

HISTORIC PRESERVATION

ADOPTED ZONING MASTER PLAN
ALEXANDRIA, VIRGINIA

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INTRODUCTION

As Alexandria approaches the 21st Century, historic preservation planning is becoming an increasingly important method for the protection and enhancement of the character and quality of the City. The unique identity of any locality derives from its geographical setting, its early development pattern, its familiar architecture and settings and its people, all of which combine to provide a city with its special sense of place. The preservation and conservation of early buildings, streetscapes, vistas, landscapes and neighborhoods serves to maintain and enhance the unique character of a city.

Alexandria was among the first localities in the United States to recognize the importance of preserving its identity through the conservation of the early residential and commercial buildings which define the downtown neighborhoods of the City. In 1946 historic district zoning was established by City Council to assure that proposed changes to buildings were appropriate to the historic character of the area. The 1974 Comprehensive Plan acknowledged the rich historical heritage of the City and lists among its goals to retain City identity, encourage tourist trade, and protect areas of historic value. Since this positive, though modest, commitment—to history, the City has extended historic district protection to other areas of the City and to specially designated buildings outside any historic district. The City has also demonstrated its concern for its past by owning and managing historic resources. Numerous citizens and groups have worked both privately and with the City to rehabilitate, protect, plaque, study and increase public awareness of historic resources.

In 1990 a concerned citizenry seeks to maintain the protections afforded by historic district regulations and to enforce their provisions, to preserve the historic built environment from which the City derives its identity, livability and beauty. The conservation of historic buildings, structures, sites and artifacts as well as the City's historic scale, open space and landscapes are all affected by decision on individual projects. The foundation upon which these decisions are made include the Master Plan Zoning and Urban Design Guidelines.

This chapter of the Master Plan is composed of two sections: 1) issues, principles, goals and a recommendation to guide the City of Alexandria's decision making on preservation; and 2) small area plans for historic preservation which identify specific resources, issues and preservation objectives and provide recommendations for each neighborhood. The Appendices provide listings of historic surveys and a discussion of sources and mapping methods used in Small Area Plans.

Preservation Issues

Identification and Documentation of Historic Resources.

The alteration, disturbance and loss of historic resources may occur inadvertently. Outside the City's two architectural historic districts, few historic resources have been identified or designated. Even in the historic districts many important structures are, not, researched and documented. Important resources such as cemeteries, Native American sites, mills and millraces, privies and cisterns and Civil War sites are buried or hidden from view. All too often little is known about these historic resources until after some change has occurred resulting in citizen debate and displeasure over the change to the historic fabric design, scale, density and character of streetscapes. Identification, registration and planning will provide recognition, and thus the opportunity to effectively manage these resources for community benefit.

Within the two City historic districts the continuation of the historic mass, scale, density, streetscape, open space and neighborhood character is a major issue. Design guidelines are needed to offer direction to citizens to make correct decisions regarding design elements for new construction and maintenance. These guidelines will assist in reserving historic structures and enhancing the area's character.

An Open Space Easements Program has been established by the City to encourage citizen involvement in preserving landscapes, settings and historic buildings for the City's heritage.

Promotion of Public Awareness

A successful historic preservation program in Alexandria will depend on the cooperation of the City and individual citizens who, through education, are encouraged to properly rehabilitate and maintain the City's built environment.

Historic Preservation Aspect of Large Scale Developments

Planned development and highway projects have prompted environmental impact statement studies in several large sections of the City. Cameron Station, Potomac Green, Potomac Yard, the Wilson Bridge, Duke Street, and Eisenhower Valley projects have produced reports assessing the significance of cultural resources. This information adds appreciably to the historic knowledge of areas which are generally not perceived to be historic. Coordination between land use planning, zoning, and resource management is critical to enhancing the City with new development projects while preserving our heritage.

Tourist Access to Historic Areas

The routes of tourist access to historic areas (both by road and Potomac River) must be protected and managed so as to enhance the historic areas of the City.

Principles of Historic Preservation in Alexandria

1. Alexandria's historic resources enrich the quality of life for city residents and visitors and contribute to Alexandria's prosperity, attractiveness, livability and identity.
2. Historic resources including buildings, structures, settings, archaeological sites and objects are fragile, finite and irreplaceable.
3. All areas of the City contain significant historic resources relating to a broad spectrum of human endeavor extending back at least 10,000 years and to the accomplishments of many cultural groups.
4. Identification, protection and interpretation of historic resources increases community awareness, enjoyment and participation in ongoing local preservation efforts.
5. A comprehensive approach to identification and management of historic resources promotes an effective and efficient planning process.
6. Public education about Alexandria's rich historical heritage fosters a responsible and involved citizenry.

Goals for Historic Preservation in Alexandria

On the basis of the issues and principles discussed above, four goals are proposed:

1. To identify historic resources throughout Alexandria.
2. To protect and preserve historic resources through sensitive management that prevents their destruction, damage and neglect.
3. To guide development in a manner that is compatible with the historic character and resources of the site and surrounding neighborhood.
4. To promote public awareness and appreciation of historic resources and Alexandria's heritage.

Recommendation

CITY COUNCIL REQUEST STAFF TO PREPARE A COMPREHENSIVE PRESERVATION PLAN WITH CITIZEN INVOLVEMENT, AND THAT THE PLAN BE INCORPORATED AS AN AMENDMENT TO THE MASTER PLAN.

APPENDIX 1

Small Area Plans for Historic Preservation Sources and Mapping Methods

Map 1 Historic Resources

Primary and secondary sources identify and locate historic resources on Map 1. These sources were selected for their accuracy and geographical specificity. Map 1 in each Small Area Plan relies particularly upon the following primary sources: U.S. Army Corps sector and Environs of Washington maps of the Civil War Period (1864, 1865 and 1866); G.M. Hopkins maps (1878 and 1894); Sanborn maps (1885, 1902, 1910', 1921, 1931, 1941, 1951, and 1961); City of Alexandria tax assessment rolls (1810-1910); the U.S. Census (1790-1900); and City directories (1834, 1852, and 1888-89). Since historic maps have different scales and cartographic methods, the exact location of a site is difficult to place on a contemporary map. Therefore, all map designations are near the actual site of a documented resource, not on the exact point.

Map 1 also draws resource locations from several secondary sources, such as: Ethelyn Cox, *Historic Alexandria, Virginia: Street by Street* (1976); Ruth Lincoln Kaye, "Lost Heritage: Early Homes that Have 'Disappeared From Northern Virginia'", in *Northern Virginia Heritage* February 1987; Robert L. Crabill, *History of the Town of Potomac* (1982); Northridge Loreby the North Ridge History Committee, Rosalind Bovey, Chairman (1981); and the collected volumes of *The Fireside Sentinel*, edited by T. Michael Miller.

Map 1 classifies resources into two categories depending upon the amount of physical evidence known about them:

KNOWN HISTORIC RESOURCES: resources which have been verified with physical evidence (e.g., sites listed on several registers at the national, state or local levels; cemeteries; roads and railroads).

DOCUMENTED HISTORIC RESOURCES: resources which are documented from primary and secondary sources or reconnaissance surveys, but for which complete physical evidence does not currently exist. The Standing Structure Survey identified buildings of architectural styles that may be eligible by the year 2,000 for listing as a Structure Over 100 Years Old Outside the Historic Districts.

Map 2

Historic Sites and Areas with Legal Protection

Map 2 in each Small Area Plan shows which resources or resource areas have some type of legal protection. Twenty-two sites in Alexandria, are listed separately on the National Register of Historic Places (Appendix 2). Most of the City's Old and Historic Alexandria District is designated as the Alexandria Historic District on the National Register. It also has achieved the special distinction of a National Historic Landmark. While sites and districts listed on the National Register of Historic Places achieve important recognition, they (and those determined to be eligible for listing) are only protected from adverse effect by projects with federal funds or permits. Even these sites can be lost, if the State Historic Preservation Office makes a determination that the resource can be appropriately recorded, documented or excavated beforehand. A State law requiring permits prior to archaeological removal of human remains in unmarked burials establishes control over scientific excavations.

The local ordinances passed by the City of Alexandria afford the greatest protection mechanisms. The City currently has sections of the Code which protect through review procedures the following: exterior architectural features observable from a public place in the Old and Historic Alexandria District, the Parker Gray District, and designated structures over 100 years old outside the two districts (currently numbering 20) (Appendix 3-5); designated historic and specimen trees (Appendix 6); significant archaeological resources adversely affected by projects requiring site plans in 11 archaeological resource areas (ARA) (Appendix 7 and 9). The City of Alexandria also maintains an easement program to encourage the preservation of open space, facades and interiors (see Old Town Small Area Plan: 12 - 6).

APPENDIX 2

National Register of Historic Places in Alexandria

SITES:

1. Alexandria Canal Tide Lock
2. Alexandria City Hall: 301 King Street
3. Bank of Alexandria: 133 North Fairfax Street
4. Bayne-Fowle House: 811 Prince Street
5. Carlyle House: 121 North Fairfax Street
6. Christ Church: southeast corner of Cameron and Columbus Streets
7. District of Columbia Boundary Stone Markers:
Mile Marker No. 1, 1220 Wilkes Street
Mile Marker No. 2, East side of Russell Road, just north of King Street
Mile Marker No. 3, 2932 King Street
8. Fairfax Moore Montague House: 207 Prince Street
9. President Gerald R. Ford, Jr.'s House: 514 Crown View Dr.
10. Fort Ward: 4301 West Braddock Road
11. Franklin and Armfield Office: 1315 Duke Street
12. Gadsby's Tavern: 128 North Royal Street
13. Jones Point Lighthouse and District of Columbia South Cornerstone: Jones Point Park
14. Robert E. Lee Boyhood Home: 607 Oronoco Street
15. Lee-Fendall House: 614 Oronoco Street
16. Lloyd House: 220 North Washington Street
17. The Lyceum: 201 South Washington Street

18. Old Dominion Bank Building: 201 Prince Street
19. Protestant Episcopal Theological Seminary: 3737 Seminary Road.
20. St. Paul's Episcopal Church: 228 South Pitt Street
21. Stabler-Leadbeater Apothecary Shop: 105-107 South Fairfax Street
22. Mount Vernon Memorial Highway: Washington Street and George Washington Memorial Parkway. Note: This road has three names in Alexandria which are often used interchangeably. On the Small Area Plan Maps in this document, the term Mount Vernon Memorial Highway is used, since it is the historic name listed on the National Register.

The Mount Vernon Memorial Highway, a portion of the George Washington Memorial Parkway, links the southwestern end of Arlington Memorial Bridge on Columbia Island, Washington, D.C. with Mount Vernon in Fairfax County, Virginia. (National Register Nomination Form, 1961:1}

The Highway became a component of the George Washington Memorial Parkway, when the latter was authorized by Congress in 1930. In the text, this name is used, since it is most common and appears in the Old and Historic Alexandria District section, of the City Code.

23. *Alexandria National Cemetery: determined to be eligible for listing on the National Register

DISTRICTS:

1. Alexandria Historic District - also a National Historic Landmark
2. *Town of Potomac District - determined to be eligible for listing on the National Register

* A Note on Eligibility - sites and districts which have been determined to be eligible for listing on the National Register of Historic Places have the same protection as ones with the formal designation. They meet the criteria used by the State Historic Preservation Officer in evaluating potential entries for the National Register. The protection is limited to actions which adversely affect these resources caused by federal agencies, funds and permits, such as housing and transportation projects using federal support.

APPENDIX 3

OLD AND HISTORIC DISTRICT

The Old and Historic District was established in Alexandria in 1946 to preserve residential and non-residential buildings with a significant architectural and cultural history. Any building proposed for construction, reconstruction, alteration or restoration within the District must be approved by the Board of Architectural Review (BAR). The BAR also has authority over the moving, removing, encapsulation and demolition of buildings in the district as well as the approval of signs.

(Map not included in online version).

APPENDIX 4

PARKER-GRAY DISTRICT

The Parker-Gray District was established in Alexandria in 1984 to preserve and protect the architectural and cultural character of the approximately 40 block predominantly residential neighborhood. New construction and renovation, as well as the moving, removing, encapsulating or razing of buildings in the District must be approved by a review board.
(Map not included in online version).

APPENDIX 5

Buildings More than 100 Years Old

Outside the Historic Districts

- 1.1018 Duke Street
- 2.1020 Duke Street
- 3.1707 Duke Street
- 4.113 North Fayette Street
- 5.400 Fontaine Street, Lloyd House/St. Agnes School
- 6.406 Janney's lane
- 7.1520 King Street
- 8.1522 King Street
- 9.1524 King Street
10. 2605 King Street
11. 2525 King Street
12. 114 North Payne Street
13. 115 North Payne Street
14. 116 North Payne Street
15. 118 North Payne Street
16. 120 North Payne Street
17. 122 North Payne Street
18. 124 North Payne Street
19. 2404 Russell Road, Mt. Ida/previously St. Mary's Academy
20. 1415 Wilkes Street, National Cemetery Lodge

APPENDIX 6

City of Alexandria Designated Historic Trees Living Witnesses of the American Revolution'

1. Willow Oak: Hike Path near Richmarr and Latham
2. Pecan: 3706 Seminary Road
3. White Oak: 3706 Seminary Road
4. *
5. Tulip Tree: 318 North Quaker Lane
6. *
7. *
8. Sycamore: 415 Wolfe Street
9. *
10. Sweet Gum: Alexandria National Cemetery, Wilkes Street
11. *
12. Virginia Juniper: 1512 Stonewall Road
13. *
14. Sycamore: Christ Church
15. White Oak: Second Presbyterian Church, Janney and Quaker Lanes
16. White Oak: Second Presbyterian Church, Janney and Quaker Lanes
17. Chestnut Oak: Mt. Ida, 2404 Russell Road

Many other trees have also been designated as specimen trees.

