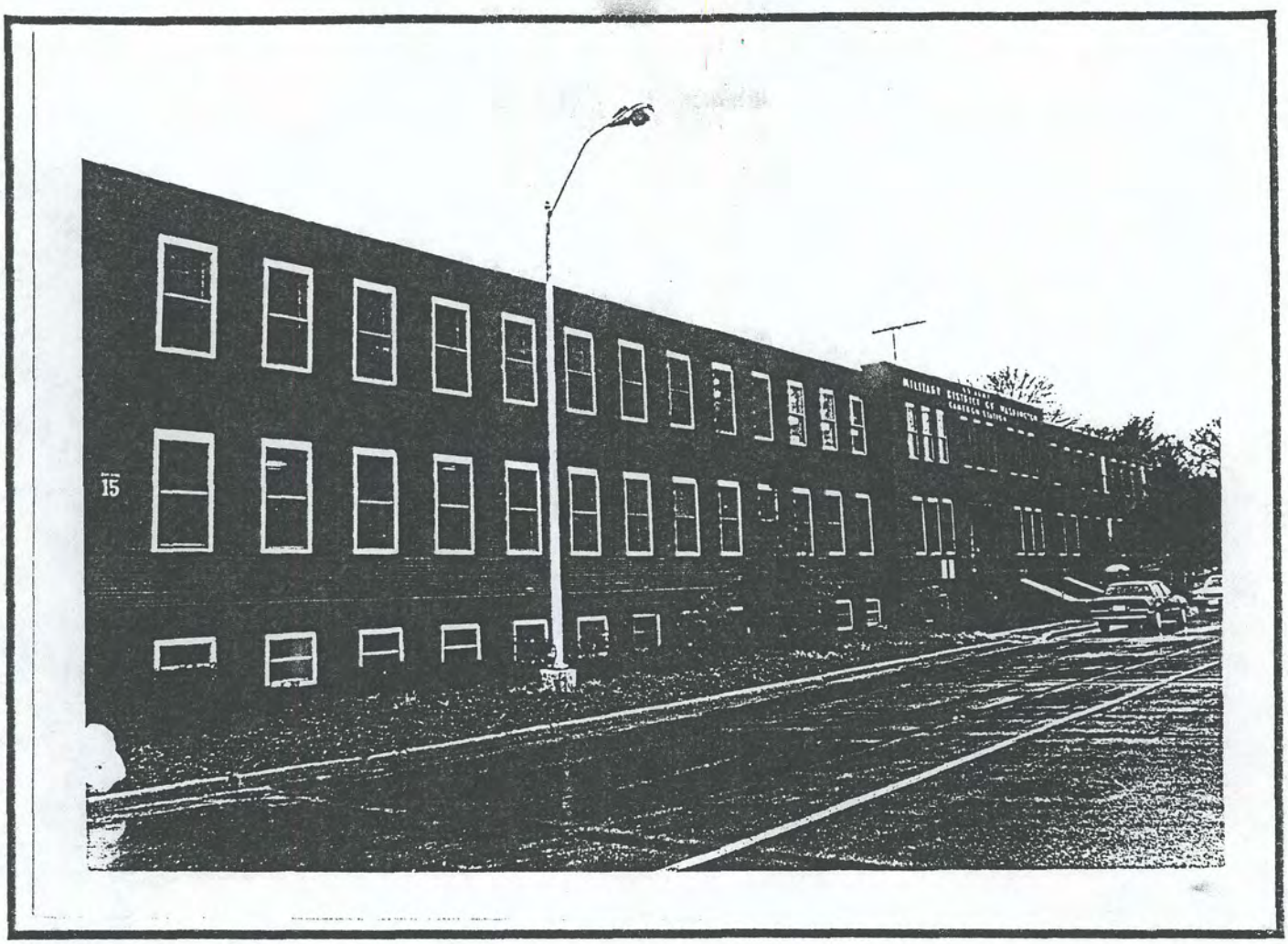


PLATE 15 Administration Building, Building No. 15

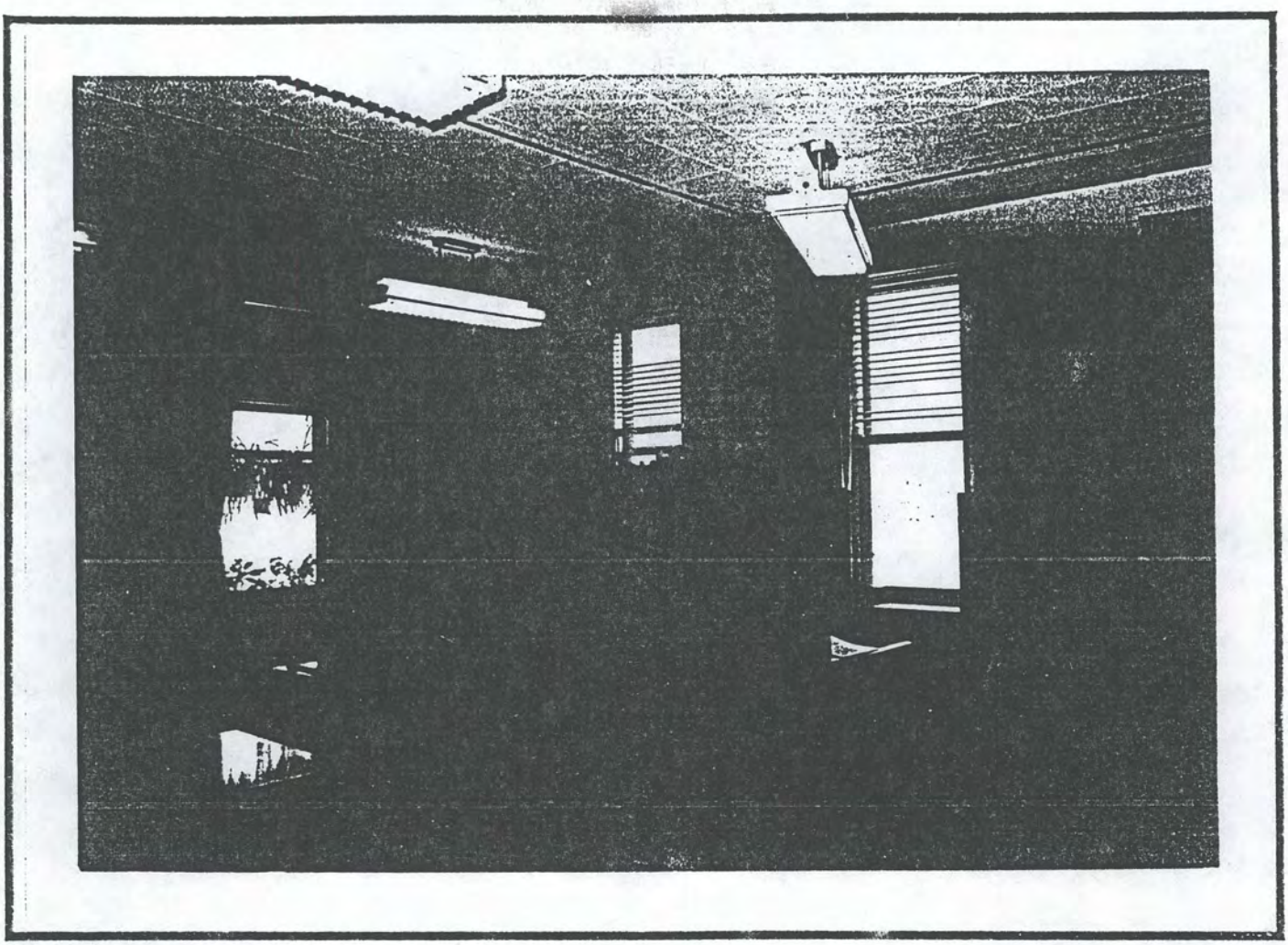


PLATE 16 Interior, Building No. 15

PLATE 17 Repair Shop, Building No. 10

PLATE 18 Building No. 17

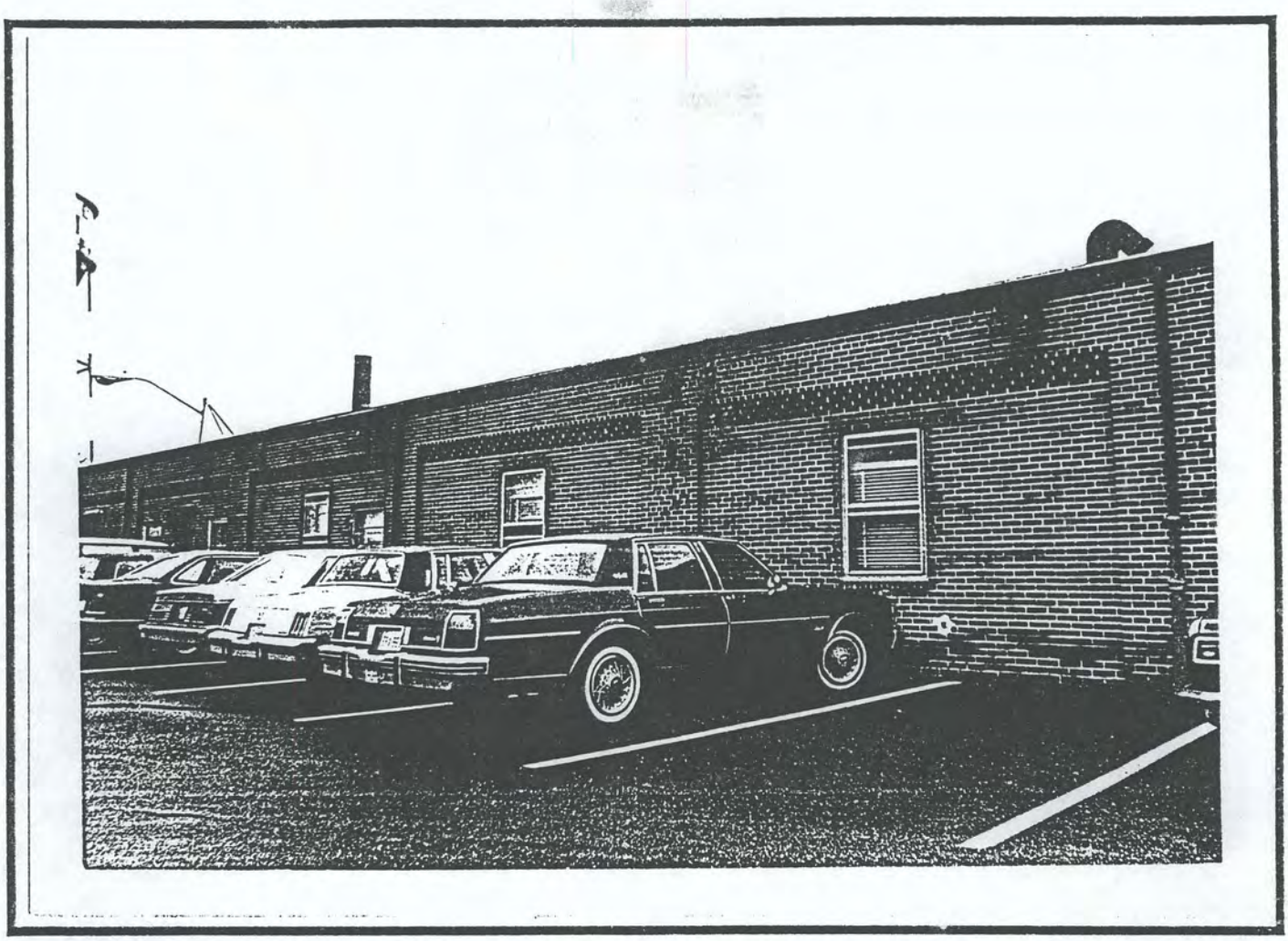


PLATE 19 Side Wall, Building No. 17

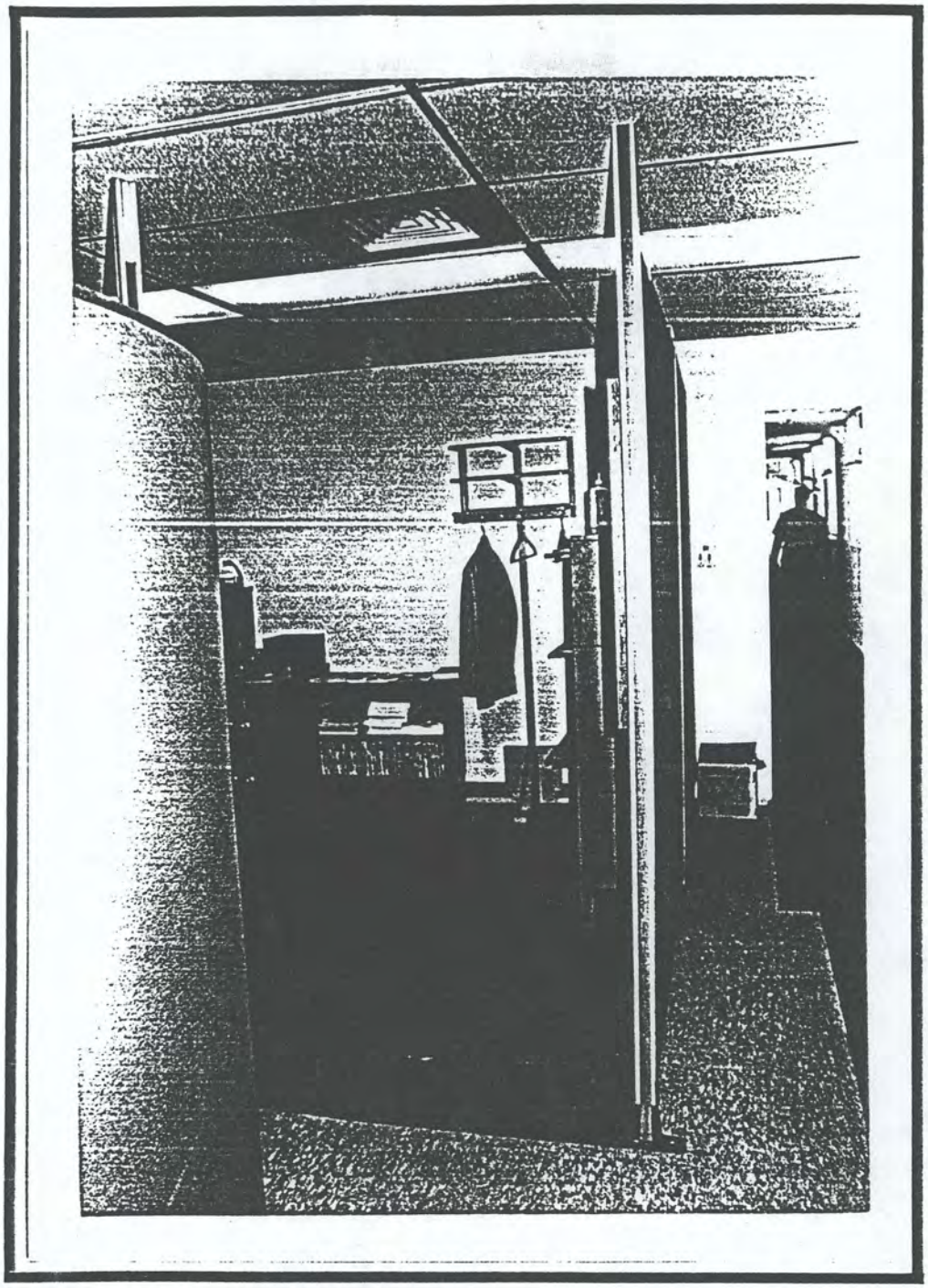


PLATE 21 Interior, Building No. 17

PLATE 22 Boiler House, Building No. 21

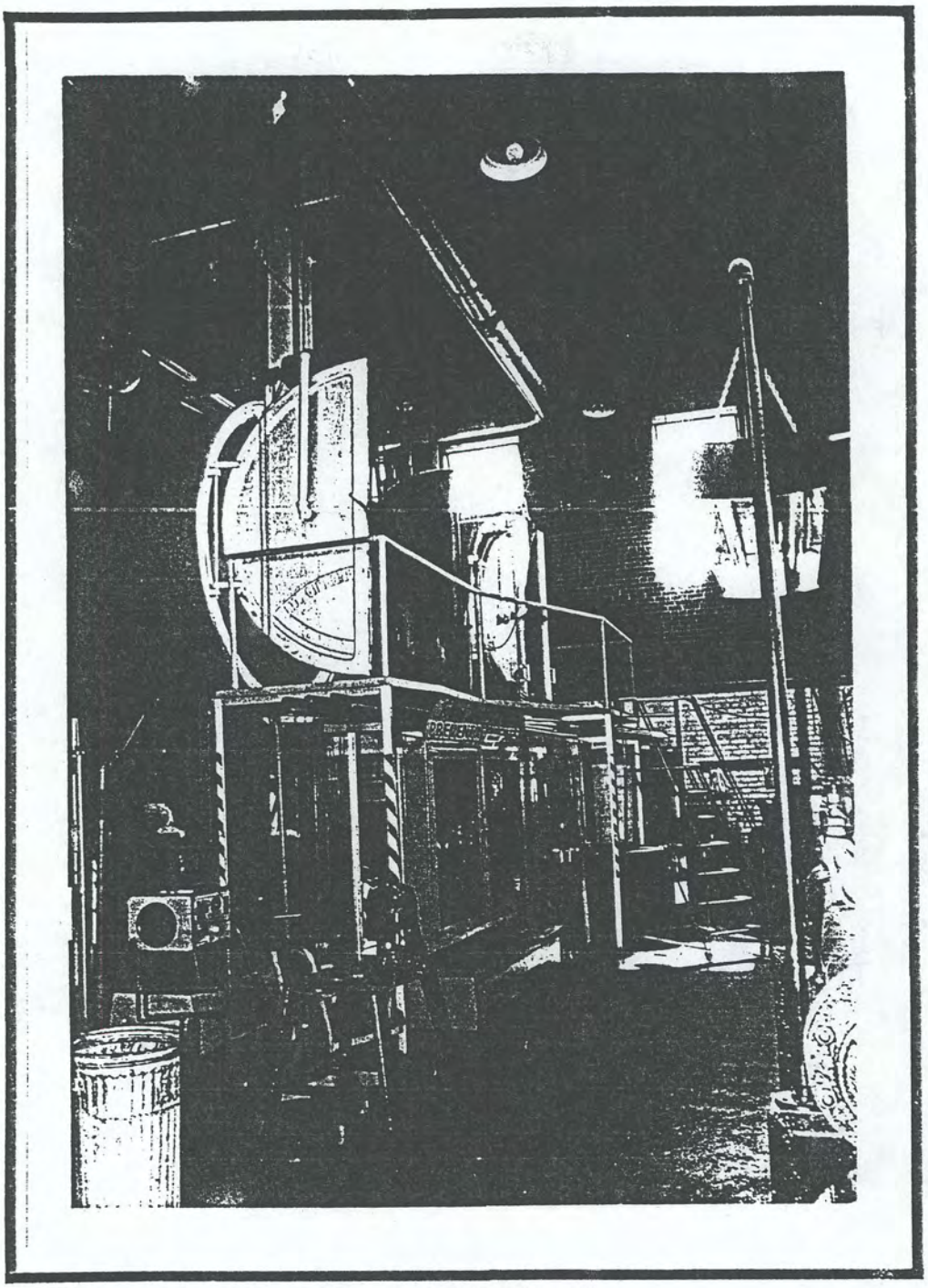


PLATE 23 Interior of Boiler House, Building No. 21

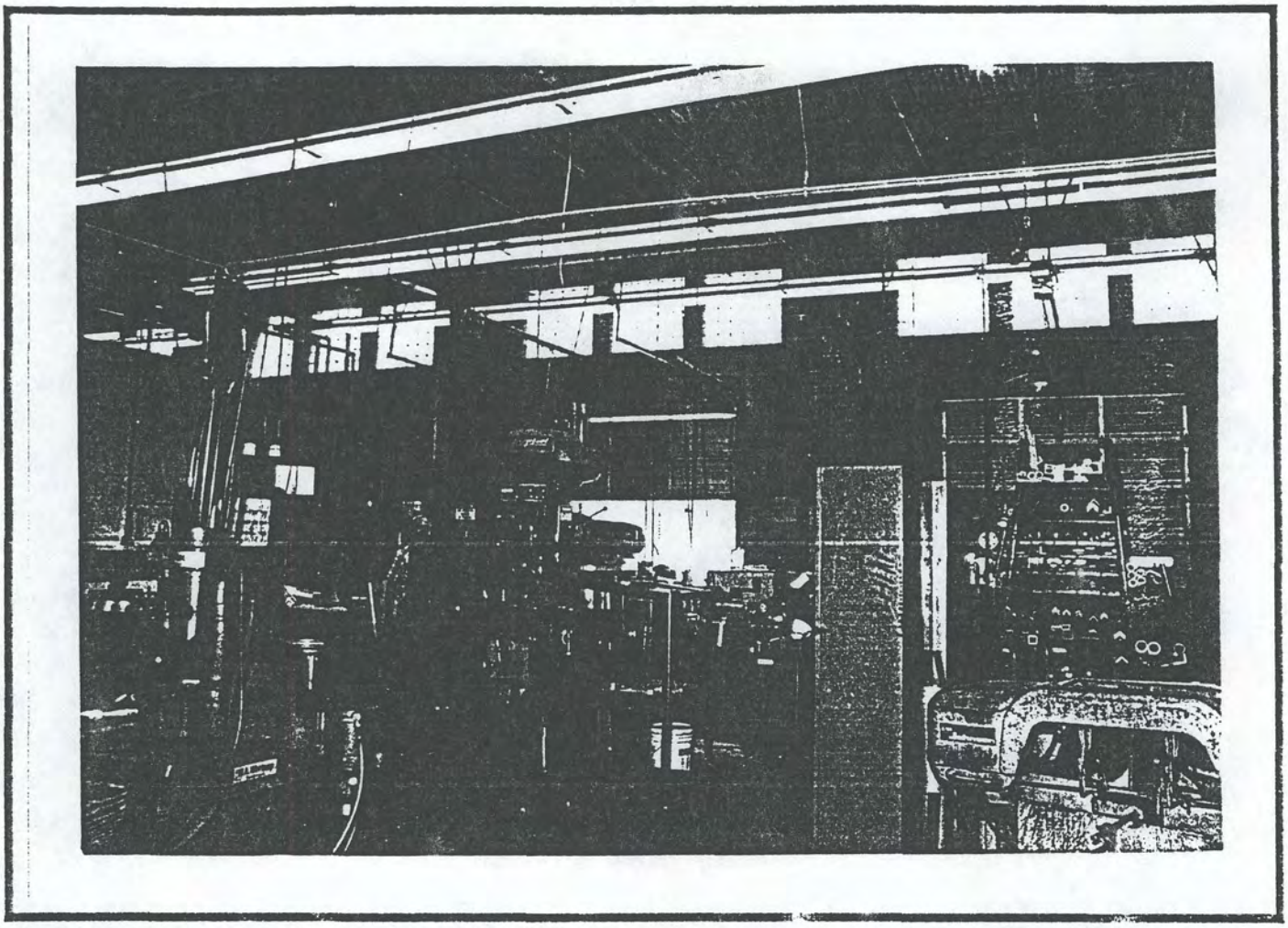


PLATE 24 Interior of Boiler House, Building No. 21

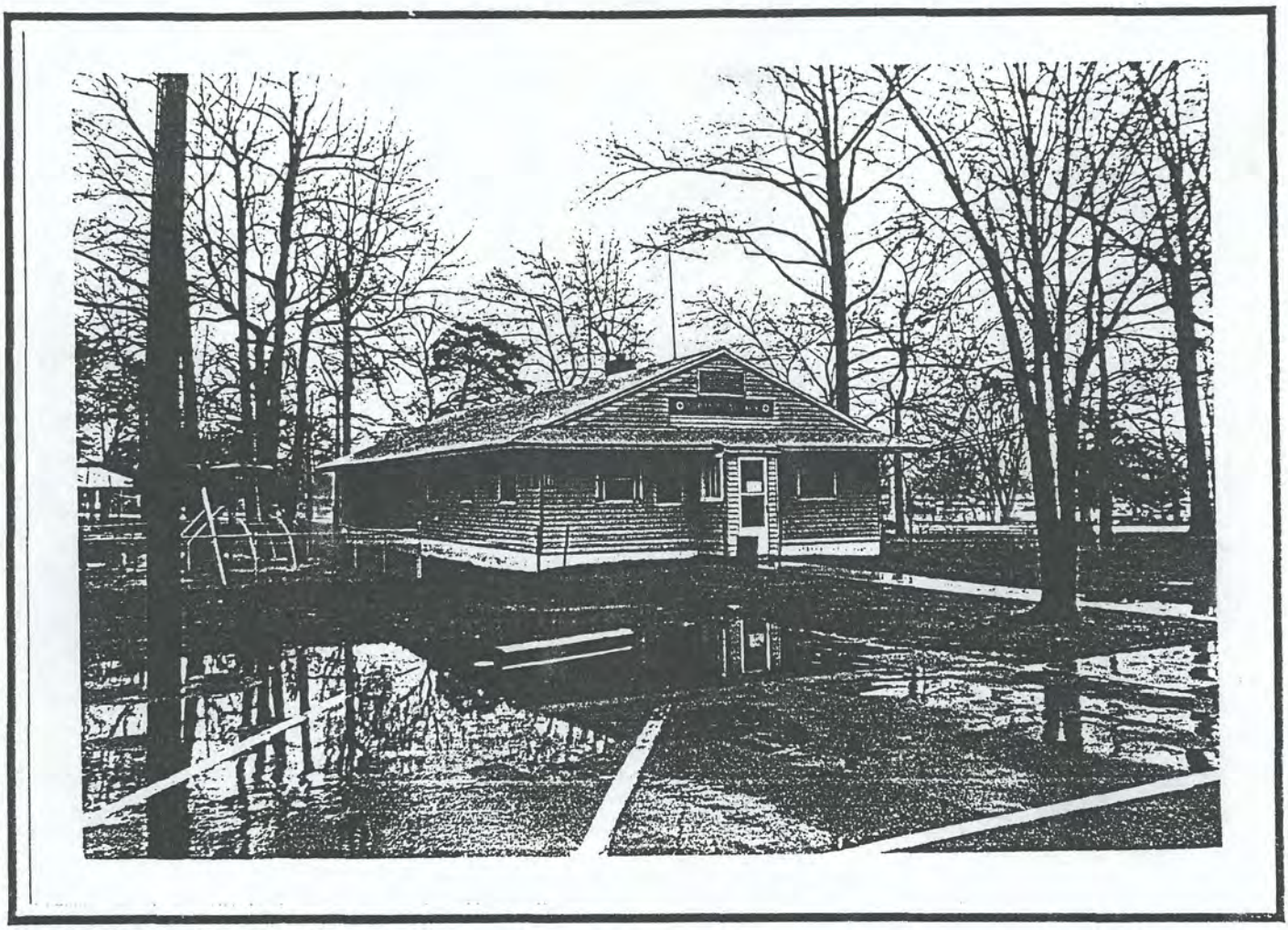


PLATE 25 Building No. 16

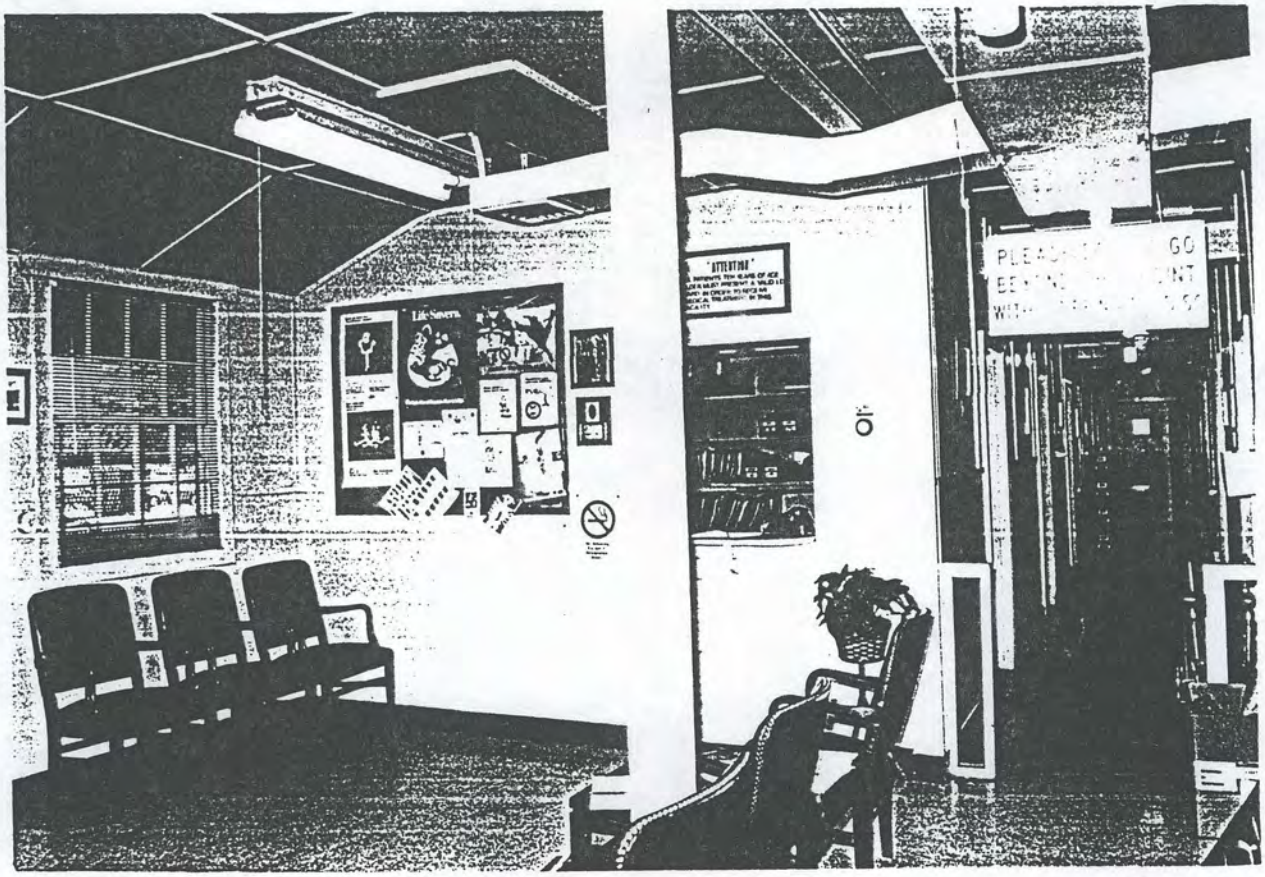


PLATE 26 Waiting Room, Building No. 16

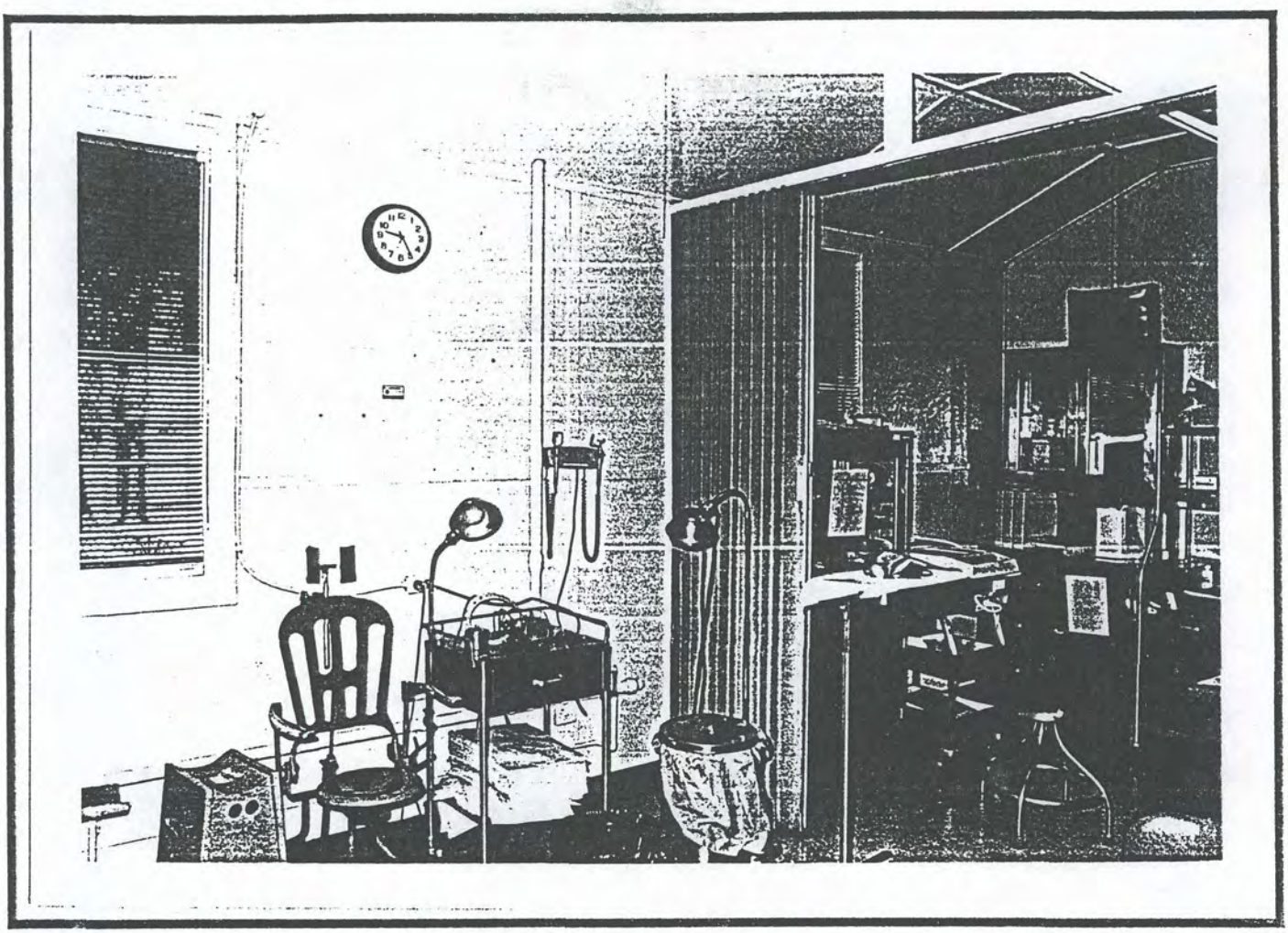


PLATE 27 Examination Room, Building No. 16

PLATE 28 Service Station, Building No. 23

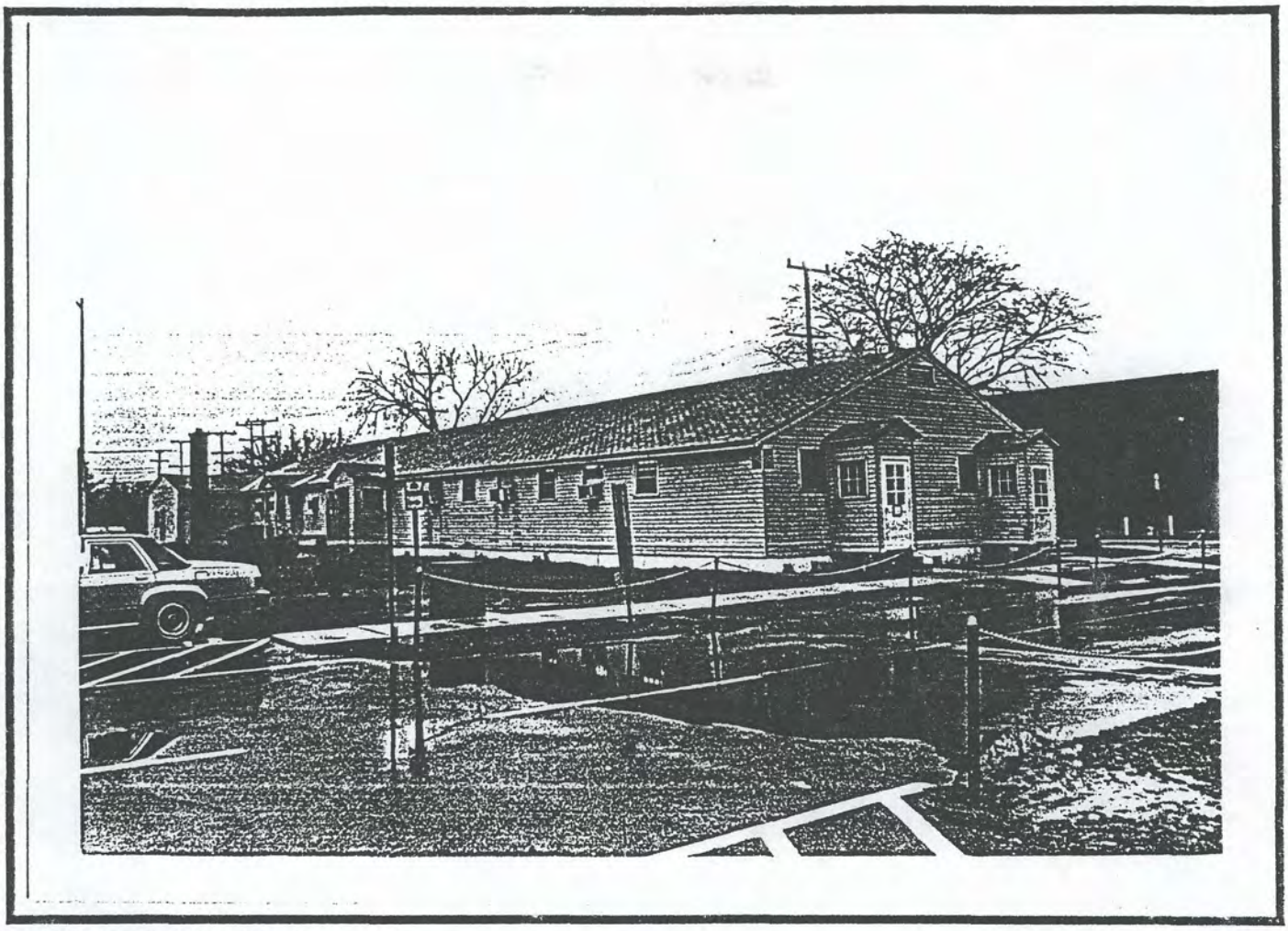


PLATE 29 Building No. 25

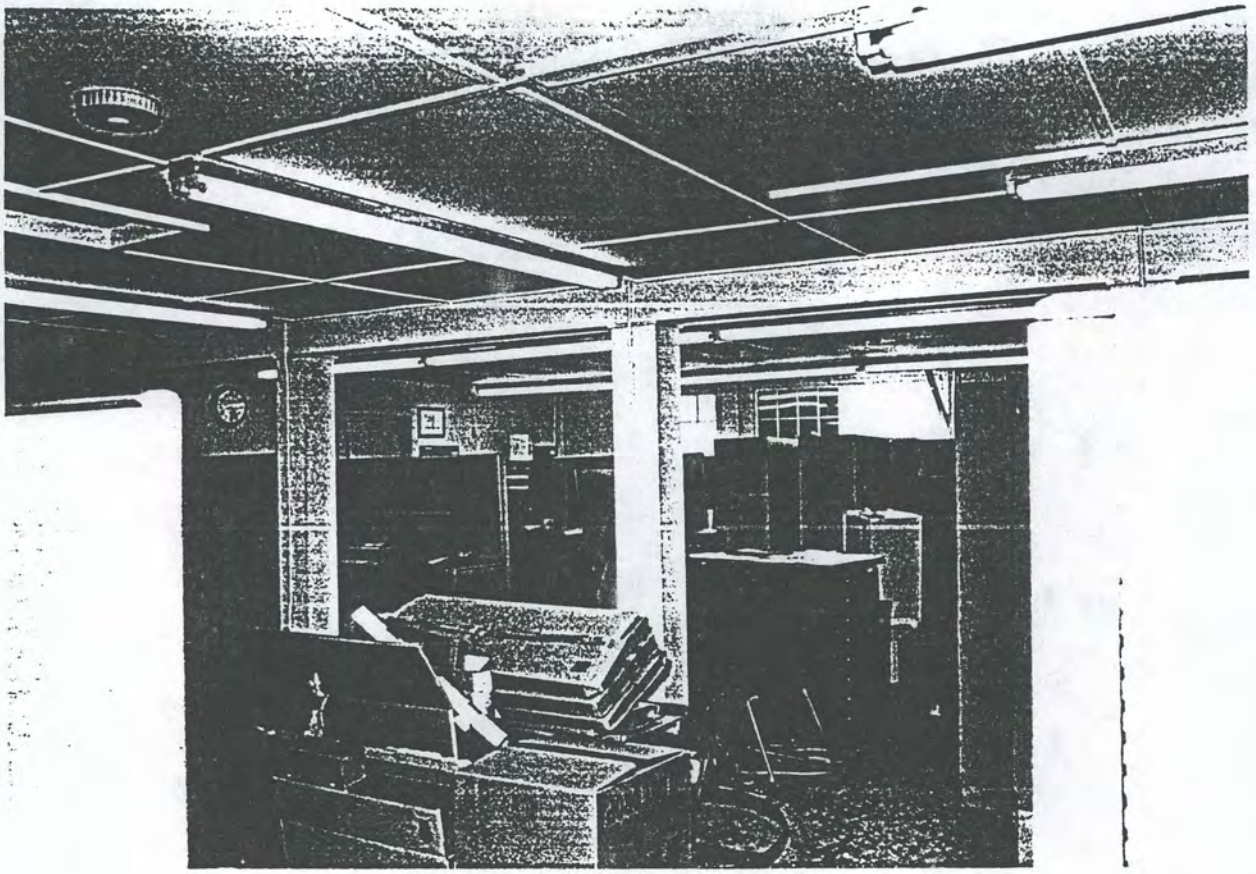


