FINAL REPORT

APRIL 25, 2003

PHASE I CULTURAL RESOURCE SURVEY OF THE UNITED STATES POSTAL SERVICE MEMORIAL STATION BRANCH PROPERTY, ALEXANDRIA, VIRGINIA

VDHR File No. 99-0482

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An Exercise in Archival Archeology: Cultural Resource Investigations at the Alexandria Memorial Station Post Office Site

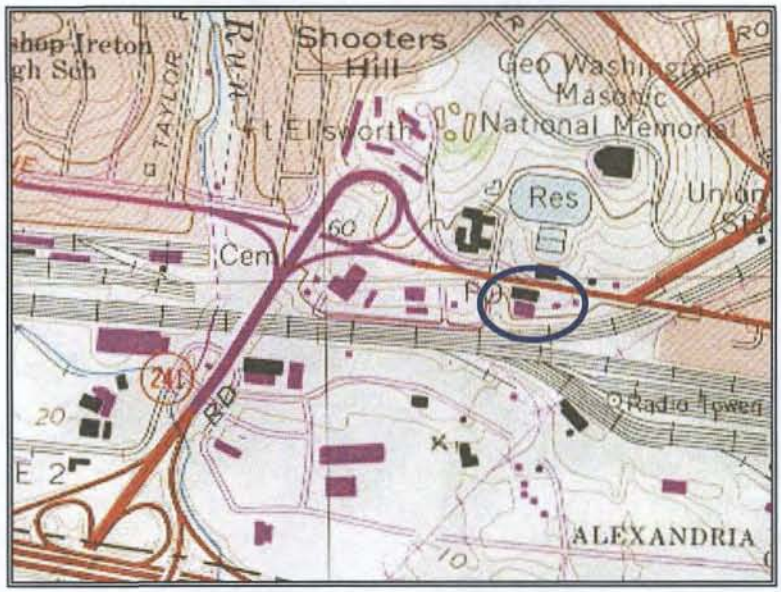

Figure 1: Location of the project area in Alexandria

For most archeologists, excavation and discovery are the most exciting parts of their job. The features and artifacts from an archeological site are the elements that allow archeologists to draw inferences, come to conclusions, and embroider history with the small, but significant details that only archeological resources can provide. But what happens to site interpretation when modern development has seemingly removed all traces of a site's early development? Happily, all is not lost, for archival and cartographic records generally can provide at least general explanations about what happened at a site through history—even though the rich embroidery may be lacking. This was the situation encountered by the archeological team assigned to investigate the Alexandria Memorial Station Post Office property, located on Duke Street in the West End of the city (Figure 1).

Both Federal laws and Alexandria's local archeological ordinance required archeological investigations at the Memorial Station complex, where the USPS proposed to substantially expand its Duke Street facility. Alexandria's archeologists, having reviewed some historic maps, had noted that, during the Civil War, a "drover's hotel" apparently was located in this approximate location (Figure 2). This initial finding, plus

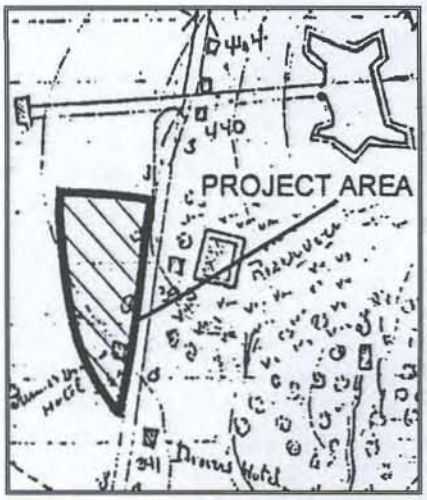

Figure 2. Part of 1861 map showing the project area

the presence on later maps of a property labeled "D. Watkins" (Figure 3), prompted the City's archeology office to require archeological investigations in advance of construction.

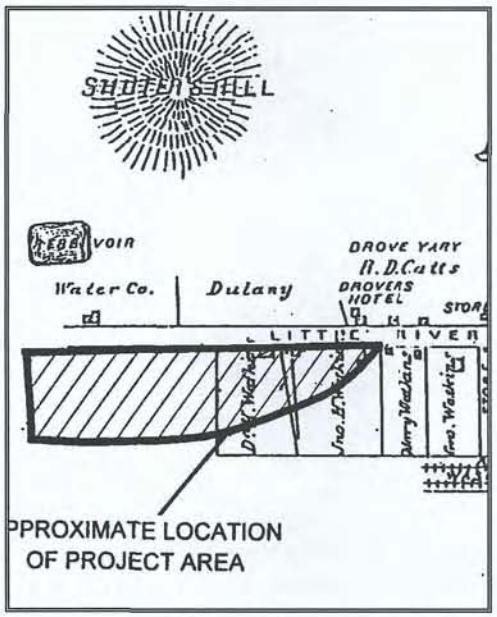

Figure 3. Part of 1879 Hopkins map of the West End, showing the location of the project area

Excavations within small project area consisted of limited shovel testing and opening two long trenches with a backhoe to reveal the basic stratigraphy across the site. The results of this testing were disappointing. The only feature found was a length of modern concrete wall (Figure 4), and the artifacts consisted almost entirely of twentieth century debris like aluminum cans, bottle glass and window glass. Twentieth century development, which had included a used car sales lot, had obliterated nearly every trace of earlier structures or landscapes at the site.

But, did these disappointing results mean that the Post Office study was totally unproductive? Quite the contrary. The archival studies for this project furnished previously unknown information on the commercial development of Alexandria's West End.

The Little River Turnpike, which became the Duke Street corridor, played a vital role in the City's economic life during the late 18th and early 19th centuries. The turnpike channeled grain and livestock from western Virginia into the City, fueling its commercial development and sustaining its role in international trade. Businessmen like Thomas Wigham and Thomas Watkins, both of whom owned the property on which the Memorial Station post office now stands, were part and parcel of this system.

When Thomas Watkins bought two parcels of land from Thomas Wigham in 1802, deed records verify that Wigham already was operating a slaughterhouse on one of these properties. Not only did Watkins continue to operate this butchering business, he also amassed considerable real estate in the Alexandria area. David Watkins, Thomas' son and heir, followed in his father's footsteps. Tax lists for 1851 credited David Watkins with over 165 acres of property in and around the city. And depositions in an 1876 chancery court case verified that other members of the Watkins family remained in the butchering business until well after the Civil War.

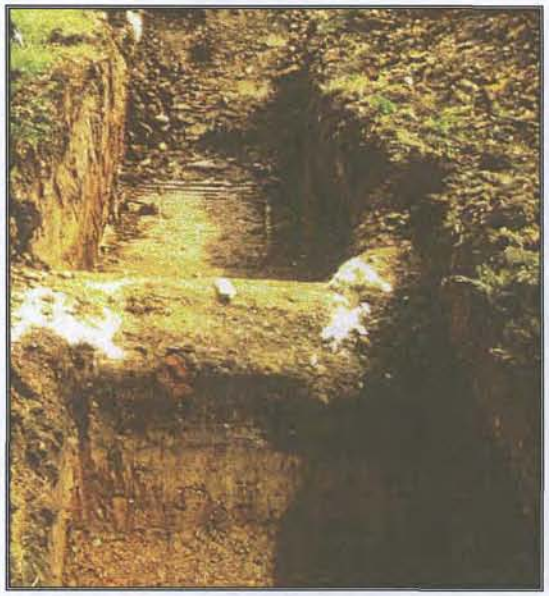

Figure 4. Concrete wall exposed in mechanized test trench

Even without significant archeological finds, the information amassed during the post office project provided insights into yet another aspect of Alexandria's commercial history.

Phase I Cultural Resource Survey of the United States Postal Service Memorial Station Branch Property, Alexandria, Virginia

VDHR File No. 99-0482

Final Report

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ABSTRACT

The cultural resource survey of the proposed United States Postal Service (USPS) Memorial Station Branch Reconstruction project was undertaken during August 2000 by R. Christopher Goodwin & Associates, Inc., for ATC Associates Inc., on behalf of the United States Postal Service. The study was designed to assist the United States Postal Service to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended; the provisions of the National Environmental Policy Act (NEPA); and Executive Order 11593. All work was conducted in accordance with standards established in the Secretary of Interior's *Standards and Guidelines for Archeology and Historic Preservation; Guidelines for Archaeological Investigations In Virginia* (Virginia Department of Historic Resources [VDHR] 1996); and *Guidelines for Preparing Architectural Survey Reports* (VDHR 1993); and under terms of a permit issued by the City of Alexandria, Virginia.

The Memorial Station Branch project area encompasses an approximately 1.3 ac (0.53 ha) parcel that extends from 2200 to 2210 Duke Street, in the City of Alexandria, Virginia. A ca. 1952 postal facility building; asphalt-surfaced parking areas; maintained lawn areas; and overgrown, wooded areas of secondary growth currently occupy the property. The proposed reconstruction project will entail construction of a new two-story replacement structure, reconfiguration of existing utility lines; demolition of the existing postal facility; and creation of new surface parking areas. Completion of the proposed reconstruction may impact both above-ground and below-ground resources.

The objectives of the cultural resources study were to identify potentially significant cultural resources and to assess the potential impact of the proposed reconstruction on historic resources within and in the vicinity of the project location, and to make management recommendations with regard to identified resources. These objectives were met using a combination of archival research and historic map analysis; completion of a preliminary archeological disturbance study and a reconnaissance level architectural investigation; and sub-surface archeological testing of selected areas within the project area.

The existing Memorial Station postal facility building, which was constructed ca. 1952, was found to illustrate construction techniques typical of the late twentieth century. The structure was evaluated under National Register Criteria Consideration G, which is applied to properties constructed within the past 50 years, and was found not possess those qualities of **exceptional significance** to merit listing in the National Register of Historic Places. The architectural assessment also found that the proposed reconstruction project would have no adverse impact on adjacent National-Register eligible historic properties, including the George Washington Masonic Memorial.

The archeological study determined that the project area had been severely disturbed during the second half of the twentieth century by commercial development, road construction, and utility construction. A total of two mechanically excavated trenches and nine out of 18 planned shovel tests were excavated within the site. These tests identified only one intact feature, a modern tile drain, and revealed consistently disturbed soil profiles. The temporally and functionally mixed nature of the

artifact assemblages recovered from the project area also reflected the area's general lack of integrity. Because the archeological deposits lacked both integrity and significance, they were assessed as not eligible for listing in the National Register of Historic Places.

The proposed construction at the Memorial Station Branch will not effect National Register of Historic Places listed or eligible properties. **No further archeological or architectural investigations are warranted or recommended for the U. S. Postal Service Memorial Station Branch property in Alexandria, Virginia.**

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CHAPTER I

INTRODUCTION

Project Location and Description

This report presents the results of a cultural resource survey of the proposed United States Postal Service (USPS) Memorial Station Branch Reconstruction project. The study was undertaken during August 2000 by R. Christopher Goodwin & Associates, Inc., for ATC Associates Inc., on behalf of the United States Postal Service. The study was designed to assist the United States Postal Service to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended; the cultural resource provisions of the National Environmental Policy Act (NEPA); and Executive Order 11593. All work was conducted in accordance with standards established in the Secretary of Interior's *Standards and Guidelines for Archeology and Historic Preservation; Guidelines for Archaeological Investigations In Virginia* (Virginia Department of Historic Resources [VDHR] 1996); and *Guidelines for Preparing Architectural Survey Reports* (VDHR 1993); and under terms of a permit issued by the City of Alexandria, Virginia.

The Memorial Station Branch project area encompasses an approximately 1.3 ac (0.53 ha) parcel that extends from 2200 to 2210 Duke Street, in the City of Alexandria, Virginia (Figures 1 and 2). The roughly triangular parcel is bounded on the north by the eastbound lanes of Duke Street, on the west by Dove Street, and on the south and southeast by the Southern Railroad right-of-way. The western half of the property currently is occupied by a single postal facility building, constructed ca. 1952, and by adjacent asphalt-surfaced parking areas to the west and south. The area east of the existing building is covered partially by a maintained lawn and partially by an overgrown, wooded area.

The proposed reconstruction project will impact the entire Postal Service property, and will proceed in three phases. The existing building first will be modified and temporary parking will be installed in the eastern half of the property. Phase II will entail the construction of a two-story replacement structure in the western third of the parcel, with concurrent realignment of existing utility lines. The final phase of the renovation will involve demolition of the existing postal facility and creation of a landscaped permanent parking area in the eastern two-thirds of the property (Sheridan, Behm, Eustice, and Associates, Ltd.)(Figure 3).

Research Design and Objectives

The primary objectives of this cultural resources investigation was to identify potential archeological and architectural resources within the Area of Potential Effect of the proposed reconstruction project; to determine the potential significance of any identified cultural resources; and to make recommendations for managing potentially significant resources, if any. The research

design and field strategies were designed and coordinated with the professional archeological staff of the City of Alexandria. The project objective was realized through a combination of archival research, completion of a preliminary archeological disturbance study, sub-surface testing of potentially undisturbed portions of the project area, and completion of an architectural field reconnaissance.

Organization of the Report

Chapter I of this report describes the general scope and location of the proposed post office project, and presents the specific research objectives of the study. The natural and cultural settings of the project area are developed in Chapter II, which also includes a review of previously identified cultural resources in the vicinity of the project area. Chapter III discusses the methods used to conduct the study. The results of the investigations are described in Chapter IV. Chapter V summarizes the findings of the study and presents management recommendations.

Two appendices complete the report. Appendix I contains an inventory of archeological artifacts recovered from the site. Appendix II includes resumes of key project personnel.

Figure 1. Map of Virginia, showing location of the project area.

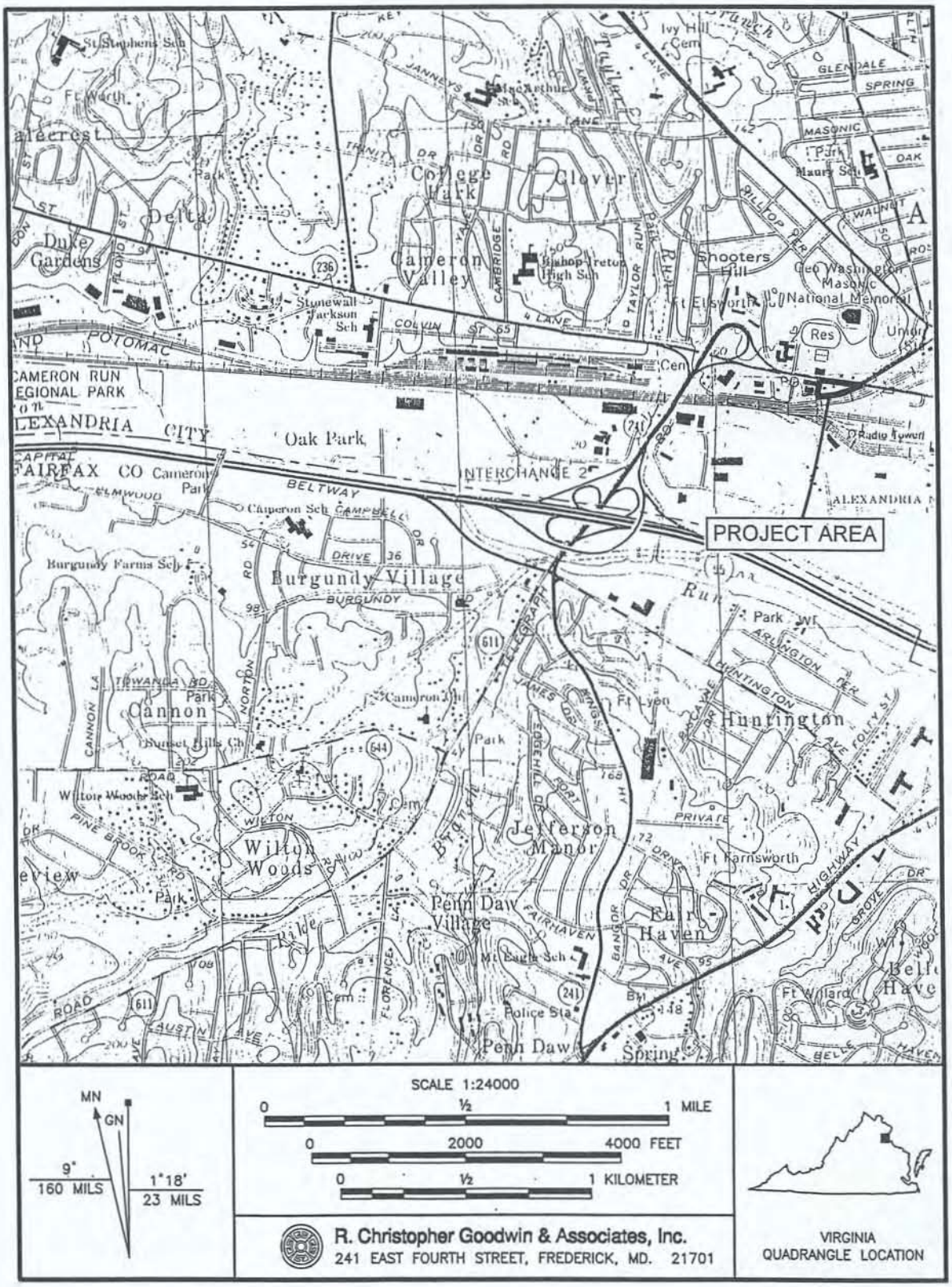
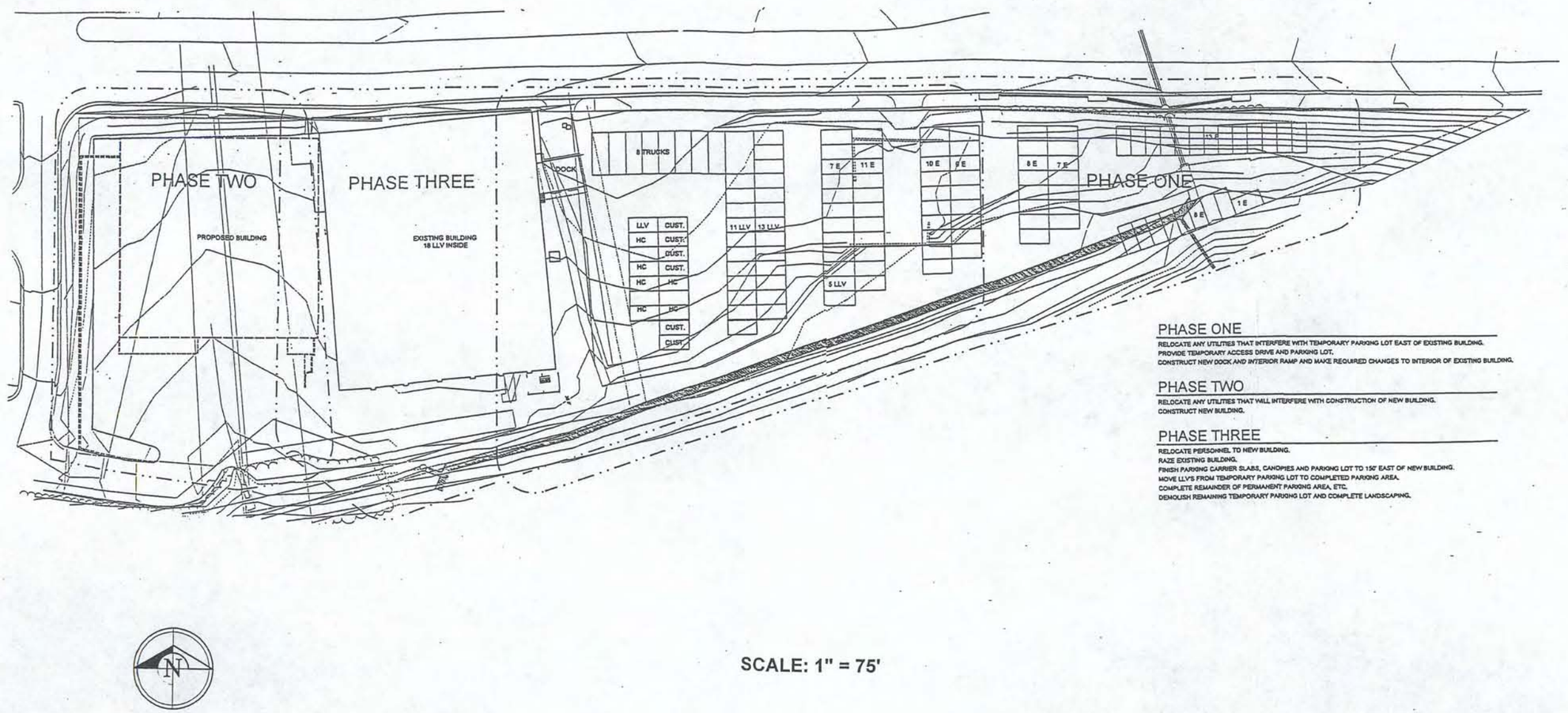


Figure 2. Excerpt from the Alexandria, Virginia, USGS 7.5' Quadrangle (1983 photorevised), showing the location of the project area.



PHASE ONE

RELOCATE ANY UTILITIES THAT INTERFERE WITH TEMPORARY PARKING LOT EAST OF EXISTING BUILDING.
PROVIDE TEMPORARY ACCESS DRIVE AND PARKING LOT.
CONSTRUCT NEW DOCK AND INTERIOR RAMP AND MAKE REQUIRED CHANGES TO INTERIOR OF EXISTING BUILDING.

PHASE TWO

RELOCATE ANY UTILITIES THAT WILL INTERFERE WITH CONSTRUCTION OF NEW BUILDING.
CONSTRUCT NEW BUILDING.

