ABSTRACT

The two parcels at 1323 Wilkes Street and 421 South Payne Street, Alexandria, Virginia have been proposed for redevelopment. The parcels consist of a mid-twentieth century warehouse and two-story office building with no vegetated open space area. Alexandria Archaeology reviewed the proposed project and determined that because the existing warehouse complex was built with a slab foundation, there is potential for archaeological deposits under the extant foundations. They concluded that the parcels may have the potential to contain significant archaeological deposits associated with the nearby Civil War U.S. Military Railroad Yard (no longer extant).

JMA (a CCRG Company) prepared a documentary study of the two contiguous parcels in September 2014. The study included background research on the prehistory and history of the project area and its vicinity. Based on its findings, Alexandria Archaeology determined that there was potential for archaeological deposits associated with the stockade that protected the Civil War U.S. Military Railroad Yard. JMA then performed an archaeological evaluation within the warehouse to determine whether remains of the stockade are present below the concrete slab foundation. This was done in lieu of performing archaeological monitoring during demolition of the warehouse. The evaluation consisted of the mechanical excavation of one exploratory trench at the targeted location of the stockade.

The documentary study found no evidence that the project area was built upon before the Civil War. By the Civil War, the U.S. Military Railroad complex was located immediately to the east and north of the project area. A stockade protecting the railroad complex passed through the project area. An "iron yard" with railroad spur was also located within the project area. After the Civil War, the property returned to civilian use, with an 1877 map showing two houses along Wilkes Street in the western side of the project area, and another dwelling built at the intersection of Wilkes and South Payne Streets in the 1880s. This last house would remain standing through the 1980s, while the western portion of the project area was converted to commercial uses by the 1950s with the construction of a warehouse.

Fieldwork for the archaeological evaluation included the mechanical excavation of one east-west oriented 37-by-4-foot (ft) trench at the targeted location of the stockade near the northeast corner of the warehouse. Stratigraphy encountered within the trench below the concrete building slab and gravel subbase consisted of a mid-twentieth century fill deposit over sandy C horizons or subsoil. This indicates that the ground surface had been altered at this location and the A horizon had been removed. No evidence or remains of the stockade was identified.

Although no evidence of the stockade was identified in Trench 1, stockade remnants could be located elsewhere within the eastern portion of the project area west of Payne Street, at a distance of 70 ft or less from the edge of the street. Much of this area is currently under a two-story office building. JMA recommends that if remnants of the stockade are found during demolition/construction activities associated with the proposed redevelopment that work should be immediately halted and Alexandria Archaeology be notified.
TABLE OF CONTENTS

Abstract ........................................................................................................................................... i
Table of Contents ........................................................................................................................... ii
List of Illustrations ........................................................................................................................ iii
List of Tables ................................................................................................................................. iv
Public Summary ............................................................................................................................. v
1.0 Introduction ............................................................................................................................... 1
2.0 Historic Context ........................................................................................................................ 3
  2.1 Regional Prehistoric Context ............................................................................................. 3
  2.2 Regional Historic Context ................................................................................................. 4
    2.2.1 Settlement to Society (1607-1750) .............................................................................. 4
    2.2.2 Colony to Nation (1750-1789) .................................................................................. 5
    2.2.3 Early National Period (1789-1830) .......................................................................... 5
    2.2.4 Antebellum Period (1830-1860) .............................................................................. 6
    2.2.5 Civil War (1861-1865) ............................................................................................ 6
    2.2.6 Reconstruction and Growth (1865-1917) ................................................................. 6
    2.2.7 Modern Period (1914-present) ............................................................................. 6
    2.2.8 History of the Project Area .................................................................................... 15
3.0 Research Design ...................................................................................................................... 33
  3.1 Documentary Research Methods ...................................................................................... 33
  3.2 Field Methods .................................................................................................................. 33
  3.3 Previously Identified Archaeological Sites in the Vicinity .............................................. 33
  3.4 Expected Results ............................................................................................................. 35
4.0 Results ..................................................................................................................................... 39
5.0 Summary and Recommendations ......................................................................................... 45
6.0 References Cited ..................................................................................................................... 47

APPENDIX I: Qualifications of Investigators

DOCUMENTARY STUDY AND ARCHAEOLOGICAL EVALUATION
1323 WILKES AND 421 S. PAYNE STREETS
ALEXANDRIA, VIRGINIA
LIST OF ILLUSTRATIONS

Figure 1. Aerial photograph showing the location of the project area (City of Alexandria 2014) ......................................................................................................................................................... 7

Figure 2. Detail of an 1845 map of Alexandria showing the project area on the boundary between Alexandria and Fairfax County (Ewing 1845) ........................................................................................................... 9

Figure 3. Detail of Magnus' Birds Eye View of Alexandria, VA, showing the project area vicinity as a sparsely developed area outside the grid of city streets (Magnus 1863) ....................................................................................................................... 11

Figure 4. Detail of the 1865 Map of the U.S. Military Railroad of Alexandria, Va., showing an "Iron Yard" in the project area (War Department 1865) ......................... 13

Figure 5. The photograph Outskirts of Alexandria, Va., showing the project area, facing southwest (Anonymous [1863]) ................................................................................................................................. 19

Figure 6. The lithograph Soldiers Rest, Alexandria, Va., commanded by Capt. John J. Hoff, showing the project area vicinity, facing southeast (Magnus [1864]) ................. 21

Figure 7. The photograph Building stockade, Alexandria, Va. (Russell [1863]) .................... 23

Figure 8. Detail of Hopkins’ 1879 Atlas of Fifteen Miles Around Washington, showing the project area (Hopkins 1879) ......................................................................................................................... 25

Figure 9. Detail of a 1902 map showing the eastern portion of the project area (Sanborn Map and Publishing Company 1902) ............................................................... 27

Figure 10. Detail of a 1941 map showing the project area (Sanborn Map and Publishing Company 1941) .................................................................................................................. 29

Figure 11. Detail of a 1959 map showing the project area (Sanborn Map and Publishing Company 1959). ........................................................................................................ 31

Figure 12. Trench excavation in progress, facing east ................................................................................................................................. 37

Figure 13. The existing warehouse plans showing the location of Trench 1 overlaid on a detail of the 1865 Map of the U.S. Military Railroad of Alexandria, Va. (War Department 1865) ........................................................................................................ 41

Figure 14. Trench 1, north profile ................................................................................................................................. 43
LIST OF TABLES

Table 1. Previously recorded archaeological sites within approximately one quarter mile of the project area.......................................................... 34
PUBLIC SUMMARY

The two parcels at 1323 Wilkes Street and 421 South Payne Street, Alexandria, Virginia have been proposed for redevelopment. The parcels consist of a mid-twentieth century warehouse and two-story office building with no vegetated open space area. The proposed redevelopment of these parcels will include the construction of 22 townhouses, with associated parking and landscaping improvements. Alexandria Archaeology reviewed the proposed project and determined that because the existing warehouse complex was built with a slab foundation, there is potential for archaeological deposits under the extant foundations. They concluded that the parcels may have the potential to contain significant archaeological deposits associated with the nearby Civil War U.S. Military Railroad Yard (no longer extant).