PLATE 30 Interior, Building No. 25

III. HISTORY OF THE WASHINGTON QUARTERMASTER DEPOT/CAMERON STATION

(Unless noted otherwise, the following history is taken from information received from the Center for Military History, Department of the Army.)

The Office of the Quartermaster General (OQMG) was established after the Revolutionary War. Following British custom, the Quartermaster Corps was assigned the responsibility of sheltering and provisioning the Army (Fine and Remington 1972:4). A Quartermaster Depot was first established in Washington, D.C., in 1818 to serve as a storage facility for quartermaster supplies and records. It was here that the Quartermaster General and an assistant quartermaster were stationed (Risch 1989:182). Staples kept in stock at the depot included clothing, fuel, stationery and military publications.

During the Civil War the Washington facility became one of the primary depots supplying the Union Army with supplies, including clothing, equipment, animals, forage and transportation. At the start of the conflict the facility also took over supervision of Arlington National Cemetery. In 1876, the Washington Depot's duties were expanded to include the supervision of all national cemeteries east of the Mississippi. Ten years later, supervision of all national cemeteries, except Arlington, was transferred from the Washington depot to the Quartermaster General.

By 1900, 120 permanent Army posts and stations had been constructed across the country and were served by the Quartermaster supply system (Fine and Remington 1972:5). In response to supply shortages faced during the Spanish-American War, a 1905 report to President Theodore Roosevelt suggested that the Quartermaster's Department maintain at all times a four-months' supply of clothing and equipment that would be needed by an army of 100,000 men (Risch 1989:577). A few years later, the War College Division also recommended the establishment of supply depots in the vicinity of troop mobilization areas as a means of facilitating the distribution of supplies in the event of war (Risch 1989:578).