PHASE THREE

RELOCATE PERSONNEL TO NEW BUILDING.
RAZE EXISTING BUILDING.
FINISH PARKING CARRIER SLABS, CANOPIES AND PARKING LOT TO 150' EAST OF NEW BUILDING.
MOVE LLVS FROM TEMPORARY PARKING LOT TO COMPLETED PARKING AREA.
COMPLETE REMAINDER OF PERMANENT PARKING AREA, ETC.
DEMOLISH REMAINING TEMPORARY PARKING LOT AND COMPLETE LANDSCAPING.

Figure 3. Proposed phased development plan and ground impact areas within the USPS Memorial Station project area (Source: Sheridan, Behm, Eustice, and Associates, Ltd.)

CHAPTER II

NATURAL AND CULTURAL SETTING

Natural Setting

The USPS Memorial Station Branch project area occupies a 1.3 ac (0.53 ha) area located near the transitional boundary between the high and low Coastal Plain terraces. This geomorphic zone is characterized by strata of silts, sands, gravels, and clays of marine or fluvial origin that in turn overlie Piedmont Upland granite gneisses and schists (Porter et al. 1963:2). The project area originally was drained on the west and east by Taylor's Run and Hooff's Run, respectively. These small streams are tributaries of Cameron Run, which is a major feeder of Great Hunting Creek, a waterway that was navigable (probably by shallow draft vessels) during the eighteenth century. Civil War era maps show that the landforms in this area of Alexandria originally sloped gently southward from elevations in excess of 60 ft above mean sea level [amsl]) to the floodplain of Cameron Run.

Although this portion of Duke Street was occupied and utilized continuously from the late eighteenth century, landform modifications during the twentieth century have affected the project area (and hence its archeological potential) severely (Figures 4a – 4c). These modifications occurred primarily as a result of intensive commercial re-development of the project properties during the twentieth century. Realignment of railroad lines leading into the city in 1903 cut through the southern portion of the project area, and necessitated construction of the Duke Street bridge at the eastern end of the property. Other developments entailed excavation of several north-south utility line corridors; grading and filling to create developable land surfaces; building construction and demolition; road widening; and installation and later removal of sub-surface fuel storage tanks.

Cultural Setting

Prehistoric Context

Previous investigations. Little archeological evidence of prehistoric occupation has been obtained from archeological studies conducted in the immediate vicinity of the project area, nor have any archeological investigations specifically targeted the recovery of prehistoric data in the vicinity of the project area. The sparse data that have been accumulated from sites north of Cameron Run suggest that prehistoric occupation probably did occur on gentle upper slopes and on terraces and benches adjacent to small streams where lithic and food resources most likely would have been most readily available. Closest to the Post Office project area, previous investigations at Site 44AX112 (Knepper and Pappas 1990) and at the Carlyle Properties (Alexandria Archaeology n.d.) both mention recovery of lithic debitage; however, all prehistoric materials apparently were recovered from disturbed

contexts. To the north, Gloria's Site and the Alexandria Business Center site (Table 1), both of which are located near the upper reaches of Taylor's Run, appear to represent the same sorts of occupations as those identified in analogous areas of Fairfax County, south of Cameron Run.

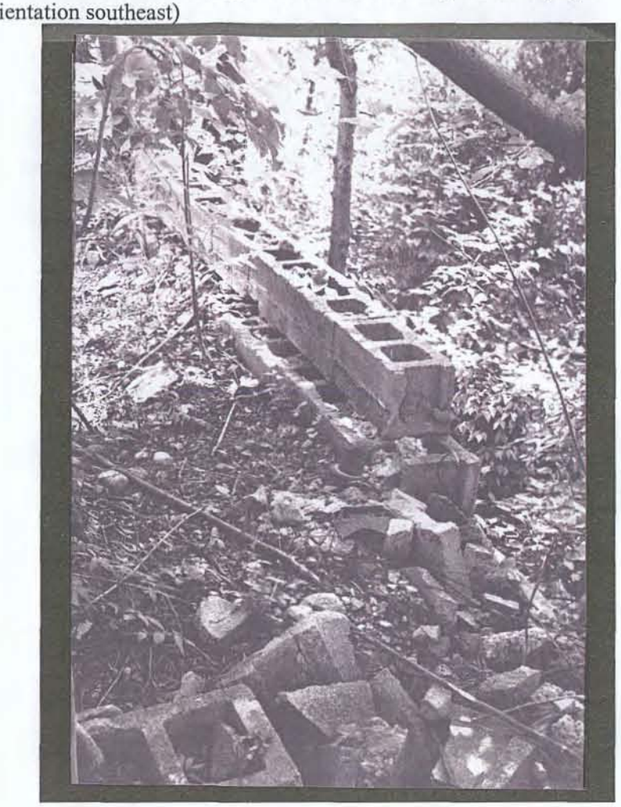
Review of Fairfax County archeological files for 11 prehistoric sites south of Cameron Run indicated that all were scattered lithic processing loci in upland settings at or near the heads of small drainages. Although virtually no diagnostic materials were recovered from these sites, a possible Halifax point base obtained from Site 44FX601 and an unidentified side-notched projectile point/knife from Site 44FX559 suggest Late Archaic/Transitional period exploitation of cobble beds along these upper tributaries (Fairfax County Archaeological Services (FCAS):site files). No prehistoric sites have been recorded within the floodplain or on the terraces south of Cameron Run.

Table 1. Previously Identified Archeological Sites within 1.6 km (1 mi) of the Alexandria Post Office Project Area

Site No	Site Name	Chronology	Function	Comments/Source
44AX17	Gloria's Site	Prehistoric: possibly Archaic	Lithic Scatter	VDHR site files
44AX35	Rotchford Brewery	Historic: 1877	Industrial	VDHR site files
44AX103	Bontz Site	Historic: 19th century		Cromwell et al. 1989
44AX105	U. S. Military Railroad Station	Historic: 1861 – 1865	Transportation	Cromwell et al. 1989
44AX112	Cameron Mills	Historic: 18th – 20th centuries	Industrial	Knepper and Pappas 1990
44AX118	3449 Duke Street	Historic: 19th century	Domestic	VDHR Site Files
44AX127	Alexandria Business Center	Prehistoric: unknown Historic: late 19th – early 20th century	Unidentified artifact scatters	VDHR Site Files
44AX128	Bloxam Family Cemetery	Unidentified	Mortuary	VDHR Site Files
44AX 134	Penny Hill Cemetery	18th(1795) – 19th century	Mortuary	VDHR Site files (Architectural #100-145)
44AX136	Holland Lane Black Baptist Cemetery	19th century	Mortuary	VDHR Site Files
44AX139	Methodist Protestant Cemetery	19th century (1836 -)	Mortuary	VDHR Site Files (Architectural #100-142)
44AX144	406 Janney's Lane (Smoot House)	Ca. 1856	Domestic	VDHR Site Files (Architectural #100-193)
44AX148	Hooff's Run Railroad Bridge	mid-19th century	Transportation	VDHR Site Files
44AX164	Federal Court House Site	Prehistoric: Late Archaic-Woodland Historic: 19th century	Prehistoric: lithic scatter Historic: Domestic	VDHR Site Files
44AX182	Cameron Farm	Historic: 19th – 20th centuries	Domestic/Agri-cultural	Williams and Sheehan 1999
44AX183	West Family Cemetery	18th – early 19th centuries	Mortuary	Williams and Soldo 2000

A. Patches of concrete paving associated with service station development along the Duke Street corridor, at left (Orientation east)

B. Fill behind cinder block retaining wall in south central portion of project area (orientation southeast)



C. Concrete building foundation with plumbing pipes in central portion of project area.

Figure 4. Representative photographs of modern disturbance within the project area.

Prehistoric Cultural Sequence

Both the Virginia Department of Historic Resources (1990) and Fairfax County archeologist Michael Johnson (1991:10) have developed cultural sequences for Virginia prehistory. These cultural sequences differ slightly in orientation and chronology. The Virginia state cultural sequence was designed to provide broad guidelines for the entire state, and the date ranges reflect this statewide orientation. Johnson's sequence, based upon radiocarbon dates for Virginia (Gleach, 1985) and on Egloff and Potter's (1982) ceramic sequence, reflects a specific Fairfax County orientation and utilizes subsistence patterns as its primary organizational framework. The prehistoric sequence utilized in this report will follow that outlined for the State of Virginia, but it also will reference Johnson's Fairfax County sequence.

Paleo-Indian (ca. 10,000 - 8,000 B.C.). This study unit, called "Paleo-Indian I" (? - 7,410 B.C.) by Johnson (1991), is defined by the occurrence of fluted projectile points, including the Clovis, Mid-Paleo, Dalton, and Hardaway types (Johnson 1986). Recently, however, radiocarbon dates obtained from an apparent pre-Clovis occupation level at the Cactus Hill site in Sussex County has pushed the earliest date estimates for human occupation in Virginia back to ca. 15,000-16,000 B. C. (Johnson 1995, personal communication).

Johnson (1986) has suggested that the climatic episodes and environmental conditions in the Northern Virginia Piedmont and Coastal Plain may have resembled those defined by Carbone (1976) for the Shenandoah Valley during the Late Glacial era, with a somewhat milder climate towards the Coastal Plain. Carbone described Late Glacial vegetation as a mosaic of microhabitats that included mixed deciduous gallery forests near rivers, mixed coniferous-deciduous forest and grasslands in the foothills and on valley floors, coniferous forests on high ridges, and alpine tundra in the mountains (Kavanagh 1982:8). Although the faunal assemblage may have included Pleistocene megafauna, the extent of human reliance on these animals is debated (Custer 1984; Gardner 1980; Kavanagh 1982). Moreover, because of the lower sea levels during the terminal Pleistocene, the present Chesapeake Bay probably "a broad river valley whose streams, draining large areas of land--much now submerged--carried substantial amounts of water," and the current Coastal Plain was part of the interior (Parker 1986:16). As a result, Post-Pleistocene sea level rise may have inundated many Paleo-Indian sites, and skewed the data on Paleo-Indian site distribution.

Gardner (1979, 1983) identified six site types in the Shenandoah Valley Paleo-Indian settlement system. These may be more broadly applicable in the Middle Atlantic (Custer 1984). They include: (1) quarry sites; (2) quarry reduction stations; (3) quarry related base camps; (4) base camp maintenance stations; (5) outlying hunting stations; (6) isolated point finds. High quality lithics were the focal point for the settlement system, and hunting and foraging comprised the main subsistence base (Custer 1984; Gardner 1979; Stewart 1980; Johnson, 1991).

Only seven sites within Fairfax County have yielded diagnostic Paleo-Indian artifacts, and none from this period have been found within the City of Alexandria.

Early Archaic (8,000 - 6,500 B.C.). The environmental setting of the Early Archaic period was conditioned by the Pleistocene/Holocene transition; the major climatic episode was the Pre-Boreal/Boreal era (8,500 - 6,700 B.C.)(Custer 1984; Johnson 1986; Kavanagh 1982). Climatic change involved warmer summer temperatures with continued wet winters. Vegetation shifted accordingly, and, for Fairfax County, Johnson (1986:2-1, 4) has suggested that the "mosaic pattern that was present during Late Glacial times continued, but with more southern hardwood plant species becoming prevalent." This more diverse floral and faunal population has been interpreted as capable of supporting a resource strategy focused on a broader range of small game species and plant foods

(Johnson 1991:10). The Early Archaic subsistence pattern has been characterized as approximating that of the preceding Paleo-Indian period, with a general hunting focus (Parker 1986:20). Johnson suggested a more stable and restricted population for Fairfax County during this time. It generally is thought that population was "concentrated near the shore and along the lower river courses," with hunting forays into the uplands (Parker 1986:20).

Johnson (1991) has called this cultural period "Paleo-Indian II" (7,540 - 6,010 B.C.) and has identified the following projectile points as diagnostic: (1) Palmer/Kirk (corner notched points); (2) Kirk (side notched/stemmed); and (3) bifurcate (notched stem). He has suggested that Archaic period subsistence strategies actually were based upon foraging. The major changes noted during this "Early Archaic" phase in Northern Virginia have been suggested by: (1) a more stable and restricted site distribution, implying a more sedentary lifestyle; (2) changes in projectile point morphology; and (3) a shift from the nearly exclusive Paleo-Indian focus on high quality cryptocrystalline lithics to the use of a broader range of locally available material (Johnson 1986:P2-1).

Middle Archaic (6,500 - 3,500 B.C.). Johnson (1991), who named this period "Hunter-Gatherer I" (5,860 - 3,100 B.C.), associated the following projectile points as diagnostic of Middle Archaic occupation: Stanly, lobate, Morrow Mountain/Stark (contracting stem), Halifax, and Guilford (lanceolate)(Johnson 1986, 1991).

The full Holocene environment, corresponding to the beginning of the Atlantic climatic episode, that emerged ca. 6,500 B.C., involved a warmer and more humid period that continued until about 5,000 B.C. (Custer 1984:62-63). Essentially modern forest conditions were achieved by 6,000 B.C.; locally, southern pine-oak forest probably dominated the uplands and oak-hickory forests were present on valley floors (Johnson 1986:3-1; Parker 1986:23).

Adaptive strategies continued to focus on foraging, with varying emphases on hunting and collecting that may have co-varied with climatic change. Johnson (1986:3-7 – 3-11) observed a sharp decrease in projectile point frequencies in Fairfax County during this period, although this discrepancy may be due to survey bias in favor of upland-interior areas. In eastern Prince William County, Parker (1986:24) also maintained that there was "an absolute decline in the use of the uplands, with populations instead perhaps dispersing and concentrating seasonally along the shores and the lower river courses.

Late Archaic (3,000 - 1,000 B.C.). During this time frame, a warm, dry period "culminated in the xerothermic or 'climatic optimum' around 2,350 B.C., when it was drier and 20° warmer than modern conditions (Kavanagh 1982:9). Vegetation patterns included the reappearance of open grasslands and an expansion of oak-hickory forests in the valley floor and hillsides. By 3,000 B.C., the Chesapeake Bay had begun to fill creating extensive marshlands in areas around the mouths of present tributaries, including the Potomac. Parker (1986:26) has suggested that larger population concentrations, if present, would have exploited these lower Potomac marshes extensively.

Johnson (1986) initially classified this period as separate and distinct, and labeled it as "Hunter-Gatherer III." However, in his revised prehistoric chronology for Fairfax County (1991), he combined most of the traditional Late Archaic period, together with the subsequent Early and Middle Woodland periods, into a transitional category similar to Custer's (1991) "Woodland I" (cf. Mouer 1991). He labeled the period "Hunter-Gatherer II," and suggested a date range of between 2,750 B.C. - AD 800 for Northern Virginia.

Diagnostics marking the Late Archaic/Transitional period in Northern Virginia include Savannah River and Holmes projectile points (Johnson 1986). Johnson (1986:5-5) noted that sites of

this period in Fairfax County "often are larger and more intense in both the uplands and along the main riverine floodplain." Steatite bowls were added to the tool kit during the Late Archaic, and these soon were followed by the steatite-tempered ceramics that mark the beginning of the Woodland period. Large quantities of Savannah River-like and Holmes points have been recovered from sites along Potomac tributaries like Accotink and Dogue creeks (Chittenden et al. 1988:Figures P5-19 and P5-20). The increase in numbers of points and their wider distribution suggests that the Late Archaic period represents the initial phase of intensive occupation of the Potomac River system, including both its tidal and freshwater zones.

Early Woodland (1,000 B.C. - AD 300)/Middle Woodland (300 - 1000 AD). While the temporal framework developed in Virginia's Cultural Resource Management Plan (1990) continues to display the traditional dichotomy between these two periods, Johnson (1986, 1991) has combined both with the traditional Late Archaic. Marked changes occurred during this time. Larger base camps appeared in both riverine and non-riverine zones, a wider range of lithics was exploited, and there may have been interaction with groups outside the immediate region. Both Johnson (1986:5-1) and VDHR (1990) have noted a shift to greater sedentism during the period, although Johnson postulates a subsistence base that continued to emphasize resource collection.

The traditional Early Woodland subperiod can be dated from about 1,000 - 500 B.C. (Gardner 1982), although more recent chronologies (VDHR 1990) designate the end of the Early Woodland at ca. 300 AD Characteristic ceramics of the period include steatite-tempered Marcey Creek and Seldon Island wares and sand tempered Accokeek wares. Diagnostics of the Middle Woodland (ca. AD 300 - 1000) in the Coastal Plain of the Potomac include Popes Creek Net-Impressed and Mockley ceramics; projectile points including Fox Creek and Selby Bay types identify other Middle Woodland sites. Johnson (1986:5-21) reported that Piscataway-like points have been found in association with both Accokeek and Popes-Creek-like ceramics. However, the Middle Woodland period generally is understood poorly in the study area; only two ceramic-producing sites of this sub-period had been reported for all of Fairfax County prior to 1988 (Chittenden et al. 1988:Table 5-2).

Late Woodland (AD 1000 - 1600). Johnson's (1986, 1991:10) chronology re-converges with that of VDHR at this period, although his dates of 800-1607 AD vary somewhat. Johnson uses the terms "Early Agriculturalist" to describe the subsistence base of the Late Woodland period. In the Coastal Plain areas of the county, settlement and subsistence were distinguished by the following general characteristics:

> ...the intensive planting and cultivating of domestic plants (corn (maize), beans, squash, tobacco, etc.); a shift in riverine settlements from fishing and shellfishing locales to areas with prime agricultural soils (Gardner 1983:personal communication); the advent of semi-permanent villages; the apparent rise in inter-tribal conflict; the appearance of the bow and arrow, seemingly manifested in the triangular point type; and possibly the first appearance of complex political systems such as tribal confederacies and chiefdoms (Johnson 1986:6-1).

The locations of larger villages and hamlets apparently were related to the availability of arable soils. Small shell-fishing camps also persisted in tidewater regions, and what Johnson terms "exploitative foray camps," were located in the interior (Chittenden et al. 1988:III-P6-4).

On the Coastal Plain, Townsend series (shell-tempered) ceramics dominated after AD 900 (Clark 1980:18). Crushed-rock tempered Potomac Creek ware appeared somewhat later and was

prevalent in the Inner Coastal Plain/Fall Line sections of Northern Virginia (Egloff and Potter 1982:112). This latter ceramic type is thought to be related to the historically known Piscataway Indians (Clark 1980:8). Both ceramic types have been identified in Fairfax County, although Potomac Creek ware predominates (Chittenden et al. 1988:Table P6-3). Representative projectile points from this period are the small triangular forms. Sites that have produced these diagnostic artifacts tend to cluster along the Potomac shoreline and the lower reaches of major tributaries of the Potomac River, although once again, survey bias may have skewed this distribution.

Historic Context

The area surrounding the USPS Memorial Station Branch project area historically has been identified with the "West End" of the City of Alexandria, even though for most of its history the area was included within the political boundaries of Fairfax County. As a result, the context that follows is based partly upon regional contexts developed for Fairfax County (Chittenden et al. 1988), with special emphasis on Alexandria history.

Previous Investigations

The West End of Alexandria is rich in historic resources, both archeological (Table 1) and architectural (Table 2). In recent years, this area has been the focus of numerous cultural resource investigations, primarily because of the intensive redevelopment of the Eisenhower Avenue corridor. Of the 16 archeological sites registered within one mile (1.6 km) of the Post Office project area, 15 either represent historic occupations or contain historic components. These historic archeological sites represent domestic, industrial, and mortuary sites that range in age from the middle eighteenth century through the early twentieth.

In addition, a review of the architectural resources within one mile of the project area also produced a total of 57 designated historic properties and two locally designated historic districts. Of these, the majority are single-family dwellings; however, other structures and buildings represent commercial, educational transportation-related, and monumental/commemorative functions. Nine historic cemeteries are located in the West End, including the city's historic potter's field, a freedmen's cemetery, and a Civil War era National Cemetery. Two designated architectural districts, one cemetery and two buildings have been determined eligible for listing in the National Register of Historic Places, but formal nominations never were submitted for these resources. Two properties are listed in the National Register: the original boundary stones for the District of Columbia and the Ford House (100-165), which also has been designated as a National Historic Landmark. These architectural resources also span the period from the end of the eighteenth century through the mid-twentieth century.

However, no archeological sites or historic structures have been identified within the Alexandria Post Office project area itself.