* Indicates that the tree which was designated is no longer standing.

APPENDIX 7

City of Alexandria Archaeological Resource Areas

1. Old Town Area: The historic urban core.
2. Potomac Area: Native American, early settlement, historic transportation corridor and Daingerfield Island.
- 3.,* Del Ray/St. Elmo Area: Suburban community.
4. * Rosemont/Braddock Heights Area: Suburban community.
5. * Mt. Ida Area: Country estates and suburban community.
6. Taylor and Timberbrook Run Area: Native American, turnpike, farmsteads, African American village, suburban community, cemetery.
7. Shuter's Hill Area: Country estates, water company, Civil War--Fort Ellsworth, suburban community.
8. Cameron and Backlick Run Area: Native American, first settlement, turnpike and homes, mills and breweries, mill race, West End village.
9. Outer Defense Area: Country estates, turnpike and homes, Quaker Hill, farmsteads, Howard Street village, Civil War Defenses--Fort Ward, Fort Worth, Fort Williams.
10. Seminary Area: Country estates, Seminary, Civil War.
11. Holmes Run Area: Native American, country estates, cemetery, turnpike and homes, farmsteads, mill and millrace.

* In these three areas, only specific sections and addresses are listed as potential resource locations. In the other eight areas, all land has the potential to contain archaeological resources.

City of Alexandria
Archaeological Resource Map
Not available in online version

APPENDIX 8

State Survey of Abandoned Cemeteries in Alexandria.

1. Methodist-Protestant, Franklin and Wilkes Streets (Known)
2. Douglass, 1421 Wilkes Street (Known)
3. Penny Hill, Payne and Franklin Streets (Known)
4. Lebanon Union Church, 100 Breckinridge Place (Known)
5. Auld Family, 4620 Strathblane Place (Known)
6. Old Quaker, '311 South St. Asaph (Documented:one stone found)
7. New Quaker, 717 Queen Street (Known)
8. Bloxham, 116 South Quaker Lane (Known)
9. Goings, 1499 West Braddock Road (Documented: not visible)
10. Black Baptist,' Holland Lane (Known)
11. Civil War (Documented: not visible)
12. 1023 Pelham (Documented: no stones visible, but walls are extant)
11. Civil War

The Virginia Department of Historic Resources conducted a survey in 1989 to study "the problems of small community, family-type cemeteries, which may have been neglected or abandoned and thus lost to future generations..." The City of Alexandria submitted eleven survey forms describing the cemeteries enumerated above, which fall into this category.

Section 10.1-2305 of the Code of Virginia requires that any person conducting archaeological removal of human skeletal remains from any unmarked burial must receive a permit from the Director of the Department of Historic Resources. Also, this section requires appropriate public notice, treatment of remains, scientific quality of research and disposition of remains.

APPENDIX 9

STATE REGISTER AND RECORDED ARCHAEOLOGICAL SITES
 (*EXTANT SITES)

AX#	SITE NAME	SITE ADDRESS
1	Courthouse site	500 King St.
*2	Gadsby's Tavern	134 N. Royal St.
*3	Carlyle House	121 N. Fairfax
*4	Tide.Lock,	1 Montgomery St.
5	Dip Block 5-SE	S. Alfred/Wolfe
*6	Winkler	1600 Beaugard
*7	Plum Pottery	400 S. Columbus
8	Dip, Block 8	908 Gibbon St.
*	9 Joan Site	1600 Beaugard
*10	Cobble one	1600 Beaugard
*11	Culvert	1600 Beaugard
*12	Gyrisco	1600 Beaugard
*13	Prominent Point	1600 Beaugard
*14	Flag Day	1600 Beaugard
*15	Sloping Way	1600 Beaugard
*16	Liz	1600 Beaugard
*17	Gloria's	1600 Beaugard
18	Dip Block 5-SW	911 Wolfe St.
*19	Dip Block 11	Alfred/Columbus
20	Twin Elm	Holmes Run
21	Higler Mullen	Holmes Run
22	P. Dexter	Holmes Run
23	Carton	Holmes Run
24	Ramsay School	Holmes Run
*25	Mill Race I ,	Holmes Run
26	G. Shields	Homes Run
*27	Mill Race II	Holmes Run
*28	Alexandria Canal	1 Montgomery St.
29	Swann/Smith/Milburn	621 Wilkes Pottery
30	Coleman	418-422 Royal St.
*31	CJ	4600 Block Braddock Road
*32	Am. Indian Site	4700 Block Braddock Road
*33	E. Courtyard City Hall	301 King
*34	Lloyd House	220 N. Washington
*35	Brewery Cellar	2016 Duke
*36	Am. Indian Site	Fort Ward Park
*37	Am. Indian Site	Holmes Run
*38	Am. Indian Site	Holmes Run

*39	Am. Indian Site	Holmes Run
*40	St. Mary's Church	1000 S. Washington
41	CW Cemetery	(Arlington)
42	G.W. Survey Oak	(Arlington)
*43	Lee Boyhood Home	607 Oronoco St.
*44	Stabler Leadbeater Apothecary	105-107 S. Fairfax
*45	Mt. Vern. Cotton Mill	515 N. Washington
*46	Dalton House	207 N. Fairfax
*47	Yeaton/Fairfax House	607 Cameron
*48	Lee-Fendall House	429 N. Washington
*49	Ramsay House	221 King St.
*50	Wilkes St. Tunnel	Wilkes St.
*51	Muddiman Tavern	807 Wolfe St.
*52	Jones Point Light- House	SE of Lee/Green St.
*53	Jones Point Site	SE of Lee/Green St.
54	Eisenhower Avenue	Eisenhower Ave. Earthenworks
55	Four Mile Run Aqueduct	Four Mile Run and Route 1
*56	209 Wolfe	209 Wolfe St.
*57	315 S. Columbus	315 S. Columbus St.
*58	318 S. Alfred	318 S. Alfred St.
*59	316 S. Alfred	316 S. Alfred St.
60	Irwin House	600-602 Cameron
61	1018-1020 Duke	1018-1020 Duke St.
62	621 Duke	621 Duke St.
63	818-820 Wolfe	818-820 Wolfe
*64	407 S. Lee	407 S. Lee St.
*65	412 S. Royal	412 S. Royal St.
*66	217 N. Royal	217 N. Royal St.
*67	Joynt House	601 Duke
*68	424 S. Royal	424 S. Royal St
*69	Carter House	217 S. Fairfax
*70	711 Prince	711 Prince St.
*71	407 S. Fairfax	407 S. Fairfax
*72	711 Princess	711 Princess St.
*73	1010 King	1010 King St.
*74	213 S. Pitt	213 S. Pitt St.
75	Slave Pen	1315 Duke
*76	Tilden Easton Pottery	1410 King St.
*77	609 Cameron	609 Cameron St
*78	VA Shipbuild. Corp.	Jones Point Shipyard

79	Anchorage House	603-605 Queen
80	Fisher Pottery	SW Duke and Wash. St.
*81	Carlyle Dalton Wharf	100 S. Cameron
82	Morrison House	106-116 S. Alfred
83	Aero-Chevrolet	1100 King St.
*84	Old Dominion Glass	900 N. Fairfax Works
*85	Frank Wright House	212 S. Fairfax
86	Reynold's Pottery	105-107 N. Fayette
*87	Piercy Pottery	222 S. Washington
*88	Christ Church	118 N. Washington
*89	Yeates Garden	414 Franklin St.
*90	Ft. Ward Park	4301 Braddock Rd.
91	Holiday Inn	400 Block King St.
92	Bank Block	501 Block King St.
93	Gadsby's Block	400 Block King St.
94	Market Block	301 Block King St.
95	Gadsby's Arcade	300 Block King St.
96	Sugar House	111-123 N. Alfred
*97	809 Duke	809 Duke St.
98	Wales Tavern	115.S. Union St.
*99	Canal Turning. Basin	905 N. Washington
*100	Lincolnia Cemetery	Rt. 395,1 Little River Turnpike
101	City Jail	401 Pitt
*102	807 Duke	807 Duke St.
103	Bontz Site	1700 Duke
*104	713 S. Fairfax	713 S. Fairfax St.
*105	USMRR Commissary	1200 Duke
*106	Hooe House	201 S. Lee St.
*107	306 S. Fairfax	306 S. Fairfax St.
*108	Shreve House	307 S. St. Asaph
109	Rabbit's Garden	330 N. Fairfax
*110	Montague House	207 Prince St.
*111	Bush Hill Estate	5001 Eisenhower
*112	Cameron Mills	Cameron Mills
*113	900 King	900 King St.
*114	Harborside	400 S. Union St.
*115	306 Duke	306 Duke St.
116	Gilpin House	208 King St.
*117	124 S. Fairfax	124 S. Fairfax St.
118	3449 Duke	3449 Duke St.
*119	Ford Plant	600 Block S. Union
*120	211 N. Union	211 N. Union
121	4419 Seminary	4419 Seminary Road
*122	2915 King St.	2915 King St.

123 205 N. Union Et. 205 N. Union St.
124 Winkler 1-4 1801-1901 Beauregard
*125 312-314 1/2 S. Alfred 312-314 1/2
*126 Roberdeau Distillery 100 Wolfe St.

FAIRLINGTON / BRADLEE
SMALL AREA PLAN
FOR
HISTORIC PRESERVATION
OCTOBER 1990
OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA

FAIRLINGTON/BRADLEE SMALL AREA PLAN
FOR
HISTORIC PRESERVATION

Preservation Objectives

1. To preserve significant resources by reducing inadvertent destruction,.
2. To increase recognition of the historic character and significance of this intersection.
3. To improve the visual appearance of the area by encouraging the use of historical information in urban design.

Historic Overview

The Fairlington/Bradlee area was once part of a 1,261 acre tract purchased by Francis Awbrey in 1729. Awbrey operated a tavern and ferry in what is now Loudoun County. He may also have had a plantation in the Fairlington/Bradlee Area. Awbrey's heirs sold the tract to William Ramsay in 1749 for 12,000 pounds of tobacco and "L20 current money of Virginia" (Beth Mitchell, *Beginning at a White Oak...*, 1979:116). By the late 18th century, an estate known as "Prospect Hill" stood on the current site of Bradlee Shopping Center. This was the 60 acre country estate of Captain George and Jane H. Slacum of Alexandria.

A company formed in 1813 to build the Alexandria Leesburg Turnpike (King Street). The turnpike's purpose was to improve transportation of goods between Alexandria and the western hinterland, since "the present road . . . is frequently so bad that wagons (sic] are often prevented from traveling it" (Virginia State Board of Public Works 1828:504). The turnpike formed a major intersection here with the Old Leesburg Road (Braddock Road) and Quaker Lane. A tollgate stood at the crossroads for the collection of money. original tolls for the turnpike were: "for each head of sheep, five cents, each head of hogs, five cents, every horse or mule and driver, three cents, and every stage or wagon and two horses, ten cents" (James R. Caton, *Legislative Chronicles of the City of Alexandria*, 1933:133).

The intersection became the focus of a small settlement, and by 1864, a half dozen homes stood close to the roads. A small family cemetery of unknown date was established in what is now the 1400 block of Braddock Road. The Oakland Baptist Church still stands at this intersection, which once adjoined the African American neighborhood "Mud Town" (now T.C. Williams High School: see the Taylor Run/Duke Street Small Area Plan). The church traces its origin to a school house in the Seminary area where the Oak Hill Baptist Mission began on September 15, 1888. Three years later, in September, 1891, the mission was organized as the Oakland Baptist Church. During the 1920s, An aircraft landing strip was located in the area. Also during this time, the Donaldson family store was situated at this intersection. While this area was not included within the Alexandria City limits until the 20th century, the 'major transportation networks crossing the area contributed to Alexandria's economic growth and development.

Significance of Historic Resources

The Fairlington/Bradlee area has functioned as an important crossroads for nearly 200 years and perhaps longer. While the built environment appears to have little historic character, the contemporary arterial structure and area function are a continuation from the historic transportation pattern and land use (Map 1). The roads, and the tripartite nature of the intersection, dominate the landscape and create a hub around which residential, commercial and religious uses cluster.

Only two standing structures, the house at 1407 Braddock Road and the Oakland Baptist Church, are reminiscent of the historic neighborhood. Yet there is a high potential for buried historic resources to survive. Parking lots and roads, typically constructed by filling and grading rather than excavating, occupy much of the area's land. Therefore, resources which may still exist underground are: the tollgate and house foundations, domestic and agricultural artifacts, graves and human remains, and evidence of historic road technology.

Historic Preservation Issues

The buried, invisible nature of the area's historic resources presents a challenge to preservation planning and protection. The central issue is early identification and public awareness of actual resources so that new development projects and road improvements will include appropriate preservation measures. Three Alexandria Archaeological Resource Areas encompass all the land in this area (Map 2). Therefore, archaeological evaluations and management plans will be submitted with preliminary site plans. Given the available data, the most sensitive areas for historic resources center around the roads.