This photograph was likely taken in the early part of 1863. The city block along Wilkes Street between Fayette and Payne Streets appears to be in the midst of transformation for use by the railroad complex. The stockade, fort, and associated magazine had not yet been constructed.

JMA (a CCRG Company) prepared a documentary study of the two contiguous parcels in September 2014. The study included background research on the prehistory and history of the project area and its vicinity. Based on its findings, Alexandria Archaeology determined that there was potential for archaeological deposits associated with the stockade that protected the Civil War U.S. Military Railroad Yard. JMA then performed an archaeological evaluation.
within the warehouse to determine whether remains of the stockade are present below the concrete slab foundation. This was done in lieu of performing archaeological monitoring during demolition of the warehouse. The evaluation consisted of the mechanical excavation of one exploratory trench at the targeted location of the stockade.

In the late eighteenth and early nineteenth centuries the project area was part of the Spring Gardens entertainment complex, but the buildings associated with this complex appear to have been located west of the project area. An 1863 illustration of the city shows the project area as sparsely developed and with the grid of streets not extending to the area. The U.S. Military Railroad station was located immediately to the east and north. In mid-1863, a stockade protecting the railroad complex was built diagonally through the project area, with a small fort, Fort Haupt, just north of the project area. By mid-1865, the U.S. Military Railroad station complex included an "iron yard" with railroad spur which was located in the project area. After the Civil War, the property returned to civilian use, with an 1877 map showing two houses along Wilkes Street in the western side of the project area, and another dwelling built at the intersection of Wilkes and South Payne Streets in the 1880s. This last house would remain standing through the 1980s, while the western portion of the project area was converted to commercial uses by the 1950s with the construction of a warehouse. The warehouse has expanded to fill most of the project area.

Fieldwork for the archaeological evaluation included the mechanical excavation of one east-west oriented 37-by-4-foot (ft) trench at the targeted location of the stockade near the northeast corner of the warehouse. Stratigraphy encountered within the trench below the concrete building slab and gravel subbase consisted of a mid-twentieth century fill deposit over sandy C horizons or subsoil. This indicates that the ground surface had been altered at this location and the A horizon had been removed. No evidence or remains of the stockade was identified.
After the Civil War, the stockade became an inconvenience to Alexandria citizens living within its confines. It’s possible that the stockade was entirely dismantled when it was sold at public auction in the summer of 1865. It’s also possible that if remains had persisted after the war that they were destroyed during the construction of the warehouse. It’s also worth noting that the former Webb House and stable that was at 421 S. Payne Street both covered the same area within the property as the stockade and it is possible that their construction would have impacted any remains.

An 1864 lithograph shows the project area vicinity after the establishment of Fort Haupt including the stockade, the powder magazine, the railroad complex, and the Soldier’s Rest Army Hospital shown in the foreground.

Although no evidence of the stockade was identified in Trench 1, stockade remnants could be located elsewhere within the eastern portion of the project area west of Payne Street, at a distance of 70 ft or less from the edge of the street. Much of this area is currently under a two-story office building. JMA recommends that if remnants of the stockade are found during demolition/construction activities associated with the proposed redevelopment that work should be immediately halted and Alexandria Archaeology be notified.
1.0 INTRODUCTION

The two parcels at 1323 Wilkes Street and 421 South Payne Street, Alexandria, Virginia have been proposed for redevelopment. The parcels consist of a mid twentieth-century warehouse and two-story office building with no vegetated open space area. The warehouse has a U-shaped plan with an approximately 75-by-90-foot (ft) paved, parking area opening onto Wilkes Street (Figure 1). The proposed redevelopment of these parcels will include the construction of 22 townhouses, with associated parking and landscaping improvements. Alexandria Archaeology reviewed the proposed project and determined that because the existing warehouse complex was built with a slab foundation, there is potential for archaeological deposits under the extant foundations. They concluded that the parcels may have the potential to contain significant archaeological deposits associated with the nearby Civil War U.S. Military Railroad Yard (no longer extant).

JMA (a CCRG Company) prepared a documentary study of the two contiguous parcels in September 2014. The study included background research on the prehistory and history of the project area and its vicinity. Based on its findings, Alexandria Archaeology determined that there was potential for archaeological deposits associated with the stockade that protected the Civil War U.S. Military Railroad Yard. JMA then performed an archaeological evaluation within the warehouse to determine whether remains of the stockade are present below the concrete slab foundation. This was done in lieu of performing archaeological monitoring during demolition of the warehouse. The evaluation consisted of the mechanical excavation of one exploratory trench at the targeted location of the stockade near the northeast corner of the warehouse.

The documentary study and archaeological evaluation were designed to comply with the City of Alexandria Archaeological Standards (Alexandria Archaeology 2005), the Virginia Department of Historic Resources (VDHR) Guidelines for Conducting Cultural Resource Survey in Virginia (VDHR 2011) and the Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation. The investigation included background research on the prehistory and history of the project area and the mechanical excavation of one exploratory trench.

JMA carried out the research for the documentary study in August and September 2014. Sarah Traum conducted the study and prepared the historic background section. Charles Goode and Cynthia V. Goode performed the fieldwork for the archaeological evaluation on 28 January 2015. Charles Goode prepared the results of the archaeological evaluation. Sarah Ruch and Rob Schultz produced the graphics. Charles Goode served as project manager.
2.0 HISTORIC CONTEXT

2.1 REGIONAL PREHISTORIC CONTEXT
The prehistoric cultural sequence for Alexandria, Virginia, generally conforms to that defined for other areas in the Middle Atlantic region. The three major temporal periods are Paleo-Indian, Archaic, and Woodland, which are based on the presence or absence of certain diagnostic artifacts (Dent 1995:8). This sequence is further divided into seven subperiods: Paleo-Indian (11,000-9600 cal B.C.), Early Archaic (9600-7600 cal B.C.), Middle Archaic (7600-3800 cal B.C.), Late Archaic (3800-1500 cal B.C.), Early Woodland (1500-400 cal B.C.), Middle Woodland (400 cal B.C.-cal A.D. 1000), and Late Woodland (cal A.D. 1000 to Contact).

The earliest documented inhabitants of the Middle Atlantic region were highly mobile Paleo-Indian hunters who arrived around 11,000 cal B.C. They came at a time of dramatic climate change during the transition from the Late Pleistocene to the Early Holocene, which was characterized by cooler and drier conditions with less marked seasonal variation. Research has shown that Paleo-Indian groups regularly exploited sources of cryptocrystalline lithic materials and the locations of these lithic sources influenced their annual settlement round. The diagnostic Paleo-Indian artifact is the basally fluted, lanceolate Clovis point. Several archaeological sites including Meadowcroft Rockshelter in western Pennsylvania, Cactus Hill in southern Virginia, and SV-2 in Saltville, Virginia have yielded evidence that implies occupation by 14,000 B.C., and possibly earlier (Adovasio et al. 1990; McAvoy 1997; Johnson 1997; McDonald 2000).