Cultural Sequence

Exploration and Frontier (1550 - 1650). During the first half of the seventeenth century, as the tobacco-based plantation system emerged in lower Tidewater Virginia (Morgan 1975), the beaver trade flourished along the Potomac and in the upper Chesapeake region. This trade brought

Table 2. Architectural Properties located within 1.6 km (1 mi) of the Alexandria Post Office Project Area

Site No	Site Name	Chronology	Type/Function	Comments
00-22	DC Boundary Stones	18th century	N/A	National Register-listed boundary markers for original District of Columbia. Listed as Arlington County architectural site.
100-45	1207 Duke Street	ca. 1800	domestic	Federal Style; has "slave cellar" reportedly documented by early map
100-46	1621 Duke Street	ca. 1820	Domestic	Federal Style
100-47	1707 Duke Street (Bruin's Slave Jail)	ca. 1819	Warehouse/ domestic	VA register listed 1999; determined NR eligible.
100-68	1108 Prince Street	1780	Domestic	2 bay town house, one of four Federal style
100-69	1111 Prince Street	ca. 1820	Domestic	3 bay federal style townhouse; Flemish bond
100-70	1115 Prince Street	1789	Domestic	3 bay, 2 ½ story townhouse w/ dormers; heavily modernized in Victorian and modern periods
100-105	Franklin & Armfield Office (1315 Duke Street)	1800-1820	Domestic/ Commercial	Originally constructed as residence, purchased in 1828 as office for slave trading firm. Slave pens in back, later destroyed. Used as Union prison during Civil War
100-124	Union Station	1905	Transportation: passenger terminal	Yellow brick structure, Georgian Revival structure Determined eligible for listing 1993; no formal nomination prepared or submitted.
100-127	George Washington Masonic Memorial	1932	Memorial/ commemorative	Greek revival monumental architecture on Shuter's Hill; determined eligible for NR listing 1998; no formal nomination on file.
100-131	VDOT Structure #3	Mid-late 1930s	Domestic	Apartment building, four units
100-132	VDOT Structure #4: 5 Sunset Avenue	1920s	Domestic	Craftsman style single family dwelling; front gable type
100-133	Parker-Gray Historic District	Early 20th century	Residential District	A working class neighborhood north of the Masonic Memorial containing a variety of residential structures of a range of designs. Determined NR eligible in 1989; formal nomination not submitted.
100-137	Rosemont Historic District	Early-mid 20th century	Residential district	Residences constructed between 1908 and 1940; styles represented include Arts and Crafts, Craftsman, Colonial Revival styles. 456 contributing buildings. Determined eligible for listing in 1992; not formally listed
100-138 - 100-146	West End Cemeteries: Include: -Alexandria National (Soldiers') -Christ Church -Douglas -Bethel -Washington Street United Methodist -St. Paul's Episcopal -Presbyterian -Penny Hill -Home of Peace Perpetual Care (Jewish)	1796 - 1885	Mortuary	Contiguous cemeteries are on land are in West End originally known as Spring Grove. Penny Hill (1796) was the city paupers' cemetery. Soldiers' was established in 1862 as an official national Civil War cemetery. Contains remains of soldiers killed in battle in nearby military engagements, including 39 Confederates later removed by UDC and reburied at Christ Church. Soldiers' was determined NR eligible, but never officially listed
100-148	Southern Railroad roundhouse	Early 20th century	Transportation: maintenance	Destroyed
100-154 - 100-164	Braddock Road Improvements Survey: includes George Washington High School (100-160)	1904-1947	Mixed function, including educational, commercial, domestic, transportation	Series of domestic tract housing units and commercial buildings typical of mid-twentieth century suburban development. George Washington H. S.: Streamlined architecture design; brick ornamented with gray sandstone. Area also contains two ca 1904 plate girder bridges related to the first installation of the RF&P realignment of 1903

Site No	Site Name	Chronology	Type/Function	Comments
100-165	Ford House	1955	Domestic	Constructed by former President and Mrs. Gerald R. Ford when the family first moved to the DC area. Listed in the Virginia and National Registers. Designated as a National Historic Landmark.
100-166	406 Highland Place	19th century	Domestic	Late Victorian, frame dwelling. Determined not eligible in 1993
100-179	3010 Colvin Street (Alexandria Police Association)	1900	Commercial	Cited as "one of the only remaining turn of the century commercial structures in the west end area:
100-182	3020 Duke Street	1840	Dwelling	Mid 19th century; extensively remodeled
100-192	1001A Janney's Lane	1840	Dwelling	Late Victorian detailing
100-193	406 Janney's Lane	1856	Dwelling	Corner King and Janney's Lane; frame; reportedly housed Soldiers as hospital during CW. Probably built by George Smoot, a merchant
100-194	604 Janney;s Lane	1820	Dwelling	Federal style with later modifications; overlooks East Taylor's Run Parkway. Very early for this part of town.
100-198	2413 King Street	1920	Dwelling	Neo-classical style
100-215	126 Longview Drive	ca. 1774	Domestic	Brick Federal style house with modern garage
100-216	200 Longview Drive	1824	Domestic	Three-bay, frame, Federal style house
100-227	1000 Mount Vernon Avenue	ca. 1915-1920	Domestic	"Late Victorian" cross gabled frame house with two story portico and porch
100-228	904 Mount Vernon Avenue	1910	Domestic	Second Empire style with front mansard roof
100-240 - 100-251	North Payne Street Houses	1815, 1852, 1875	Domestic	100 block of North Payne Street in proposed "Old and Historic District"; most houses constructed in post-Civil War period
100-259	1200 Russell Road	1900	Domestic	Colonial Revival house
100-260	1503 Russell Road	1910	Domestic	Queen Anne style house

Europeans into the Northern Virginia area with increasing regularity (Fausz 1984), but none settled the region permanently until the second half of the seventeenth century. Until that time, the Doeg Indians controlled the middle Potomac shoreline (Moore 1991); John Smith's 1608 map of Virginia, which included the upper reaches of the Potomac River, located the chief Doeg town of Tauxenent on the Occoquan River (Chittenden et al. 1988:III-H1-2). European occupation of the project area would, therefore, be sporadic.

Early Colonial Settlement (1650 - 1720). Tidewater tobacco planters discovered quickly that intensive tobacco monoculture rapidly diminished soil fertility, and required the acquisition of additional fertile land. As landholders sought new fields for their crops, and as indentured servants completed their terms of service and sought to acquire their own properties, Virginia's frontier pushed steadily northward (Parker 1986). The first patents obtained for grants in Northern Virginia north of the Occoquan River were issued in 1651, but most of these grants probably were not "seated." Many later were repatented (Mitchell 1977:3), particularly after Charles II assigned the rights to the entire region between the Rappahannock and Potomac rivers to several of his supporters in England. Thomas Lord Culpeper eventually bought out most of the other grantees, and in 1675 he assumed sole control of the Northern Neck proprietary (Writers Program 1941:17).

Settlement in Northern Virginia proceeded slowly until the end of the seventeenth century (Mitchell 1977:4). Augustin Herrman's 1673 *Map of Maryland and Virginia* (in Stephenson 1981:Plate 4) indicates that early plantation sites in southeastern Fairfax County clustered along the Potomac River shoreline. Because so few landowners actually lived on their properties, it is likely that tenant farmers, indentured servants, slaves, and/or overseers initially occupied these remote grants.

African slaves increasingly were imported to work the Northern Virginia's tobacco fields (Chittenden et al. 1988:III-H2-2).

Alexandria Context. What is now the City of Alexandria germinated during this period, as Margaret Brent obtained a patent for 700 acres on the Potomac River in 1654. The Brent grant and some additional acreage later were repatented by Robert Howson (Smith and Miller 1988:13). These two grants formed the nucleus of the City of Alexandria.

Tobacco Plantation Society (1720 - 1800). The plantation society that had developed in southern Virginia spread to the northern limits of tidewater Fairfax during the early eighteenth century. Men like George Mason, George Washington and William Fairfax acquired and enlarged their immense estates of Gunston Hall, Mount Vernon, and Belvoir at this time. These affluent landowners came to represent the political, economic, and social upper class of Fairfax County (LeeDecker 1984:38). By 1742, the population within Northern Virginia had increased so much that the House of Burgesses acted favorably on a petition to create a new governmental jurisdiction. Fairfax County from the northern part of Prince William County, including the community that eventually became Alexandria.

As population slowly increased along the upper Potomac Rivers, transportation routes were established across the Occoquan River from Woodbridge to Colchester, in Fairfax County, and a ferry operated there by the 1680s (Chittenden et al. 1988:III-H2-4). A former north-south Indian trail, the so-called "Potomac Path" was improved and extended into the county's frontier settlements. Also known as the "road to Colchester," the Potomac Path corresponded roughly to present-day Telegraph Road, which extended through or adjacent to the project area. Other unimproved trails became "rolling" roads over which hogsheads of tobacco were conveyed to wharves and warehouses on the Potomac River at Colchester and Alexandria (Harrison 1987:466). This internal transportation network also provided access to churches, the county courthouse at what is now Tyson's Corner, and other settlement nuclei in the interior portion of the county (Chittenden et al. 1988:III-H5-2).

Alexandria Context. The town of Alexandria gradually coalesced around Hugh West's tobacco warehouses at "West's Point," a small peninsula at the foot of what is now Orinoco Street. Because "West's Point" was strategically located on the Potomac River, it was well situated for commercial shipping. Regionally produced tobacco crops could be conveniently exported from this site, which also served as the Virginia terminus of a ferry to Maryland. Until 1748, this community was known as Belhaven. With his associates, West, a prominent landowner in Northern Virginia, wielded enough influence to ensure that the town of Alexandria was laid out around this location when the Virginia Assembly formally authorized town incorporation in 1749. The designation of Alexandria directly on the Potomac River thwarted attempts by other notable area landowners like John Minor to shift the location of the port town to the head of navigation at Great Hunting Creek. The original act of incorporation provided for a town government composed of eleven trustees who were charged with the responsibility of laying out a 60 ac area into lots and streets, with each lot to measure ½ ac. In 1763, the limits of the town were expanded to the north, south and west, and 58 additional town lots were advertised for sale (Smith and Miller 1988:21).

The Alexandria settlement, already a thriving commercial shipping point, fast became an urban mercantile center whose artisans and entrepreneurs provided goods and services for residents all over Northern Virginia. The town gained further importance when, in 1752, Fairfax County's courthouse was moved to Alexandria from its former location at what is now Tyson's Corner (Smith and Miller 1988:16-17). Here too, General Braddock met in 1755 with the royal governors of Massachusetts, Pennsylvania, Virginia, Maryland, and New York to map strategy against the French

on the frontier. That meeting, which took place in John Carlyle's great house, subsequently became known as the Royal Governors' Conference. Following the meeting, Alexandria was the starting point for Braddock's ill-fated campaign against the French in Pittsburgh.

Early Diversified Agriculture (1750 - 1840). By the mid-eighteenth century, many planters in the Northern Virginia region realized that continued dependence upon intensive tobacco production ultimately would spell disaster. As a result, most progressive planters like George Washington began to diversify their plantation output and produce grains for export. By the end of the eighteenth century, this diversified approach to agriculture had all but completely replaced tobacco production in Fairfax County (Chittenden et al. 1988:III-H5-1). Merchant mills along outlying road networks throughout northern Virginia west to the Shenandoah Valley converted small grains into flour that then was sent to Alexandria for export.

The American Revolution did not affect Fairfax County directly in a military sense in that no battles were fought there. Nonetheless, residents of the county and of Alexandria felt its indirect effects. The region's political and social leadership assumed prominent roles in the events that led to the American Revolution, and supported the war effort politically, militarily, and financially once it began. Many family fortunes were made during the war as residents supplied the Continental armies with wheat and flour (Smith and Miller 1988:27). The ideology of the American independence movement also encouraged some Virginia slaveholders to free their slaves during this period, either through immediate manumission, or in their wills. As a result, a free black population slowly emerged during the first half of the nineteenth century.

After the Revolution, the region's economy stagnated for a time, and a sizeable portion of its population migrated west. Many planters sold their estates to satisfy their debts, while other properties were partitioned as a result of inheritance. As the nineteenth century progressed, smaller farm units came to characterize regional agriculture, and the need for planters to maintain large numbers of slaves diminished. Local and state statutes required that free African-Americans either register with the local courts or that they leave the state, but documentary evidence suggests that these laws often were applied unevenly (Sweig 1983:3-4). Free African-Americans established small communities throughout Fairfax County, as well as neighborhood enclaves in larger towns such as Alexandria (Chittenden et al. 1988:III-H9-3). For example, the community of Gum Springs, located at the head of Little Hunting Creek, developed around property owned by West Ford, a former Washington slave (Netherton et al. 1978:274; Chase 1990:12).

Towards the end of this period, Northern Virginia's agricultural economy began to recover as the widespread adoption of "scientific" farming methods increased productivity (Lee 1982:46). A gradual influx of Northern farmers and entrepreneurs increased the region's population. The steady growth of the District of Columbia created an expanding market for commodities produced on outlying farms (Chittenden et al. 1988:III-H5-1), and the number of gristmills and other agriculturally related industries increased. Transportation systems improved; steamboat service along Potomac River provided a faster mode of transportation for residents of the eastern part of the county (Harrison 1987:452), and interior road systems were upgraded and expanded (Figure 5).

Alexandria Context. Between ca. 1770 and 1830, the economy of Alexandria segued from one based upon preindustrialist technology and dominated by mercantilist economic theory to one based solidly upon commercialism (Alexandria Urban Archaeology Program [AUAP] 1983:Figure 10). Many fortunes had been made during the Revolutionary War by supplying the Continental armies, and post-Revolutionary Alexandria fast became a thriving mercantile center, despite a slight recession during 1781 and 1782. Prosperity resumed, however, as the town's merchants began to diversify the items they exported. Travelers who visited the town in the 1780s described it as having

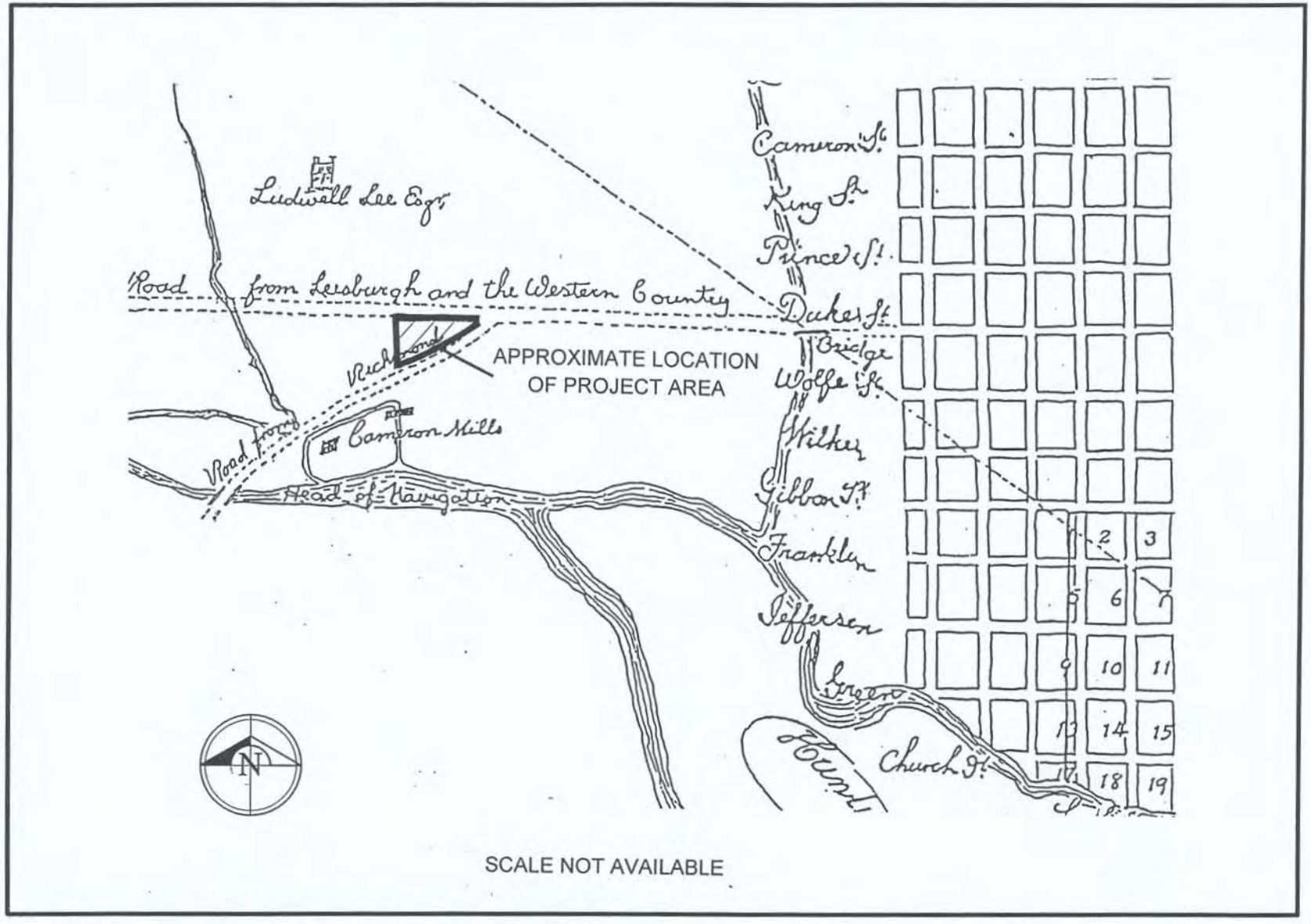


Figure 5. Excerpt of 1803 *Plan of Alexandria, Territory of Columbia*, showing intersection of major roads in the vicinity of the project area.

2,000 – 3,000 residents, 200 dwellings, and other buildings, wharves, warehouses, churches, and a municipal building. One industry of note was brick-making, which depended upon the excellent clays in the area (Smith and Miller 1988:27).

The construction and improvement of transportation systems (Figure 5), particularly the establishment of turnpikes linking Alexandria with its western suppliers in Fauquier, Loudoun, and Fairfax counties and with markets in Georgetown, were critical elements in this success. The Little River Turnpike, an extension of Duke Street west of the city, was one of the principal commercial thoroughfares developed during this time. The first public subscriptions for the turnpike company were sold in 1803, with West End miller J. T. Ricketts as one of the company's agents. By 1806, the road had been completed from Duke Street in Alexandria to Little River at Aldie, a distance of approximately 34 miles (Netherton et al. 1978:192). The Middle Turnpike, formally surveyed in 1827, linked the city with Leesburg and points west.

The growing city served as a magnet that attracted diverse socio-economic groups. For instance, early in the period, advertisements in the *Alexandria Gazette* repeatedly indicated an influx of indentured servants from various points in Europe. Moreover, recent demographic studies have shown that, as early as 1810, an identifiable free African American enclave had emerged in the southwestern quadrant of the city known as "the Dip" (Alexandria Urban Archaeology Program [AA] 1983:28). The West End of the city gradually became host to the annual New Year's Day "hiring out" event, wherein free blacks and slaves contracted out their labor to the highest bidders. One traveler described it thus: "On New Year's Day, West End is 'waked up'—it becomes an institution. [There are] congregated all the hiring hands in the adjacent country: men, women and children, mechanics, field hands, dining-room servants, cooks and house servants. . . all their own masters, so far as having the privilege of selecting their homes for the next year goes. . ." (quoted in Netherton et al. 1978:274).

Competition from other, larger commercial centers, especially Baltimore, gradually eclipsed Alexandria's growth and prosperity. In addition, there were several other factors and events that reduced the town's ability to compete in the regional commercial market. Most importantly, Alexandria was formally annexed to the District of Columbia in 1801; this change in political status imposed limitations that acted to dampen economic growth. At the same time, the Fairfax County seat was moved west to the town of Providence (now Fairfax), thus depriving Alexandria's business community of an important component in the town's economic life. The city suffered major damage from fires in 1810 and 1827 (Smith and Miller 1988:51). The embargo imposed to deal with the Napoleonic Wars and the ensuing War of 1812 also created difficult times for Alexandria's merchants. Their difficulties were compounded in August, 1814, when elements of Admiral Cockburn's forces occupied the town briefly, looting warehouses and stores. Businesses also failed during the post-war Panic of 1816 (Smith and Miller 1988:51-52).

One notable attempt to remain competitive regionally centered on improving access to the city and diversifying the types of goods that were traded. To achieve the first objective, subscriptions were sold to underwrite the construction of a linking canal between Georgetown and Alexandria. This link, known as the Alexandria Canal, was completed in 1843. Like the Chesapeake and Ohio Canal of which it was an extension, the Alexandria Canal brought coal down to the port for export. Eventually, however, the canal company went bankrupt. Another lucrative enterprise was the slave trade, which depended on and evolved from the fact that the type of agriculture practiced in Northern Virginia (e.g., production of wheat and flour) no longer required a large bound labor force. Excess slaves were needed further south in the spreading Cotton Belt states, and Alexandria companies stepped in to supply these requirements. One such company, Franklin and Armfield, established in 1828, was located on Duke Street in the West End (Smith and Miller 1988:52-54).

Agrarian Fairfax (1840 - 1940). For the next century, most of Northern Virginia, including the country surrounding the far western end of Alexandria, remained predominantly rural and agrarian. Along the Potomac River, farming was supplemented by the development of a fishing industry (LeeDecker 1984:44). During the 1850s, small communities developed around railroad stations and post offices, as rail lines supplemented the transportation infrastructure that knitted the region together. The onset of the Civil War dramatically curtailed continuing expansion. The region immediately south of the national capital was strategically important during this conflict. When Virginia seceded from the Union, Federal forces occupied Alexandria and parts of Fairfax County, took control of local turnpikes and railroads, and erected fortifications to guard Alexandria and the approaches to Washington (Figure 6). The region beyond the ring of defenses around Washington became a sort of "no-man's land" in which Confederate guerillas sporadically engaged Union pickets in brief encounters. Much of the major action remained west and south of Northern Virginia. Residents of the region, however, suffered greatly as a result of the four-year struggle for control.

After the Civil War and through the early twentieth century, dairy farming gradually replaced the production of small grains as the characteristic agricultural output of the Northern Virginia region. The composition of the area's population changed and grew, as freed slaves established small communities scattered throughout the region; Union veterans were lured by bargain-basement real estate prices; and the growing responsibilities of the Federal government demanded a larger work force, many of whom elected to move into Virginia.

Alexandria Context. Gradual disenchantment with its status as a part of the District of Columbia eventually led to calls for retroceding the Virginia portion, including Alexandria, back to the state of Virginia. Alexandria's fortunes had suffered due to the District's prohibition on constructing public buildings anywhere south of the Potomac River; the disenfranchisement of the District's population; and a lack of investment in constructing rail connections. The failure of the National Bank in 1836 and the ensuing depression of the late 1830s also contributed to economic stagnation. As a result, there was a push to retrocede Alexandria to Virginia, which occurred in 1846 (Smith and Miller 1988:54).