The first Field Supply Depot was established at Philadelphia, where a quartermaster supply facility already existed; Atlanta, St. Louis, Omaha, San Francisco and Springfield (Massachusetts) were also slated as sites for field supply depots (Risch 1989:578). By 1940 seven quartermaster depots (QMD) and five general depots, with facilities shared by multiple agencies, were in operation (see Figure 3 for depot locations; Risch and Kieffer 1955:131; Risch 1953:331).

FIGURE 3 Location of Quartermaster Depots, 1939

SOURCE Risch 1953

Depots operated regionally, furnishing the needs of all army stations within a given area. Station commanders requisitioned orders through the general depot serving their region (Huston 1966:493). For instance, the New York depot supplied troops stationed in Puerto Rico and the Caribbean as well as installations in New England and the Middle and South Atlantic states; the facility in Chicago served the interior United States from Canada to the Gulf of Mexico and from eastern Alabama to western North Dakota; the Jeffersonville QMD took over a portion of this region including Indiana, Kentucky, West Virginia, Tennessee, Alabama, Mississippi and Louisiana in 1935; from San Antonio the QMD supplied troops in the southwestern United States; and the San Francisco depot served American forces stationed in the rest of the western United States as well as in Hawaii, the Philippines, China and Alaska (Risch 1953:329-330).

During World War I, the mission of the Washington Depot was varied. Included among the facility's duties were: storing subsistence, clothing and office supplies for the Quartermaster Corps; handling receipts and shipments for army installations in Washington; operating a war construction claims and a European claims division; administering the White House and Quartermaster stables; administering Arlington and other national cemeteries; and operating a coffee roasting plant.