Climate change continued during the Archaic Period. A stylistic shift of the temporally diagnostic artifacts occurs during the Early Archaic from the Clovis point to notched projectile-point forms. The reason behind this change in hafting technique is unclear, though it may be attributed to the introduction of the atlatl (spear thrower). Early Archaic settlement patterns were very similar to that of the Paleo-Indian period but by the Middle Archaic climate change and a shift away from reliance on high-quality lithic materials and towards more expedient materials prompted the greater exploitation of areas not previously utilized. The Late Archaic in the Middle Atlantic region is a period of intensification marked by the appearance of large settlements, increased and extended interaction networks, and greater regional integration.

The Woodland period in the Middle Atlantic region is marked by the introduction of ceramic technology. Settlement patterns during the Early Woodland were similar to the Late Archaic, with a continued focus on riverine and estuarine environments (Gardner 1982). During the Middle Woodland, the regional population grew as bands became more sedentary and participated in regional exchange networks. Continuity in site location between the Early Woodland and Middle Woodland suggests that earlier subsistence-settlement systems persisted in most areas.

At the start of the Late Woodland period, around A.D. 1000, horticultural practices were adopted by Middle Atlantic groups. Hunting, fishing, and gathering though were still important subsistence activities. With the adoption of horticulture, groups were able to store surplus crops
thus triggering the establishment of small permanent hamlets and larger villages. Settlements are typically protected by a stockade and the appearance of these fortifications has been attributed to an increase in warfare among Middle Atlantic groups during the Late Woodland period.

The increase in inter-group hostility and the need to protect food surpluses may correspond with shifting climatic conditions. Between A.D. 1300 and 1800 a shift to the colder conditions of the “Little Ice Age” occurred and these climatic changes may have resulted in a decrease in agricultural productivity (Stewart 1993:165; Rountree et al. 2007:3). The response may have been increased competition for available resources.

Large settlements and agricultural activities were primarily located on major floodplains because of the ease in clearing and working the soils, although forays into the uplands for hunting and gathering still took place. A stylistic shift from notched to triangular projectile points occurs during the Late Woodland period, indicating the introduction of the bow and arrow.

When Captain John Smith traveled up the Potomac River during late June of 1608, he documented several Native American settlements in the area that belonged to the Nacotchtank and the Tauxenents, also called the Taux or Toags and which was later Anglicized to Doeg (Dogue). The closest Nacotchtank village was Assaomeck, which was located near Hunting Creek, while the group’s other settlements were located upstream in the area around present-day Washington, D.C. (Rountree et al. 2007:278). The closest Tauxenent village was Namassingakent, which was located north of the mouth of Dogue Creek (Rountree et al. 2007:276) (for which the Tauxenent name was Epsewassen [Harrison 1987:41]). The other Tauxenent settlements were located downstream on present-day Mason Neck and Belmont Bay. The Nacotchtanks and Tauxenents remained in the area until the end of the seventeenth century when pressured by advancing English settlement they abandoned their settlements and possibly moved in with other Native groups in Maryland or further to the south and west.

2.2 REGIONAL HISTORIC CONTEXT

2.2.1 SETTLEMENT TO SOCIETY (1607-1750)

The first permanent English settlement in North America was established by the Virginia Company of London at Jamestown, Virginia, in 1607 (Salmon 1983). By 1625, the Virginia Company charter was revoked by the King and the land became a royal colony. Increasing population made the creation of counties and county governments necessary. In 1645, Northumberland County was established between the Rappahannock River and the Potomac River, enabling settlement in Northern Virginia (Netherton et al. 1978:8).

Land in the colony was granted to individuals by the governor on the authority of the King. Much of the land became farms and larger plantations growing tobacco as the main crop. In 1742, Fairfax County was formed from part of Prince William County north of the Occoquan River (Netherton et al. 1978:8-10).
The town of Alexandria was formed on the west bank of the Potomac River on land that had been granted to Margaret Brent and to Richard Howson who sold his land to a Scotsman named John Alexander. The General Assembly directed that a town be established, with a public warehouse for the inspection, storage, and shipping of tobacco, on the north bank of Great Hunting Creek. In 1749, by official act, a 60-acre tract of land belonging to Phillip Alexander, John Alexander, and Hugh West was appropriated to form the town named Alexandria (Voges 1975:31-32). The town was surveyed and marked off into lots that were sold at public auction. The project area is located west of the original town boundary.

2.2.2 COLONY TO NATION (1750-1789)

The town of Alexandria grew so rapidly that the trustees asked permission of the General Assembly to enlarge the town area and 46 additional lots were surveyed and sold at auction in 1763 (Voges 1975:38). In 1779, Alexandria was incorporated as a town, thus enabling the exercise of some self-government; its area extended west to include Washington Street, with the project area still outside the city limits.

2.2.3 EARLY NATIONAL PERIOD (1789-1830)

In the late eighteenth century, the town experienced a period of economic growth and development. There was extensive shipping and the attendant maritime trades, and manufacturing and retail operations expanded. In 1795, the Fairfax and Loudoun Turnpike Company was established to build a better road between Alexandria and the farms of western Fairfax County. This road, Little River Turnpike, was completed in 1806 and ran from the waterfront in Alexandria to the Little River in Aldie, Virginia, a distance of thirty-four miles (Netherton et al. 1978:146). Within the boundary of Alexandria the road kept its eighteenth-century name, Duke Street. This road is two blocks north of the project area. It became the main transportation artery into Alexandria and was vital to development on the west side of town. The success of this turnpike led to the formation of several other turnpike companies. These included the Columbia Turnpike (today’s Columbia Pike) and the Middle Turnpike (today called Leesburg Pike in Fairfax County and King Street in the City of Alexandria).

In 1789, Virginia ceded 10 square miles of land to the Federal Government to be used as the permanent seat of the government (Mitchell 1977). Boundaries for the new District of Columbia were established by President George Washington. This portion of Alexandria became part of the District in 1801 and the boundary crossed Duke Street at Hooff’s Run.

The boundary marking the area ceded to the District of Columbia and Fairfax County ran diagonally through the project area. The boundaries of Alexandria were extended to include Spring Garden Farm in 1796 (Virginia State Library 1976:87).

Beginning with the opening of the Penny Hill Cemetery in 1795 on South Payne Street, the area south and west of the project area began to be used for cemeteries of various denominations and organizations. Beginning in 1804, other cemeteries were founded here, as in that year the Alexandria Common Council decreed that no new burial plots were to be sold or cemeteries could be opened within the town limits. Today there are thirteen cemeteries in the area including the Christ Church Episcopal Cemetery (founded in 1808), the Presbyterian Cemetery (founded in
1809), the Alexandria National Cemetery (founded in 1862), and the Douglass Memorial Cemetery (founded in 1895) (Historic Alexandria 2014). No record of burials on the north side of Wilkes Street, within the project area, was found.

2.2.4 ANTEBELLUM PERIOD (1830-1860)
The land ceded to the District of Columbia was returned to Virginia in 1846 as Alexandria County, rather than a part of Fairfax County, as it had been prior to 1801 (Figure 2). Six years later, in 1852, Alexandria was chartered as a city, making it politically and administratively independent of the county in which it was located. At this time the boundaries were again extended to the north and west (Salmon 1983).