The city's fortunes brightened considerably thereafter, and the decade between 1850 and 1860 was one of unprecedented economic growth. During this decade, the basis of Alexandria's economy began a slow shift from commercialism to capitalism/industrialism (AUAP 1983:Figure 10). One critical element in this resurgence was the improvement of transportation systems that could continue to funnel goods in and out of the city and invigorate the city's sagging economy. By the 1850s, this meant the establishment of rail links. Two such lines impacted the project area: the Orange and Alexandria (O&A) Railroad, organized in 1851, and the Manassas Gap Railroad, which initially was laid out within a corridor that paralleled the O&A, but whose construction was halted when the Civil War began. The 1850s also saw the initiation of numerous public services, particularly utilities. The Alexandria Water Company was formed in 1851. The company diverted water from Cameron Run through an old millrace and pumped it to a reservoir on Shuter's Hill, directly across from the project area. The work, completed in 1852, ensured city residents a steady and safe supply of drinking water. A gas plant constructed at Lee and Oronoco streets also generated power for lighting the city's streets (Smith and Miller 1988:73-77).

The onset of the Civil War brought an abrupt halt to the economic expansion of the preceding decade. Because of its geographic position and commercial importance, Alexandria was immediately occupied by 2,000 Union troops, a force that remained in the city for the duration of the conflict. Many of the city's indigenous residents fled; however, this decline in population was more than made up by battle casualties, units in transit to other locations, and by freed slaves fleeing north to seek the protection of the Union army.

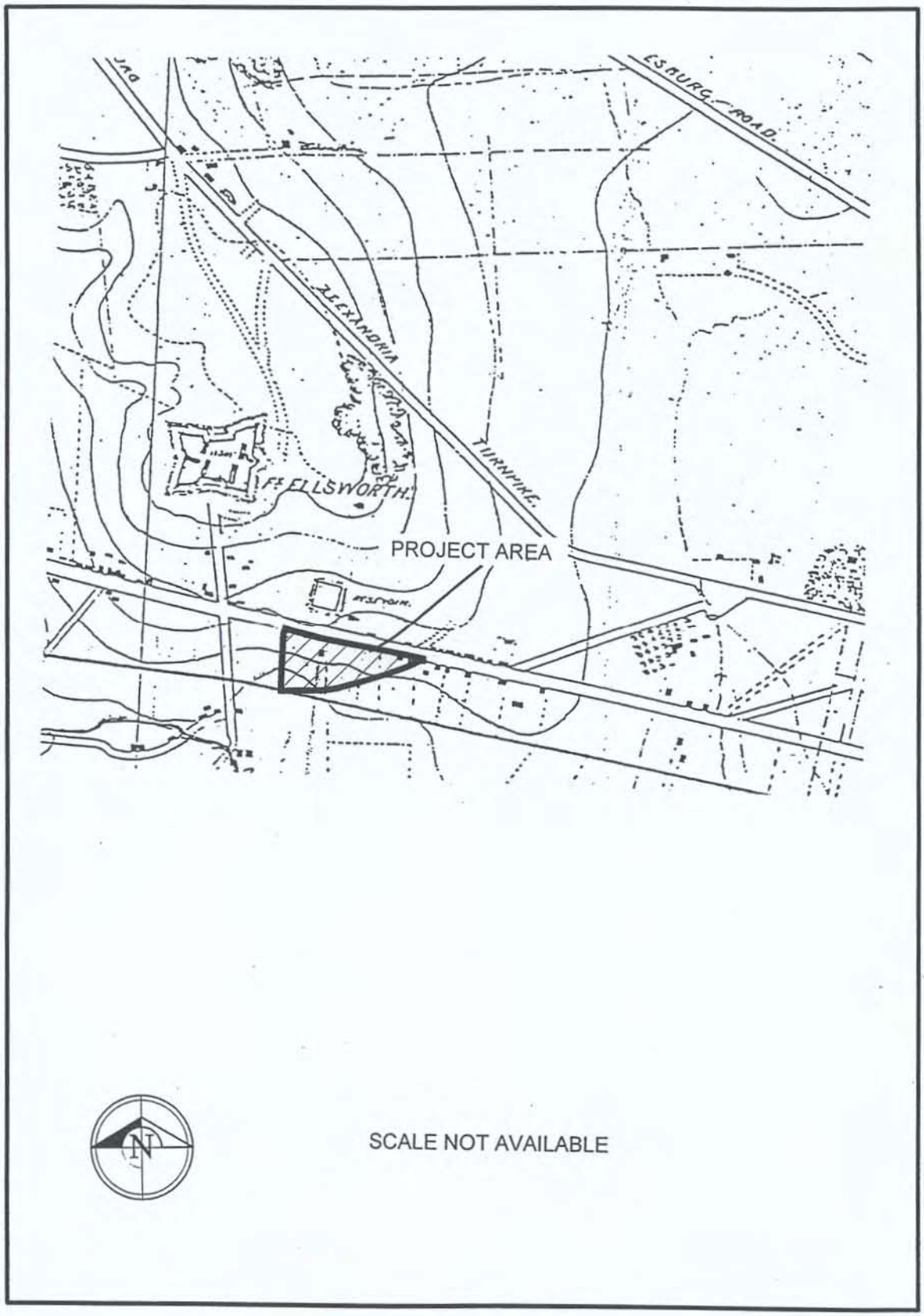


Figure 6. Excerpt from Barnard's 1865 *Map of the Defenses of Washington*, showing nearby federal defensive positions and buildings in the project area.

The extent of the war's impact on the city cannot be underestimated. With its transportation networks, Alexandria became "the great warehouse. . .for supplies for the Army of Potomac." Every building was commandeered and occupied; streets were barricaded; new buildings were constructed; and a 12-acre area just outside of the southwestern boundary of town was transformed into a massive railroad yard by the U. S. Military Railroad (Smith and Miller 1988:83-92). Union fortifications ringed the city, including Fort Ellsworth, a complex of trenches and fortifications overlooking the present project area that was occupied by the New York Zouaves (Figure 6). At war's end, the area surrounding the city had been denuded of trees, wharves had been damaged, there were hundreds of "decrepit" buildings, sanitation systems had failed, and a community of ex-slaves had developed just west of the city's boundary (Smith and Miller 1988:83-97 *passim*).

Suburbanization and Urban Dominance (1890 - Present). The late nineteenth and twentieth century growth of the Federal government in Washington, D.C. gradually changed the character of Northern Virginia. As the number of Federal employees rose throughout the period, electric trolley lines and improved road systems integrated Fairfax County into the Washington metropolitan area, and established the area as a suburban "bedroom community" of the nation's capital. A transit line linked Mount Vernon and Washington in 1892; they carried both passengers and freight, especially the dairy products produced in the Woodlawn area (Chase 1990:46,51).

During the Depression and World War II, the needs of a growing Federal work force resulted in the establishment of more complex transportation network throughout the county, and gave rise to ever-expanding residential areas. Farmlands were sold to developers or to the Federal government. Within the last 40 years, major shopping, business, and industrial centers have emerged to dominate the neighboring jurisdictions of Fairfax, Arlington, Prince William and Loudoun counties, particularly along such major transportation routes as Interstate 95 and the Capital Beltway (Chittenden et al. 1988).

Alexandria Context. The decades after the Civil War set in motion trends that, despite some minor setbacks due to fires and floods, propelled Alexandria to the status of a full-fledged city with, at least temporarily, an industrial base. Elements of this "rejuvenation" effort included large-scale modifications to the city's waterfront areas, an influx of large-scale manufacturing concerns, the modernization of the city's infrastructure, a change in the form of local government, and annexation of adjoining areas of Fairfax County.

As in the neighboring jurisdictions, the needs of the Federal government provided much of the impetus for this development. The gradually increasing Federal work force created housing needs to which developers in Alexandria responded by establishing such early "bedroom communities" as Rosemont, Braddock Heights, and Del Ray in the late nineteenth and early twentieth centuries (Smith and Miller 1988:106). After World War II, tract housing and trailer parks along the commercial corridors south and west of the city were responses to similar housing shortages.

Delivering "modern" services to this enlarged constituency expanded and stressed the role and resources of local government. Electricity and telephone services were initiated in the 1880s (Smith and Miller 1988:104), and in 1903, consolidation of the several railroad lines passing through the city led to the rerouting of the main railroad corridors toward the western edge of town. Industries established in this period included everything from beer brewing to glass production. World War I pushed the city further down the path toward industrialization, as war-related companies like the Virginia Shipbuilding Corporation, the Briggs Aeroplane Company, the Atlantic Life Boat Company, and the Navy's Torpedo Factory located within the city's borders (Smith and Miller 1988:107). The city's mayor and council, no longer capable of dealing with the problems of

an industrial center, was replaced in 1922 with a "city manager" system of government (Smith and Miller 1988:185).

CHAPTER III

METHODS

Archival Methods

Archival research undertaken in support of this project was designed to delineate general and site-specific contexts for the U.S. Postal Service Memorial Station Branch postal facility, and to provide a preliminary assessment of the archeological potential of the project area. Historic maps, aerial photographs, and previous research reports for projects undertaken in the vicinity of the project area were reviewed at the offices of Alexandria Archaeology, the City's professional archaeological review agency. Archeological and architectural site files at the Archives of the Virginia Department of Historic Resources in Richmond yielded information on previously identified historic resources in the vicinity of the project area. Additional historic context material was obtained at the Virginia Room of the Fairfax County Public Library, while deeds, wills, and tax records relating to the historic occupants of the project parcel were obtained at the Judicial Archives of the Circuit Court of Fairfax County, located in Fairfax, Virginia.

Disturbance Study

The preliminary archeological disturbance study undertaken in the project area entailed observation, documentation, and assessment of current surface conditions within the postal service property. On-site observations were augmented by review of current conditions maps (Christopher Consultants, Inc. 1997); project design maps (Sheridan, Behm, Eustice, and Associates, Ltd. 2000); and hazardous materials reports (Rust Environment and Infrastructure 1997; Hanson Engineers Incorporated 1997; ICF Kaiser 1999) provided by the Postal Service to provide data concerning the extent and nature of sub-surface disturbances on the property.

Based upon the results of this preliminary study, planned field testing strategies were drawn up and submitted to Alexandria Archaeology for their concurrence.

Architectural Investigations

The objective of the architectural investigation was to undertake a reconnaissance-level survey of the existing post office annex on the site. Reconnaissance-level survey resulted in a narrative description of the building and documentation with 35mm black and white photography. The building was evaluated for significance applying the National Register Criteria for Evaluation (36 CFR 60.4 [a-d]) and applicable Criteria Considerations. In addition, the viewshed between the Memorial Station Branch complex and the George Washington Masonic Memorial was analyzed to

assess the potential visual impact on the Memorial that might result from the removal of the current post office annex and construction of the proposed low-scale replacement building.

Archeological Field Methods

Based upon the results of the archeological disturbance study and in consultation with Alexandria Archaeology, the area of the postal service property to be subjected to sub-surface testing was redefined to include only that portion of the parcel lying east of the existing building. This section was subjected to additional intensive pedestrian reconnaissance, and areas of disturbance and surface features were mapped (Figure 7). Sub-surface investigation of this area employed a combination of mechanized trenching and systematic shovel testing.

Mechanized Trenches

Two trenches were mechanically excavated within the obvious fill area immediately east of the existing postal facility (Figure 7). Trenches were placed to coincide with the location of features noted on 1937 aerial photographs, and were oriented northeast to southwest to maximize exposure and the potential for locating intact structural remains. Soils were excavated by natural strata and were segregated after removal. A uniform 15 gal. volumetric sample from each stratum then was screened through .0625 cm (1/4 in) hardware cloth to provide a representative cultural material assemblage for each discrete stratigraphic deposit.

A mechanized trench recordation form was completed for each unit. Data recorded included the position of the unit, the depths of soil strata within the unit, and the presence or absence of cultural materials. The characteristics of each stratum were documented, including soil color and texture, using standard soil nomenclature and Munsell color chart designations. Artifacts recovered from each stratum were placed in bags labeled with horizontal and vertical provenience information. All pre-modern artifacts were retained. One wall of each trench was profiled; a plan view was drawn, where appropriate; and each trench was photographed.

Shovel Testing

A pattern of systematic shovel testing was applied selectively to the remaining portions of the project parcel. Two east-west shovel test transects (N1000 and N1025) were established at 25 ft intervals perpendicular to a north-south baseline parallel to and 50 ft east of the east wall of the existing Post Office Annex. The southwesternmost shovel test was designated as site datum, and assigned the coordinates of N1000/E1000. Five shovel tests were placed at 25 ft intervals along the N1000 transect; of these, two were not excavated due to their location within previously mapped utility corridors. Four of five planned shovel tests along the N1025 transect were excavated; ST N1025/E1100 was not excavated due to its location within a concrete rubble field created by the demolition of modern buildings and parking lot services.

An auxiliary north-south baseline was established along the eastern edge of the previously mentioned concrete rubble field at E1190. Due to the triangular nature of the project parcel, only two transect lines (N1075 and N1100) were viable in this section. Only one of the four planned shovel tests on the N1075 transect was excavated, due to the disturbed nature of the soils. The N1100 transect in the far eastern section of the project area extended along the road grade "spillover" from

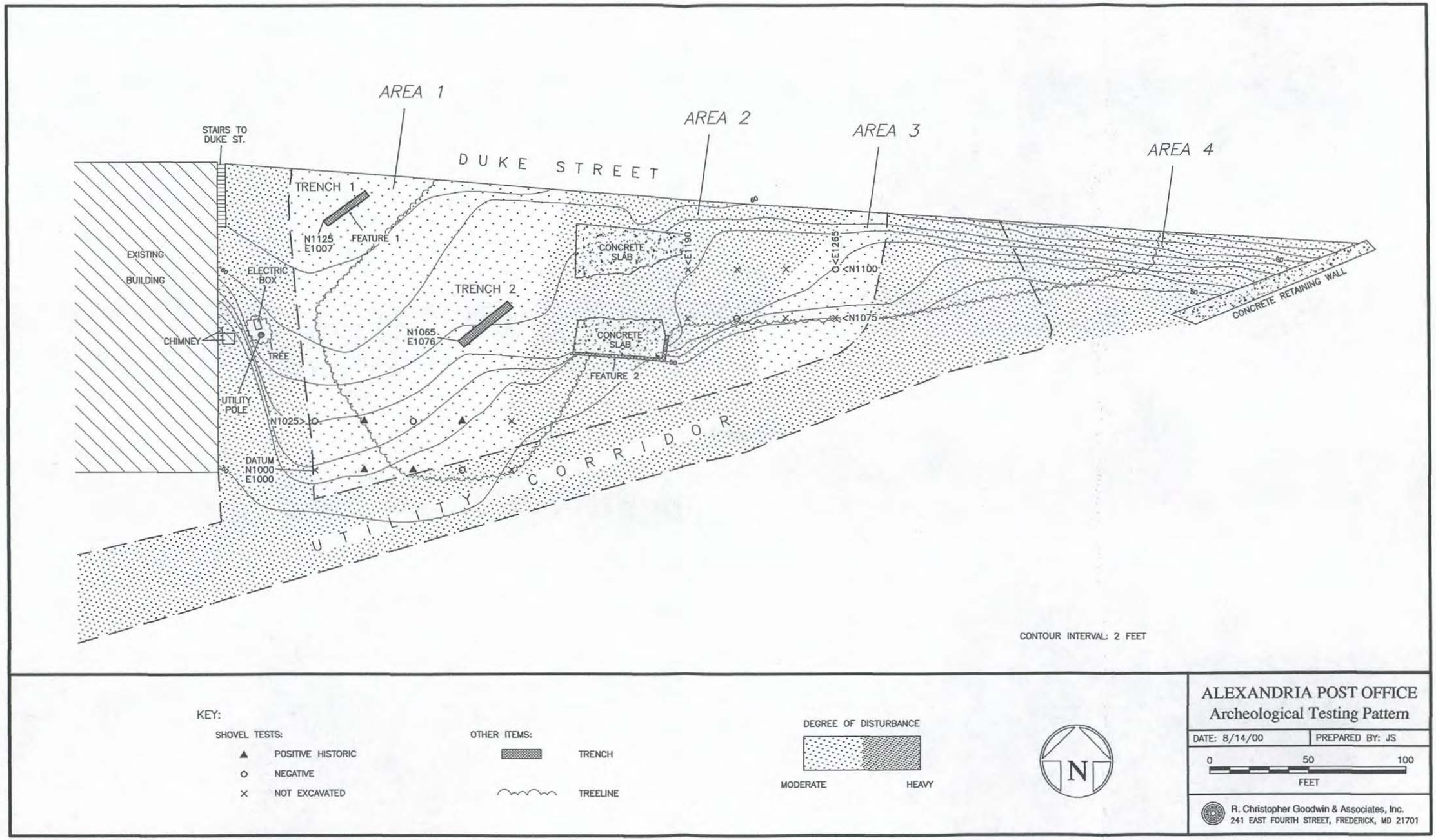


Figure 7. Disturbance areas, shovel test pattern and trench locations within the project area.

Duke Street, leaving only one small area that could be tested. Of the four shovel tests planned for the N1100 transect in this area, only one was excavated in an area of modern disturbance (Figure 7).

All shovel tests measured a minimum of 30 cm (11.7 in) in diameter, and were excavated to a minimum depth of 40 cm (15.75 in). Soils were removed by natural strata and screened through 0.635 cm (1/4 in) hardware cloth. A shovel test record form was completed for each shovel test, indicating its position within the sampling pattern, the depths of soil strata within the unit, and the presence or absence of cultural materials. The nature of each soil stratum encountered during shovel testing also was recorded in the field. Soil characteristics, including color and texture, were described using standard soil nomenclature and Munsell color chart designations. Artifacts recovered from each shovel test were placed in bags labeled with horizontal and vertical provenience information. All pre-modern artifacts were retained.

Laboratory Analysis and Curation

Upon completion of the fieldwork, all artifacts were transported to the laboratory of R. Christopher Goodwin & Associates, Inc. in Frederick, Maryland, for cleaning, cataloging, and analysis. All laboratory procedures were performed in accordance with the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (National Park Service 1983). Artifacts were hand washed, air dried and sealed in clean plastic bags. Provenience data were recorded on the outside of each bag. All artifacts were identified and classified by material, type, distinguishing attribute(s) and functional category(s). Functional classification of historic artifacts followed criteria established by South (1977).

Records and Curation

Following the analyses described above, artifacts were sealed in clean plastic bags and appropriate provenience data were recorded on the outside of each bag. Upon completion of the project, all artifacts, the artifact inventory, fieldnotes, photographs, and technical documentation will be turned over to the United States Postal Service for permanent curation or for transfer to an approved curation facility. Alexandria Archaeology or the Virginia Department of Historic Resources are recommended repositories that meet Federal curation standards (36 CFR 79: *Curation of Federally-Owned and Administered Archeological Collections*).

CHAPTER IV

RESULTS OF INVESTIGATIONS

Archival Results

Site-specific archival research focused on understanding the development of the West End area of Alexandria, and on determining the nature and sequence of historic occupation within the project area. Research efforts undertaken in connection with this and earlier archeological investigations in the West End area (Cromwell et al. 1989; Schweigert n.d.) indicate that the properties encompassing the post office project area were developed as the site of two enterprises, including a slaughterhouse and a tavern.

Historic Development of the West End

Archival research revealed that the Duke Street Post Office facility was part of a 627-acre land grant originally issued to Carr and Simpson in 1678. The rectangular tract extended northwest from Great Hunting Creek. In 1698, Simpson sold the northern 313 ac of this property to John West. In 1753, Hugh West purchased the remaining 314-acre southern portion of the tract from Col. George Mason of Gunston Hall. Hugh West's grandson, John, ultimately inherited and developed that portion of the Carr/Simpson grant that includes the project area (Mitchell 1977:245). The area owned by West formed the nucleus of the "West End" community of Alexandria.

By the 1780s, Alexandria's population was swelling and had begun to move beyond the town's original boundaries. The city's economic prosperity was based primarily on commerce, particularly the traffic in wheat and flour (Cromwell et al. 1989:10). Development of transportation corridors into town was critically important in sustaining this economic boom. Two such corridors were located within or near John West's West End properties: Duke Street and the Old Colchester Road (Figure 5). By 1795, Duke Street had been extended westward, and plans were underway to develop the road as a privately financed turnpike. When it opened in 1802, the Little River Turnpike had a 50 ft right-of-way, 20 ft of which were graveled and 30 ft used as a "summer road" for foot and horse travel; the stretch between Hooff's Run, where a stone bridge spanned the creek, to Colchester Road was 66 ft wide (Cromwell et al. 1989:24). A tollgate near the intersection of the turnpike with the Old Colchester Road served as an important landmark in identifying the locations of properties along the thoroughfare.

Landowners along the thoroughfare, including John West, realized the profit potential of their properties and quickly took advantage of their strategic location by subdividing and selling off lots. Those who purchased or leased these subdivided properties tended to be middle class tradesmen (Cromwell et al. 1989:37). They clustered into two "subdivisions" established along the extended Duke Street corridor: Spring Garden Farm (1786) and West End. West End emerged as a self-contained community that contained industries such as carriage manufacturing, a distillery,

slaughterhouses, flour mills, stores, and taverns. Market gardening also developed in the West End corridor, taking advantage of daily traffic through the area and proximity of Alexandria's population as a market for fresh produce (Cromwell et al. 1989:10-11).