Following World War I the existing General Supply Depot of the Quartermaster Corps, Washington, D.C., was combined with a Signal Depot and a Medical Depot. The whole facility was designated as the Washington General Intermediate Depot, Washington, D.C., on January 14, 1921. In June 1927 the facility was redesignated the Washington General Depot, consisting of a Quartermaster Section and a Signal Section. The Washington General Depot was discontinued in 1931 and the installation was made a Branch Depot of the Quartermaster Corps, designated Washington Quartermaster Depot.

To "supply the troops with food, clothing, equipage, fuel and other general supplies in the proper quantity and quality at the right time and in the right place" was the World War II mission of the quartermaster corps (Risch 1953:323). Quartermaster depots fell into the category of Class IV installations serving as central control for a nationwide program of supply distribution (Huston 1966:491). Prior to World War II, the distribution of quartermaster depots was oriented toward the eastern U.S. with only one facility located in the south and only two west of the Mississippi. Facilities, located within close proximity to eastern ports and industrial manufacturing centers, efficiently served American forces overseas during World War I (Risch 1953:330).

However, the onset of U.S. involvement in World War II required the reorganization and expansion of the existing quartermaster system in order to adequately and efficiently supply the volume of troops

mobilized as well as theaters of operation in the Pacific and in Europe. Between 1939 and 1944 twelve new quartermaster depots were constructed, space in seven additional shared facilities was acquired and several existing depots were expanded (see Figure 4 for depot locations; Risch 1953:332). Among the facilities expanded was the Washington quartermaster depot.

In 1941 plans were made for the construction of a new quartermaster depot near Alexandria, Virginia. The first site chosen became instead the site of the Pentagon (Webb 1984:32). Ground was broken in September 1941 in Cameron, Virginia, for the new Washington Quartermaster Sub-Depot. Construction of the facility was completed a year later. The depot was built as a Class II facility, responsible for storing items such as clothing and weapons in addition to items whose distribution was regulated by a standardized table of allowance (Huston 1966:493).

When the expansion of the depot system was completed in 1944, the Army controlled 30,000,000 square feet of storage space compared to only 7,700,000 square feet in 1940 (Risch and Kieffer 1955:131-132). The increased demand for weapons and ammunition at the start of World War II created shortages of steel, forcing the curtailment of steel use in construction. After the bombing of Pearl Harbor, the shortages of building materials and labor became more acute. Army engineers, in charge of massive building efforts, were forced to substitute other materials, primarily wood and concrete, for steel whenever possible. Steel use in the construction of supply depots was reduced by 95 percent as wood framing replaced steel, building walls rested on simple concrete foundations, and sprinkler systems were eliminated (Fine and Remington 1972:534-535). Temporary structures were often erected in place of permanent structures and, where feasible, outdoor storage facilities, such as concrete slabs and floorless tents, were used (Webb 1984:31). Plans of Cameron Station show one such storage area, a concrete slab outside storage area paralleling Building 9. Warehouses, as exemplified by Cameron Station, were constructed with railroad tracks running along one side. The side facing the tracks had loading platforms level with the floor of a train car to facilitate loading and unloading supplies (Risch 1953:333). The unlimited floor load capacity afforded by concrete construction allowed the most efficient utilization of space. Supplies were stacked on specially sized pallets, enabling the use of mechanical equipment, such as fork lifts, in moving stock (Plate 31; Risch 1953:347).

Once the facility was completed, storage activities of the Washington Quartermaster Depot were transferred to the new sub-depot. Within two years all activities formerly contained in the original Washington quartermaster depot had been transferred to other facilities and the new station became the Washington Quartermaster Depot, Alexandria, Virginia.

FIGURE 4 Location of Quartermaster Depots, December 1944

SOURCE Risch 1953

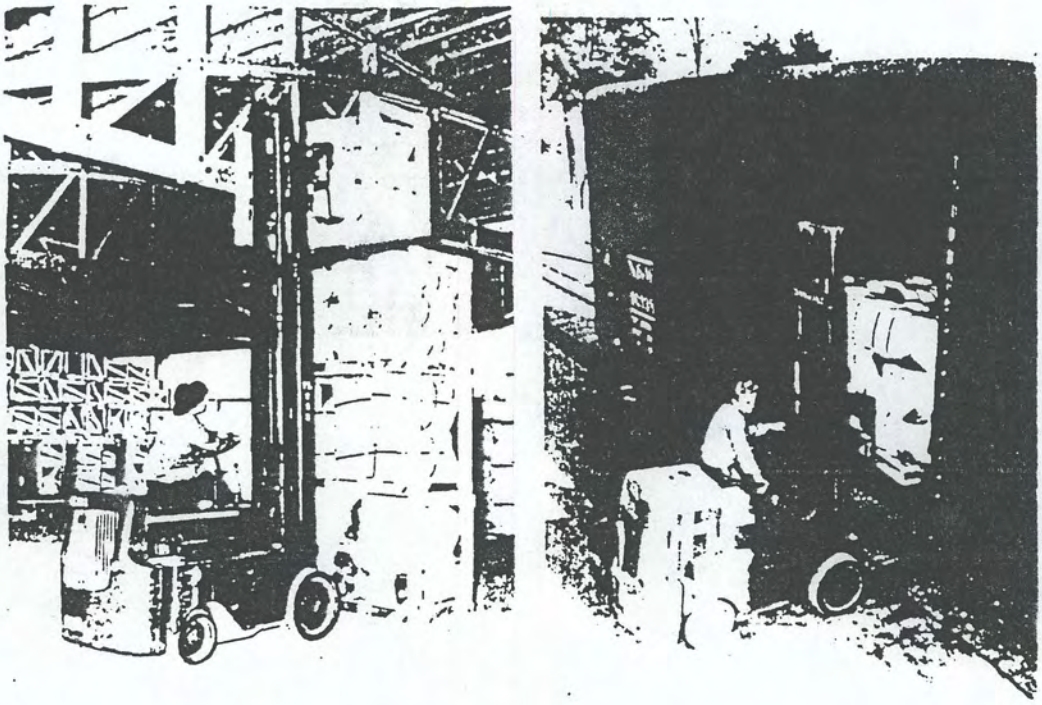


PLATE 31 Fork-Lift Truck Stacking Box Pallets (Left) and Loading a Freight Car (Right)

SOURCE Risch, 1953

As a result of the tremendous volume of activity accompanying the activation of troops for World War II and the need to supply troops on two divergent fronts, depot operations became specialized. Depots were divided into four categories depending on their location and the types of supplies they stocked. Regional quartermaster depots continued to serve troops stationed within specific zones. Known as distribution depots, these facilities handled a wide range of supplies, often over 4,000 different items. When distribution depots ran low on certain items, they called on reserve depots for the replenishment of stock. Reserve depots also stored specific wares in anticipation of future shortages or specific operations. Key depots, specializing in certain, major stock items such as clothing or ammunition, also maintained stores of supplies which were scarce, in limited demand or requiring special storage treatment. Filler depots, located within 100 miles of the Atlantic, Pacific or Gulf coasts, were designed to directly supply ports and to forward, upon request, only specific types and quantities of goods (Risch 1953:324-326; Huston 1966:493-494).

The Washington Quartermaster Depot served three functions: as a key depot, a reserve depot and a filler depot. As a reserve depot the facility was responsible for storing clothing, equipage, subsistence and general supplies. It was a filler depot for non-perishable goods such as office equipment, petroleum products, construction equipment, and supplies for Arlington National Cemetery. One of the buildings at the facility functioned at this time as a morgue for holding bodies of servicemen killed overseas (Charles Brummet, personal communication, January 16, 1991). The mission as a key depot involved storing general supplies, kitchen and graphic arts equipment of the OQMG, as well as captured enemy equipment.

In 1950, the facility was transferred to the Military District of Washington (MDW) and was renamed Cameron Station. The warehouses were converted into offices in 1962 when the Defense Supply Agency moved its headquarters to the installation. Today Cameron Station hosts the main commissary serving Washington area military personnel and has the second largest main store in the Post Exchange System (Astore 1983:IV-3).

IV. NATIONAL REGISTER EVALUATION

The most prominent buildings at Cameron Station were built during the initial construction of the facility in 1942. Their footprints are intact and only cosmetic exterior changes have been made. Typically, entryways were altered, windows filled in, and doors and window sash replaced. Interior changes have been made to all of the original warehouses, typically converting the open bays into office space. The interior alterations, primarily cosmetic in nature, are characterized by the addition of new floor, ceiling, and wall treatments and the use of moveable partitions to subdivide the warehouses into offices. The other buildings from the original construction episode (the administration building, repair shops, and boiler house) have been altered minimally in a manner similar to the warehouse buildings, and also retain their architectural integrity. The structures added to the installation after 1942, are generally World War II-era style (if not construction) and blend well with the original buildings of the complex.