2.2.5 CIVIL WAR (1861-1865)
At the beginning of the Civil War, Virginians voted to secede from the United States. Confederate leaders thought that Alexandria was not defendable, and on 24 May 1861, Federal regiments crossed the Potomac River, entered Virginia and occupied Alexandria with little resistance. As the U. S. troops entered and occupied Alexandria, the Confederate forces retreated and abandoned their posts (Official Records of the Union and Confederate Armies 1899, Series I, Volume II: 23-27).

After the Battle of First Bull Run (First Manassas) in July 1861, the Union Army began to construct a series of forts surrounding Washington to defend the capital, including several in Alexandria. Within a one block radius of the project area were other Union army facilities, including stables in the 400 block of Queen Street, a U.S. Military Railroad station and roundhouse centered around the intersection of South Henry and Duke Streets (Pippenger 1995) (Figures 3 and 4).

2.2.6 RECONSTRUCTION AND GROWTH (1865-1917)
By the mid-nineteenth century, the project vicinity had developed into a mixed-use neighborhood, with railroads running along Wolfe Street to the Virginia Midland Depot and engine house at the intersection of South Patrick and Wolfe Streets, and cemeteries to the west and south. There were also scattered residential properties. (Hopkins 1879).

2.2.7 MODERN PERIOD (1914-PRESENT)
The project vicinity remained largely industrial and institutional through the late twentieth century. The railroad uses ended in the late 1960s and in 1971 the brick, former roundhouse burned down. In the late 1990s and early 2000s, the area has been the focus of residential redevelopment (Gardner et al 1999:73-78).
Figure 1. Aerial photograph showing the location of the project area (City of Alexandria 2014).
Figure 2. Detail of an 1845 map of Alexandria showing the project area on the boundary between Alexandria and Fairfax County (Ewing 1845).
Figure 3. Detail of Magnus’ *Birds Eye View of Alexandria, VA*, showing the project area vicinity as a sparsely developed area outside the grid of city streets (Magnus 1863).
Figure 4. Detail of the 1865 *Map of the U.S. Military Railroad of Alexandria, Va.*, showing an "Iron Yard" in the project area (War Department 1865).
2.2.8 History of the Project Area

The project area is located in the southern half of the block bounded by Wilkes, South Payne, South West, and Wolfe Streets. This area was part of an 82-acre parcel inherited by John Alexander in 1753, passing after his death in 1775 to his son William Thornton Alexander (Fairfax County Land Causes 2: 150-154). This area became known as the Spring Gardens Farm. By the 1780s, four acres of this property, including the project area, had been sold to Abel Willis. In July 1786, Willis advertised that:

“… the SPRING GARDENS, a moderate walk from Alexandria, convenient for the reception of ladies and gentlemen, where they will meet with good attendance on the most reasonable terms, and where tea and other entertainments are provided on the shortest notice” (Virginia Journal and Alexandria Advertiser 1786).

Mr. Willis advertised again in January 1793 his Oyster House at Spring Gardens.

“The subscriber informs his Friends and the Gentlemen of Alexandria that he intends providing oyster suppers at his house this winter on the most moderate terms and at the shortest notice. Those who may incline to favor him with their custom, may rest assured that there shall be nothing wanting on his part to give general satisfaction” (Columbia Mirror and Alexandria Gazette 1793).

It appears that the buildings associated with Willis' Spring Gardens development were located west of the project area, on the block bounded by West, Wilkes, and Wolfe Streets and the Episcopal Cemetery (Alexandria Chancery Case, index 1888-001 Smoot vs. Smoot).

In 1796, Willis' four-acre Spring Gardens parcel was sold to John Mandeville and John Sutton for £960 (Fairfax County Land Records 1796 Z1:25). A house of entertainment continued to be advertised at this location through the early nineteenth century, under the proprietorship of H. Wilbar and Christian Piles (Gardner et al. 1999:15). Circumstances had changed by the 1810 land tax assessment, which listed Philip Marsteller as the owner of the vacant parcel that had once been the eastern part of Spring Garden, including the project area (Alexandria City Land and Personal Property Tax Assessments 1810). The property was purchased by Mordecai Miller in July 1831, after Marstellar had defaulted on his mortgage (Alexandria City Land Records [ACLR] U2:450). Mordecai Miller died in 1832, leaving the property to his son Joseph Miller, who in turn mortgaged the property to his brother, Robert Miller, in 1841. In June 1844, Robert Miller sold the four-acre lot including the project area to William Burton Richards for $1,225 (ACLR F3:23).

Mr. Richards owned Spring Garden only briefly, selling to William Fowle in March 1852 two parcels bounded by Fayette, Wilkes, West, and Wolfe Streets for $1000 (ACLR N3:11).
During the Civil War the project area was taken over for use by the U.S. Military Railroad complex. In 1862, Brigadier-General Herman Haupt was commissioned by Secretary of War Stanton to act as the director of rail operations for the military. Haupt was an extremely efficient manager and along with his assistant, John H. Devereux, organized the movement of troops and supplies and improved methods of repairing damaged track. Construction at the U.S. Military Railroad complex was carried out by the Construction Corps, an organization created by Herman Haupt out of Contraband laborers (former enslaved African Americans who escaped and camped near Union forces). Haupt became concerned that the rail yards and machine shops at the western edge of the complex were vulnerable to Confederate raids and convinced his commanders that fortifications were needed. In the late summer of 1863, a stockade was constructed around the complex which took up twelve city blocks (Gardner et al. 1999:38). Haupt communicated to Devereux to:

“Push the stockade as rapidly as possible, using any lumber you can find after the cross-ties are exhausted. Let no men go work elsewhere until the stockade is finished”


Fort Haupt along with a powder magazine was constructed by October 1863 (Gardner et al. 1999:38). An 1865 military map of the railroad complex shows the project area as an "iron yard" with a railroad spur running diagonally through it and no buildings (Figure 4). Presumably the “iron yard” was used to store large railroad-related items, such as rails and engine car parts. The 1865 map also shows that the stockade associated with Fort Haupt was located in the northeast corner of the project area. Fort Haupt was located north of the project area and its associated powder magazine and quarters were located across Payne Street. These included laborer’s quarters which housed the Contraband working for the Construction Corps (Gardner et al. 1999:43).

A photograph which was likely taken in the early part of 1863 (Gardner et al. 1999:38) from northeast of the project area shows that no structures were present (Figure 5). The city block along Wilkes Street between Fayette and Payne Streets appears to be in the midst of transformation for use by the railroad complex. The stockade, fort, and associated magazine had not yet been constructed. However, it appears that earthen material is being stockpiled to construct the magazine. South of the magazine are the quarters located at the corner of Wilkes and Payne Streets, but the quarters and laborer’s quarters to the north had not yet been constructed (Gardner et al. 1999:46). The Richards/Fowle House is also shown in this photograph. A later lithograph from 1864 shows the project area vicinity after the establishment of Fort Haupt (Figure 6). It also shows the stockade within the project area in a similar manner as the 1865 map. A photograph dating to the war shows the Construction Corps building the stockade along Duke Street (Figure 7). The stockade would have likely halted an infantry and cavalry charge but was not sufficient enough to withstand artillery fire.