Although the West End section of Alexandria was not included within the boundaries established in 1791 for the District of Columbia, the neighborhood continued to function as a vital component of the city's commercial life. It was in the West End that the annual New Year's Day "hiring out" event took place, wherein free blacks and slaves contracted out their labor to the highest bidders (Netherton et al. 1978:274), and where at least two slave markets (Franklin and Armfield's and Joseph Bruin's) operated (Christian 1976; Smith and Miller 1988:52-54; Kay 1998). The importance of the West End was strengthened further when, in the late 1840s and early 1850s, two railroad lines were introduced south of and parallel to the Little River Turnpike, and the Alexandria Water Company established its pumping station and reservoir in the area.

The existence of these resources, coupled with the strategic position and elevation of Shuter's Hill, rendered the West End section of critical importance during and after the Civil War (Cromwell et al. 1989:16). In addition to its railroad facilities and the military fortifications on Shuter's Hill (Figure 6), the Union also located its Slough Hospital, otherwise known as "Camp Misery," on Duke Street "south of the old turnpike gate" (Cromwell et al. 1989:43). After the Civil War, the village of West End, which extended from the bridge across Hooff's Run west to Telegraph Road, contained the reservoir, a brewery, a store, a blacksmith shop, a tavern and a hotel (Hopkins 1878; Cromwell et al. 1989:15). By 1907, the West End had developed into a distinctive community of four or five hundred inhabitants, with a church, a graded school, the union depot of all the railroads, a glass factory, distillery, stores, the water company and Cameron Mills, described as an "enterprise of great age" (Schweigart n.d.:8-14).

The entire area finally was incorporated into the City of Alexandria in the early twentieth century.

The Watkins Slaughterhouse(s)

In 1802, Joseph Fowler transferred a dwelling and adjoining business near the turnpike tollgate to Thomas Wigham (Cromwell et al. 1989:60); Wigham's property is known to have included a dwelling, a storehouse, and a slaughterhouse (Deeds E2:155). Thomas Watkins purchased this lot from the Wigham estate in 1815. The transfer document suggests that in fact Watkins already was operating a business in the area. The two West End lots on the south side of Duke Street included a parcel conveyed to Wigham by Joseph Feagan and wife in 1802, and an adjacent lot **"on which is a tenement now occupied by Thomas Watkins"** (emphasis added). The second lot, acquired by Wigham in 1804, extended south for 130 ft to a "post in the Old Colchester Road (now stopped up)" and adjoined the slaughterhouse "formerly the said Thomas Wigham's; from thence to Zimmerman's post east 14 ft; then north to a small post on the Turnpike road for 60 ft, then west 195 ft to the beginning" (Fairfax County Deeds O2:362).

Watkins came to own substantial amounts of property in the West End, much of it with frontage along the Little River Turnpike. In the same year (1815), he paid Levin Walker (1815) $500 for another "lot on the south side of Little River Turnpike, being the same ½ acre lot sold by John West to Josias Williams" (Deeds, Book 02:8). From the heirs of Henry Zimmerman (John, Jacob, George, Samuel, Adam and Susanna Simpson), he acquired in 1819 several additional lots in the West End, including 2 ac parcel between Wilkes and Wolfe streets extended, 27 ft frontage near the old Turnpike gate on south side of Duke Street extended, and an adjoining lot to the west,

beginning at Fagan's corner, lying between Duke and Wolfe streets extended (Deeds, Book R2:198). The purchase price of $1,432 for these tracts suggested that they had not been developed.

Thomas Watkins died in 1820, leaving a modest personal estate (Fairfax County Wills, Book M:167). His rather ordinary middle-class household possessions did not reflect his profession as a butcher, and certainly did not reflect his net worth. His estate inventory showed only a modicum of luxury goods, such as a gun and a parcel of books, one male slave (James), and a small complement of livestock including one horse, four cows and two sows. However, his large real estate holdings were passed down to his son, David G. Watkins, who subsequently enlarged the family's property holdings in the Duke Street corridor.

By 1851, the Watkins family interests in the western part of Alexandria included six parcels (Table 3); of these four were located directly within West End or on Little River Turnpike (Fairfax County Real Property Lists, 1851). Entries and depositions from various later nineteenth century court chancery cases indicate that David Watkins continued to enlarge his land holdings even after the 1851 tax assessment. In 1852, he purchased a 155-ac portion of a tract known as Strawberry Hill from Samuel Wilson, and two years later he also bought a 22-ac parcel from Lawrence Monroe's estate on the Little River Turnpike (Sprouse n.d.).

Table 3. Taxable property for David G. Watkins (1851)

Area	Location	Valuation
10 ½ ac	Little River Turnpike (estate of Thomas)	
21 ½ ac	Little River Turnpike (inherited from Thomas)	$100/acre; buildings: $1,200
39 ac	W. Seminary	$25/acre
58 rods	At West End (purchased from Tresler)	$7,000/acre; buildings: $2,500 (Total taxable: $2,537.50)
40 ac	Little River Turnpike (purchased from Wilson)	$60/acre; buildings: $400
21 ac.	At West End (purchased from Zimmerman)	$150/acre; buildings: $1,500
32 ¼ ac	On Stump Hill (purchased from Zimmerman and others)	$40/acre; buildings: $1,500

Historic maps (Figures 8 and 9) and depositions taken in late nineteenth century court cases confirm that the Watkins family continued to operate slaughterhouses in the West End until the early twentieth century. In 1876, James H. Watkins, a resident of the West End, testified in the case of *John Watkins vs. David G. Watkins et al.* that, except for the war years, he had resided in this location for 35 years; James identified himself as a "farmer and butcher." In a similar deposition, Peter Watkins averred that he had been a West End resident for 29 years, five of which he had spent as a butcher (Sprouse n.d.).

Exactly where on the Watkins properties the slaughterhouse operations were located is problematic. In 1903, the Washington Southern Railroad purchased the corridor that now forms the southern boundary of the project area (Schweigart, n.d.). The establishment of this right-of-way effectively divided the former Watkins properties, and may have eliminated the slaughterhouse site from the present parcel. Moreover, as twentieth century Sanborn maps of the area illustrate (Figure 10), the eastern section of the project area was developed after 1947 as an automobile repair and service facility, necessitating installation of underground fuel tanks (ICF Kaiser 1999). Construction of both these auto service facilities and the present Memorial Station Branch postal facility within the project area would have been highly intrusive and probably would have destroyed most vestiges of earlier commercial and industrial complexes.

The Taverns

As a major transportation hub, the West End early developed facilities to accommodate the many travelers who utilized the complex of roads that converged in the area. One of the earliest, a drovers' tavern and rest originally known as Simpson's, was managed after 1815 by Samuel Catts. In 1832, Catts purchased numerous properties on the north side of the turnpike (Deeds Book A3:48, 303, 305, 374, 397); these holdings he augmented with substantial acreage south of Cameron Run along the road to Gum Springs and Mount Vernon (Deeds Book A3:48; C3:70; E3:225-7, 230). On one of the turnpike lots, Catts constructed a hotel that served as an inn, meeting hall and auction house until it burned in 1896 (see Figure 9)(Cromwell et al.1989:76). Deed records also suggest that Fowler operated an early store on or near the Catts property (Cromwell et al. 1989:100). All of these properties clearly are located outside of the project area.

Schweigert, however, has suggested that a tavern also existed on the south side of the Turnpike Road. Known as Zimmerman's Tavern, this establishment apparently was located on a parcel immediately west of the Watkins slaughterhouses, and it operated between 1841 and 1849. Prior to that time, the parcel had contained a dwelling, various "outhouses," and a wagon yard (Schweigert n.d.). Schweigert further maintains that David Watkins acquired this parcel in approximately 1850, and maintained a slaughterhouse there until at least 1874. Both an undated survey map for the Manassas Gap railroad (Figure 8) and G. M. Hopkins' 1878 map of the West End (Figure 9) certainly confirm the Watkins' occupation during that period, but neither map specifies the type of business that Watkins maintained on the property. Moreover, none of the above data explain why, in 1861, a Union Army surveyor chose to portray a "Farmers' and Drovers' Hotel" on the south side of the turnpike (Figure 11).

Results of Disturbance Study

The archeological potential of the proposed Memorial Station Branch postal facility project area was assessed by conducting a preliminary pedestrian reconnaissance of the development parcel, followed by review of current conditions maps (1998) and HAZMAT reports.

The western half of the post office property currently is occupied by an existing postal facility ("Memorial Station"), reportedly constructed in 1952, and an asphalt-surfaced parking area adjacent to Dove Street. As late as 1937, this area was a vacant field associated with the Roberts farm complex located west of the present Dove Street. The existing postal facility building, which has a concrete slab foundation, apparently was built before the modern grade of Duke Street was established, since the current eastbound Duke Street grade partially obscures its front entrance. The asphalt parking lot that adjoins the facility to the west lies at the same elevation as the building's foundation. The level area that accommodates both building and parking area was created, at least in part, through grading when the structure first was built; in addition, current conditions maps (Christopher Consultants, Inc. 1998) showed that three utility lines traverse a 26 ft wide corridor that extends north-south through the middle of the parking lot. Grading, construction, and utility line installation therefore have severely impacted the original landform on the western side of the postal facility.

The area east of the existing postal building could be divided into two sections, based upon observation of existing ground conditions. The western half of this section, which is maintained as a lawn area, apparently had been filled to create a gradual slope that rises north to the level of Duke Street. The fill, which included chunks of concrete, asphalt and bluestone surfacing aggregate, was

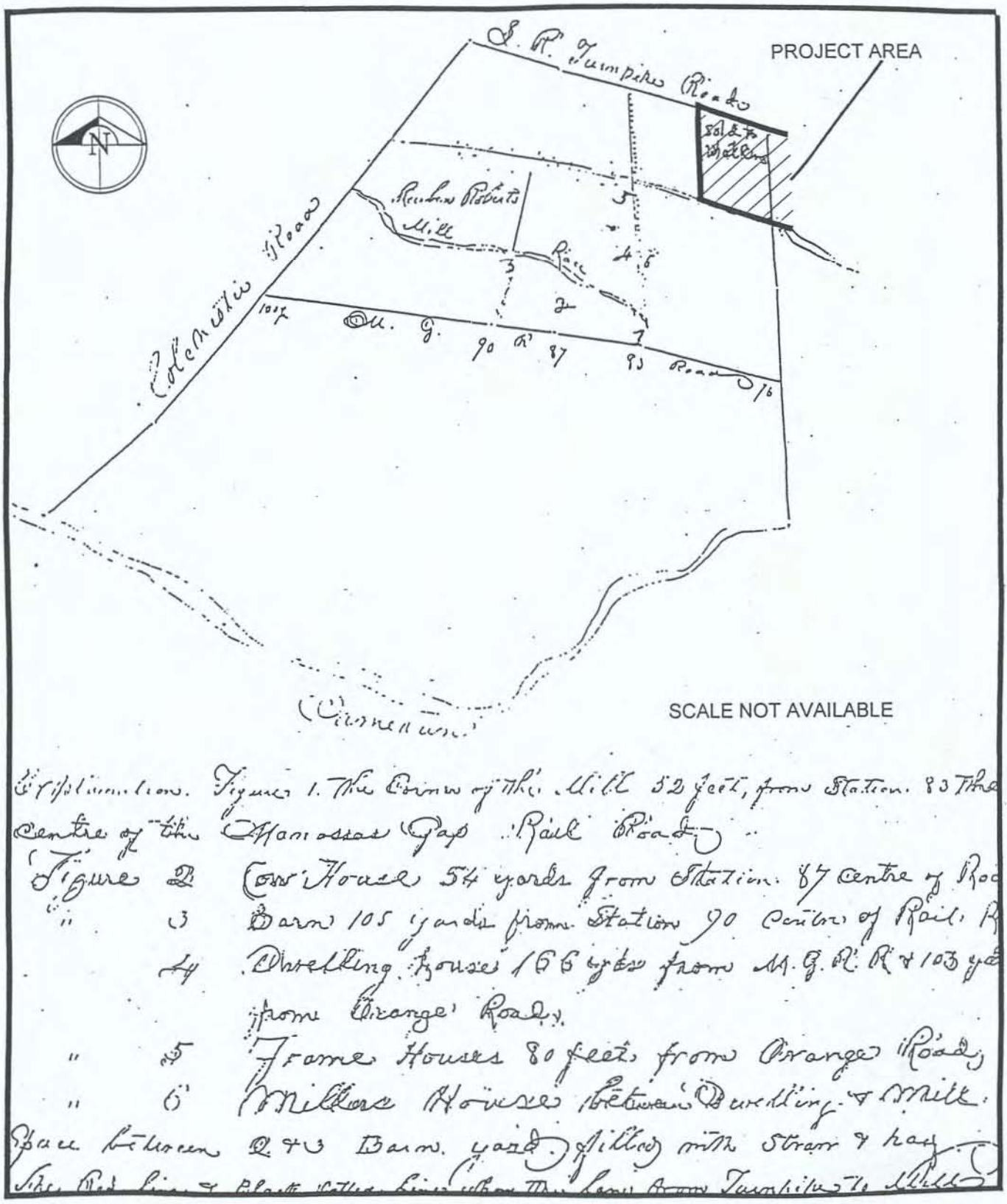


Figure 8. Excerpt from undated survey map of the proposed right-of-way for the Manassas Gap Railroad, showing properties along Little River Turnpike, including a parcel comprising the western half of the project area.

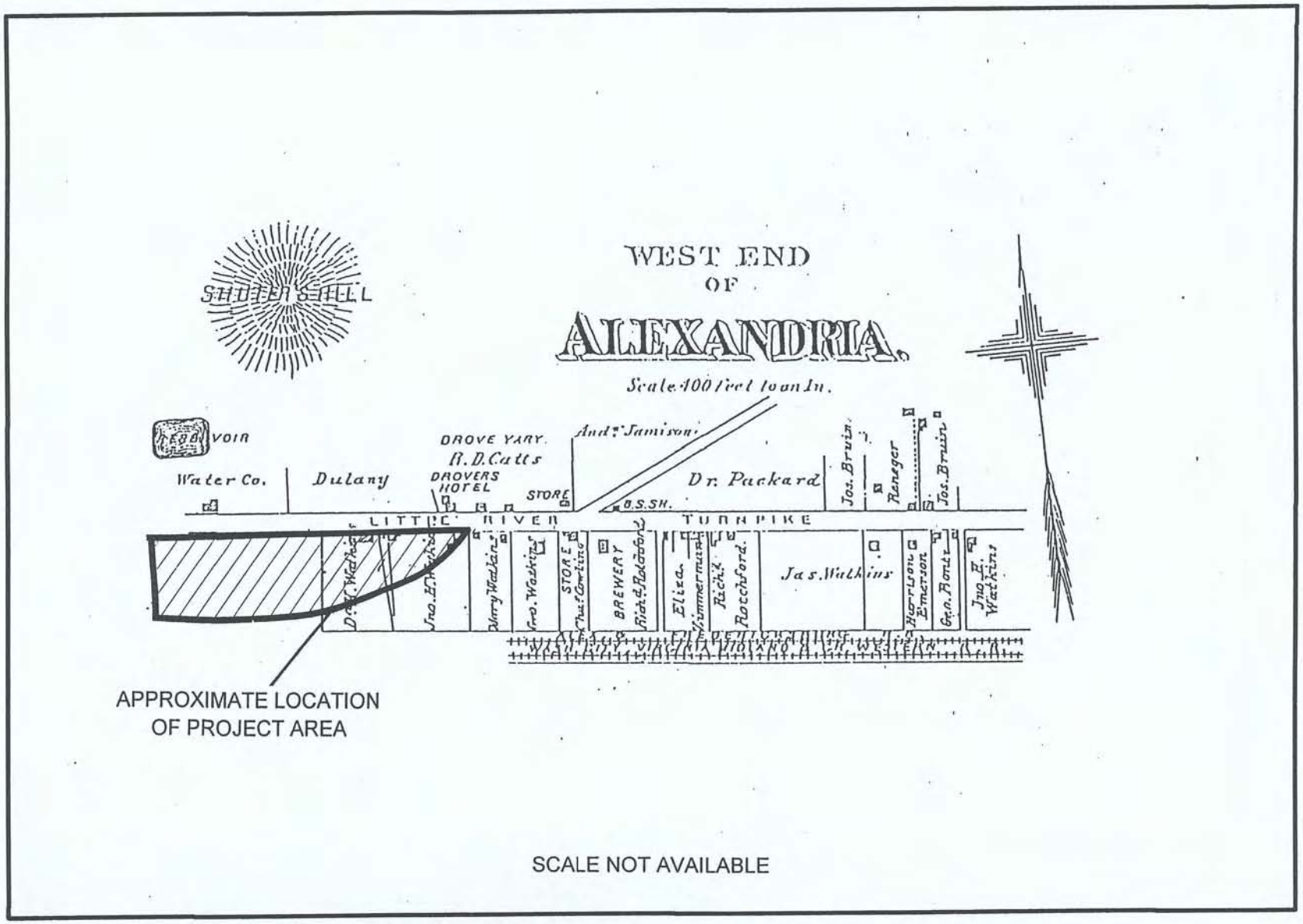


Figure 9. G. M. Hopkins' 1878 map of the *West End of Alexandria*, showing property owners in the project area.

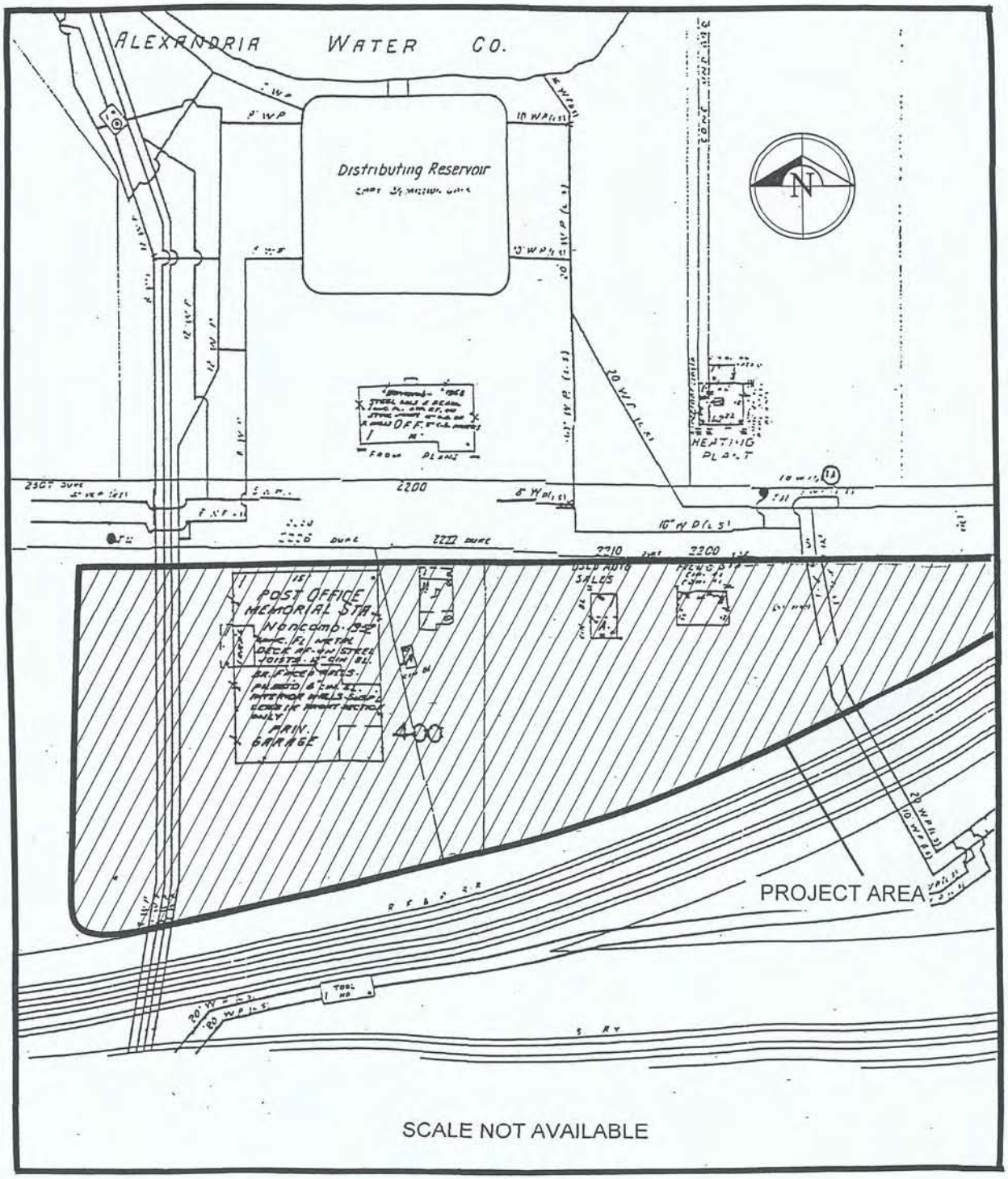


Figure 10. Portions of the project area in 1958, showing the existing Memorial Station postal facility, an adjacent nineteenth century dwelling, and commercial development in the eastern half of the project area.