Historic Preservation Recommendations

1. Preserve significant historic resources which can be lost from development.
2. Incorporate historic information into the urban design guide—lines for the area.
3. Include historic resource preservation in all major road improvement projects.

FAIRLINGTON/BRADLEE SMALL AREA PLAN
MAP I
HISTORIC RESOURCES

KNOWN HISTORIC RESOURCES

Historic Transportation.Roads and Sites

- Alexandria and Leesburg Turnpike (King Street)
- Old Leesburg Road (Braddock Road)
- Quaker Lane

DOCUMENTED HISTORIC RESOURCES

State Survey of Abandoned Cemeteries

1. Goings Family Cemetery

Standing Structure Survey Sites

(Expected construction date before 1900)

2. 3408 King Street - Oakland Baptist Church
3. 1407 Braddock Road (also House: Civil War map; James Goings, 1878; Jno. Goings, 1894)

Historic Estates

4. Prospect Hill, Capt. George Slacum estate

Civil War Period Sites

5. Tollgate
6. House
7. House
8. House
9. House

Late 19th Century Sites

10. House: Philip Hooff (1878); J. Harrison (1894)
11. House: Fred Rous (1878 and 1894)
12. House: Lucy A. Carter (1878); Alex. James Est. {1894}

Alexandria Archaeological Resource Areas (ARA)

ARA 6
ARA 9
ARA 10

ALEXANDRIA WEST
SMALL AREA PLAN
FOR
HISTORIC PRESERVATION
OCTOBER 1990
OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA

ALEXANDRIA WEST SMALL AREA PLAN FOR HISTORIC PRESERVATION

Preservation Objectives

1. To preserve the historic resources and character of the waterways and open spaces.
2. To preserve the significant historic resources which may be lost due to development on the Winkler and Stone tracts and other large parcels.
3. To protect the sites in the Winkler Botanical Preserve and on City land, including Cloud's Millrace, in a passive manner.
4. To preserve the historic integrity and character of the Lebanon Union Cemetery.
5. To increase appreciation of the heritage and resources in Alexandria West.

Historic Overview

American Indians first used this area as hunting grounds in prehistoric times. The land bordering Holmes Run would have been particularly abundant in game. The remains of hunting camps, dating back 10,000 years, have been found in many places in the western region of present-day Alexandria.

The first European settlement of the area took place in the early 18th century. John Carlyle, William Henry Terrett and William Ramsay developed portions of large land tracts. Carlyle, one of the founders of Alexandria, created a large farm called "Tortherswald" (later called "Morven") on 640 acres in the northeastern part of this planning area. Beginning about 1756, Carlyle built many structures on his country estate including: a three-story house with detached kitchen, overseer's house, meat house, barn, stables for twenty-seven horses, cow house, dairy, weaver's shop, smithy, grist mill and miller's house. The dwelling house was built, before 1770 and stood until the 1930's just north of the city limits in Arlington. Many of the other structures may have extended into the northern portion of Alexandria West.

Located at a distance from Alexandria's urban core, this area was sparsely settled and agriculturally oriented throughout the 18th, 19th and early 20th centuries. By the late 18th century, wheat had overtaken tobacco as the major crop. The wheat and flour produced in this area contributed to Alexandria's role as a major exporter of these products. The upper section of the millrace for Cloud's Mill is still preserved in this planning area along the south side of Holmes Run, north of Morgan Street. Cloud's Mill, later called Triadelphia Mill, was built between 1813

and 1816 and operated by a succession of millers into the late 19th century (see Landmark/Van Dorn Small Area Plan).

The area served as a corridor through which at least four historic roads extended. Each joined the agricultural hinterland with Alexandria, the major market town and port in Northern Virginia. By the first quarter of the 19th century, the Old Leesburg Road (Braddock Road), the Little River Turnpike (Duke Street), Seminary Road and the Alexandria Leesburg/Turnpike (King Street) crossed through Alexandria West permitting large volumes of tobacco, flour, wheat, produce and cattle to flow into Alexandria. Today these streets continue to be the major roads connecting the western and eastern portions of the City.

At the convergence of Little River Turnpike and Lincolnia Road, the small unincorporated village of Lebanon began in the early 1800's. The village contained two taverns, two blacksmith shops, a meeting house which was used as a school and church, and a cemetery. The meeting house, built in 1833, was burned by Union troops as they retreated from the 2nd battle of Manassas in 1862. A second church/school was erected in 1864. The brick foundation of the original meeting house survives in the Lebanon Union Church Cemetery. The cemetery contains burials and gravestones dating from 1833 to 1966. This planning area was annexed to Alexandria in 1952.

Significance of Historic Resources

The Alexandria Archaeology Survey has identified more American Indian sites in Alexandria West than in any other section of the City (Map 1). The majority of these prehistoric hunting camps survive along Holmes Run and its tributaries. The undeveloped wooded lands adjoining the waterways are some of the most pristine in Alexandria. Since most forests were cut during the Civil War, the woods are not primary growth; yet, this area contains important natural and cultural resources. They are important for understanding and appreciating both native environment and American Indian life.

The upper section of the Cloud's Millrace also is adjacent to Holmes Run and is evidence of the value this waterway had for people historically. This one and half mile long millrace diverted water from Holmes Run (near Beauregard) south to the mill before rejoining the main stream near Little River Turnpike (just west of Foxchase Shopping Center). The flour ground at this mill and others led to Alexandria's role as a major exporter of this product in the first quarter of the 19th century. The fourth largest flour exporter in America until 1822, Alexandria's commercial economy was linked to local flour production and the commodity's fluctuating prices in the world trade market. This section of the millrace is the most completely preserved remnant of any documented millrace within the present City limits. Together with a smaller portion of the millrace on North Paxton Street, this site is the only visible vestige of Alexandria's agricultural and milling history. (see Landmark Van Dorn Small Area Plan). The Lebanon Union Cemetery and the buried foundation of the school/church are also the last remains of this rural village which stood at the juncture of Little River Turnpike and Lincolnia Road.

Historic Preservation Issues

The major issue facing the preservation of prehistoric and historic resources in this area is the conservation of the water-ways, open space, and landscape. Unless archaeological resources are adversely affected by proposed development requiring a site plan, there is no legal protection (Hap 2). The resources in Alexandria West are particularly fragile and sensitive to disturbance from human and natural actions. The banks of the water-ways have eroded as the flow of runoff water increases from road and building construction. This erosion, and attempts to reduce it, can disturb prehistoric sites which may be quite shallow:

The 18 acre Winkler Botanical Preserve is being returned to a natural landscape. This urban forest provides the finest opportunity in the City to effectively manage cultural resources with natural ones in a passive, protected setting. Since most water-ways in Alexandria have been modified by flood and erosion control measures, the upper portions of Holmes Run are especially important to protect.

Development continues in Alexandria West, and it can affect buried historic resources. Construction on the Winkler property, the Stone Tract or the Coca-Cola Site may cause the loss of resources which have not been identified to date. Since most of these parcels are within Archaeological Resource Area (ARA) 11, large proposed development projects will include archaeological evaluations and management plans with preliminary site plans. Significant resources should be preserved through this procedure.

The 3.1 acre Breckinridge Place development will affect the land adjoining the Lebanon Union Cemetery. An archaeological study will determine whether significant resources survive in the construction area, and what preservation actions should be taken by the developer. However, the Cemetery is a resource at risk. Although the City of Alexandria maintains the grounds, the grave-stones are in disrepair and many have been vandalized. It has been registered with the state as an abandoned cemetery, thus preventing removal of the human remains without proper documentation.

Historic Preservation Recommendations

1. Develop guidelines with the Winkler Botanical Preserve to passively protect historic resources.
2. Write historic resource management guidelines for the Winkler and Stone' tracts, and other large parcels.
3. Develop guidelines with the departments of Recreation, Parks and Cultural Affairs and Transportation and Environmental Services for protecting and enhancing Cloud's Millrace and Holmes Run Park.
4. Develop options for preserving Lebanon Union Cemetery's historic resources and character.

**ALEXANDRIA WEST SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

State Survey of Abandoned Cemeteries

1. Lebanon Union Cemetery (also on Civil war map, 1878 and 1894)

State Register (AX) and Recorded Archaeological Sites

2. American Indian Site (AX20)
3. American Indian Site (AX26)
4. American Indian Site (AX24)
5. American Indian Site (AX21)
6. Cloud's (Triadelphia) Millrace (AX25)
7. Cloud's (Triadelphia) Millrace (AX27)
8. American Indian Site (AX37)
9. American Indian Site (AX38)
10. American Indian Site (AX22)
11. American Indian Site (AX39)
12. American Indian Site (AX11)
13. American Indian Site (AX12)
14. American Indian Site (AX13)
15. American Indian Site (AX14)
16. American Indian Site (AX9)
17. American,Indian Site (AX6)
18. American Indian Site (AX16)
19. American Indian Site (AX14)
20. American Indian Site (AX10)
21. American Indian Site (AX32)
22. American Indian Site (AX31)
23. American Indian Site (AX124)
24. American Indian Site (AX23)
- (1). Lebanon Union Cemetery (AX100)

Historic Transportation Roads and Sites

Alexandria Leesburg Turnpike (King Street)
Little River Turnpike (Duke Street)
Old Leesburg Road (Braddock Road)
Seminary Road

DOCUMENTED HISTORIC RESOURCES

Historic Estates

1. Morven, John Carlyle Estate (House location in Arlington; outbuildings may be in Alexandria.)

Civil War Period Sites

2. Union Battery and Entrenchment
3. Union Camp, "Iron Brigade"
4. Johnson House
5. Mrs. Crump House (also 1878, 1894)
6. House (also 1878; L. Riley, 1894)
7. House
8. Townsend House (also W.G. Dockerill, 1894)
9. House, (also Saml. Cease, 1878; T. Hogan, 1894)
10. Jackson House
11. Territt House (also W.H. Territt Est., 1894)
12. Mrs. Green House, Mrs. Dove House (also 1878; E. Dove, 1894)
13. Daniels House (also Green, 1878)
14. Cleveland (also Kate Cleveland, 1878)
15. Mrs. Edward Daingerfield House, Hospital
(also Courtney Smith, 1878; Sarah G. Smith, 1894)

Late 19th Century Sites

16. House:, E. Crump (1878), E.W. Crump (1894)
17. House: Jno. Bailey (1878), J.F. Bayless (1894)
18. House:(1894)
19. F. Fineey House (1894)
20. House: Buckman (1878), Jno. H. Territt (1894)
21. House: E. Moore {1894}
22. House: F. Dove (1894)
23. House: J.W. Davis {1894}

**ALEXANDRIA WEST SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION**

State Survey of Abandoned Cemeteries

1. Lebanon Union Cemetery

City of Alexandria Archaeological Resource Areas (ARA)
ARA 11

**LANDMARK /VAN DORN
SMALL AREA PLAN
FOR
HISTORIC PRESERVATION
OCTOBER 1990
OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA**

LANDMARK/VAN DORN SMALL AREA PLAN FOR HISTORIC PRESERVATION

Preservation Objectives

1. To preserve significant historic resources in large parcels which will be developed, particularly Cameron Station.
2. To strengthen the public's appreciation of the area's heritage in the Holmes stun, Backlick Run and Cameron Run stream valley park system.

Historic Overview

Two major streams, Holmes Run and Backlick Run, border this area. The land between these waterways would have had abundant plant and animal life to support American Indians. This area has experienced an increasing variety of land uses, from prehistoric times to the present. Early EuroPeAn settlement consisted of small farms and homesteads. Beginning in the 1790s, a number of large farms were established in the area around Alexandria. "Bush Hill," owned by Richard Marshall Scott was once located in the southern part of this planning area and extended into Fair-fax County. The 354 acre plantation included a 12 room dwelling, overseer's house, slave quarters, brick barn, frame granary, cow and sheep shelter, log corn house, blacksmith shop, seed house, carriage house, chapel, icehouse, smokehouse, limekilns, greenhouses, family cemetery and slave burial ground. The foundations of the house still remain in the area south of Eisenhower Avenue.

By 1806, the old road running west from Alexandria was improved and named the Little River Turnpike (Duke Street). This toll road operated until 1896, and connected the end of Duke Street atHooft's Run to the Little River in Aldie, Virginia. It was fifty feet wide with crushed stones down the center.

At least six grist mills operated in the environs of Alexandria in the 18th and 19th centuries. One of these, Cloud's Mill, was on Little River Turnpike by North Pickett Street. Cloud's Hill was constructed between 1813 and 1816. Later called Triadelphia Mill, it operated through a succession of millers into the late 19th century. The millrace that provided the power for this mill diverged from Holmes Run, near Beauregard Street, and rejoined the stream near Duke Street (see also Alexandria West Small Area Plan). A portion of the millrace is visible on North Paxton Street.

Just to the east of Cloud's Mill, on the flat plain south of Holmes Run, is the site where Union forces launched observation balloons to observe the movements of the Confederate forces in the Springfield area during the Civil War. At least one Cavalry Camp was set up by Union troops in the area.

The southern part of this planning area was affected by railroad construction, in the 1850s. Richard M. Scott, Jr. of Bush Hill convinced the Orange and Alexandria Railroad to lay tracks parallel to Duke Street on his property and establish two cattle stops. Homes and farms dotted the landscape by the end of the 19th century. The area was annexed to Alexandria in 1952.