After the war, the property was returned to Fowle and in 1868 it was sold at public auction for the benefit of his heirs (ACLR Y3:527). John Emerson purchased a half interest in the block bounded by West, Wilkes, Payne, and Wolfe Streets. Later that year, Emerson and William
Fowle, Jr., who also held a half-interest in the property, divided it with Fowle getting the northern half and Emerson the southern half, including the project area (ACLR Y3:538).

John Emerson is described as a butcher with a shop on Duke Street near Payne Street. An 1879 map of Alexandria (Figure 8) depicts two buildings near the northeast corner of the intersection of Wilkes and West Streets.

The 1902 Sanborn map shows a one-story tall, frame, L-plan dwelling near the western end of the project area (Figure 9). This is likely one of the buildings shown on the 1879 map (Figure 8). A greenhouse is shown west of this dwelling, but part of its footprint is cut off by the edge of the map. The greenhouse does not appear on subsequent Sanborn maps, but the dwelling is shown on the 1907, 1912, and 1921 Sanborn maps (Sanborn Map & Publishing Co. 1907:19, 1912:19, 1921:16). In the 1921 map it is noted as "old" (Sanborn Map and Publishing Co. 1921:16).

In 1922, Ella Emerson, widow of John Emerson's son William, sold the western portion of the project area to Thomas Chauncey for an undisclosed amount (ACLR 75:25). The heirs of Mr. Chauncey sold this property to William Goldberg in May 1946 (ACLR 230:153). It is likely that Mr. Goldberg built the core of the first warehouse at the western edge of the project area. After this transaction, this parcel passed through several other owners, including Alpha Van Lines, before being purchased by the present owner in November 2013 (ACLR 130025626).

No buildings are shown at the western end of the project area on the 1941 Sanborn map (Figure 10). The 1959 Sanborn map shows the beginning of the shift of use in the project area from residential to commercial with a cinder block, one-story tall warehouse along West Street, with two additions, a 1952 cinder block addition immediately to the east, and a 1958, one-story tall cinder block addition extending east to South Payne Street, immediately behind a dwelling at 421 S. Payne (Figure 11).

In 1883, John Emerson conveyed a 40-by-100-ft lot at the northwestern corner of the intersection of Wilkes and Payne Streets to Emmanuel Webb for $300 (ACLR 13:332). It is likely that Mr. Webb built a house at the eastern end of the project area soon after this purchase.

The 1902 Sanborn Map for Alexandria shows 421 South Payne Street as a two-story tall, L-plan frame dwelling. Shown northwest of this dwelling is a frame, one-story stable (Sanborn 1902:19) (Figure 9). The 1902 Sanborn map is the first to show the project area in detail. The dwelling and stable shown on the 1902 Sanborn are also depicted on the 1907, 1912, and 1921 Sanborn maps. The garage is no longer shown on the 1941 and 1959 Sanborn maps, but the dwelling remains (Figures 10 and 11).

The 1880 Federal Census lists Emmanuel Webb as a 48-year-old graveyard sexton living on Wilkes Street. In the 1900 Census, Mr. Webb is enumerated as a 70-year-old cemetery superintendent living on South Payne Street. Mr. Webb died in 1907 leaving the property to his daughters Alice Edwards and Emma Hammersley. Alice died in 1922, leaving her share of the property to her sister. The property then passed to the seven children of Emma Hammersley. City
directories from 1932 through 1960 show Mrs. Jennie Hamersley living at 421 South Payne Street (Hill Directory Company 1932, 1934, 1940, 1945, 1950, 1955, 1960). In 1982 the heirs of Emma Hamersley, including Jennie Hammersley, sold the property to Roger Lawson for an undisclosed sum (ACLR 1073:17). It is at this time that the residence was likely torn down to allow for the construction of the two-story office building on the eastern half of the project area.
Figure 5. The photograph *Outskirts of Alexandria, Va.*, showing the project area, facing southwest (Anonymous [1863]).
Figure 6. The lithograph *Soldiers Rest, Alexandria, Va., commanded by Capt. John J. Hoff*, showing the project area vicinity, facing southeast (Magnus [1864]).
Figure 7. The photograph *Building stockade, Alexandria, Va.* (Russell [1863]).
Figure 8. Detail of Hopkins’ 1879 *Atlas of Fifteen Miles Around Washington*, showing the project area (Hopkins 1879).
Figure 9. Detail of a 1902 map showing the eastern portion of the project area (Sanborn Map and Publishing Company 1902).
Figure 10. Detail of a 1941 map showing the project area (Sanborn Map and Publishing Company 1941).
Figure 11. Detail of a 1959 map showing the project area (Sanborn Map and Publishing Company 1959).
3.0 RESEARCH DESIGN

The purpose of the investigation was to determine if remains of the stockade are present within the project area. The investigation was conducted in accordance with the City of Alexandria Archaeological Standards (Alexandria Archaeology 2005), VDHR’s Guidelines for Conducting Cultural Resource Survey in Virginia (VDHR 2011) and the Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation. The investigation included background research on the prehistory and history of the project area and its vicinity and the mechanical excavation of one exploratory trench at the targeted location of the stockade near the northeast corner of the warehouse.

3.1 DOCUMENTARY RESEARCH METHODS

Historic maps, deeds, wills, title documents, and previous cultural resources reports were consulted in order to gain an understanding of the property’s history. Background research was limited to review of existing documentary information held by the following repositories: Alexandria Archaeology Museum; the Historical Records Room of the Fairfax County Circuit Court; Local History/Special Collection, Kate Waller Barrett Branch, Alexandria Public Library; and the Library of Congress. Deed records for the City of Alexandria and Fairfax County were also reviewed.

It was necessary to conduct research in repositories in both Alexandria and Fairfax County. The project area was part of Fairfax County until 1789, and any relevant pre-1789 deeds or documents are filed at repositories in Fairfax County, while later documents are filed with the City of Alexandria.

3.2 FIELD METHODS

Field methods for the archaeological evaluation included the mechanical excavation, by backhoe, of one east-west oriented 37-by-4-ft trench across the targeted location of the stockade within the interior of the warehouse (Figure 12). Before excavation began, a portion of the concrete building slab was cut and removed by Capital Investment Advisors. The trench was excavated to a depth of natural subsoil or the C horizon, but did not exceed 4 ft. Trench profiles were cleaned, photographed, and drawn. The trench was inspected for any evidence of remains of the stockade.

The location of the trench was recorded using an electronic total station equipped with a data collector. Digital images document the field investigations.

3.3 PREVIOUSLY IDENTIFIED ARCHAEOLOGICAL SITES IN THE VICINITY

There are 18 previously recorded archaeological sites located within approximately one quarter mile of the project area (Table 1). Archaeological sites consist of six Euro- and African-American dwellings; one well; one blacksmith shop; one slave pen, military prison and hospital; one military hospital and Contraband quarters; the U.S. Military Railroad complex; one Contraband quarters; one church; four cemeteries; and one railroad bridge. The sites mainly date to the nineteenth century when Alexandria began to spread westward. Many of the sites are associated with the Civil War occupation of Alexandria by the Union Army.
Table 1. Previously recorded archaeological sites within approximately one quarter mile of the project area.