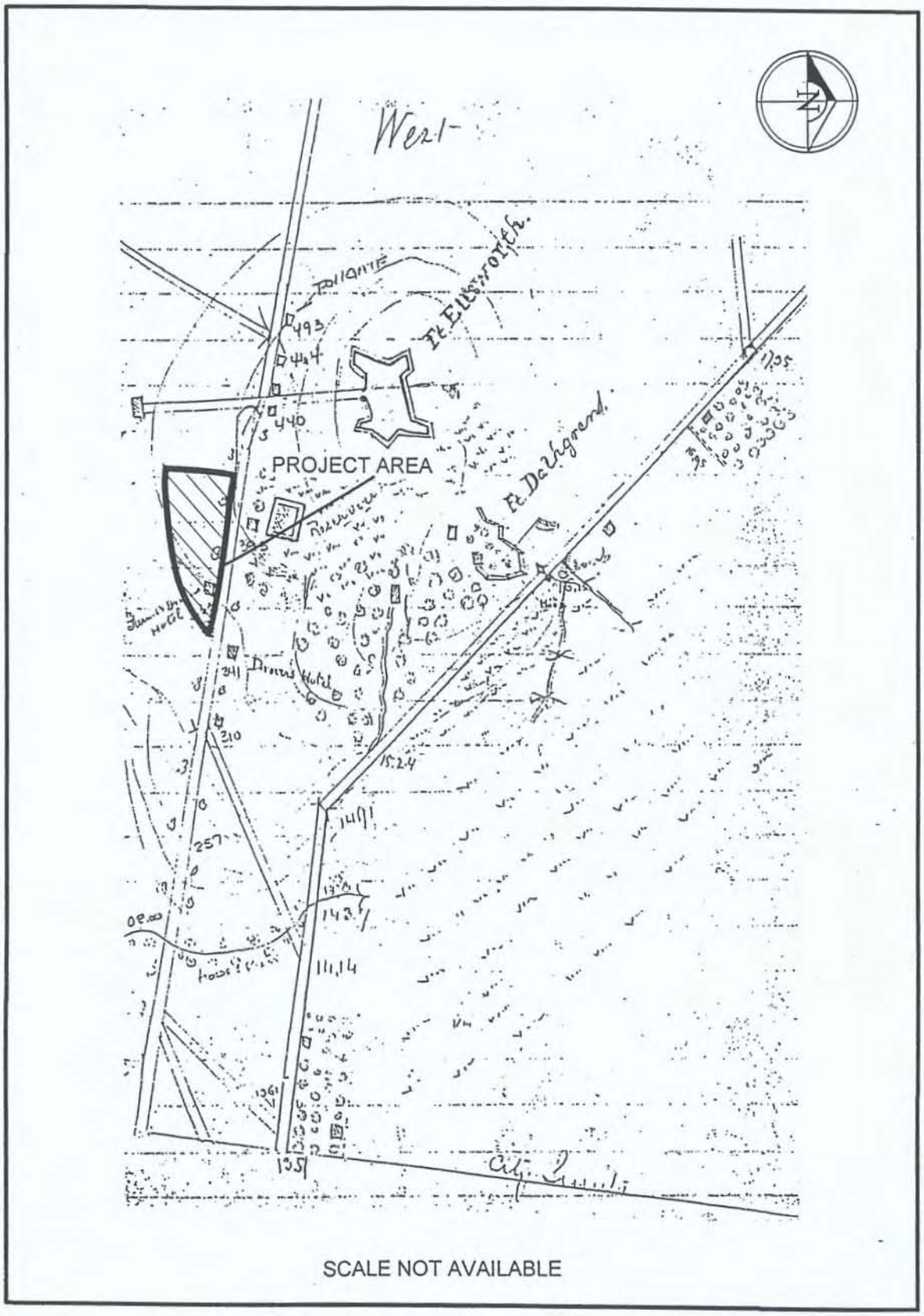


Figure 11. Map page from 1861 U. S. Army Engineers field surveyor's notebook, showing western Alexandria, the approximate location of the project area, and the undocumented "Farmers' and Drovers'" Hotel on the south side of Duke Street.

readily visible on the surface. Current conditions maps indicated that utility line corridors also traverse the extreme western boundary of this area, and environmental reports indicated that two above-ground and one underground fuel tanks were removed from the area immediately adjacent to the east wall of the postal complex (Hanson Engineers Incorporated 1997). Nonetheless, comparison of current conditions maps with historic aerial photographs suggest that part of the fill area may cover intact remains of a residential/agricultural complex that stood in this location until at least 1937, despite subsequent development of the site.

The remainder of the project area also appeared to have been heavily impacted by previous construction activities, including the widening of Duke St., installation of various utility lines, grading along the southern boundary adjacent to the railroad corridor, and, at the far eastern end, construction of the overpass that carries Duke Street over the railroad. The amount of fill varied from 3-8 ft as evidenced by a standing cinderblock foundation remnant approximately 8 ft in height, the remains of two concrete foundation pads in the central portion of this section, and concrete rubble scattered throughout other portions of the project area (Figure 2).

Together, these observations suggested that construction of the existing postal facility and other late twentieth century structures, installation of underground utility corridors, the widening of Duke Street, and HAZMAT remediation probably had compromised much of the archeological potential of the postal facility property. However, limited areas of undisturbed cultural remains could be extant, hidden beneath fill or in marginally disturbed areas. These results were utilized to determine the location, nature and amount of sub-surface testing employed during the fieldwork phase of the study.

Architectural Results

Description of Resources

The original block of the U.S. Post Office Memorial Station Branch in Alexandria, Virginia, at 2210 Duke Street was constructed ca. 1952 and appeared on a 1955 aerial photograph in the *Soil Survey of Fairfax County, Virginia* (Porter et al. 1963). The 1965 USGS Alexandria, Va., quadrangle map, as photo-revised in 1983, indicated that the building had been constructed in two sections; the warehouse that occupies the southern section of the existing building apparently was constructed between 1965 and 1983.

The one-story masonry post office annex adopts a rectangular footprint (Figure 12). The exterior of the building is faced with red brick laid in 6:1 common bond. The north half of the building appears to be constructed entirely of brick, while the south half of the building contains concrete block and brick walls with brick veneer. The flat roof features a parapet capped with metal.

All ornamentation on the building is focused on the former front entrance located in the center of the north façade that faces Duke Street (Figure 13). The wide surround is composed of colored aggregate concrete squares (eight squares wide and six-and-one-half squares high). The doorway is set in a concrete surround ornamented with scroll decoration at the top and surmounted by a concrete eagle with outspread wings. The words "U.S. POST OFFICE/MEMORIAL STATION/ALEXANDRIA, VA." are incised in the surround over the doorway. The transom contains glass block. The current plywood door is no longer in use, since the raised elevation of Duke Street effectively blocks entry to the front door. The windows along the north elevation are metal-frame, two-over-two-light, double-hung sash units.

The west, south, and east elevations (Figures 12 and 14) are utilitarian in appearance. Current access to the building is located in the west elevation. A concrete loading dock occupies the center of the west elevation. A metal canopy shelters the loading dock. The windows in the east, west, and south elevations are metal-frame hopper units that exhibit a variety of lights.

The interior finishes in the building are utilitarian. The interior walls of the front section of the building are finished in brick to a height of approximately three feet from the floor. The walls above the brick portion are finished with plaster. The concrete-block and brick walls in the rear portion of the building are painted. The steel truss roof system in the warehouse area remains exposed to view.

The Memorial Station Branch property is sited in an area of construction that is less than fifty years of age. A railroad right-of-way borders the post office property on the south, and multi-story new construction is located south of the railroad right-of-way. Duke Street, a four-six lane, elevated, divided highway, borders the postal facility to the north. One and two-story commercial buildings are located along the south and north sides of Duke Street, and a three-story garden apartment building is located to the northwest across Duke Street.

The most prominent building visible towards the north from the project area is the George Washington Masonic National Memorial, which occupies the top of Shuter's Hill and overlooks the City of Alexandria. The Memorial was constructed in 1932 and was determined eligible for listing in the National Register of Historic Places in 1998. No other National Register eligible or historic properties are visible from the project area.

Evaluation

The U.S. Post Office Memorial Station Branch in Alexandria, Virginia, was assessed for potential significance applying the National Register of Historic Places Criteria for Evaluation (36 CFR 60.4[a-d]) and Criteria Considerations. Since the building was constructed ca. 1952 and is less than fifty years of age, it was evaluated applying National Register Criteria Consideration G, which stipulates that a property constructed within the past 50 years achieves significance only if it is of **exceptional significance** (National Park Service 1995).

The U.S. Post Office Memorial Station Branch illustrates typical construction techniques of the late twentieth century. It is a simple masonry rectangular building. The post office annex does not exhibit notable stylistic elements that illustrate the evolution of architecture during the last fifty years nor is it associated with exceptionally significant events or persons.

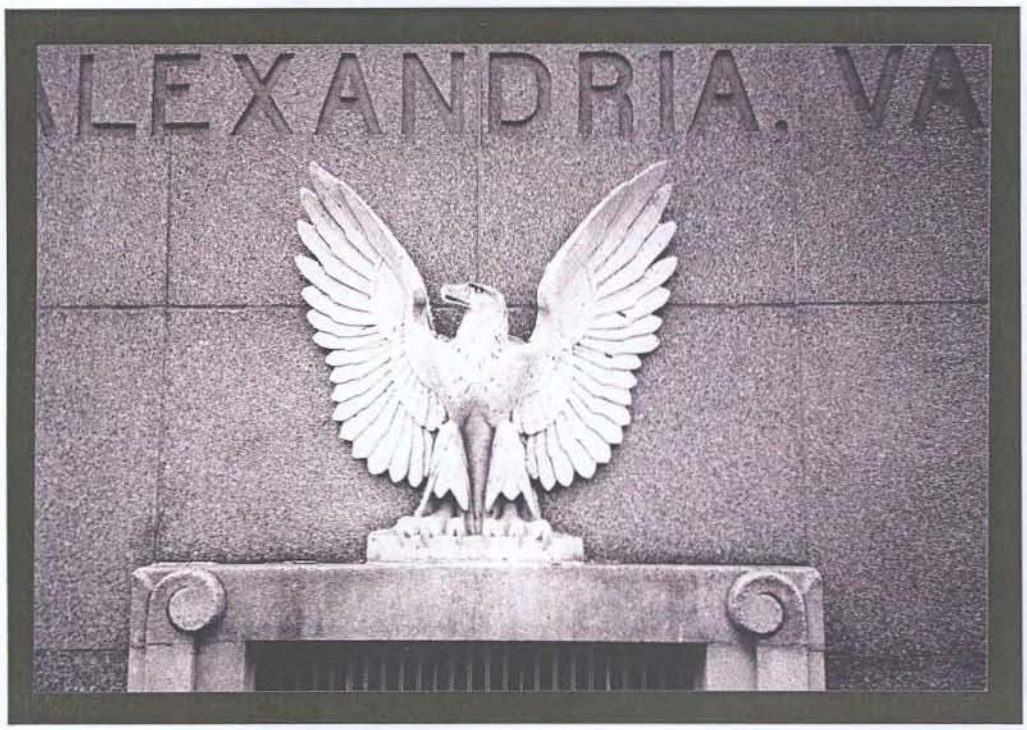
The existing post office facility building does not appear to possess the individual qualities of **exceptional significance** (Criteria Consideration G) necessary for listing in the National Register of Historic Places. In addition, the post office annex is not located in an area that appears by plan or physical development to qualify as a district for the National Register of Historic Places. **Therefore, no further architectural studies are recommended or warranted for the USPS Memorial Station Branch.**

Top North elevation (orientation southeast)

Bottom West elevation (orientation southeast)

Figure 12. North and west elevations of the existing US Post Office Memorial Station Branch, Alexandria, Virginia (orientation southeast).

Top Detail of formal entry in north elevation (orientation south)



Bottom Detail of ornamental eagle

Figure 13. Architectural detail on the existing U. S. Post Office Memorial Station Branch.

Top South elevation (orientation east)

Bottom East elevation (orientation southwest)

Figure 14. South and east elevations of the existing US Post Office Memorial Station Branch, Alexandria, Virginia.

Visual Impact

The only historic building currently visible from the U.S. Post Office Memorial Station Branch is the George Washington Masonic Memorial. This building was determined eligible for listing in the National Register of Historic Places in 1998. The Memorial occupies a high hill located northeast of the post office annex. The hill provides commanding views of Alexandria, the Potomac River, and surrounding neighborhoods. The Memorial is constructed of stone. It occupies a square base and rises in the form of a telescoped stepped pyramid. Currently the upper four tiers of the Memorial are visible from the post office annex; trees planted on the lower slopes of the hill shield the base of the Memorial from view. The same tree cover obscures the view of the post office annex from the base of the Memorial (Figure 15). The only element of the post office annex that is visible from the Memorial is the smokestack located on the east elevation. Thus, the removal of the post office annex will have no impact on the viewshed from the George Washington Masonic Memorial.

The proposed replacement building for the postal facility consists of two stories and a basement. It is anticipated that the low-scale of the proposed new construction will have no impact on the views to and from the George Washington Masonic Memorial.

Archeological Results

Archeological investigation entailed additional pedestrian reconnaissance of the refined project area and mapping of all visible surface features; mechanical excavation of two deep trenches; and systematic sub-surface shovel testing of selected areas of the remainder of the parcel.

Pedestrian Reconnaissance

Intensive pedestrian reconnaissance confirmed the disturbed nature of most of the project parcel, and was used to create a disturbance surface feature map of the refined project area (Figure 7). Four distinct areas, defined according to the degree of disturbance, were identified and mapped.

Area 1 encompassed the westernmost portion of the project area immediately east of the existing postal building, including the utility corridor that runs south from Duke Street. A 1937 aerial photo indicated that a residential structure had been located in this area. The area subsequently was impacted by construction and widening of Duke Street, the placement of utility lines within the utility corridor, construction of the existing postal facility and installation of underground petroleum tanks. Fill was visible on the surface of this section. Two mechanized trenches were placed to penetrate fill levels.

Area 2 encompassed the mid-section of the project area. This area had been impacted severely by construction of a gas station and the placement and subsequent removal of two underground petroleum storage tanks. Large portions of a concrete foundation slab and building debris (Figure 3) were observed throughout this area. A standing cinderblock retaining wall (Feature 2) associated with the foundation slab also suggested that the fill in this area extended to a depth of at least eight feet. Because of the documented disturbance within this section and the observed depth of fill, no sub-surface testing was completed within Area 2.

Area 3 incorporated a small portion of the project area immediately west of the eastern boundary of a gas line utility corridor. Obvious disturbance ranged from moderate to heavy, the main impact resulting from the construction and widening of Duke Street and construction of the gas line within the utility corridor. The original grade in the northern half of this area also had been obscured by the introduction of between four and six feet of fill during the Duke Street modifications. Shovel tests were placed in this area where slope permitted.

The easternmost portion of the project area comprised Area 4. This section had been severely impacted by the construction of the Duke Street overpass and a concrete retaining wall associated with the adjacent railroad corridor. Over 10 ft of fill was observed in some portions of Area 4. The heavy degree of disturbance and depth of fill precluded shovel testing within Area 4.

Mechanized Trenches

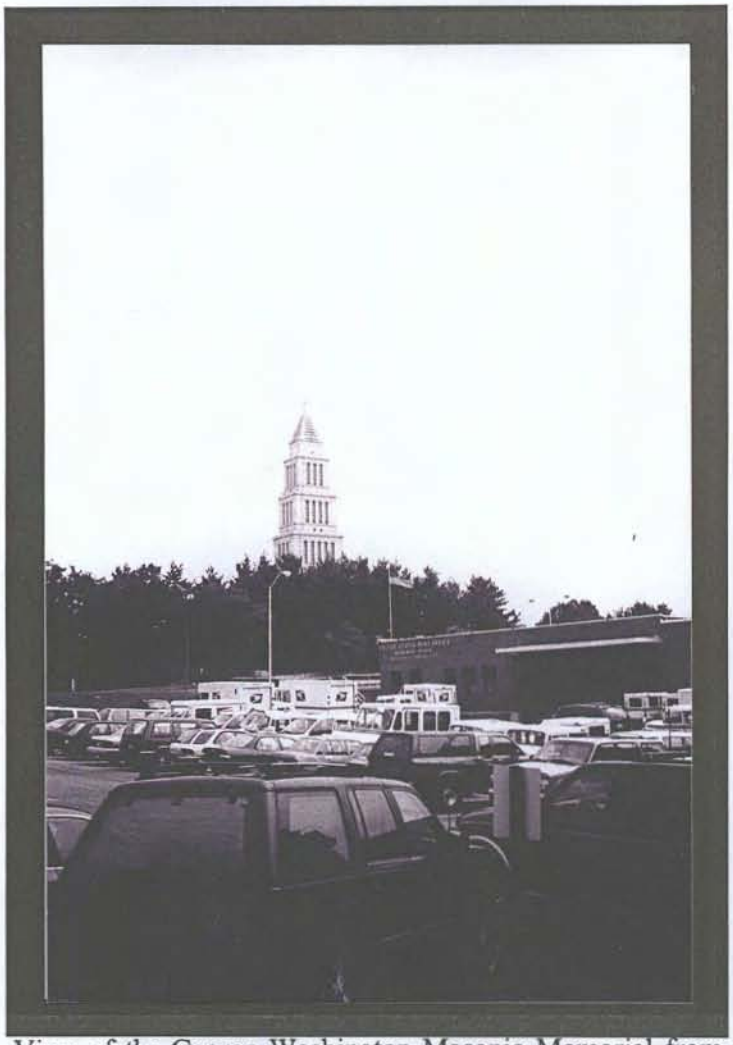
Mechanized Trench 1. Located in the northwestern portion of the project area (Figure 7), Trench 1 measured slightly more 28 ft (8.5 m) in length and reached a maximum depth of 4.6 ft (1.6 m)(Figure 16). Five strata and a single feature (Feature #1) were recorded in this trench.

Stratigraphy. Stratum I was a fill layer that probably was deposited during the widening of Duke Street; it was composed of yellowish red (5YR 4/6) dry compacted clay with approximately 20 per cent gravel and cobble inclusions. Stratum II, the cultural horizon, was a very dark gray (2.5Y 3/1) sandy loam that apparently had been heavily disturbed. The soil matrix contained asphalt rubble, modern trash such as plastic and styrofoam, and structural debris such as brick, window glass, boards, and lead piping. The pieces of lead pipe most likely represented the remains of household plumbing.

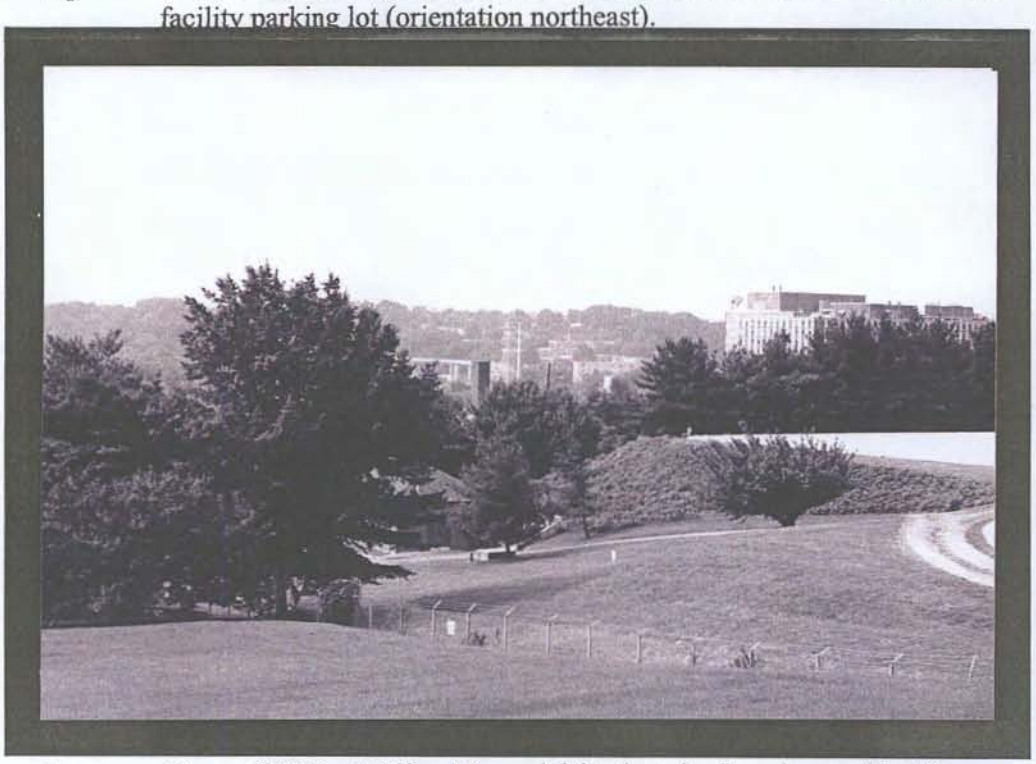
Strata III, IV, and V represented sterile sub-soils. The soil of Stratum III was homogenous and lacked significant amounts of structural debris and/or mottling that are characteristic of disturbed soils. Artifact density also declined significantly in this stratum; the sparse artifacts recovered from Stratum III could be attributed to redeposition and mixing that occured during mechanical excavation of a trench. Stratum IV was an olive yellow (2.5Y 6/6) very sandy clay lens that was noted only in the extreme northern end of the unit beneath Stratum III. In the remainder of the trench, a very abrupt boundary separated Stratum III from Stratum V, which was a mottled red (2.5YR 5/6) and gray (5Y 7/2) heavy clay that resembles clay deposits that formed along a former stream bed. Similar stratigraphy has been documented in an area a short distance to the south on the Hoffman property (Williams et al. 2000:in preparation).

Features. One intact feature (Feature 1), a tile drain line, and disarticulated portions of what appeared to be a large (2.5 x 3 ft) concrete porch stoop fragment were documented in Trench 1 (Figure 17). There were no other intact foundation remnants. Based on the density of the structural debris, it appears that this trench had been placed in the vicinity of the location of the house present on the 1937 aerial photo, but that subsequent construction activities had destroyed the remnants of that structure.