Significance of Historic Resources

The Landmark/Van Dorn area lies between Holmes Run and Backlick Run, which are the largest waterways within the City limits. The confluence of the two streams forms the eastern point of the planning area. Although the stream beds do not appear to have any remnants of Alexandria's heritage, there is a high likelihood that prehistoric sites exist many feet under fill along Backlick Run. A portion of Cloud's Mill Race is visible, and other portions may still be discernible through archaeological study (Map1).

The historic use of the area was agricultural, and settlement was sparse. Many of the small farmsteads once situated along Duke Street and Edsall Road are no longer extant. However, two major archaeological sites are still present: portions of Cloud's Millrace and Bush Hill plantation.

Historic Preservation Issues

Development in this area has been intense over the last few years. Some large parcels still remain which have the potential for development. These parcels center primarily around the southern tier of the area--Picket Street, Eisenhower Avenue and Cameron Station. The shift in Cameron Station from a federal military installation to private use will alter the landscape and require historic preservation assessment by the United States Army.

The draft archaeological assessment conducted by the Virginia Department of Transportation (VDOT) of the Eisenhower Valley for the Clermont interchange project concluded that there is a high potential for prehistoric sites to exist under many feet of fill along Backlick and Cameron Runs. Thus, field testing will be needed for both Cameron Station and VDOT projects. Both of these studies will yield a great deal of information which can be applied across the area.

Several parcels along Eisenhower also will need archaeological evaluations and appropriate preservation actions. The Bush Hill Plantation Site is particularly important. Archaeological Resource Areas 8 and 11 incorporate most of the land within this area; therefore, the archaeological protection procedure will operate for these parcels (Map 2). The greenways along Holmes Run and Cameron Run currently create a linear park system. Expansion of public open space into Backlick Run and the eastern portion of Holmes Run will produce an extensive stream valley park environment for public enjoyment. All these parks are particularly sensitive for important historic resources' and should be managed to conserve and enhance these resources. They also present the opportunity to strengthen the area's historic identity. A graphic design plan compatible with other parks which provides historic, nature and user information for bikers and walkers will provide greater appreciation, of the stream valleys and the Western part of Alexandria's agricultural, Civil War and transportation heritage.

Historic Preservation Recommendations

1. Write preservation guidelines for U.S. Army cultural resource management assessment of Cameron Station and other 'large developments.
2. Write guidelines for developments to enhance the public's appreciation for the natural resources and heritage of the stream valley parks.
3. Develop guidelines with the Department of Recreation, Parks and Cultural Affairs to preserve significant archaeological resources and enhance the appreciation of local history in the open space/recreation bikeway system along the stream valleys.

**LANDMARK/VAN DORN SMALL AREA PLAN
MAP 1 HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

State Register (AX) and Recorded Archaeological Sites

1. Earthen Railroad Ramp (AX54)
2. Bush Hill, Richard M. Scott Estate (AX111) (see also 11)
3. Cloud's (Triadelphia) Millrace (AX27)
(portion preserved on North Paxton Street)

Historic Transportation Sites and Roads
Little River Turnpike (Duke Street)

DOCUMENTED HISTORIC RESOURCES

Civil War Period Sites

1. House
2. House
3. House
4. House
5. House
6. C.S.A. Cavalry Camp
7. House
8. House
9. Cloud's Mill (see also 1878, 1894)
10. Union Balloon Launching Site
11. Bush Hill (possible slave quarters or chapel)
12. House

Late 19th Century Sites

13. House {1894}
14. Eliz. Cowling (1878), T. Harring (1894)
15. Adam Martin (1878 and 1894)
16. Adam Martin (1894)
17. B.S.S. (1894)
18. Jas. Long (1894)
19. Edwin Fitzhugh (1878), C. Ashby (1894)
20. Jno. K. Brown (1878); Thos. Gardiner (1894)

21. E. Jackson (1878)
22. Harriet Dent (1878)
23. House (1894)
24. J.F. Catlin (1878), J.F. Catlin (1894)
25. J.G. Gardner (1878), A.G. Gardner (1894)
26. H.M. Barbour (1878), H.G. Yarrow (1894)
27. Miller's House - Triadelphia Mill (1894)

**LANDMARK/VAN DORN SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION**

Alexandria Archaeological Resource Areas (ARA)

ARA 8
ARA 11

**SEMINARY HILL / STRAWBERRY HILL
SMALL AREA PLAN
FOR
HISTORIC PRESERVATION
OCTOBER 1990
OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA**

SEMINARY/STRAWBERRY SMALL AREA PLAN FOR HISTORIC PRESERVATION

Preservation Objectives

1. To preserve and protect the historic structures, resources, neighborhood character and open space of the area.
2. To preserve significant historic resources which may be lost to development.
3. To encourage public pride in the area's heritage and historic resources.

Historic Overview

The prehistoric occupation of this area was of a seasonal nature. American Indians traversed the land, hunting in stream valleys, such as Holmes Run and smaller tributaries leading to Cameron Run.

Historically, this area was characterized by agricultural fields, country estates, small farm homes, military defenses and educational institutions. European settlement began in the 18th century and took the form of small farmsteads. In 1733, a mill was established, probably by John Bruff, on Cameron Run near its junction with Backlick Run and Holmes Run. By 1760, this mill was operated by John Carlyle. In the 19th century, two other mill complexes were located on a long millrace which diverged from Cameron Run near its junction with Holmes and Backlick Runs, and rejoined Cameron Run just west of its entry into Hunting Creek. Watkins's Mill was located on present day Wheeler Avenue near French Street. One building from the other mill complex, Brown's Mill, still stands on Wheeler Avenue just southwest of its intersection with Duke Street.

When Andrew Ellicot laid out the boundaries of the District of Columbia in 1791-1792, Southwest No. 4 Mile Marker was placed near the northeast edge of this planning area. Only a small broken portion of the base remains on King Street., just north of Wakefield Street, in Arlington. The current location is not original since the stone was moved during street construction. The original location may be within Alexandria.

In addition to farmsteads and mills, many country estates characterized this area. An early estate, "Oakland", was established by William Henry Terrett in 1741. The house still stands at the south end of Palmer Place. "Strathblane" is situated on the street of the same name and was built c. 1817. The Auld family cemetery is still preserved on the property, with burials dating as early as 1843. "Araby" was the name of one home that once stood on Braddock Road near Stadium Drive. It was destroyed in the 19th century, probably during the Civil War. The estate of George Wise was called "Monokin," and was built in the mid-19th century, across Braddock Road from Araby. Although there was concern that it would be burned by Union Troops from nearby Fort

Ward during the Civil War, the dwelling survived into the 20th century. "Huckcross" was the home of Colonel Arthur Herbert, an officer in the Confederate Army. "Cameron" was the estate of General Samuel Cooper, who was the Adjutant General of the United States Army before he joined the Confederacy. The "Vauxclease" estate was owned by Francis Peyton and was located near the current Alexandria Hospital. The house was destroyed in 1861, rebuilt in 1901 and then demolished in 1972, to provide parking space for Alexandria Hospital.

Transportation arteries are an important feature of this area. Duke Street was a country road leading west from Alexandria in the 18th century. By 1806, the road was improved and became the Little River Turnpike, running from Hooff's Run to the Little River in Aldie, Virginia. It served as a toll road from 1806 to 1896, and was 50 feet wide with crushed stone down the center (see Landmark/Van Dorn Small Area Plan). The Alexandria Leesburg Turnpike (King Street) was begun in 1818 and forms the northeast border of this area. Quaker Lane connected these two roads, and the area northwest of the intersection of Duke and Quaker was referred to as Quaker Hill. Two other early roads, seminary Road and Braddock Road, connected the town of Alexandria with the land to the west. In the 1850s, the laying of the Orange and Alexandria Railroad tracks parallel to Cameron Run further connected Alexandria to the west. Two train stations at the foot of South Quaker Lane and South Street serviced the area in the 19th century.

The Civil War had a major impact on the entire town of Alexandria and particularly on this area. From 1861 to 1865, the Cameron Run Valley was scattered with semi-permanent troop encampments that essentially destroyed local agricultural production and decimated the woodlands. In addition to Alexandria's role as a supply depot, staging area, and rest and recovery area, a strong ring of defensive works surrounded the town as part of the defenses of the Capitol. The sites of three major forts and ten batteries are included in this planning area, along with miles of entrenchments.

Fort Williams was situated west of Quaker Lane and north of Duke Street. It was built in 1863, on the site of the Cameron estate. The fort had 13 gun emplacements and included two barracks, two mess halls, officer's quarters and a powder magazine. A post hospital was established in a large house nearby. Two batteries of 15 guns were positioned just to the south of the fort. Two additional batteries were situated between the fort and the Virginia Theological Seminary. Fort Worth, built in 1861, was located within the bounds of present-day Fort Worth Avenue. The remains of this fort existed until 1970, when it was destroyed by development. It had 25 gun emplacements, barracks, officer's quarters, mess houses and two powder magazines. Two batteries of four guns were located to the west of this fort. Fort Worth was built on the site of "Huckcross." The owner, Colonel Herbert, C.S.A., rebuilt his house after the war on the masonry walls of the south powder magazine. Fort Worth was connected to Fort Ward, to the north on Braddock Road, by a line of entrenchments and three batteries armed with 24 guns.

Construction On Fort Ward began in 1861, and improvements were made over the next four years. It had 24 gun emplacements and included large bombproofs and magazines. Nearby, there were three barracks, officer's quarters, mess houses and stables. A battery of six guns was located to the northwest of this fort, and a line of entrenchments extended northeast from Fort

Ward toward Fort Reynolds. Another site in this area related to the Civil War is near Strathblane Place. There was a large house here that was used as the headquarters for an extensive federal encampment, Camp California.

The Virginia Theological Seminary and Episcopal High School are located on a large piece of property in the northeast corner of this planning area. There are many significant historic structures and large areas of undisturbed land on this property. The Seminary was formed in the early 19th century from the Educational Society and the School of Prophets. In 1827, Jonah Thompson sold his estate, "Oakwood," to the seminary and this building is still in use today. Melrose Abbey and Aspin Wall Hall are two other 19th century structures on the property. Other significant historic buildings also stand on the grounds today, including a frame post office. During the Civil War the Seminary was used as a Union headquarters and staging area for troops.

In the late 19th century, many houses were located near major streets such as Quaker, Seminary, Howard and Braddock. A small, unmaintained family cemetery of unknown date survives on Pelham Street. The City of Alexandria annexed the land included in this area in 1952.

Significance of Historic Resources

This area was sought out by early settlers as an ideal location for country estates, mills and roads (Map 1). Later during the Civil War, the area contained a critical section of the defenses of Washington. Many of the buildings and other historic features have been lost in the last 30 years to new housing and institutional developments. However, some important resources remain visible and serve as important landmarks for the area. Early historic homes are still standing, as well as one mill, the northwest bastion of Fort Ward and a powder magazine associated with Fort Williams.

Fort Ward Museum and Historic Site provide an ideal setting for the public appreciation of Alexandria's Civil War heritage through educational programs and events. With the surrounding parkland, Fort Ward is an important historic and visual amenity for those traveling on Braddock Road. The Virginia Theological Seminary is a particularly important, undisturbed resource area, containing both structures and archaeological material. Brown's Mill (now Bell Construction Company) is the last standing mill in Alexandria. The 8,000 foot millrace which served Watkins, Brown's and Cameron Mills ran parallel to today's Wheeler Avenue and may still be present underground. The Auld family cemetery and Oakland Baptist Cemetery mark significant locations which should be protected.

Historic Preservation Issues

Renovation and in-filling are the major ways in which the historic resources are lost in this area. While a few parcels along Duke Street may be developed, for the most part, residential and institutional, renovation and addition are the main threats. In most cases, the historic resources have not been identified nor designated. This situation can lead to the inadvertent loss of a resource in its entirety, or the resource's integrity can be severely compromised. Active

educational programs to promote public awareness and encourage research into appropriate renovation methods can reduce this problem. Development in the industrial zone along Wheeler Avenue may endanger the millrace. Most of the land in which development will occur is within an archaeological resource area (Map 2), so appropriate preservation actions will be taken.

Fort Ward at the northern end of the area, and Cameron Run Regional Park at the south, offer interpretive locations in which the area's important prehistory, agricultural, milling and civil War history can enrich the public's appreciation and experience of the area (see Landmark/Van Dorn Small Area Plan). Tying these areas together with bike trails will offer a unified approach for recreational enjoyment of Alexandria's diverse cultural and physical environments.

Historic Preservation Recommendations

1. Include Seminary/Strawberry historic elements into the Urban Design Guidelines which will be written for this area.
2. Develop historic resource management guidelines for large development tracts in which significant remains can be lost.
3. Write an interpretive plan, and preservation and design guidelines to unify the Cameron Run Regional Park with the Holmes Run and Backlick Run greenways and the bike trail system.