<table>
<thead>
<tr>
<th>Site Number</th>
<th>Time Period</th>
<th>Site Type</th>
<th>Location</th>
<th>Artifacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>44AX0005</td>
<td>19th century</td>
<td>Indeterminate dwelling</td>
<td>SE corner Alfred-Wolfe St</td>
<td>Ceramics, bone, and brick</td>
</tr>
<tr>
<td>44AX0008</td>
<td>19th century</td>
<td>African-American dwellings</td>
<td>500 and 510 S Patrick St</td>
<td>Ceramics, glass, and metal</td>
</tr>
<tr>
<td>44AX0018</td>
<td>19th century</td>
<td>Indeterminate Dwellings</td>
<td>SW corner Alfred-Wolfe St</td>
<td>Ceramics, glass, and brick</td>
</tr>
<tr>
<td>44AX0061</td>
<td>19th century</td>
<td>Euro-American dwellings</td>
<td>1018 Duke St</td>
<td>Whiteware, glass, bricks, nails, shell, and bone</td>
</tr>
<tr>
<td>44AX0075</td>
<td>19th century</td>
<td>Alexandria Slave Pen, prison, hospital</td>
<td>1315 and 1317 Duke St</td>
<td>Mainly from military hospital and prison</td>
</tr>
<tr>
<td>44AX0097</td>
<td>19th century</td>
<td>Well of townhouse</td>
<td>907-913 Duke St</td>
<td>Ceramics, glass, marbles, and tobacco pipes</td>
</tr>
<tr>
<td>44AX0105</td>
<td>19th century</td>
<td>U.S. Military Railroad Complex, Euro and African-American dwellings</td>
<td>Old Town Village Residential Complex</td>
<td>Whiteware, stonewares, pearlware, cut nails, glass, and tobacco pipes</td>
</tr>
<tr>
<td>44AX0125</td>
<td>4th quarter 19th through 1st quarter 20th century</td>
<td>African-American dwellings</td>
<td>312 and 314 Alfred St</td>
<td>Whiteware, glass, shell, bone, brick, and mortar</td>
</tr>
<tr>
<td>44AX0131</td>
<td>1st half 19th century</td>
<td>African-American Contraband quarters</td>
<td>SE corner Prince-Fayette St</td>
<td>Ceramics, glass, nails, bone, and lead ingot</td>
</tr>
<tr>
<td>44AX0134</td>
<td>4th quarter 18th through 20th century</td>
<td>Penny Hill Cemetery</td>
<td>Wilkes Street Cemetery Complex</td>
<td>Gravestones removed and demolished</td>
</tr>
</tbody>
</table>
### 3.0 Research Design

**Documentary Study and Archeological Evaluation**

**1323 Wilkes and 421 S. Payne Streets**

**Alexandria, Virginia**

<table>
<thead>
<tr>
<th>Site Number</th>
<th>Time Period</th>
<th>Site Type</th>
<th>Artifacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>44AX0136</td>
<td>4th quarter 19th century</td>
<td>Black Baptist Cemetery</td>
<td>No gravestones</td>
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<tr>
<td></td>
<td></td>
<td>Wilkes Street Cemetery Complex</td>
<td></td>
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<tr>
<td>44AX0139</td>
<td>2nd quarter 19th century</td>
<td>Methodist Protestant Church Cemetery</td>
<td>Gravestones present</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Wilkes Street Cemetery Complex</td>
<td></td>
</tr>
<tr>
<td>44AX0140</td>
<td>2nd quarter 19th century</td>
<td>Douglass Memorial Cemetery</td>
<td>Gravestones present</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Wilkes Street Cemetery Complex</td>
<td></td>
</tr>
<tr>
<td>44AX0141</td>
<td>1st half 19th century</td>
<td>Blacksmith shop</td>
<td>Ceramics, bottle and window glass, and nails</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SE corner Prince-Payne St</td>
<td></td>
</tr>
<tr>
<td>44AX0148</td>
<td>2nd half 19th century</td>
<td>Railroad bridge</td>
<td>None collected</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Jamieson Ave-Hooff Run</td>
<td></td>
</tr>
<tr>
<td>44AX0154</td>
<td>19th century</td>
<td>L’Overture African-American Hospital and Contraband Barracks</td>
<td>None collected</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Most of block bounded by Duke-Prince-West-Payne St</td>
<td></td>
</tr>
<tr>
<td>44AX0161</td>
<td>2nd through 3rd quarter 19th century</td>
<td>Alfred Street African-American Baptist Church</td>
<td>Jackfield, Astbury, creamware, pearlware, whiteware, Chinese porcelain, yellowware, and stoneware</td>
</tr>
<tr>
<td></td>
<td></td>
<td>301 Alfred St</td>
<td></td>
</tr>
<tr>
<td>44AX0188</td>
<td>2nd quarter 19th century through 1st quarter 20th century</td>
<td>Dwellings/Residential</td>
<td>Whiteware, ironstone, yellowware, and blown-in-mold and machine-made bottle glass</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Most of block bounded by Hooff Run-Duke-Jamieson-West St</td>
<td></td>
</tr>
</tbody>
</table>

### 3.4 Expected Results

The vast majority of the project area including the location of the former stockade is currently occupied by a warehouse building and a two-story office building. This building has a concrete...
slab floor, which if it had been built on or close to the original grade may not have disturbed potential archaeological deposits. However, it is very unlikely that the ground surface would not have been “prepared” for the laying of the concrete slab, which could have included cutting the ground surface down to natural subsoil and leveling the building site to the same grade.

The documentary study provides a historic context and information on the types of archaeological resources that may be present in the project area. Based on the research, JMA concludes that there is low to medium potential for archeological resources associated with a prehistoric use and with the Civil War use of the project area. The project area is located within an upland setting away from any large streams (1000 ft from Hooff Run and 2700 ft from Hunting Creek). Prehistoric sites expected in this setting would likely consist of a small limited-use site or temporary camp. Furthermore, the large amount of historic development that has occurred within the project area during the nineteenth and twentieth centuries also limits the potential for prehistoric resources to have survived. During the Civil War, this location was used to store large railroad-related items, such as rails and engine car parts associated with the nearby railroad complex. Fort Haupt and its associated quarters and powder magazine were located outside the project area. The stockade passed through the eastern portion of the project area. The project area has a high potential for archaeological deposits dating to the residential use of the property in latter half of the nineteenth century and early part of the twentieth centuries.