Artifacts. A total of 149 artifacts were recovered from the volumetric samples taken from Trench 1. Almost 90 per cent of these items were recovered from Stratum 2, which represented the disturbed cultural horizon. The most frequently represented functional category was that of architecture; architectural items comprised 83 per cent of the total assemblage, and included window glass, wire nails, linoleum, and caulking compound. The "Kitchen"/food preparation category was represented by some organic food remains, including one butchered bone, a few ceramics, and table



Top View of the George Washington Masonic Memorial from the postal facility parking lot (orientation northeast).



Bottom View of US Post Office Memorial Station site from base of the George Washington Masonic Memorial (orientation southwest).

Figure 15. Viewscape and viewshed analysis: vicinity of US Post Office Memorial Station, Alexandria.

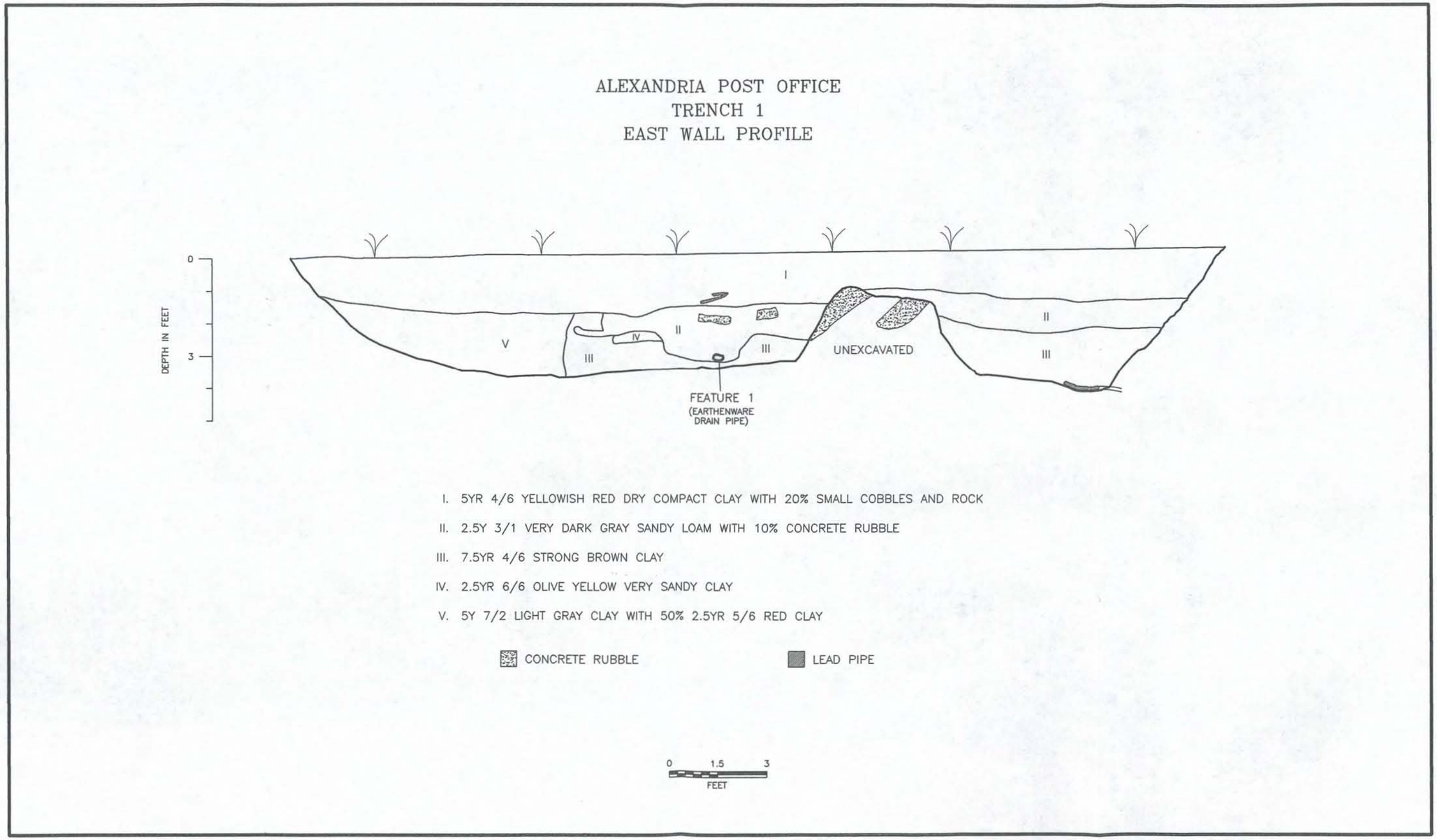


Figure 16, Mechanized Trench #1: East wall profile

Figure 17. Photograph of mechanized Trench #1, showing location of Feature 1 (concrete wall) (orientation northeast)

and container glass. The *terminus post quem* for the sample subassemblage recovered from the lowest stratum that contained cultural material (Stratum III) was 1898 or later, based upon the presence of wire nails and machine made bottle glass.

The artifact assemblage obtained from Trench 1 clearly represents the twentieth century demolition of a late nineteenth to early twentieth century domestic structure.

Trench 2 (N1065/E 1076). Trench 2 was located just inside a wooded area 90 ft southeast of Trench 1 on the southeastern edge of Area 1 (Figure 7); the location also straddled the southwestern boundary of the previously identified area of concrete rubble (Area 2). The trench measured 32 ft (9.75 m) in length and reached a maximum depth of 4.6 ft (1.6 m). Five strata were documented in Trench 2 (Figure 18); no features were identified.

Stratigraphy. Stratum I was a dark brown (10YR 3/3) thin, loose loam with a very heavy root zone that contained a few pieces of very recent modern debris. Stratum II was a thick (3 ft [0.9 m]) fill layer of heavily mottled yellowish brown (10YR 5/8), light gray (10YR 7/1) and red (5YR 5/8) clay fill.

The structural debris that was present in the fill levels of Trench 1 was absent here. A 4 x 4 in square cut fence post was found at approximately 4 ft below the surface, immediately above Stratum III. Stratum III was a very dark gray (10YR 3/1) loamy clay that was analogous to Stratum II in Trench 1. Strata IV and V represented sterile sub-soils underlying Stratum III. Stratum IV was a dark yellowish brown (10YR 4/4) clay, while Stratum V was a very dark gray (7.5 YR 3/1) loamy clay. No cultural materials were recovered from these strata.

Artifacts. The artifact assemblage recovered from Trench 2 (n=26) differed significantly from that recovered from Trench 1. Functionally, little or no structural debris was present. Items relating to kitchen and food preparation were predominant, comprising 89 per cent (n=25) of the total assemblage. Personal items, including a portion of a perfume bottle and a lipstick case with the words "Raspberry Red, Made in the USA" stamped on its base, also were present. Temporally, the diagnostic ceramics, primarily decorated whitewares, reflected a mid to late nineteenth century occupation. However, the *terminus post quem* for the assemblage was provided by the twentieth century lipstick case and machine made bottle glass recovered from the same stratigraphic context.

The cultural deposits in this mechanized trench clearly represent the remains of an earlier nineteenth century domestic occupation that were redeposited during one of several mid to late twentieth century construction or demolition episodes.

Shovel Tests

Given the nature of the disturbed soils and the degree of slope encountered in most of the project area, only portions of Areas 1 and 3 could be shovel tested (Figure 7). In Area 2, immediately east of Trench 2, two concrete slabs that acted as a foundation for the twentieth century gas station were encountered. The demolition of that building created a concrete rubble field and an area of extremely heavy disturbance and deep (up to 8 ft) fill (Area 2). Area 4 had been heavily impacted by the construction of the rail lines to the south and east, and by construction of the Duke Street overpass. Fill from the construction of this overpass had created slopes ranging from 25° to 45°.

Area 1. A north-south baseline was established in Area 1, 50 ft east of and parallel to the existing Post Office Annex building. Transects were established along this base line at 25 ft

intervals, and all shovel tests were placed at 25 ft intervals along these transects. Grid co-ordinates were established using the southwesternmost shovel test as datum with co-ordinates set at N1000/E1000.

Two east-west shovel test transects were excavated in Area 1 at N1000 and N1025. The soils north of this transect line had been disturbed substantially by the construction and widening of Duke Street and the placement of a utility line corridor. Five shovel tests were placed along the N1000 transect; of these, two tests were not excavated: ST N1000/E1000, which fell just within the disturbed utility corridor, and ST N1000/E1100, which was located within a disturbed sanitary sewer line corridor. Along the N1025 transect, four of the five planned shovel tests were excavated. ST N1025/E1100, which fell within the concrete rubble field resulting from the demolition of modern buildings and parking areas, also was not excavated.

Selected soil profiles evidenced a high degree of differentiation (Figure 19) and disturbance (Figure 20). ST N1000/E1050 exhibited a relatively undisturbed profile that included a dark gray brown (10YR 4/2) clay A0 horizon with minor (10 per cent) gravel inclusions (0 - 0.4 ft.), followed by a strong brown (7.5YR 5/6) clay mottled with 10 per cent gray-brown (10YR 4/2) clay (0.4 - 1.0 ft.). These strata in turn were underlain by a dark yellow brown (10YR 4/6) clay with minor (10 per cent) gravel inclusions that extended to a depth of 1.5 ft. In contrast, the profile for ST N1025/E1025 showed the effects of recent disturbance. It consisted of 0 - .2 ft of dark yellowish brown (10YR 4/4) loamy clay, followed by a disturbed mixture of brown (10YR 4/3) clay (50 per cent), yellowish red (5YR 4/6) clay (25 per cent), and dark yellowish brown (10YR 4/6-5/6) clay (25 per cent)(0.2 - 1.3 ft).

Area 3. To facilitate accurate placement of shovel tests in this area, a supplemental north-south baseline was established along the eastern edge of the concrete rubble field at E1190. Only two transect lines (N1075 and N1100) could be extended into this area. Four shovel tests were placed along the N1075 line, but only one was excavated because of the disturbed nature of the soils. Along transect N1100, the line extended along the "spillover" created during the alteration of the Duke Street corridor, leaving only a small area in which shovel tests could be placed, given the degree of slope and amount of disturbance. Of the four shovel tests placed along this transect only one was excavated; this test encountered disturbed soils that probably were associated with road construction.

Summary

The results of the archeological fieldwork indicated that the entire Memorial Station Branch project area had been heavily impacted by construction activities over the years. In Trench 1, which was placed to uncover any intact sub-surface remains of a pre-1937 structure, yielded high densities of structural material in the trench fill, but only one intact feature, a tile drain. This drain, and a large piece of what appeared to be a concrete porch stoop, were the only remnants of the structure that survived the twentieth century demolition of this structure in reasonably intact condition. Trench 2 contained no intact features; all strata exhibited a high degree of disturbance, and the artifact assemblage, while containing some earlier materials, clearly had been deposited recently.

A total of 18 shovel tests were placed within the project area, 10 in Area 1 and eight in Area 3. Nine planned shovel tests were not excavated due to observed physical disturbance at those planned loci. All completed shovel tests were excavated into disturbed soils (Figure 20). Four shovel tests yielded twentieth century historic materials such as aluminum, bottle glass, and window glass, most of which were noted and discarded in the field. Only one shovel test (ST1025/E1025)

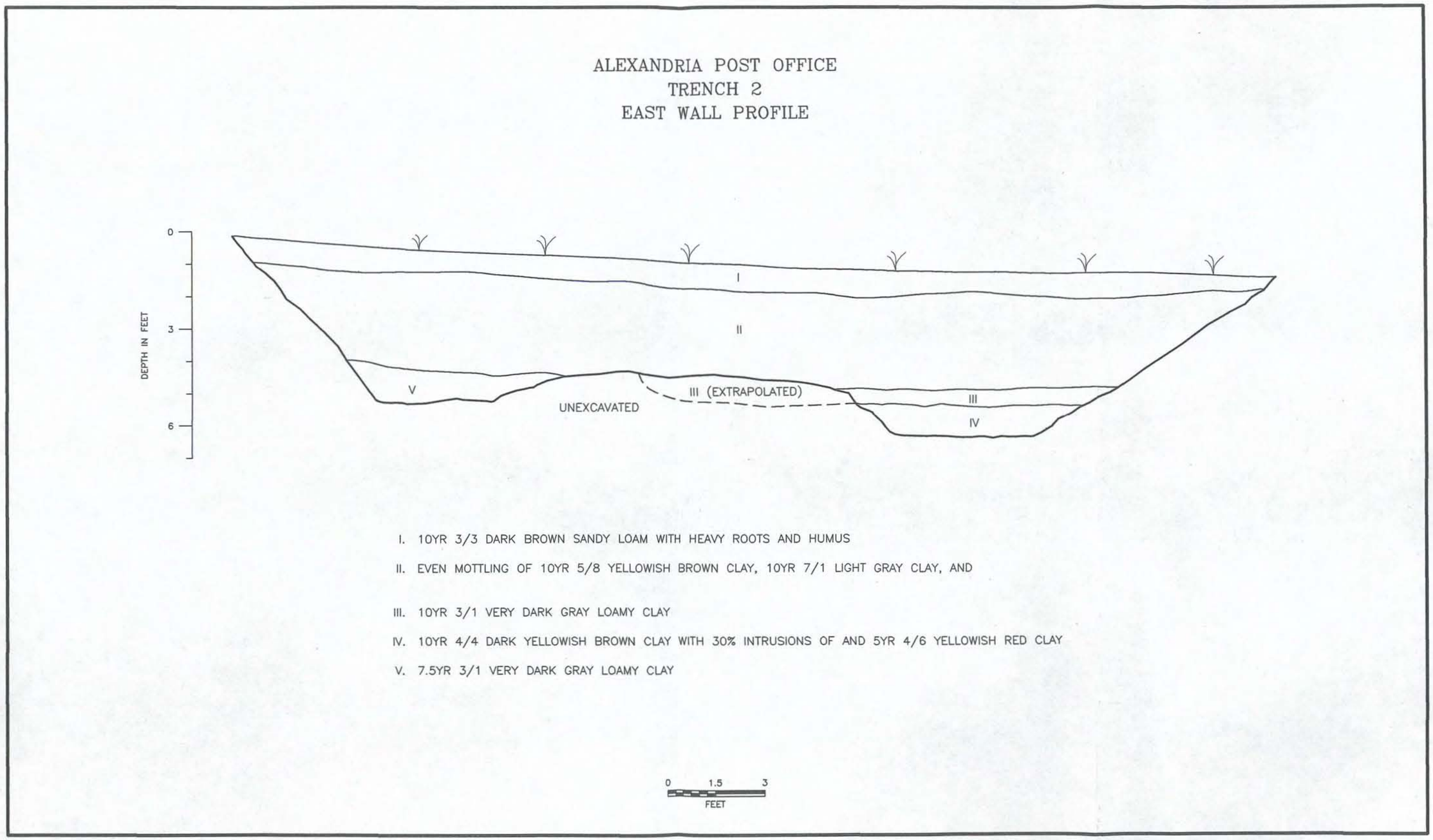


Figure 18. Mechanized Trench #2: East wall profile.

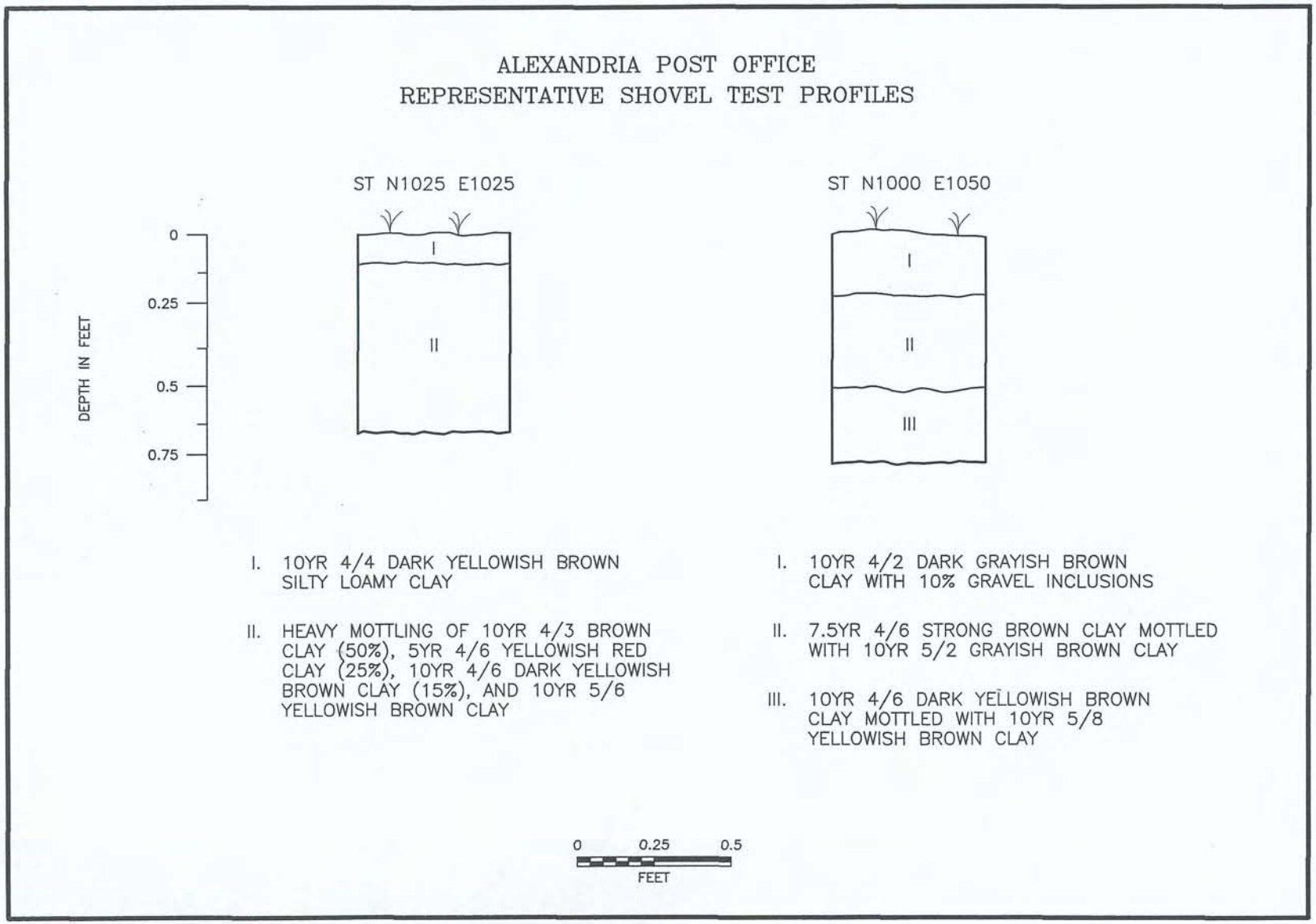


Figure 19. Typical shovel test profiles N1025/E1025 and N1000/E1050

Figure 20. Photograph of typical shovel test in disturbed area (N1000/E1025), showing disturbed soils and concrete rubble encountered within the project area.

yielded potentially pre-twentieth century materials; however, the two fragments of whiteware retained from this shovel test were recovered from the disturbed surface horizon.

The results of both the mechanized trenching and the shovel testing demonstrated that late twentieth century landform modification, construction and demolition episodes within this project area have compromised or destroyed the archeological integrity of the project area. The recovered cultural deposits do not meet the significance criteria established under the Criteria for Evaluation of the National Register of Historic Places (36CFR60 [a-d]). They are not associated with persons or events of national, state, regional, or local importance; they not represent unique resources; nor do they have the potential for contributing significantly to our knowledge of history.

The archeological resources present within the project are not eligible for listing in the National Register of Historic Places. No further archeological investigations are recommended or warranted within the post office facility property.

CHAPTER V

SUMMARY AND RECOMMENDATIONS

This report has presented the results of the archeological assessment and disturbance study for the proposed reconstruction of the United States Postal Service Memorial Station Branch property, Alexandria, Virginia. The study was undertaken by R. Christopher Goodwin & Associates, Inc. in August, 2000, for ATC Associates Inc., on behalf of the United States Postal Service. The studies were required for compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended; the National Environmental Policy Act; and Executive Order 11593. All work was conducted in accordance with standards established in the Secretary of Interior's *Standards and Guidelines for Archeology and Historic Preservation* (National Park Service 1983); *Guidelines for Archeological Investigations in Virginia* (VDHR 1996), *Guidelines for Preparing Architectural Survey Reports* (VDHR 1993); and under terms of a permit issued by the City of Alexandria, Virginia.

The proposed reconstruction project will impact the entire Memorial Station Branch property, and will entail completion of three phases of work: (1) modification of the existing postal facility and installation of temporary parking on the eastern half of the property; (2) construction of a two-story replacement structure, and reconfiguration of existing utility lines; and (3) demolition of the existing postal facility and creation of a landscaped permanent parking area in the eastern two-thirds of the property (Sheridan, Behm, Eustice, and Associates, Ltd.)(Figure 3).

This cultural resources study was designed to identify potentially significant cultural resources that might be affected adversely by the proposed reconstruction project; to assess the potential impact of the proposed reconstruction on historic resources within and in the vicinity of the project location; and to make management recommendations with regard to identified resources. The objectives of the study were realized through a combination of archival research and historic map analysis; completion of a preliminary archeological disturbance study and a reconnaissance level architectural investigation; and archeological testing of selected areas of the proposed project site.

Summary and Recommendations

Architectural Resources

The original block of the ca. 1952 U.S. Post Office Memorial Station Branch in Alexandria, Virginia is located within an area of construction that is less than fifty years old. The building illustrates construction techniques typically used to build utilitarian structures during the late twentieth century. The west, south, and east elevations of this simple rectangular masonry building are utilitarian; ornamentation on the building is confined to the center of the north façade around the former front entrance. The ca. 1932 National Register-eligible George Washington Masonic

National Memorial, is the only National Register eligible or historic property that is visible from the project area.