SEMINARY/STRAWBERRY SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES KNOWN HISTORIC RESOURCES

National Register of Historic Places

1. Ft. Ward Park (see below and page 4-7)
2. Protestant Episcopal Theological Seminary: Includes the following buildings: Aspinwall Hall, Meade Hall, Bohlen Hall, Key Hall, Immanuel Chapel, Maywood and Oakwood Residences. The area is shown on the Civil War, 1878 and 1894 maps.
3. Southwest No. 4 Mile Marker of the District of Columbia boundary, King and Wakefield Streets (in Arlington)

Cemeteries

4. Oakland Baptist Church Cemetery
- (15). Auld Family Cemetery (see below).

State Register (AX).and Recorded Archaeological Sites

5. American Indian Site (AX35)
- (1). Fort Ward Park (AX90)

Historic Trees

6. The Bicentennial Tree, Willow Oak
7. White Oak, 3706 Seminary Road
8. Pecan 3706 Seminary Road
9. Tulip, 318.N. Quaker Lane (also see 22. below)
10. Beech, Duke and Floyd Streets

Historic Transportation Sites

Orange and Alexandria Railroad
Alexandria Leesburg Turnpike (King Street)
old Leesburg Road (Braddock Road)
Quaker Lane
Seminary Road

Other Sites

11. Watkins/Brown's/Cameron Mill Race

DOCUMENTED HISTORIC RESOURCES

Standing Structure Survey Sites

(Expected to have been constructed prior to 1900)

1. 1060 Palmer Pl. "Oakland," Territt Family House (on Civil War, 1878 and 1894 maps)
2. 2205 N. Pickett Rd.
3. 2207 N. Pickett Rd.
4. 1820 N.' Howard
5. 1121 N. Howard
6. 4112 Seminary Rd.
7. 1200 N. Quaker Ln., Episcopal High Main Buildings (on Civil War, 1878 and 1894 maps)
8. 3737 Seminary Rd., house "Mollegen" on Virginia Theological Seminary property (on Civil War, 1878 and 1894 maps) ,
9. 4103 Seminary Rd.
10. 4130 Lawrence Ave.
11. 4150 Lawrence Ave.
12. 491 N. Latham St.
13. 101 N. Early St.
14. 3706 Seminary Rd., "Melrose," Dr. Packard House (on Civil War, 1878 and 1894 maps)
15. 4630 Strathblane Pl., "Strathblane" Gregory House (Civil War map), Geo. Auld House (1878 and 1894 maps)
16. 504 N. Quaker Ln.
17. 91 S. Early St.
18. 85 S. Early St.
19. 4010 Harris Pl., "Muckcross," Arthur Herbert House (Civil War, 1878 and 1894 maps; see also 'Civil War Period)
20. 510 N. Quaker Ln., Goodwell House, (Civil War map, R.W. Smith House (1878 and 1894 maps)
21. 502 N. Quaker Ln., The Cottage, Emily Mason House (Civil War map), Cha. E. Hooff (1878), C.R. Hooff (1894)
22. 318 N. Quaker Ln., "Clarens" House (Civil War map), Jennie Mason (1878), E. Worthington (1894)
23. 208 N. Quaker Ln., site of "Cameron", (Civil War map), Mrs. Cooper (1878), P. Dawson (1894)
24. 108 N. Quaker Ln.
25. 3600 Wheeler Ave. (Bell Construction Co.), "Brown's Mill"/Dominion Grist Mill

State Survey of Abandoned Cemeteries

26. 1023 Pelham Cemetery Historic Estates
27. "Monokin," House on Civil War map, Cassius Lee

(1878), C.G. Lee (1894)

28. "Araby," House on Civil War map, Philip Hooff {1878), Geo. Wise (1894)'
29. "vauxcleuse," Fairfax House on Civil War map, Hebert (1878 and s 1894)
30. "Strawberry Hill," Watkins House on Civil,War map, Dd. G'. Watkins (1878),., D.C.WatkinsEst. (1894).

Civil War Period Sites

UNION FORTS

- (1). Fort Ward (see 1 above, page 4-5)
- (19). Fort Worth (on site of Muckcross) (see page 4-6)
31. Fort Williams (powder magazine extant at 212 N.Quaker Ln.)

UNION BATTERY AND/OR ENTRENCHMENTS

32. Henry Bontz House (1878 and 1894)
33. House; Cassius Lee (1878), B. Shorts (1894)
34. House; Cassius Lee (1878), E.L. McClelland (1894)
35. House; Fairfax Theological Seminary (1878 and 1894)
36. Th. Huntington House; Jas. Green (1878), Green (1894)
37. House; Harriet Casno. (1878), H.E. Casnova (sic] (1894)
38. House
39. House; Jno. Purcell (1878), Amelia Richards (1894)
40. House
41. House
42. House
43. House
44. House; L. Brown (1878 and 1894)
45. Watkins Mill; D.G. & J.L. Watkins Mill (1878), D.C. Watkins, Est. (1894)
46. Mrs. Hills House (and 1878); W. Page (1894)
47. House (and 1878); D.G. Watkins, Est. (1894)
48. House; Dd. G. Watkins (1878), J.W. Brown (1894)
49. Brown's Mill; Dominion Grist Mill (1878 and 1894)
50. House
51. House (also 1878 and 1894)
52. Mrs. Howard's House; Caroline Howard (1878 and 1894)
53. House; Mrs. Territt (1878), Geo. White (1894)

Late-19th Century Sites

54. Jno. Creed House (1878 and 1894)
55. Jane Howard House, (1878 and 1894)

56. Maggie Mack (1878), W. McKelgel (1894)
57. Jas. Howard (1878), J.L. Howard (1894)
58. A. Cleveland (1878 and 1894)
59. Jas. Peterson {1878), R. Howard (1894)
60. Geo. Auld (1878 and 1894)
61. Arthur Herbert (1878 and 1894)
62. House {1878), S. Crupper {1894) 6.3. House {1878), D.G. Watkins Est. (1894)
64. House (1878), Seminary Station (1894)
65. House (1878), Seminary Station (1894)
66. Geo. Bucker (1894)
67. J. Townsend (1894)
68. Store (1894)
69. Al Cleveland (1894)
70. Mary Pingh (1894)
71. S. Herrod (1894)
72. W.J. Peters (1894)
73. J. Jackson (1894)
74. V. Hall (1894)
75. J.W. Miller (1894)
76. House (1894)
77. House (1894)
78. House (1894)
79. J.H. Adams (1894)
80. School (1894)

**SEMINARY/STRAWBERRY SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION**

National Register of Historic Places

1. Fort Ward Park
2. Protestant Episcopal Theological Seminary. Includes the following buildings on the crest of Seminary Hill: Aspinwall Hall, Meade Hall, Bohlen Hall, Key Hall, Immanuel Chapel, Maywood and Oakwood.
9. D.C. Boundary Mile Marker No.4

State Survey of Abandoned Cemeteries

3. 1023 Pelham Cemetery

City of Alexandria Designated Historic Trees

4. The Bicentennial Tree, Willow Oak
5. White Oak, 3706 Seminary Rd.
6. Pecan, 3706 Seminary Rd.
7. Tulip, 318 N. Quaker Ln.
8. Beech, Duke and Floyd Streets

City of Alexandria Archaeological Resource Areas (ARA)

- ARA 8
- ARA 9
- ARA 10
- ARA 11

**TAYLOR RUN / DUKE STREET
SMALL AREA PLAN .FOR
HISTORIC PRESERVATION
OCTOBER 1990
OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA**

TAYLOR RUN/DUKE SMALL AREA PLAN FOR HISTORIC PRESERVATION

Preservation Objectives

1. To protect and enhance the historic resources and character of the Public Open Space zones in Forest Park, Taylor Run Park, and Angel Park.
2. To preserve the historic neighborhood character of the area's residential streetscapes and protect historic structures.
3. To preserve the significant historic resources which may be lost due to development on large tracts.
4. To protect in place where possible the physical remains of Civil War Alexandria and of other time periods, thereby increasing neighborhood appreciation of the area's history.

Historic Overview

The Taylor Run/Duke Small Area contains the middle portion of the 627 acres patented in 1678 by John Carr and John Simpson. To secure these early patents the owner was required to "seat" the land, that is, build a residence and farm the land. The locations of these sites, sometimes only a hut and a few stalks of corn, were seldom recorded.

By the 1760s, William Ramsay, John Carlyle, John West, Sybil West, Burr Harrison, and John Alexander owned land within this area. Some of these people lived in town, but they had tenants, or overseers and slaves, working their farms and plantations.

In 1791-1792, when the Capitol was laid out, Southwest No. 3 Mile Marker was placed just short of the mile mark. Today it stands in the First Baptist Church parking lot, on King Street across from Scoggins Road.

The Alexandria Leesburg Turnpike (King Street) and the Little River Turnpike (Duke Street) were constructed in the first part of the 19th century. King Street ran along the D.C. boundary line. Quaker Lane connected the two turnpikes. These three roads, Duke, King and Quaker, circumscribe the Taylor Run/Duke Small Area. By the time of the Civil War, several farms, homes and stores had sprung up along Duke Street. King, Quaker and Janney's Lane also serviced several farmsteads. The Orange and Alexandria Railroad tracks ran along the southern edge of this area parallel to the Little River Turnpike by 1851.

Shuter's Hill is bounded by Duke Street, King Street and Taylor Run. About 1779, John Mills built a large house here. Henry "Lighthorse Harry" Lee purchased the house from Hill's estate in

1787, and sold it to Ludwell Lee in 1793. The Lee's established a family cemetery here. Later, Benjamin Dulany bought the property in 1799. The home burned in 1840, and was replaced by a smaller house that again burned in 1873. The Dulany family cemetery was placed near present-day Carlisle and Hilltop Streets.

The Alexandria Water Company was chartered in 1850. Engineers began construction on the system's reservoir on Shuter's Hill in the autumn of 1851. The dimensions of the reservoir were 200 feet long by 100 feet wide, by 16 feet deep. It was lined with 300,000 bricks set in clay. Water was pumped from Cameron Run through Cameron Mills up to the reservoir, and gravity fed through cast iron pipe to the company's customers. The company was delivering water to 180 addresses in Old Town by 1852.

During the Civil War, Shuter's Hill was the site of Fort Ellsworth. The fort was named after Colonel Elmer E. Ellsworth who had commanded the Union force that occupied Alexandria at the beginning of the War. He was killed on the first day of the occupation, May 24, 1861. The following day, Captain H.G. Wright selected the site for Fort Ellsworth. Construction began immediately. The fort had 29 gun emplacements and included extensive bombproofs, magazines and two wells. On the east side of the fort were barracks and a large house which was used as headquarters, hospital, and barracks. Later in the War, a line of trenches extended between Fort Ellsworth and Fort Williams to the west.

The house at 406 Janney's Lane was owned by George H. Smoot during the Civil War, when it was used by Union troops. In 1872, Smoot transferred the house to his daughter Mary E. French, who sold it to Confederate veteran Major Eli H. Janney in 1883. Many other homes stood above King and Duke Streets, Janney's Lane and Quaker Lane. A nucleus of homes concentrated at the intersection of Duke and Telegraph Road (Old Colchester Road).

In 1907, Frank L. Slaymaker began developing a large part of Shuter's hill as a high income residential area. In June 1922, ground-breaking ceremonies for the George Washington Masonic National Memorial were held with the dedication taking place a decade later.

The current site of T.C. Williams High School was once "Mud Town," an African American neighborhood. Today Chinquapin Park occupies the former location of a housing development ("Chinquapin Village") where many Torpedo Factory workers resided during the World War II era.

The former home of President Gerald Ford, Jr. is located at 514 Crown View Drive and is listed on the National Register of Historic Places.

This area was annexed to Alexandria in 1915 and 1930.

Significance of Historic Resources

The Taylor Run/Duke Small Area is significant for its early settlement by some of Alexandria's

most important families. The area contains important sites from virtually all time periods of human habitation in the City (Map 1): Taylor Run, Angel and Forest Parks, contain open wooded space and a waterway which provide environments where natural and cultural resources can be preserved and enjoyed. The District of Columbia mile marker is significant. While missing some of the upper portion and inscription, this marker is one of the best preserved of the four within the City limits.

The land south of Duke Street contains, three buildings which may be 19th century, but it is most notable for the buried resources which lie under many feet of fill from railroad activities. Historic cemetery remains and American Indian artifacts have been discovered eight feet underground. A distillery may also have left archaeological remains.

Shuter's Hill is a unique resource area within the City, marked today by the George Washington Masonic National Memorial. The grounds of the Memorial, the Alexandria Water Company property and the residential area to the west may contain the remains of Fort Ellsworth and perhaps related buried artifacts. Given the long use of the hill by people of all time periods, many other resources may also remain buried here. The first Water Company reservoir from 1851 still survives on the property as well.

Several standing structures in this area may have been built before the 20th century. Many more, such as those stretching along the King Street bluff, have been standing for at least 50 to 75 years. Their design and placement define the 19th century agricultural nature, and late 19th/early 20th century suburban character of the area.

Historic Preservation Issues

Large scale development will primarily affect the area south of Duke Street. The parcels to be developed, notably the old Fruit Grower's site, generally have only deeply buried archaeological resources. The current protection procedure should be sufficient to preserve significant human and cultural remains (Map 2).

Other sites, such as Fort Ellsworth, Civil War batteries and entrenchments still exist close to the surface. While large scale development should not affect these resources, construction activities on small properties may inadvertently disturb significant information and underground structures. Infilling, home remodeling, landscaping and institutional expansion could also change the architectural character and scale of this area.

The City of Alexandria has control over resource management and enhancement in the two parks. Public education programs in the parks can create a focus for historic appreciation and preservation within the entire area.

Historic Preservation Recommendations

1. Write guidelines for appropriate preservation in large tracts, especially for land south of Duke Street.

2. Develop guidelines with the Department of Parks and Recreation and the Department of Transportation and Environmental Services to protect and enhance resources in Taylor Run, Angel, and Forest Parks.
3. Incorporate historic information into the planned approach-ways analysis, in order to provide an historical context on Duke Street, if practical.