Features and deposits that might be present if large alterations to the original ground surface did not occur could be associated with the "iron yard" and stockade around the Civil War-era U.S. Military Railroad complex and/or the three late-nineteenth century dwellings. While the property was part of the Spring Garden entertainment complex in the late eighteenth and early nineteenth century, no evidence was found to show any buildings or improvements in the project area prior to the Civil War.
Figure 12. Trench excavation in progress, facing east.
4.0 Results

Fieldwork for the archaeological evaluation included the mechanical excavation of one east-west oriented 37-by-4-ft trench at the targeted location of the stockade near the northeast corner of the warehouse. (Figure 13). The excavation showed that below the concrete building slab and the gravel subbase was a deposit of mid-twentieth century fill (Figure 14). Artifacts observed within the fill deposit included machine-made bottle glass, plastic, and some building debris. The deposit dove in depth towards the west increasing in thickness. This is likely because the topography of the project area gently slopes to the south and west with the highest elevation occurring in the northeastern corner and the lowest in the southwestern corner (TERRA Engineering Services 2015:4). The fill deposit was above natural sandy C horizons or subsoil. This indicates that the ground surface had been altered at this location and the A horizon had been removed.

Test borings drilled across the property as part of the geotechnical engineering study showed that all borings had similar stratigraphy to what was encountered in Trench 1. Fill and partially disturbed soils were encountered at all boring locations at depths between 2.5 and 9 ft below existing grades (TERRA Engineering Services 2015:6). Natural sandy subsoils were underlying the fill. Soils within the project area before it became Urban land likely consisted of Grist Mill sandy loams. Soils of this series are still present directly south and west of the project area (Web Soil Survey 2014).

No evidence or remains of the stockade was identified. After the Civil War, the stockade became an inconvenience to Alexandria citizens living within its confines. J. J. Moore, the Chief Engineer at the U.S. Military Railroad complex, requested in July 1865 that it be sold at public auction (Gardner et al. 1999:50). It’s possible that the stockade was entirely dismantled when it was sold. It’s also possible that if remains had persisted after the war that they were destroyed during the construction of the warehouse. It’s also worth noting that the former Webb House and stable that was at 421 S. Payne Street both covered the same area within the property as the stockade and its possible that their construction would have impacted any remains.

Although no evidence of the stockade was identified in Trench 1, remains could be located elsewhere within the eastern portion of the project area west of Payne Street at a distance of 70 ft or less from the edge of the street. Much of this area is currently under a two-story office building. JMA recommends that if remnants of the stockade are found during demolition/construction activities associated with the proposed redevelopment that work should be immediately halted and Alexandria Archaeology be notified.
Figure 13. The existing warehouse plans showing the location of Trench 1 overlaid on a detail of the 1865 Map of the U.S. Military Railroad of Alexandria, Va. (War Department 1865).
Figure 14. Trench 1, north profile.

1.1 Concrete building slab

1.2 10YR 4/3 brown sandy loam with 80% gravel; abrupt transition; no artifacts (building slab's gravel sub-base)

1.3 10YR 3/1 very dark gray sandy loam; abrupt transition; modern artifacts (mid-twentieth century fill)

1.4 10YR 5/6 yellowish brown firm sandy clay loam; clear transition; no artifacts (C1 horizon)

1.5 7.5YR 5/6 strong brown friable sandy clay loam; no artifacts (C2 horizon)
5.0 SUMMARY AND RECOMMENDATIONS

The two parcels at 1323 Wilkes Street and 421 South Payne Street, Alexandria, Virginia have been proposed for redevelopment. The parcels consist of a mid-twentieth century warehouse and two-story office building with no vegetated open space area. Alexandria Archaeology reviewed the proposed project and determined that because the existing warehouse complex was built with a slab foundation, there is potential for archaeological deposits under the extant foundations. They concluded that the parcels may have the potential to contain significant archaeological deposits associated with the nearby Civil War U.S. Military Railroad Yard (no longer extant).

JMA (a CCRG Company) prepared a documentary study of the two contiguous parcels in September 2014. The study included background research on the prehistory and history of the project area and its vicinity. Based on its findings, Alexandria Archaeology determined that there was potential for archaeological deposits associated with the stockade that protected the Civil War U.S. Military Railroad Yard. JMA then performed an archaeological evaluation within the warehouse to determine whether remains of the stockade are present below the concrete slab foundation. This was done in lieu of performing archaeological monitoring during demolition of the warehouse. The evaluation consisted of the mechanical excavation of one exploratory trench at the targeted location of the stockade.

The documentary study found no evidence that the project area was built upon before the Civil War. In the late eighteenth and early nineteenth centuries it was part of the Spring Gardens entertainment complex, but the buildings associated with this complex appear to have been located west of the project area. An 1863 illustration of the city shows the project area as sparsely developed and with the grid of streets not extending to the area. The U.S. Military Railroad station was immediately to the east and north. In the late summer of 1863, a stockade protecting the railroad complex was built diagonally through the project area, with a small fort, Fort Haupt, just north of the project area. By mid-1865, the U.S. Military Railroad complex included an "iron yard" with railroad spur both located in the project area. After the Civil War, the property returned to civilian use, with an 1877 map showing two houses along Wilkes Street in the western side of the project area, and another dwelling built at the intersection of Wilkes and South Payne Streets in the 1880s. This last house would remain standing through the 1980s, while the western portion of the project area was converted to commercial uses by the 1950s with the construction of a warehouse. Later on, the warehouse has expanded to fill most of the project area.

Fieldwork for the archaeological evaluation included the mechanical excavation of one east-west oriented 37-by-4-ft trench at the targeted location of the stockade near the northeast corner of the warehouse. Stratigraphy encountered within the trench below the concrete building slab and gravel subbase consisted of a mid-twentieth century fill deposit over sandy C horizons or subsoil. This indicates that the ground surface had been altered at this location and the A horizon had been removed. No evidence or remains of the stockade was identified.
After the Civil War, the stockade became an inconvenience to Alexandria citizens living within its confines. It’s possible that the stockade was entirely dismantled when it was sold at public auction in the summer of 1865. It’s also possible that if remains had persisted after the war that they were destroyed during the construction of the warehouse. It’s also worth noting that the former Webb House and stable that was at 421 S. Payne Street both covered the same area within the property as the stockade and its possible that their construction would have disturbed or destroyed any remnant of the stockade.

Although no evidence of the stockade was identified in Trench 1, stockade remnants could be located elsewhere within the eastern portion of the project area west of Payne Street, at a distance of 70 ft or less from the edge of the street. Much of this area is currently under a two-story office building. JMA recommends that if remnants of the stockade are found during demolition/construction activities associated with the proposed redevelopment that work should be immediately halted and Alexandria Archaeology be notified.
6.0 REFERENCES CITED

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1786 Spring Garden advertisement placed by Abel Willis. July 6, 1786.

Virginia State Library

War Department

Web Soil Survey
APPENDIX I

Qualifications of Investigators
EDUCATION

M.A. Cornell University Historic Preservation Planning 2000
B.A. Lehigh University Architecture 1997

EXPERIENCE PROFILE

Ms. Traum has been a project architectural historian with JMA since the fall of 2001. She has worked on a variety of cultural resources projects, including Section 106 survey work, architectural documentation, researching and developing historic overviews and contexts, and performing urban, rural, and institutional property research. She has conducted architectural surveys in a variety of urban, suburban, and rural environments and landscapes. Prior to her current position, Ms. Traum worked as an architectural research associate for the Historic Annapolis Foundation and as an architectural historian for environmental and cultural resource management firms. Ms. Traum has authored or co-authored more than 60 cultural resource reports and National Register nominations.