Because Cameron Station was built as a unit and was not an expansion of an existing base, the World War II essence of the facility remains largely intact. The bulk of Cameron Station was constructed during the reorganization and expansion of the quartermaster supply system in World War II. The facility was one of twelve new depots constructed between 1939 and 1944 in order to supply the vast number of troops mobilized in theaters of war on opposite sides of the globe. While none of the buildings possess individual architectural or historical significance, as a district the installation warrants consideration for listing on the National Register under Criteria A and C. Table 1 lists the buildings contributing to the district.

The appearance of Cameron Station today has changed little since World War II. The 1942 construction remains the physical and visual focus of the installation. On the warehouses and administrative building, features, such as glass block windows and stainless steel signs, have retained the feel of the 1940s, and exterior changes have not obscured the classically derived motif suggested by the symmetrical plans and rhythmic placement of decorative brick details found on these structures. The overwhelming majority of alterations affected interiors of buildings rather than exteriors, and most of these changes were additive, not subtractive, resulting from the adaptive conversion of empty warehouse space into offices. Only a few buildings have been added to the installation and even fewer have been removed. Built of materials similar to the older buildings, the newer structures contribute to the cohesive feeling of the installation's architecture. The other significant changes to the facility involved the removal of the railroad tracks, which serviced the warehouses during the war, and the reorientation of the

installation's access road and entrance. While the tracks were a prominent feature of the depot during World War II, moving great quantities of goods in and out of the facility daily, the intact loading docks on each of the eight main warehouses and the alignment of the buildings convey the sense of movement and transferral that previously was facilitated by the railroad.

Nearly all of the Quartermasters Depots in service during World War II (see Figure 4) are extant although the majority are no longer owned or operated by the Army. Erected to meet the demands of supplying large numbers of troops during World War II, after the war, when vast stocks of supplies were no longer needed, the buildings were transferred to other government agencies, primarily the Defense Logistics Agency (DLA) and the General Services Administration (GSA), where they were used for warehouses and office space. Of the 27 facilities in operation in 1944, today two are in the possession of the Navy, three are still owned by the Army, although they no longer function as depots, and the remainder, including Cameron Station, have been transferred to the DLA and GSA. Only one or two of the facilities have been abandoned or demolished (James Walker, personal communication, 11 July 1991).

Under a 1985 Congressional mandate, the Army is proceeding to demolish extant, World War II-era, wood framed and sided, temporary mobilization structures (these are not to be confused with "leased" structures, such as the majority of those at Cameron Station and the other depots, which, due to their brick construction, are considered permanent). These are formula buildings, primarily barracks, that were constructed according to plans and drawings of the Quartermasters Corps (Keith Landreth, personal communication, 11 July 1991). A Programmatic Memorandum of Agreement recognizes the buildings, as a class, as eligible for the National Register. The affected buildings are being documented as warranted prior to demolition (Constance Ramirez, personal communication, 20 June 1991). Two such buildings (Buildings Nos. 16 and 25) are found at Cameron Station. At present there appear to be no plans for the demolition of these two structures.

TABLE 1

STRUCTURES CONTRIBUTING TO THE
CAMERON STATION NATIONAL REGISTER DISTRICT

Building No. 1	Warehouse
Building No. 2	Warehouse
Building No. 3	Warehouse
Building No. 4	Warehouse
Building No. 5	Warehouse
Building No. 6	Warehouse
Building No. 7	Warehouse
Building No. 8	Warehouse
Building No. 9	Vehicle Storage and Maintenance Area
Building No. 10	Engineering Compound
Building No. 14	Water Tower
Building No. 15	Administration Building
Building No. 16	Medical Clinic and Dispensary
Building No. 17	Engineering Compound
Building No. 21	Boiler House
Building No. 25	Offices and Laundry Services
Building No. 26	Water Reservoir

STRUCTURES NOT CONTRIBUTING TO THE
CAMERON STATION NATIONAL REGISTER DISTRICT

Building No. 20	Convenience Store
Building No. 22	Guard House
Building No. 23	Service Station
Building No. 24	Pavilion

V. AGENCY CORRESPONDENCE

LOUIS BERGER & ASSOCIATES, INC.

100 Halsted Street
P.O. Box 270
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Engineers • Economists • Planners

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Telex: 138—152
Cable: BERGERENG
Telecopier: (201) 672-4284

July 15, 1991

Mr. J. Cooper Wamsley
Archaeologist Environmental Division
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Dear Mr. Wamsley:

Enclosed please find two copies of the Phase II Historic Architectural Assessment of Cameron Station, Alexandria, Virginia, with original photographs and three copies with xeroxed photographs. We have included pictures of the interiors, as requested, and made the other minor changes. Hopefully this will complete our work on this aspect of the project.

Please contact me directly if you have any questions. We are very appreciative of your assistance throughout this study and look forward to working with you in the future.

Sincerely yours,

THE CULTURAL RESOURCE GROUP

John A. Hotopp, Ph.D.
Director and Principal
Archaeologist

JAH:vcm
cc: Steve Epstein
Enclosures

COMMONWEALTH of VIRGINIA

ugh C. Miller, Director

Department of Historic Resources
221 Governor Street
Richmond, Virginia 23219

TDD: (804) 786-1934
Telephone (804) 786-3143
FAX: (804) 225-4261

October 28, 1991

RECEIVED
OCT 30 1991
ENVIRONMENTAL DIV.

Mr. E. T. Robb
Environmental Engineer
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

RE: U000-100-109, PE103, Clermont Avenue Interchange
DHR file # 91-288-F

Dear Mr. Robb:

Thank you for submitting a revised phase II evaluation for Cameron Station in Alexandria, Virginia. The report was prepared by Louis Berger and Associates, Inc. The report provides a concise description of the project's goals, methodology, fieldwork, results and recommendations. The level of effort and the resulting report are consistent with The Secretary of Interior's Standards for Archeology and Historic Preservation (48 FR 44716 - 44742).

As you are aware, Cameron Station is owned by the Department of Defense and is included in the Fort Belvoir Base Realignment. Cameron Station is scheduled to be closed. As part of the realignment and closure process, the Army Corps of Engineers has been charged with preparing an Environmental Impact Statement. Section 106 requirements will also have to be met for the closure. The EIS, dated August 1991, states the Corps will be conducting a survey and evaluation for Cameron Station. It is our understanding that the evaluation has not been completed but is currently underway.

As the federal property owner affected by the road project, DOD is an interested party in the Clermont Interchange project and should be included in the evaluation of significance for Cameron Station. We would like the DOD's opinion on the eligibility of Cameron Station prior to or inclusive in a consensus determination among our office, VDOT and FHWA.

We have contacted the Army Corps of Engineers and we understand VDOT has as well. We suggest you continue to work with Dave Goldenzoph at the Corps regarding the appropriate procedure for reaching a determination of eligibility. Since the archaeological survey for this project has not been completed we

do not anticipate coordination with the Corps at this time will cause a delay in the project scheduling. Please let us know if this not the case. We look forward to hearing from you.

Sincerely,

H. Bryan Mitchell

H. Bryan Mitchell
Deputy State Historic Preservation Officer

cc: Dave Goldenzoph, U. S. Army Corps of Engineers
David Dutton, Advisory Council on Historic Preservation
John Hotop, Louis Berger and Associates, Inc.

DEPARTMENT OF THE ARMY
BALTIMORE DISTRICT, CORPS OF ENGINEERS
P.O. BOX 1715
BALTIMORE, MARYLAND 21203-1715

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REPLY TO ATTENTION OF:

December 11, 1991

Planning Division

Mr. E.T. Robb
Environmental Engineer
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Dear Mr. Robb:

The U.S. Army Corps of Engineers, Baltimore District, is in receipt of a copy of a letter to you from the Virginia Department of Historic Resources, dated October 28, 1991, regarding the U.S. Army facility at Cameron Station. Dr. David Guldenzopf, of my staff, received a verbal request from your staff on November 6, 1991 to provide an opinion on that letter. The U.S. Army Corps of Engineers, Baltimore District, has reviewed the report titled "Phase II Historic Architectural Assessment of the Cameron Station Military Reservation, City of Alexandria, Virginia", prepared by Louis Berger & Associates, Inc., for the Virginia Department of Transportation.

In review of the consultant's opinion that a National Register eligible historic district is located at Cameron Station, we believe that the consultant did not fully assess the facility in terms of integrity. The report did not consider and recognize that Cameron Station has experienced construction and removal of buildings and structures, alterations to the setting and landscape features of the installation, alterations and additions to specific buildings and structures and the demolition of original housing associated with the installation. Based on the degree of changes to the installation's built environment and the resulting lack of integrity of the identified buildings and structures, the proposed historic district is questionable.

Although the Baltimore District has prepared the Base Realignment and Closure EIS that addresses Cameron Station, the proponent of this action is the Military District of Washington (MDW). Therefore, any Section 106 findings of effect and determinations of National Register eligibility pertaining to Cameron Station must be made by MDW.

If you have any questions, please contact me or my action officer, Dr. David Guldenzopf, at (410) 962-4938.