**TAYLOR RUN/DUKE SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

National Register of Historic Places

1. 514 Crown View Drive, Gerald Ford House
2. Southwest No. 3 Mile Marker of the District of Columbia boundary, 2932 King Street

State Survey of Abandoned Cemeteries

3. Bloxham Family Cemetery

City of Alexandria Structures Outside Historic Districts

4. 406 Janney's Lane

State Register (AX) and Recorded Archaeological Sites

5. Gloria Site (Native American site) (AX 17)
6. 2400 King Street (well)

Historic Trees

7. White Oak, southeast of Second Presbyterian Church
8. White Oak, 1316 Janney's Lane

Historic Transportation Sites

- Orange and Alexandria Railroad
Alexandria Leesburg Turnpike (King Street) Little River Turnpike (Duke Street)
Janney's Lane

Other Known Sites

9. George Washington Masonic National Memorial

DOCUMENTED HISTORIC RESOURCES

Cemeteries

1. Family cemetery

Standing Structure Survey Sites

(expected construction date prior to 1900)

2. 606 Janney's Lane
3. 1001 Janney's Lane
4. 1312 Janney's Lane

5. 399 N. Quaker Lane
6. 406 Highland Place
7. 2924 King Street
8. 2916 King Street
9. 3220 Colvin Street
10. 3002 Colvin Street
11. 3020 Duke Street

Civil War Period Sites

12. Entrenchment
13. Battery
14. Battery
15. Fort Ellsworth
16. Entrenchments
17. Entrenchments
18. Blockhouse
19. Alexandria Water Company Reservoir
20. Union Camp, 44th New York
- 21-67. Houses .

Late 19th Century Sites

68. Philip Hooff (1878), C.F. Bay {1894}
69. Robert Grey (1894)
70. Robert Grey (1894)
71. Robert Grey (1894)
72. House (1894)
73. House (1894)
74. House (1894)
75. House (1894)
76. House (1894)
77. House (1894)
78. House (1894)
79. Nelson Corbett (1878), House (1894)
80. Nelson Corbett (1878), House (1894)
81. Nelson Corbett (1878), House (1894)
82. Snowden (1878), Ed Snowden (1894)
83. W. Cleveland {1894}
84. House (1894}
85. Pat K. Cunningham (1878)
86. Fred Moran (1878), W.D. Kersting (1894)
87. Robert Gray {1878}, Robert Greg (1894)
88. Jas. Page (1878)

89. Shaw (1878), Alexis Smith (1894)
90. Wm. Harrington (1878), D.W. Harrington (1894)
91. Frank Fish (1878), C.C. Chichester (1894)
92. Jas. Green {1878}, J. W. Green (1894)
93. WM Cleveland (1878)
94. Wm. Arnold (1878), E.H. Janney ("Res." 1894)
95. House (1878)
96. House (1878)
97. House (1878 and 1894)
98. And. Jameson (1878), And. Jamison [sic] (1894)
99. Birch {1878}, House {1894}
100. Geo. Abbot (1894)
101. R. Dulaney (1878), H.G. Dulaney (1894)
102. Chas. Elliott (1878), J. Elliott (1894)' 103. Chas. Elliott (1878), J. Elliott (1894)
104. Jno. Brown (1878)
105. Jas. Chancey (1878), Jas. Chance (1894)
106. And. Jamison (1878), F.F. Brown (1894) 107.,. I. Walker (1894)
108. Chester (1878), Rose (1894)
109. Whiting (1878), Whiting (1894)
110. Garrison '(1878)
111. Whalley (1878), House (1894)
112. House (1894)
113. Auld-(1894)
114. Julia Johns (1878), E. Daingerfield (1894)
115. House (1894)
116. DuFrench (1878)
117. House '(1878 and 1894)
118. Jno. H. Watkins (1878), J.H. Watkins(1894)
119. Store (1878 & 1894)
120. House (1878), C. Cowling (1894)
121. House (1878 & 1894)
122. Jas. E. Rose (1878), J.K. Rose (1894)
123. House (1894)
124. House (1894)
125. J. Brent {1878}, K. Cowling (1894)
126. Lewis (1878), Crosen (1894)
127. House (1878), Dulany(1894)
128. Chas. Studds (1878), C. Studds (1894)
129. J. Studds.Jrs. (1878), H. Studds Est. (1894)
130. M & C & J Studds (1894)
131. Geo. Studds (1878), Geo. Studds (1894)
132. J. Studds (1878), Jno. Studds (1894)
133. Dd. G. Watkins (1878), Mrs. Watkins (1894)

- 134. House (1878), Store(1894)
- 135. House (1878 and 1894)
- 136. St. John's Chapel (1878 and 1894)
- 137. House (1878 and 1894)
- 138. School House (1894)
- 139. House (1878), Dd. G. Watkins (1894)
- 140. House (1878 and 1894)
- 141. House (1878), J.H. Watkins (1894)
- 142. House (1878), Mary Watkins (1894)

Other Sites

- 143. African American Neighborhood, "Mud Town," including cemetery.

TAYLOR RUN/DUKE SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION

National Register of Historic Places

1. 514 Crown View Drive, Gerald Ford House

State Survey of Abandoned Cemeteries,

2. Bloxham Family Cemetery

City of Alexandria Structures Outside Historic Districts

3. 406 Janney's Lane

City of Alexandria Historic Trees

4. White Oak, southeast of Second Presbyterian Church
5. White Oak, 1316 Janney's Lane

City of Alexandria Archaeological Resource Areas (ARA)

- ARA 6
- ARA 7
- ARA 8
- ARA 9

**NORTH RIDGE / ROSEMONT
SMALL AREA PLAN FOR HISTORIC PRESERVATION**

**OCTOBER 1990
OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA**

NORTH RIDGE SMALL AREA PLAN FOR HISTORIC PRESERVATION

Preservation Objectives:

1. To preserve the historic neighborhood character of the area's residential streetscapes and Ivy Hill Cemetery.
2. To protect significant historic buildings and open space which contribute to the area's character.
3. To preserve significant historic resources which may be lost due to development.

Historic Overview

Much of this area was part of the 6,000 acres John Alexander purchased in 1669. Local legend states that in 1755, during the French and Indian war, General Edward Braddock's troops moved through the area and stopped at a spring near Russell Road and Lloyd's Lane. The cannon at Braddock & Russell Road commemorates this event.

The wooded hills of North Ridge attracted families who established large estates, in the 18th and 19th centuries. Most of these estates, while sprawling over many acres, centered upon homes near Russell and Braddock Roads. At least two homes stood on Red Hill, now Braddock Heights. One, called the "Anchorage", was built in the 18th century. Little is written of the house's history, except a ghost story about the wandering spirit of a sea captain's widow. A portion of the garden may survive on Hanson Lane. Another historic house, dating to about 1810, still stands on Red Hill facing Orchard Street.

In the early part of the 19th century, Charles Alexander, Jr., a sixth generation descendent of John Alexander, inherited North Ridge. "Charles of Mount Ida" built the home of that name. The lane to Mount Ida still exists today, extending from Jefferson Davis Highway west on Monroe street to Russell Road. Mount Ida in recent years has been home to St. Mary's Academy.

More homes were built in the area in the mid and late 19th century, including the Fractius House, Russell House, and Rust Homestead. Richard B. Lloyd built a home adjoining Mount Ida, called for many years the "Gingerbread House." The Lloyd family cemetery was placed near Russell Road and Mansion Drive. During Cassius F. Lee's ownership, the estate was named "Belmont Farm." Today the house and grounds are preserved within the St. Agnes School property. Nineteenth century homes clustered primarily along King Street, Braddock Road, and Russell Road.

More than 40 properties in North Ridge may have been built prior to 1900. The Union troops used some of the homes and established several camps near Glebe Road. One cemetery in the vicinity of Park Fairfax was noted on military maps of the period, but is not visible today. However, the Ivy Hill Cemetery, established in 1854, is a landmark along King Street and spans 25' acres of hillside, extending to Timberbranch Run. In the late 19th and early 20th centuries, developers established the suburban neighborhoods of Braddock Heights, Rosemont, Jefferson Park and Beverly Hills. Many street names honor the early families who settled this area, such as Hume, Lloyd and Uhler. Park Fairfax was built during World War II to accommodate the increasing numbers of people coming to the Washington, D.C. area. This planning area was annexed to the City in 1915 and 1930.

Significant Historic Resources

This area's rolling topography and proximity to three major roads in the 19th century have influenced settlement. American Indian artifacts have been found in residential yards, evidence of the prehistoric use of the area. Old Cameron Mills Road and Roach's Mill Race were early landmarks in the colonial period (Map 1). The large homes and adjacent land found along Russell, Braddock and King Streets present a unique visual appearance and historic quality in the City. Many more documented sites appear on maps for this area, compared to those still visible today. Wells, building foundations, cemeteries and Civil War camps may have survived from the historic inhabitants.

Historic Preservation Issues

The North Ridge area appears stable, and relatively unchanging with only a few large development parcels. However the historic resources can be lost due to lack of knowledge of their location and condition. The important volume, North Ridge Lore documented the rich heritage of the area, and the number of sites which had been lost by 1981. Four buildings in the area are designated as Structures Over 100 Years Old outside the Historic District (Map 2). This is the highest number of structures on this list of any area annexed to the City in the 20th century. Nearly 40 additional structures have the potential to receive the same designation. Some residents of Park Fairfax consider this planned community worthy of listing on the National Register of Historic Places and may seek such recognition.

The institutional use of some of the important historic properties in the area assists in protection efforts. However, as schools and churches close or expand, important buried archaeological resources can be lost. The site plan proposed for the Circle Terrace site could endanger the remains of Oakland. Continued efforts to increase public awareness and request cooperative preservation actions are important to the area's protection.

Historic Preservation Recommendations

1. Write preservation guidelines for development projects which will endanger

significant historic resources.

2. Include North Ridge historic information in the urban design guidelines, which will be developed for this area.

**NORTH RIDGE SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

Cemeteries

1. "Graveyard" on Civil War map, Ivy Hill Cemetery (1894),

City of Alexandria 100 Year Old Structures Outside Historic Districts

2. 400 Fontaine Street, Richard B. Lloyd House (St. Agnes School); Richard Lloyd (1878), Richard Lloyd Est. (1894)
3. 2404 Russell Road, "Mount Ida " (St. Mary's Academy); Jno. Lloyd'(Civil War Map and 1878), John Lloyd Heirs (1894)
4. 2605 King Street, "Moore House", House (1878), J. Baumgartner (1894)
5. 2525 King Street, "Eastern View"; J. Tracey {1878), C.M. Adams (1894)

State Register ('AX')and Recorded Archaeological Sites

6. 2915 King Street (AX122)
7. 2603 Valley Drive, American Indian Camp Site
8. 1400 Russell Road, well

Historic Trees

9. Virginia Juniper, 1512 Stonewall Road

Historic Transportation Sites

- Loudoun and Hampshire Railroad
- Alexandria Leesburg Turnpike (King Street)
- Old Leesburg Road (Braddock Road)
- Old Cameron Mills Road (Cameron Mills Road)

Other Resources

10. Major Edward Braddock's cannon, left in Alexandria by his troops during French and Indian War, 1755.

DOCUMENTED HISTORIC SITES

Standing Structure Survey Sites

(Expected Construction date prior to 1900)

1. 506 Overlook Drive, House (1878), H. Fractious Est. (1894)
2. 3402 Russell Road (Russell Farm House)
3. 414 Tyler Place
4. 2414 Ridge Road
5. 2203 Scroggins Road
6. 3215 King Street, C. Goings Est. (1894)
7. 1706 Russell Road
8. 2935 King Street
9. 2929 King Street
- (6). 2915 King Street
10. 2909 King Street
11. 2905 King Street
12. 303 High Street
13. 207 Mason Avenue
14. 205 Mason Avenue
15. 1702 Orchard Street
16. 1612 Orchard Street
17. 1606 Orchard Street
18. 1602 Orchard Street.
19. 1510 Orchard Street
20. 305 W. Braddock Road, Capt. Bales House
21. 1606 Stonewall Road
22. 202 High Street
23. 1512 Stonewall Road
24. 1502 Stonewall Road
25. 1400 Orchard Place, Jas. McGraw (1878)
26. 210 Locust Lane
27. 205 Locust Lane
28. 210 W. Braddock Road
29. 1200 Russell Road
30. 214 W. Alexandria Avenue
31. 418 W. Summers Drive; House (Civil War map),
G. Hohenstein (1878), Geo. Abbott (1894)
32. 2705 King Street
33. 2703 King Street
34. 403 Masonic View Drive; Hohenstein (Civil War map),
House (1878), Geo. Abbott (1894)
35. 2823 King Street, "Ivy Hill"
36. 3104 Russell Road, "Echo Wood"

37. 2413 King Street

State Survey of Abandoned Cemeteries

38. Graveyard (Civil War map)

Civil War Period Sites

- 39. House: Jas. Goings (1878), Jno. Goings (1894)
- 40. House
- 41. House: Jno. Lloyd (1878), John Lloyd Heirs (1894)
- 42. Powel House; Jno. D. Mills (1878), F.L. Cutler (1894)
- 43. Powel House; Frank Mills (1878)
- 44. Powel House; Harper (1878), R. Rorden (1894)
- 45. Powel House; P. Wise (1878), F.S. Marls (1894)
- 46. Powel House; Wolfe (1878)
- 47. Powel House; House (1878)
- 48. Powel House; House (1878 and 1894)
- 49. House (also 1878 and 1894)
- 50. Union Camp: 37th New York
- 51. Union Camp: 2nd New Jersey
- 52. Union Camp: 1st and 2nd Connecticut Militia; 2nd and 4th New Jersey Militia, "Garibaldi" Guards-