REPRESENTATIVE PROJECTS

2014Lucketts Safety Improvements, Loudoun County, VA. Reconnaissance field survey and historic context for improvements to James Monroe Highway. In progress. VDOT.

2013Falmouth, Virginia Revised National Register Nomination, Stafford County, VA. Reconnaissance field survey and revised National Register Nomination for the Falmouth Historic District. VDOT.


2012Veterans Affairs Medical Center, West Roxbury, Massachusetts. Documentary research, historic context, and field survey for National Register evaluation and Determination of Eligibility. Department of Veterans Affairs, Brockton, MA.

2011Twin Ridges Wind Farm Project, Somerset County, PA. Reconnaissance field survey and national register evaluation of 158 historic resources. EverPower Wind Holdings, Inc.


<table>
<thead>
<tr>
<th>Year</th>
<th>Project Description</th>
<th>Details</th>
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<tbody>
<tr>
<td>2010</td>
<td>Nine Mile Point Nuclear Power Plant Expansion, Oswego County, NY.</td>
<td>Reconnaissance architectural survey of 145 resources and historic context. AREVA NP, Inc. and ESS Group, Inc.</td>
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<tr>
<td>2009</td>
<td>Route 250 Bypass Interchange at McIntire Road, Charlottesville, VA.</td>
<td>Historic context, documentary research, reconnaissance and intensive architectural survey, and effects analysis. Rummel, Klepper &amp; Kahl.</td>
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<tr>
<td>2009</td>
<td>Allegany Wind Power Project, Cattaraugus County, NY.</td>
<td>Reconnaissance architectural survey and historic context. Everpower Global Corporation.</td>
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<td>2007</td>
<td>Cobbs Creek Reservoir, Cumberland County, VA.</td>
<td>Reconnaissance and intensive architectural survey, historic context, and documentary research. Troutman Sanders.</td>
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<tr>
<td>2007</td>
<td>Laurel Hill Gardens, Fairfax County, VA.</td>
<td>Documentary research, historic context, and significance evaluation. Fairfax County Park Authority.</td>
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<tr>
<td>2006</td>
<td>District of Columbia Workhouse and Reformatory Historic District, Lorton, Fairfax County, VA.</td>
<td>Documentary research, architectural survey, and significance evaluation, National Register Nomination. Fairfax County Department of Planning and Zoning.</td>
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<td>2005</td>
<td>Replacement of Bidle Road Bridge over Catoctin Creek, Frederick County, MD.</td>
<td>Documentary research, historic context, and reconnaissance architectural survey. Wilson T. Ballard Co.</td>
</tr>
<tr>
<td>2002</td>
<td>Donaldson-Steuart House, 10 Francis Street, Annapolis, MD.</td>
<td>Documentary research and historic context. Historic Annapolis Foundation.</td>
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</tbody>
</table>
CHARLES E. GOODE, RPA
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JMA, a CCRG Company
5250 Cherokee Avenue, Suite 300
Alexandria, VA 22312
(703) 354-9737 (phone)
(703) 642-1837 (fax)
cgoode@johnmilnerassociates.com

EDUCATION
M.A.  The Catholic University of America  Anthropology  2003
B.A.  The American University  Anthropology  1995

EXPERIENCE PROFILE
Charles Goode specializes in Middle Atlantic prehistoric archeology, African-American archeology, and soils. He has nineteen years experience in cultural resource management and has directed numerous investigations of prehistoric Native American sites as well as historic-period sites dating from the mid-eighteenth century to the mid-twentieth century. He has experience in analyzing both prehistoric lithic and ceramic assemblages. He has investigated enslaved African-American occupations at numerous Northern Virginia domestic sites, the headquarters and work camp of an eighteenth- and early nineteenth-century logging company in the Dismal Swamp of Virginia, and has also investigated the early nineteenth-century farmstead of a free African-American woman in Carroll County, Maryland. He has eight years experience operating professional surveying equipment and has coordinated with surveying teams to ensure the accurate recordation of artifacts and features on several key projects. Since joining John Milner Associates, Inc., Mr. Goode has supervised fieldwork and has participated in report preparation for projects in Maryland, Virginia, Washington, D.C., North Carolina, and Indiana.

KEY PROJECTS
2014  Principal Archeologist. Directed fieldwork and co-authored report for the Phase II evaluation of Site 44LD1694, the Lucketts Safety Improvement Project, Loudoun County, Virginia. The Virginia Department of Transportation, Fredericksburg, Virginia.

2014  Principal Archeologist. Directed fieldwork and co-authored report for the Phase I investigation at Salona, the ca. 1800 Federal-style brick manor house in McLean, Virginia where President James Madison fled after the 1814 attack by the British on Washington, D.C. Fairfax County Park Authority’s Cultural Resource Management and Protection Branch, Falls Church, Virginia.


2012  Principal Archeologist. Directed fieldwork and co-authored report for archeological evaluation associated with the proposed Chapel of the Ages, Virginia Theological Seminary, Alexandria,

2010 Principal Archeologist. Directed fieldwork and authored report for further archeological testing at Huntley, the ca. 1820 mansion of Thomson Francis Mason in Alexandria, Fairfax County, Virginia. Fairfax County Park Authority’s Cultural Resources Management and Protection Branch, Falls Church, Virginia.

2010 Principal Archeologist. Directed fieldwork and co-authored report for Phase III archeological investigations of Site 51NW224, a Late Woodland lithic workshop at the Nebraska Avenue Complex (NAC), Washington, D.C. Summer Consultants, Inc., McLean, Virginia.

2009 Project Archeologist. Supervised fieldwork and co-authored report for Phase I archeological investigation survey for three visitor facilities and data recovery investigations at Site 44SK70 (Dismal Town) at Great Dismal Swamp National Wildlife Refuge, Suffolk County, Virginia. U.S. Fish and Wildlife Service, Hadley, Massachusetts.


2007 Project Archeologist. Co-authored report for archeological data recovery of the Elizabeth Lowry Site (18CR226), the home of a free African-American woman in Carroll County, Maryland. Maryland Department of Transportation.

2006 Project Archeologist. Supervised fieldwork and co-authored report for Phase III archeological data recovery of Sites 44LD538 (early nineteenth-century farmstead) and 44LD539 (mid eighteenth- to early nineteenth-century slave quarters), Washington Dulles International Airport, Loudoun County, Virginia. Metropolitan Washington Airports Authority.


SUMMARY OF PROFESSIONAL ACTIVITIES

Mr. Goode has directed the fieldwork for one hundred twenty-four (124) projects and is co-author of eighty-three (83) cultural resources reports. He has authored 1 scholarly article and presented five (5) papers at professional meetings including:


“Gizzard Stones or Game Pieces?” A Symposium to Honor the Work of William M. Gardner, Shepherdstown, West Virginia, 2008.

“River’s Edge, A Multiple Occupation Prehistoric Site on the Potomac River.” The 38th Annual Meeting of the Middle Atlantic Archeological Conference, Ocean City, Maryland, 2008.