Sincerely,

James F. Johnson

James F. Johnson
Chief, Planning Division

Copy furnished:
Ms. Connie Ramirez, Engineering and Housing Support Center
Mr. David Ghiglio, Military District of Washington, Fort McNair

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JAN 28 1992
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COMMONWEALTH of VIRGINIA

Hugh C. Miller, Director

Department of Historic Resources
221 Governor Street
Richmond, Virginia 23219

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FAX: (804) 225-4261

January 24, 1992

Mr. E. T. Robb
Environmental Engineer
Virginia Department of Transportation
1401 East Broad Street
Richmond, VA 23219

RE: Clermont Avenue Interchange
DHR file # 91-228-F

Dear Mr. Robb:

We are writing in response to your request that we complete our determination of eligibility for Cameron Station in the City of Alexandria. The Department of Historic Resources has reviewed and evaluated the phase II report. In our opinion, we do not feel the property is eligible. Our determination is based on the substantial loss of integrity and the inconclusive argument that the property has significant historical associations. We have reviewed the letter submitted to you from the U.S. Army Corps of Engineers, Baltimore District and we are in general agreement with the comments regarding the integrity of the proposed historic district. It appears from the comments, that in the Corps opinion, the property does not appear to be eligible as a historic district.

However, our statements of October 28, 1991 regarding the involvement of the Department of Defense in a determination of eligibility still stand. The Corps specifically states that "any Section 106 findings of effect and determinations of National Register Eligibility pertaining to Cameron Station must be made by the Military District of Washington (MDW)". Therefore, we will not proceed with the review of this project until the MDW has been contacted and has offered a determination of eligibility. Please let us know when you have consulted with MDW on this matter.

Sincerely,

H. Bryan Mitchell
Deputy State Historic Preservation Officer

DEPARTMENT OF THE ARMY
U.S. ARMY MILITARY DISTRICT OF WASHINGTON
WASHINGTON, DC 20319-5050

REPLY TO
ATTENTION OF

20 MAR 1992

Plans and Programs Division

Mr. Earl T. Robb
Assistant Environmental Engineer
Virginia Department of Transportation
1401 East Broad Street
Richmond, Virginia 23219

Dear Mr. Robb:

This letter is in response to your letter of February 26, 1992 regarding the eligibility of Cameron Station, Virginia as a historically significant property. We currently are conducting a Section 106 investigation of Cameron Station, as required by the National Historic Preservation Act of 1966 and its implementing regulation 36 CFR 800, Protection of Historic Properties. The investigation is being accomplished by the U.S. Army Engineer District, Baltimore and we anticipate that it will be complete prior to May 1, 1992. Until the investigation is complete, we cannot render an official finding as to the eligibility of Cameron Station.

We have reviewed the correspondence you have provided and have been in communication with Baltimore District. Based on the review and communications, we feel, barring unforeseen developments, that we will concur with the Department of Historic Resources' opinion that the property will not be eligible. However, we must make that finding official to the Department of Historic Resources through the Section 106 process.

Sincerely,

Thomas B. Reth
Colonel, U.S. Army
Deputy Chief of Staff for
Engineering and Housing

Copy Furnished:

U.S. Army Engineer District, Baltimore (CENAB-PL-E)

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MAR 26 1992
ENVIRONMENTAL

DEPARTMENT OF THE ARMY
U.S. ARMY MILITARY DISTRICT OF WASHINGTON
WASHINGTON, DC 20319-5050

REPLY TO
ATTENTION OF

Plans and Programs Division

APR 3 0 1992

Mr. Bruce Larsen
Department of Historic Resources
221 Governor Street
Richmond, Virginia 23219

Dear Mr. Larsen:

The purpose of this letter is to consult with your office in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulation, 36 CFR 800 "Protection of Historic Properties," regarding actions associated with the Base Realignment and Closure (BRAC) activities at Cameron Station in Alexandria, Virginia. In reference to 36 CFR 800.4(c), "Evaluating Historical Significance," the cultural resource investigation did not locate any properties that are considered eligible for inclusion in the National Register of Historic Places. Thus, no historic properties will be affected by the Government's undertaking. Documentation of this finding is detailed in the enclosed report.

It is requested that your office respond to this finding within 30 days of receipt of this correspondence. If you have any questions, please contact John W. Webb at (202) 475-1003.

Sincerely,

Thomas B. Reth
Colonel, U.S. Army
Deputy Chief of Staff for
Engineering and Housing

Enclosure

Copies Furnished:

Virgina Department of Transportation
Post Commander, Cameron Station
Baltimore District Engineer, (CENAB-PL-EM-200)

RECEIVED
JUL 2 1992
ENVIRONMENTAL DIV.

COMMONWEALTH of VIRGINIA

William C. Miller, Director

Department of Historic Resources
221 Governor Street
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June 11, 1992

Thomas B. Reth, Col., U.S. Army
Deputy Chief of Staff for Engineering and Housing
U.S. Military District of Washington
Washington, D.C. 20319-5050

Re: Base Realignment and Closure (BRAC), Cameron Station, City of Alexandria; VDHR File No. 92-0921-F

Dear Col. Reth:

We appreciated the opportunity to review the cultural resource documentation concerning Cameron Station which was prepared for the undertaking referenced above. The documentation was prepared in March 1992 by the KFS Historic Preservation Group. Our review copy was received on May 4, 1992 and we apologize for the slight delay in providing these comments.

We concur with your consultant's recommendation that the architectural resources of Cameron Station (VDHR Archives File No. 100-152) be considered not eligible for listing on the National Register of Historic Places, either individually or as an historic district. This concurrence is consistent with the opinion of our agency's National Register Evaluation Committee which found Cameron Station to be not eligible at their meeting on September 9, 1991.

With regard to archaeological potential, however, additional information is necessary to support your consultant's conclusion that Cameron Station "is considered to have a low potential or probability for containing significant archeological resources" (page 22). We recognize that the facility is characterized by substantial amounts of fill placed on top of original grade during construction of Cameron Station in the 1940s. While such conditions preclude the use of conventional archaeological survey techniques, they underscore the critical need for thorough use of the documentary record to support arguments of archaeological potential. Specifically, we recommend that the following sources of information be examined by the consultant and integrated into the report:

1. Historic Maps - A thorough examination of all relevant historic maps needs to be incorporated into the documentation. Of particular importance are maps dating to the Civil War which depict the topography of the Cameron Station area in considerably greater detail than the 1879 map used in Figure 9. Maps associated with nineteenth-century railroad construction may also provide important information concerning the pre-military character of Cameron Station and its environs. Also, we request that the 1943 topographic survey of Cameron Station referenced on page 18 of the report be illustrated. All relevant historic maps should be used as illustrations in the report.

2. Local Records - An effort should be made to trace land ownership and potential land use through examination of historic deeds, plats, and tax records. Use of such documentation may provide evidence concerning the use and conditions of the Cameron Station area that is not available from historic maps alone.

3. Aerial Photographs - An effort should be made to determine whether any aerial photographs exist which depict the Cameron Station area before and during construction of the facility. Aerial photographic documentation of the Washington, D.C. area is abundant and installation-specific views may be available from the Department of the

Army and/or the National Archives. Such photographic documentation needs to be examined with particular regard to pre-military conditions within the Cameron Station area and potential disturbance to original grade by cutting and filling activities. Relevant aerial photographs should be used as illustrations in the report.

4. Existing Archaeological Survey Documentation - Once a more explicit definition of pre-existing environmental conditions at Cameron Station has been developed, the consultant should make comprehensive use of the extensive archaeological inventory for northern Virginia. These records are available at our office in Richmond as well as at the cultural resource program offices for the City of Alexandria and Fairfax County. Fairfax County constitutes one of the most comprehensively surveyed localities in Virginia. The archaeological record in northern Virginia of areas environmentally similar to Cameron Station should be examined in relation to settlement models used in the report.

Please recognize that we are not recommending additional archaeological testing at Cameron Station at this time. Given the subsurface conditions at the facility, the documentary record needs to be used in as comprehensive a manner as possible to ensure that any recommendation for testing is based upon a reasonable and explicit expectation of the archaeological record.

If you have any questions concerning our comments, please contact Antony Opperman or Mary Harding Sadler of our staff. Your cooperation is appreciated.

Sincerely,

H. Bryan Mitchell

H. Bryan Mitchell
Deputy State Historic Preservation Officer

cc: Mary Shipe, U.S. Army Corps of Engineers
Pamela J. Cressey, Alexandria Archaeology

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Personal Communications

Keith Landreth, Archaeologist, Environmental Division, Construction, Engineering and Research Laboratory, Department of the Army, 11 July 1991.

Constance Ramirez, Historic Preservation Officer, Department of the Army, 20 June 1991.

James Walker, Command Historian, Depot Systems Command, Department of the Army, 11 July 1991.

Plans

20 September 1942 (rev. 6 April 1944 and 16 June 1945)
Site Plan, U.S. Army Garrison, Cameron Station, Alexandria, Virginia.

25 October 1946 (rev. 26 June 1947 and 5 October 1947)
Detail Site Plan and Building Use Map. Master Plan, Washington Q.M. Depot, Alexandria, Virginia.

12 July 1956
General Site Plan, Cameron Station, Virginia.

15 September 1958
Site Plan, Buildings and Grounds, Cameron Station.

16 July 1962
General Site Plan. Master Plan, Future Development, Cameron Station, Alexandria, Virginia.

May 1983
General Site Map. Cameron Station, U.S. Army Military District of Washington, Alexandria, Virginia.