Late 19th Century Sites

- 53. House: Mary F. Danenhower (1894)
- 54. House: (1878), And. Schlevogt (1894)
- 55. House: (1878)
- 56. House: Dr. D. N. Rust (1894)
- 57. House: Dr. D. N. Rust (1894)
- 58. House; R. Hooff (1878), House (1894)
- 59. House {1894}
- 60. House (1894)
- 61. House (1894)
- 62. House: M. Garvey (1894)
- 63. House: W. Hoen (1894)
- 64. House: Hoenstine {1894}
- 65. B.S. Sh. [Blacksmith Shop] {1878}
- 66. House: 1516 Stonewall Road
- 67. House: 1514 Stonewall Road
- 68. House: 1400 Overland Place
- 69. House: 1400 Russell Road

Other Sites

70. Roach's Mill Millrace (Civil War map)
71. 1803 Orchard Street, 19th century farmhouse
72. 1600 Russell Road, 19th century farmhouse
73. 206 West Monroe, 19th century farmhouse

**NORTH RIDGE SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION**

State Survey of Abandoned Cemeteries

1. .Graveyard (Civil War map)

City of Alexandria 100 Year Old Structures Outside Historic Districts

2. 400 Fontaine Street, St. Agnes School:
Richard Lloyd (1878), Richard Lloyd Est. (1894)
3. 2404 Russell Road, St. Mary's Academy; Jno. Lloyd
(Civil"War Map and 1878), John Lloyd Heirs (1894)
4. 2605 King Street, "Moore House", House {1878),
J. Baumgartner (1894)
5. 2525 King Street, "Eastern View"; J. Tracy (1878), C'.M. Adams (1894)

City of Alexandria Designated Historic Trees

6. Virginia Juniper, 1512 Stonewall Road

City of Alexandria Archaeological Resource Areas (ARA)

- ARA 4 (Only certain properties designated)
- ARA 5 (Only certain properties designated)
- ARA 6 (Only certain properties designated)

**POTOMAC WEST SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To preserve the historic character of the late 19th/early 20th century street car suburbs and protect historic structures which contribute to this character.
2. To ensure that development in adjacent King Street Metro, Braddock Road Metro and Potomac Yard is compatible with the historic character of Potomac West.
3. To preserve significant archaeological resources which may be inadvertently destroyed due to new development.
4. To encourage appreciation of the area's heritage and enhance the character of historic Hooff's Run and other City parks.

Historic Overview

As early as 1719, a man named Lillard built a mill on the south bank of Four Mile Run on Alexander land. Edward Chubb married Lillard's widow, and Chubb's Mill became a frequently mentioned early landmark. Other mills, including Roach's Mill, were later built on both banks of the Run. For 200 years, Alexander's descendants, servants, and tenants worked farms in this area south of Four Mile Run. Hooff's Run cut through this area as it ran south to join Cameron Run. A farm complex and agricultural fields were once in the vicinity of Commonwealth Avenue.

When the District of Columbia was laid out in 1791-1792, the Southwest No. 2 Mile Marker was placed near the intersection of Russell Road and King Street. The marker on the site today is not original, but has been in place since 1920.

In the 19th century, at least three homes were built by well-known Alexandria families in the area. Thomas Swann married Charles Alexander's daughter, Francis, and built "Oakville" near the Washington and Alexandria Turnpike (Jefferson Davis Highway). Surrounded by large oaks, the estate sat in a bucolic setting until two railroads constructed in the mid-19th century changed the environment. Oakville Terrace memorializes the location south of the Swann home. The Swanns moved west to "Mount Auburn," on a hill which now overlooks Mt. Vernon Avenue. Another Alexander descendant, Mrs. Edward R. Lippett, also lived in a home overlooking Mt. Vernon Avenue. Frank Hume purchased the property in 1879 and named it "Warwick." This area is now Warwick Village. Hume Spring was situated north of the estate, underneath the

parking lot at the northwest intersection of Mt. Vernon Avenue and Glebe Road.

This area is circumscribed by major transportation arteries, the oldest being the Washington and Alexandria Turnpike (Jefferson Davis Highway), constructed in 1808. In the 19th century, a tollgate was located west of the Turnpike, near the Four Mile Run stone aqueduct bridge. In the 1850s, the Alexandria, Loudoun and Hampshire Railroad (later Washington and Old Dominion) was built parallel to the Turnpike. A portion of the Washington and Ohio, (Richmond and Danville) Railroad right-of-way is preserved as a diagonal parkland east of Randolph Avenue between Commonwealth Avenue and Jefferson Davis Highway. Two train stations were placed on the Turnpike/railroad route: (1) the St. Asaph Station was north of the intersection with Monroe Avenue, near the Alms House; and (2) the St. Elmo Station sat perched on the bluff near Clifford Avenue (see also Potomac Yard Small Area Plan).

During the Civil War, the federal troops camped in several places north of Glebe Road and south of Braddock Road. They may also have used the large homes.

In 1888, the "Alexandria Gentlemen's Driving Club" (St. Asaph Race Track) was incorporated with legal betting. A larger race course existed as early as 1845 between the current streets of Mt. Ida, Bellefonte, Mt. Vernon and Route 1. The 1890's saw the suburban developments of Spring Park (Rosemont); Northwest Alexandria (Braddock Heights); Del Ray and St. Elmo (Map 1). The Washington, Alexandria and Mt. Vernon Electric Train (1892-1931) transformed the suburbs into bedroom communities for workers in the District of Columbia. The right-of-way ran along what is now Commonwealth Avenue, and the station stood at the foot of West Rosemont Avenue. The Potomac Rail Yards opened in 1906 on the eastern edge of the area and attracted skilled workers to houses in St. Elmo and Del, Ray. The Town of Potomac was incorporated in 1908, with a mayor and six-member council. The Town Hall/ Firehouse (circa 1921-1925) still stands on East Windsor Avenue. The City of Alexandria annexed the southern portion of this area in 1915. A time cylinder commemorating the City's Bicentennial was buried at George Washington High School (now a Junior High) in 1949. The Town of Potomac and the rest of this area was annexed in 1930.

Significance of Historic Resources

Today more than 100 structures still stand in Potomac West which contribute to the historic fabric, design and scale of the area (Map 2). The State Historic Preservation Office has recently determined that most of the area included within the original Town of Potomac is eligible for listing on the National Register of Historic Places based upon an architectural survey which includes many of these buildings (Map 3). The Rosemont neighborhood is also working to document the significance of its structures.

There are numerous locations throughout Potomac West which have the potential to contain significant buried resources associated with the early mills, millrace and

Alexandria Canal stone aqueduct bridge over Four Mile Run. Other archaeological resources may include: artifacts or structural remains from Civil War campsites, early farms, historic homes and stores no longer standing, the turnpike toll gate, two alms houses, two race courses, and the African American neighborhood of Sunnyside. The City's Bicentennial time cylinder is an important object, although its location is not marked.

Hooff's Run Park and Greenway, Mt. Jefferson Park and Greenway, Mt. Ida Greenway and median of Commonwealth Avenue are locations of historic waterways or transportation arteries which have significance for appreciating the area's earlier environment and historic life. Mount Vernon Avenue is unique in the City for maintaining the scale and character of a small town main street.

Historic Preservation Issues

While few large developments will occur within Potomac West, the perimeter of the area is changing. King Street Metro, Braddock Road Metro and the planned redevelopment of Potomac Yards are already affecting the area's property values, residential composition, and traffic. Remodeling, additions, in-filling open space, and new businesses can affect the historic fabric and character of Alexandria's original streetcar suburbs.

Architectural studies sponsored by civic associations have led to new information about the Rosemont and the Del Ray-St. Elmo neighborhoods. The result has been active citizen participation to identify and designate two national register districts. The Del Ray-St. Elmo (Town of Potomac) district has already been determined eligible (Maps 2 and 3); the Rosemont district may soon follow. Forms are also in preparation to nominate specific properties in the Town of Potomac to the City's list of Structures More Than 100 Years Old Outside the Historic District. There has also been citizen interest in enhancing Hooff's Run Park and Greenway to restore the waterway as a neighborhood amenity.

Historic Preservation Recommendations

1. Incorporate historic elements into the Urban Design Guidelines which will be written for this area.
2. Develop guidelines with the Department of Recreation, Parks and Cultural Activities to enhance historic character of the public parks and greenways.
3. Determine the impact that new development on the perimeter of the area will have to the historic fabric and character and ensure that new projects are compatible.
4. Incorporate historic elements for Mount Vernon Avenue into the planned approachways analysis, which seeks to identify an improvements program

to enhance major streets and, thus, the perception of the City.

**POTOMAC WEST SMALL AREA PLAN
MAP 2 HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

District of Columbia Boundary Markers

1. Southwest.No. 2 Mile Marker, east side Russell Road north of King Street (on national Register)

State Register (AX) and Recorded Archaeological Sites

2. Four Mile Run Aqueduct Bridge (part of the Alexandria Canal) (AX 55)
3. 3501 Holly Street (well)
4. 211 Uhler (well)

Historic Transportation Sites

Washington and Ohio Railroad
Alexandria, Loudoun and Hampshire Railroad
Washington, Alexandria and Mount Vernon Electric Train
Washington and Alexandria Turnpike (Jefferson Davis Highway)
St. Elmo Station
St. Asaph's Junction Station

DOCUMENTED HISTORIC RESOURCES

Standing Structure Survey Sites
(Expected construction date prior to 1900)

5 W. Alexandria Avenue
111 W. Alexandria Avenue
210 E. Alexandria Avenue
218 E. Alexandria Avenue
300 E. Alexandria Avenue
209 Ashby Street
32 Bellefonte Avenue
37 Bellefonte Avenue
100 Bellefonte Avenue
220 Bellefonte Avenue
301 Clifford Avenue
308 Clifford Avenue
322 Clifford Avenue

405 Clifford Avenue
408 Clifford Avenue
409 Clifford Avenue
411 Clifford Avenue
419 Clifford Avenue
421 Clifford Avenue

2306 Commonwealth Avenue

319 Custis Avenue
409 Custis Avenue
508 Custis Avenue
510 Custis Avenue
513 Custis Avenue
515 Custis Avenue

101 Del Ray Avenue
102 Del Ray Avenue
103A Del Ray Avenue
131 Del Ray Avenue
211 Del Ray Avenue
315 Del Ray Avenue
317 Del Ray Avenue

3819 Elbert Avenue

2 Glendale Road
5 Glendale Road
6 Glendale Road
26 Glendale Road

23 Groves Avenue

28 Howell Avenue
103 Howell Avenue
105 Howell Avenue
112 Howell Avenue
201 Howell Avenue
401 Howell Avenue
417 Howell Avenue
419 Howell Avenue
500 Howell Avenue

308 Hume Avenue

309 Hume Avenue
312 Hume Avenue
317 Hume Avenue
417 Hume Avenue

208 LaVerne Avenue
302 LaVerne Avenue
311 LaVerne Avenue
312 LaVerne Avenue
320 LaVerne Avenue
401 LaVerne Avenue

212 E. Mason Avenue
316-319 E. Mason Avenue

104 W. Monroe Avenue
117 W. Monroe Avenue

10 E. Mt. Ida Avenue
13 E. Mt. Ida Avenue

902 Mount Vernon Avenue
904 Mount Vernon Avenue
1000 Mount Vernon Avenue
1904-1910 Mount Vernon Avenue
2006 Mount Vernon Avenue
2008 Mount Vernon Avenue
2104 Mount Vernon Avenue
2106 Mount Vernon Avenue
2108 Mount Vernon Avenue

12 E. Nelson Avenue
103 E. Nelson Avenue
104 E. Nelson Avenue
105 E. Nelson Avenue
107 E. Nelson Avenue
207 E. Nelson Avenue
215 E. Nelson Avenue

9 Oxford Avenue
104 Oxford Avenue
109 Oxford Avenue
110 Oxford Avenue
213 Oxford Avenue

216 Oxford Avenue

300 Raymond Avenue
308 Raymond Avenue
309 Raymond Avenue
407 Raymond Avenue
409 Raymond Avenue
417 Raymond Avenue
421 Raymond Avenue

1503 Russell Road
2307 Russell Road
3403 Russell Road

110 E. Spring Street
211 E. Uhler Avenue
2501 Uhler Terrace

3102 Wilson Avenue

20 Windsor Avenue
22 Windsor Avenue
51 Windsor Avenue
201 Windsor Avenue
207 Windsor Avenue
319 Windsor Avenue
403 Windsor Avenue
417 Windsor Avenue

Cemeteries

1. Unidentified cemetery

Historic Estates

2. "Oakville," Thomas Swann Estate (on Civil War map)

Civil War Period Sites

3. Roach's Mill
4. Roach's Millrace
5. Tollgate
- 6-18. House
19. Union Camp: 8th New York
20. Union Camp: 29th New York
21. Union Camp: 1st and 2nd Ohio Militia