The existing Memorial Station building was evaluated under National Register Criteria Consideration G, which is applied to properties constructed within the past 50 years. Under this criteria consideration, a building achieves significance only if it is of **exceptional significance** (National Park Service 1995). Because the U.S. Post Office Memorial Station illustrates typical construction techniques of the late twentieth century, does not exhibit notable stylistic elements that illustrate the evolution of architecture during the last fifty years, and is not associated with exceptionally significant events or persons, it is not eligible for listing in the National Register of Historic Places. Viewscape and viewshed analyses also indicated that neither the removal of the existing post office annex nor construction of the proposed replacement facility will have any impact on the George Washington Masonic Memorial.

As a result, **no further architectural investigations are recommended for or in the vicinity of the U. S. Post Office Memorial Station Branch property.**

Archeological Investigations

The archeological investigations undertaken in connection with this study included a preliminary archeological disturbance study followed by mechanized and manual testing within the post office project area. The archeological study confirmed that the project area had been severely disturbed during the second half of the twentieth century by commercial development, road construction and utility construction. Only one intact feature, a modern tile drain, was identified; soil profiles evidenced the severity of these ground-disturbing activities; and the recovered artifactual materials reflected a lack of stratigraphic integrity across the site. The archeological deposits recovered from the U. S. Postal Service Memorial Station Branch property lack both integrity and significance, and are not potentially eligible for listing in the National Register of Historic Places.

Therefore, **no further archeological investigations are recommended or warranted at the U.S. Postal Service Memorial Station in Alexandria, Virginia.**

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ACKNOWLEDGMENTS

The Alexandria Memorial Station Branch project could not have been completed without the assistance of a number of individuals and agencies. R. Christopher Goodwin & Associates, Inc. wishes to acknowledge the support received from Mr. Michael Perry, Mr. Michael Crossman, and Mr. Vince Ricevuto, at ATC Associates Inc. and from Mr. Bob Williams of the D.C. Metro Facilities Branch of the United States Postal Service. Mr. Danny Frank, facilities manager at the Memorial Station facility, lent his assistance in making local arrangements. For the City of Alexandria, Dr. Pamela Cressey and her staff at Alexandria Archaeology; Mr. William Skrabak of the Health Department, Mr. Geoff Bryd, Site Plan Coordinator for the Alexandria T&ES Division, and Mr. John Noelle, City Arborist, all acted to expedite the issuance of the requisite permits for the work.

Several repositories were visited during the course of conducting archival research for this project. Goodwin & Associates, Inc., wishes to thank the staffs of Alexandria Archaeology, the Archives of the Virginia Department of Historic Resources in Richmond, the Fairfax County Judicial Archives, and the Virginia Room of the Fairfax County Public Library for guiding us to the appropriate resources.

Christopher R. Polglase, M.A., ABD, served as the Principal Investigator for this project, and supervised all aspects of the work. Mrs. Martha R. Williams, M.A., M.Ed. managed the overall project and completed the archival background study. Ms. Katherine Grandine, M.A., conducted the architectural reconnaissance. David Soldo, M.A., served as Field Director for the project, assisted by Michael Wilkins and Darlene Hassler. Laboratory analyses were supervised by Andrew Madsen, M.A., and Jennifer Bornemann. John Shuster, M.A., and Brian Stone, M.A., prepared the maps and figures for the report, and Sandi Castle and Sharon Little produced it.

APPENDIX I

ARTIFACT INVENTORY

Alexandria Post Office Memorial Station Ph. I

Category	Group	Class	Type	Sub-Type	Heat	Count	Weight (g)	Comments
FS 7		**N 1025**	**E 1025**		**Level 1**	**0 to 0.2 ftbs**		
HISTORICS	Kitchen	Ceramic	Ironstone	White Undecorated		2		flatware; rim; mends, 1850-PRESENT
	Kitchen	Ceramic	Ironstone	White Undecorated		1		indeterminate form, 1850-PRESENT
					Total Count= 3		**Total Weight=**	
FS 8		**N 1025**	**E 1025**		**Level 2**	**0.2 to 1.3 ftbs**		
HISTORICS	Architecture	Glass	Architectural Element	Window Glass		2		
	Architecture	Manufactured	Brick	Fragment		1		
	Kitchen	Glass	Machine Made Bottle	Amber		1		1898-PRESENT
	Miscellaneous	Metal	Unidentified Object	Slag		1		
					Total Count= 5		**Total Weight=**	
FS 9		**N 1025**	**E 1075**		**Level 2**	**0.2 to 1.3 ftbs**		
HISTORICS	Architecture	Ceramic	Miscellaneous	Sewerage/Drainage Pipe		1		
	Architecture	Manufactured	Brick	Fragment		1		
	Architecture	Manufactured	Brick	Partial		1		cement-like matrix
					Total Count= 3		**Total Weight=**	
FS 5	**Trench 02**	**N 1063**	**E 1076**		**Level 2**	**0.8 to 2.25 ftbs**		
HISTORICS	Kitchen	Ceramic	Ironstone	Molded		1		indeterminate form; blue floral sprig mold; rim; poss. flatware, 1813-PRESENT
	Kitchen	Glass	Machine Made Bottle	Clear		1		1898-PRESENT
					Total Count= 2		**Total Weight=**	

Alexandria Post Office Memorial Station Ph. I

Category	Group	Class	Type	Sub-Type	Heat	Count	Weight (g)	Comments
FS 6	Trench 02	N 1063	E 1076	Level 3	3.8 to 4.7 ftbs			
HISTORICS	Architecture	Glass	Architectural Element	Window Glass		1		
	Kitchen	Ceramic	Creamware	Other Edge Type		1		flatware; rim; embossed edge, 1762-1820
	Kitchen	Ceramic	Tin Enamelled Earthenware	Unidentified		1		hollowware; rim; poss. 19th century Majolica
	Kitchen	Ceramic	Whiteware	Gilt-Edged/Gilt		1		flatware; rim, (POST 1820)
	Kitchen	Ceramic	Whiteware	Transfer-Printed, Blue/Black/Brown		1		hollowware; blue print replicating Canton porcelain, 1820-PRESENT
	Kitchen	Ceramic	Whiteware	Undecorated		1		plate; rim/foot ring, 1820-PRESENT
	Kitchen	Ceramic	Whiteware	Undecorated		3		indeterminate form, 1820-PRESENT
	Kitchen	Glass	Blown in Mold	Light Green		1		base; decal maker's mark, "COTY//FRANCE"
	Kitchen	Glass	Machine Made Base	Clear		1		embossed, "...8//...67 F", 1898-PRESENT
	Kitchen	Glass	Machine Made Base	Clear		1		embossed, "...865...", 1898-PRESENT
	Kitchen	Glass	Machine Made Bottle	Amber		1		embossed, "FED...//OR...", 1898-PRESENT
	Kitchen	Glass	Machine Made Bottle	Clear		7		1898-PRESENT
	Kitchen	Glass	Machine Made Bottle	Green		1		1898-PRESENT
	Kitchen	Glass	Melted Glass	Light Green		1		
	Kitchen	Glass	Table Glassware	Clear		1		panels
	Kitchen	Glass	Unidentified Fragment	Unidentified		1		red

Alexandria Post Office Memorial Station Ph. I

Category	Group	Class	Type	Sub-Type	Heat	Count	Weight (g)	Comments
HISTORICS	Miscellaneous	Metal	Unidentified Object	Iron/Steel		1		
	Personal	Metal	Personal Use	Other		1		lipstick case; stamped on base, "RED//RASBERRY//MADE IN U.S.A"
					Total Count= 26		Total Weight=	
FS 1	Trench 01	N 1125	E 1007					from overall trench
HISTORICS	Architecture	Manufactured	Brick	Partial		1		
	Architecture	Manufactured	Brick	Whole		2		one with mortar attached
					Total Count= 3		Total Weight=	
FS 2	Trench 01	N 1125	E 1007		Level 1	0 to 1.9 ftbs		
HISTORICS	Architecture	Glass	Architectural Element	Window Glass		1		
	Kitchen	Ceramic	Domestic Gray Stoneware	Bristol Slip		1		hollowware; rim, 1860-PRESENT
	Kitchen	Glass	Machine Made Bottle	Amber		1		embossed, "...96...", 1898-PRESENT
	Kitchen	Glass	Machine Made Bottle	Clear		1		embossed, "...PRO...", 1898-PRESENT
ORGANICS	Organics	Shell	Unburnt	Unworked		1	9.19	
					Total Count= 5		Total Weight= 9.19	
FS 3	Trench 01	N 1125	E 1007		Level 2	1.6 to 2.6 ftbs		
HISTORICS	Architecture	Glass	Architectural Element	Window Glass		6		
	Architecture	Glass	Architectural Element	Window Glass		104		FIELD DISCARD
	Architecture	Manufactured	Miscellaneous Building Material	Caulk/Putty		1		caulking
	Architecture	Metal	Machine Cut Nail, Common	2-4"		3		1815-1890
	Architecture	Metal	Unidentified	Nail		4		

Alexandria Post Office Memorial Station Ph. I

Category	Group	Class	Type	Sub-Type	Heat	Count	Weight (g)	Comments
HISTORICS	Furniture	Biological	Furniture Element	Linoleum		1		asbestos
	Kitchen	Ceramic	Whiteware	Undecorated		2		indeterminate form; one rim, 1820-PRESENT
	Kitchen	Glass	Machine Made Bottle	Aqua		2		1898-PRESENT
	Kitchen	Glass	Machine Made Bottle	Unidentified		2		FIELD DISCARD; coke bottle, 1898-PRESENT
	Kitchen	Glass	Table Glassware	Clear		1		poss. table glass
	Miscellaneous	Metal	Unidentified Object	Iron/Steel		1		poss. crown cap
	Miscellaneous	Metal	Unidentified Object	Non-Ferrous Metal		1		FIELD DISCARD; aluminum
ORGANICS	Organics	Bone	Unburnt	Worked		2	3.63	cut/butchered; mends
	Organics	Nut/Seed	Unburnt	Unworked		1	2.66	peach pit; two halves
	Organics	Wood	Unburnt	Unworked		1	0.57	
					Total Count= 132		Total Weight= 6.86	

FS 4 **Trench 01** **N 1125** **E 1007** **Level 3** **2.6 to 4.2 ftbs**

Category	Group	Class	Type	Sub-Type	Heat	Count	Weight (g)	Comments
HISTORICS	Architecture	Glass	Architectural Element	Window Glass		3		
	Architecture	Metal	Unidentified	Nail		1		
	Architecture	Metal	Wire Nail, Common	2-4"		1		POST 1890
	Kitchen	Glass	Machine Made Base	Clear		1		1898-PRESENT
	Kitchen	Glass	Machine Made Bottle	Clear		3		1898-PRESENT
	Kitchen	Glass	Machine Made Bottle	Clear		1		embossed, "...EG...", 1898-PRESENT
	Kitchen	Glass	Machine Made Bottle	Milk Glass		1		1898-PRESENT
	Miscellaneous	Metal	Unidentified Object	Iron/Steel		1		poss. nail or barbed wire

Category	Group	Class	Type	Sub-Type	Heat	Count	Weight (g)	Comments

Alexandria Post Office Memorial Station Ph. I

Total Count= 12 Total Weight=

Site Number Totals Total Count= 191 Total Weight= 16.05

Category	Group	Class	Type	Sub-Type	Heat	Count	Weight (g)	Comments

Alexandria Post Office Memorial Station Ph. I

Project Totals Total Count= 191 Total Weight= 16.05

APPENDIX II

RESUMES OF KEY PROJECT PERSONNEL

CHRISTOPHER R. POLGLASE, M.A., ABD
VICE PRESIDENT- ARCHEOLOGICAL SERVICE

Mr. Christopher Polglase received his baccalaureate degree from William and Mary in 1980, his M.A. from SUNY Binghamton in 1985, and he currently is A.B.D. at that institution. At SUNY Binghamton, Mr. Polglase served as a teaching, research, and graduate assistant, where he edited the multi-volume report on excavations at the Utqiagvik site in Barrow, Alaska. Mr. Polglase received considerable cultural resource experience at SUNY Binghamton, where he served as crew chief on Phase I-III projects. Mr. Polglase also served as crew chief for three seasons at Fort Christanna, an early eighteenth century frontier outpost, and as field supervisor for the survey of the proposed Roanoke River Parkway. He also has participated in large projects in Alaska and throughout Italy.

At Goodwin & Associates, Inc., Mr. Polglase has worked on numerous projects in the Middle Atlantic, Southeast, Mid-West and the Caribbean. He has directed data recovery at numerous prehistoric and historic sites in the Middle Atlantic and Phase I-II studies across the Eastern United States. Two of those projects, excavations at the Russett Center and at the Garman Site, received the Excellence in Archeology Awards from the Anne Arundel County Trust for Historic Preservation in 1991 and 1992. His projects also received awards from the Maryland Historical Trust for Education Excellence (1997) and from the Harford County Historic Preservation Commission for the Preservation Project of the Year (1999).

Mr. Polglase's experience at Goodwin & Associates, Inc. has encompassed the range of preservation planning and interpretation studies. He has directed the preparation of multi-disciplinary cultural resource planning studies for the Army Corps of Engineers, NAVFACENGCOM, the Department of Energy, and the Maryland Port Administration. These projects have included numerous Cultural Resource Management Plans (ICRMP) for such diverse facilities as the U.S. Naval Academy, Aberdeen Proving Ground, and Fort Belvoir. He has overseen the design of exhibits at several DoD installations, including preparation of panels, exhibit cases, and a touch screen computer kiosk. The development of that kiosk and subsequent projects led to an interest in the digital interpretation of archeological and historical resources, including 3D modeling of archeological sites. Mr. Polglase has directed the preparation of Geographic Information System (GIS) deliverables to DoD and private sector clients in the Middle Atlantic, including: (1) complete historic and natural resource data layers for 11 U.S. Navy installations in Tidewater Virginia; and (2) archeological and historical data for 29 counties in Pennsylvania. Mr. Polglase also oversees artifact curation compliance and conservation studies for Goodwin & Associates, Inc., including NAGPRA research for the U.S. Army Corps of Engineers in 21 states.

His research interests include lithic analysis, long-distance exchange, and the development of holistic preservation planning studies. In addition to numerous technical reports, he has published papers in the *Journal of Archeological Science*, *Preistoria Alpina*, and the *Journal of Middle Atlantic Archaeology*. He has presented professional papers to the Society for American Archeology, the Middle Atlantic Archeological Conference, the Archeological Societies of Maryland and Virginia, the Eastern States Archeological Federation, the Center for Medieval and Early Renaissance Studies, and the Valle dei Cavalieri.

MARTHA R. WILLIAMS, M.A., M.ED.

PROJECT MANAGER/ARCHEOLOGIST/HISTORIAN

Martha R. Williams, M.A., M.Ed., Project Manager, holds a B.A. (1960) from Lebanon Valley College; a Master of Education, with emphasis in the Social Sciences, from the University of Pennsylvania (1965); and an M.A. in History, with emphasis in Applied History, from George Mason University (1987). She was a Coe Fellow in American Studies at SUNY Stony Brook in 1982 and 1989. While completing her internship with George Mason University, she co-authored the Heritage Resource Management Plan for Fairfax County, Virginia.

Ms. Williams has had extensive experience in cultural resource management and in historical archeology in Northern Virginia. As co-director of the Fairfax County Seminars in historical archeology for high school student (1973-1987), she directed or assisted in the investigation of fifteen archeological sites in Fairfax County, including investigations at Belvoir Manor (1973-1975). Her experience includes volunteer work on both prehistoric and historic sites with the Fairfax County Heritage Resources Branch, for the City of Alexandria, for the Virginia Division of Historic Resources, and for the National Park Service, including excavations at the Lost Colony site on Roanoke Island. Ms. Williams' archeological experience also includes a field school with Colonial Williamsburg (1972), and employment with the National Park Service as an archeological laboratory technician.

Since joining R. Christopher Goodwin & Associates, Inc., Ms. Williams has served as historian, project archeologist, project manager, and public interpretation specialist for numerous studies conducted by the firm. As historian, she has conducted research for company projects in such diverse eastern seaboard and central states as Maryland, Virginia, New York, Ohio, Pennsylvania, Maine, Massachusetts, Vermont, North Carolina, Georgia, Mississippi, Arkansas, and Louisiana, as well as in the District of Columbia and Puerto Rico. She is familiar with archival resources for both terrestrial and underwater projects. She has managed all types of archeological projects, including preparation of archeological predictive models and disturbance studies; Phase I and II archeological surveys and evaluations; Phase III archeological data recovery projects; and cultural resource planning documents for Federal agencies and local governments. Her managerial experience encompasses military, domestic, commercial, and industrial sites in both urban and rural settings. As public interpretation specialist, she has designed and executed a wide range of public information activities, including public participation programs for the Camden Yards Stadium and the Juvenile Justice projects in Baltimore; site brochures for the Drane House in Garrett County, Maryland and Icehouse Square in Gettysburg, Pennsylvania; display panels for the Main Street and Naval Academy sites in Annapolis, Maryland; permanent exhibit panels at the Army's Aberdeen (Maryland) Proving Ground; and a popular history of Fort Belvoir (Virginia). She also prepared two public information and training booklets and a training video for the Legacy Program of the Department of Defense.

Ms. Williams is actively involved with professional preservation organizations. She has served as Vice-President of the Archeological Society of Virginia (ASV), and continues to sit on the ASV Board of Directors. She has written for numerous publications, including the *Yearbook* of the Historical Society of Fairfax County, *Museum News, Interpretation* (NPS), the *Quarterly Bulletin* of the ASV, *American Antiquity*, and the *Journal of Mid-Atlantic Archaeology*. In 1991, the Fairfax County History Commission presented her its Distinguished Service Award for her contributions to local history and preservation. The ASV also recognized Ms. Williams as "Professional Archeologist of the Year" in 1996. On the national level, the Society for Historical Archaeology recognized her two-year service as Chair of that organization's Committee on Public Education in 1992; in January, 2001, she received that organization's prestigious Award of Merit for her contribution to archeological education.

DAVID J. SOLDO, M.A.

ASSISTANT PROJECT MANAGER

David Soldo, M.A., received his Bachelor's Degree in Anthropology in 1984 from Youngstown (Ohio) State University and was awarded a Master's degree in Anthropology from Wichita State University in 1999. He completed additional graduate level courses in Anthropology at Southern Illinois University at Carbondale during the 1984-1985 academic year, where he was a recipient of an S.I.U.-C Graduate Scholarship. He also served as a teaching and laboratory assistant at both Youngstown State University and S.I.U.-C. In addition to his formal academic training, Mr. Soldo completed a workshop on the National Historic Preservation Act and the Section 106 Process sponsored by the Bureau of Land Management, and the PADI Openwater Diving Course, through which he was certified as an open water Scuba Diver.

Mr. Soldo's 19 years of archeological experience have encompassed a wide variety of projects across an equally broad geographic area. He has served as field archeologist, crew chief, field director, and principal investigator on numerous projects ranging from Phase I identification surveys to data recovery projects, including the recovery of a number of Historic and Prehistoric human burials. From 1995-1996, he served as staff archeologist for the City of Wichita, Kansas. His prior work experience has included both private and public-sector projects in Arkansas, Arizona, California, Colorado, Florida, Hawaii, Illinois, Kansas, Ohio, New Mexico, Pennsylvania, and Texas, including long-term archeological investigations within several secure military installations.

Since joining R. Christopher Goodwin & Associates, Inc. in July 1999, Mr. Soldo has served as an archeological field technician for company projects in Ohio and Puerto Rico, and has directed and managed archeological field crews for an ongoing, multi-year/multi-task private development project in Alexandria, Virginia.

KATHERINE GRANDINE, M.A.

SENIOR PROJECT MANAGER / HISTORIAN

Ms. Katherine E. Grandine, M.A., Senior Project Manager and Historian, received a Master of Arts degree in American Civilization with Emphasis on Historic Preservation in 1983 from the George Washington University, Washington, D.C. She has been professionally active in the field of historic preservation since 1981. Her project experience included historic research; architectural surveys in Washington, D.C., Maryland, and Virginia; Historic American Buildings Survey documentation; National Register of Historic Places nominations; local landmark and historic district nominations; and, survey of historically significant family housing for the Department of Defense.

Since joining Goodwin & Associates, Inc., Ms. Grandine has served as an historic preservation specialist in the development of the National Historic Context for DoD Installations from 1790 to 1940 and support and utility structures from 1917 to 1946 and performed reconnaissance-level and intensive-level architectural surveys at numerous DoD installations, including Aberdeen Proving Ground, Maryland; Charleston Naval Base, South Carolina; Fort Knox, Kentucky; Carlisle Barracks, Pennsylvania; FISC, Cheatham Annex, Virginia; Naval Weapons Station Yorktown, Virginia; Naval Base Norfolk, Virginia; and, Walter Reed Army Medical Center, Washington, D.C. She has conducted literature searches for Phase I archeological surveys, performed architectural surveys, and undertaken archival research for Phase II and Phase III archeological studies for projects in Maryland, Virginia, Pennsylvania, and Ohio. She has extensive experience in researching in local primary documents such as land records, deeds, wills, and tax records to support archeological and architectural documentation projects. She has managed numerous architectural survey and evaluation projects, written National Register nominations for individual properties and historic districts, co-authored integrated cultural resources management plans and numerous technical reports, and provided historic background research for a variety of cultural resources projects.