- 22. Union Camp: 1st and 3rd New Jersey Militia
- 23. Union Camp: Pennsylvania Militia and "Mozart" New York
- 24. Union Camp: Massachusetts 5th Militia and 25th New York

Late 19th Century Sites

- 25. Fractious House (1894) 26., G.W. Salisbury (1894)
- 27. House: Jones (1894)
- 28. House: C. Watson (1894)
- 29. Alms. House (1894)
- 30. House: D. Herndon (1894)
- 31. House: T. Taylor (1894)
- 32. P.O. [Post Office] and Store {1894}
- 33. House: Wm. Brown (1878) 34:-House: Brown (1878)
- 35. House: Thos. W. Swann (1894)
- 36. House: Thos. W. Swann (1894)
- 37. House: J.M. Hill (1894)
- 38. House: J.H. Hill (1894)
- 39. Alexandria Gentleman's Driving Club (1894)
- 40. House: Alex. McKericher (1878 & 1894)
- 41. House: Mrs. Sanborn (1878)
- 42. House: Thos. Swann (1878), T.W. Swann (1894)
- 43. House: Frank Hume (1878 & 1894)
- 44. House: A. Cheshier (1894)
- 45. House: Geo. Myer (1878), A. Cheshier (1894)
- 46. Alms House (1878 & 1894)
- 47. House: Jas. Duncan (1878 & 1894)
- 48. House: Jno. Duncan (1878), W. Duncan (1894)
- 49. House: Jno. Duncan (1894)
- 50. House: Allen (1878), M.B. Harlow (1894)
- 51. House: J.B. Sinclair (1894)
- 52. School House (1878 and 1894) 53'. House: J.B. & C.C. Williams (1894)
- 54. House: Helen M. Swann (1894)
- 55. House: Helen H. Swann (1894)
- 56. House (1894)
- 57. House: Gray (1894)
- 58. House: W. Gray Est. (1894)
- 59. House (1894)
- 60. House: Virginia Price (1894)
- 61. House: T.H. Pin (1878)
- 62. House: Ira Roberts (1878)

Other Sites

- 63. Race Course (1845)

64. Hume Spring
65. Chubb's Mill (18th century)
66. Chubb's House (18th century)
67. City of Alexandria Bicentennial Time Cylinder (1949)
Historic Waterfront
68. Four Mile Run

**POTOMAC WEST SMALL AREA PLAN
MAP 3 HISTORIC SITES AND AREAS WITH LEGAL PROTECTION**

National Register of Historic Places

Town of Potomac District (Determined to be eligible for listing on the National Register)

City of Alexandria Archaeological Resources Areas (ARA)

ARA 3 (only certain properties covered by ordinance)

ARA 4 (only certain properties covered by ordinance)

ARA 5 (only certain properties covered by ordinance)

**POTOMAC YARDS
SMALL AREA PLAN FOR HISTORIC PRESERVATION
OCTOBER 1990
OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA**

POTOMAC YARD SMALL AREA PLAN FOR HISTORIC PRESERVATION

Preservation Objectives

1. To preserve significant historic resources in Potomac Yard; and to encourage their protection in place as amenities.
2. To insure that the planned development of the Potomac Yard will be compatible and in character with the historic Potomac Yard area and surrounding neighborhoods.
3. To protect and preserve the historic resources and character of the George Washington Memorial Parkway as a portion of the Old and Historic Alexandria District.
4. To maintain and strengthen local, national and international perception of the City along the George Washington Memorial Parkway/Washington Street and Jefferson Davis Highway approachways.

Historic Overview

Situated between the Potomac River, Four Mile Run, and the upland woods to the west, this area would have contained a variety of resources available for American Indians, especially fish, water-fowl, and shellfish.

In the early 18th century, Daingerfield Island was referred to as Pearson's and Pases Island. The creek which dominated the area in the 19th century was originally mapped as a "gutt," a term used for a slow-moving, marshy body of water. The gutt separated the island from the mainland. The gutt and lowlands limited the European settlement; however, an early Alexander home and Pearson's Plantation may have existed here prior to 1730. The present name of the Island derives from John B. Daingerfield, a prominent Alexandria merchant. In 1871 when fire destroyed the city hall and market, Daingerfield donated money for a new steeple and town clock, as well as an alarm bell.

Prior to 1735, the John Alexander estate, "Preston," which included a cemetery, was situated at the northern end of the Yard near Four Mile Run. Tenants may have been living on the Alexander land near here by 1731. Preston burned in 1862, only a few relics of the mansion being saved by members of the Swann family, whose cottage was located about half a mile to the south. The Preston cemetery was moved to Pohick church in 1922.

In the 19th and 20th centuries this area served as a transportation corridor connecting Alexandria with markets to the north and west. The Washington and Alexandria Turnpike (Jefferson Davis Highway) was completed in 1808. A long section of the Alexandria Canal traversed this property from north to south. The Canal operated from 1843 to 1886 and extended from the Potomac River at Alexandria to the Chesapeake and Ohio Canal at Georgetown. A stone aqueduct bridge carried the canal over Four Mile Run. After abandonment, the canal was gradually filled in.

The Alexandria, Loudoun and Hampshire Railroad ran along the east side of the Washington and Alexandria Turnpike and began operating in 1855. The Washington and Old Dominion Railway was established as an electrified line in 1912. It crossed over Potomac Yard, east to west, on a 1500 foot steel trestle, then continued, north, over the Potomac River to Georgetown and Great Falls.

Two railroad stations were located within this area. The Washington and Ohio Junction (St. Elmo) Station was built ca. 1877 near the east end of Clifford Avenue. St. Asaph's Junction Station, built ca. 1890, was just north of the Monroe Avenue overpass. Both stations were closed soon after the creation of Potomac Yard, but were still standing in the 1950s.

Potomac Yard was developed by the Richmond, Fredericksburg and Potomac Railroad as a large freight classification and inter-change facility in 1906. Railway tracks, which once ran north from Duke along Henry and Fayette Streets, were relocated to this Yard. It was the largest classification yard in the nation at that time covering 450 acres and having more than 52 miles of track. By 1984, the Yard occupied 526 acres and 136 miles of track. Today there are nine buildings standing that are 50 years old or more, eight structures that may be less than 50 years old, and at least 28 structures that are less than 50 years old.

The City of Alexandria annexed the area in 1930.

Significance of Historic Resources

Potomac Yard and Daingerfield Island have the potential for containing significant resources from prehistoric and historic periods. A cultural inventory of the Potomac Yard has yielded important information about the depth and quantity of resources which are known, or have the potential, to survive.

The Alexandria Canal and the Richmond, Fredericksburg and Potomac Railroad features are unique landmarks in Alexandria. The Canal is most probably in excellent condition under many feet of rail-road fill (Map 1). Some of the yard buildings and features, such as stations, humps and a coal tipple, are significant for documenting and appreciating early 20th century railroad technology. While the Alexandria Canal is significant as a individual entity, the railroad resources achieve their significance as components of the

whole.

The site of Preston at the northern end of Potomac Yard is one of the few associated with Alexandria's namesake family, the Alexanders. Only a small portion of Abingdon, another Alexander home site, survives in the National Airport property. However the site may be lost if it is excavated to accommodate more parking. The Philip Alexander quarters were once located in the southern part of Alexandria, but their exact location (probably somewhere near Yates Gardens) or state of preservation is unknown. Thus, Preston is the last opportunity for understanding and appreciating this important family's contributions to Alexandria, and the origins of the City. House and outbuilding foundations, and even portions of the cemetery, may still be present.

Other resources may be in this area, but their location is more difficult to determine. The Fendall family cemetery may be in the southern portion of the Potomac Yard area. Parts of St. Asaph Junction (see also Northeast Small Area Plan) may still exist here as well. Prehistoric materials from hunting, gathering and camping activities may also survive many feet under the historic soil layers.

Historic Preservation Issues

The two parts of this area are in dramatic contrast to one another. Daingerfield Island on the Potomac River is owned by the federal government and maintained adjacent to the George Washington Memorial Parkway as open and recreational space. The island's resources are protected by federal law. Potomac Yard sits on the western side of the Memorial Parkway, and is slated for development over the next 30 years. The inventory of cultural resources conducted for the project documents that there are significant, and potentially significant, resources here (Engineering Science, Inc. for HOH Associates, Inc., 1989).

Critical preservation issues in Potomac Yard include the following:

1. The protection of the 71 year old George Washington Memorial Parkway's character and visual appearance. Design guidelines which are compatible with the highway and the City's Old and Historic District can limit the negative impact upon this important roadway and parkland. The Old and Historic District extends 500 feet on either side of the Highway.
2. The protection in place and preservation of the fabric and integrity of resources which are highly significant and can enrich the new development. The identification, stabilization and/or reconstruction of the Alexandria Canal will add appreciably to the development's character. The Canal's exact placement and integrity should be determined at the earliest time to integrate preservation needs with the site plan of each proposed neighborhood. The Canal will add an important focal and historic point to the project.

Preston provides an opportunity to develop open space with historical elements that also will enliven the project area. Certain railroad features may also contribute to the identity of the new neighborhood.

3. The use of history to assist in establishing the identity and design of each planned neighborhood: Four Mile Run Neighborhood (Preston Plantation and natural/prehistoric Potomac environment) Potomac Waterfront Neighborhood (Alexandria Canal and turning basin/St. Elmo Railroad station); Potomac Central Neighborhood (original RF&P railroad complex); Slater's Lane Neighborhood (St. Asaph Junction village including, schoolhouse, poorhouse, homes and railroad station); Braddock Neighborhood (Fendall Farm/Cemetery).

4. The need to conduct a complete cultural resource evaluation and management plan process prior to preliminary site plan submissions and rezoning; and, the implementation of the management plan through appropriate preservation measures. Most of the resources in Potomac Yard are archaeological in nature. The Archaeological Protection Procedure provides the mechanism to insure that these resources are managed and preserved according to their significance.

Historic Preservation Recommendations

1. Write guidelines for the preservation of significant historic resources in Potomac Yard which may be lost due to development.
2. Incorporate historic elements of the area into the Urban Design Guidelines which will be written for the area, and into the approachways analysis, which seeks to identify an improvements program to enhance major streets, and, thus, the perception of the City.
3. Develop guidelines to enhance the public's appreciation of the City's maritime, colonial, and railroad history in open space, parks and along the bike trail with the Department of Recreation, Parks and Cultural Activities.

**POTOMAC YARD SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

National Register of Historic Places

Mount Vernon Memorial Highway, (George Washington Memorial Parkway)

State Register (AX) and Recorded Archaeological Sites

- 3. Alexandria Canal (AX28)
- 2. Four Mile Run Aqueduct Bridge (part of the Alexandria Canal) (AX55)

Historic Transportation Sites

- 3. Potomac Railroad Yard (1906), buildings, turntable, and related structures
- 4. St. Elmo Station (1894 map)
- 5. St. Asaph Junction Station {1894 map)
- Alexandria Loudoun and Hampshire Railroad
- Washington and Ohio Railroad
- Washington and Alexandria Turnpike (Jefferson Davis Highway)
- Washington Avenue (Monroe Avenue)

DOCUMENTED HISTORIC RESOURCES

Cemeteries

- 1. Alexander Family Cemetery at Preston Historic Estates
- 2. "Preston," John Alexander Estate ("Alexander" on Civil War Map)

Civil War Period Sites

- 3. "Cottage"; Miss Swann (1878), C. Swann (1894)
- 4. House (also 1878). S.L. Barbour Estate (1894)

Late 19th Century Sites

- 5. T. Peverill - St. Asaph's Junction
- 6. J. Duncan - St. Asaph's Junction
- 7. R. Roberts - St. Asaph's Junction
- 8. E. Roberts - St. Asaph's Junction
- 9. Fendall Farm and Cemetery

POTOMAC YARD SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION

National Register of Historic Places

1. Mount Vernon Memorial Highway (George Washington Memorial Parkway)

City of Alexandria Old and Historic District

City of Alexandria Archaeological Resource Area (ARA)
ARA 2

**NORTHEAST
SMALL AREA PLAN FOR HISTORIC PRESERVATION
OCTOBER 1990
OFFICE OF HISTORIC ALEXANDRIA CITY OF ALEXANDRIA, VIRGINIA**

NORTHEAST SMALL AREA PLAN FOR HISTORIC PRESERVATION

Preservation Objectives

1. To preserve and protect the Alexandria Canal and other significant buried resources.
2. To insure that development is compatible with the historic character of the George Washington Memorial Parkway, the Old, and Historic District and the Parker-Gray Historic District.
3. To improve the visual appearance of the area where possible by using historical information.
4. Preserve resources buried in the Powhatan Gateway Site and enhance future open space with the history of the neighborhood.

Historic Overview

This portion of town was primarily open land which may have been farmed or used as pasture. By 1861, a cluster of seven structures stood at the north end of the Northeast area. The Daingerfield family is linked to these land holdings in the 19th century. The central and southern parts of the area relate to Alexandria's transportation history by the mid-1800s. The Alexandria Canal (1843-1886) snaked through the center of the area (following West Abingdon Drive and crossing Slaters Lane). The Washington and Alexandria Turnpike transected the area as well. This turnpike was established in 1808, one of the oldest in the City limits today.

By 1894, a series of homes and a school house were situated along the Turnpike. The neighborhood was referred to as "St. Asaph Junction." Washington Avenue, now Monroe Street, extended across the train tracks to the Potomac River and ended at the John Slater property. Slaters Lane is the remnant of this street, which once linked the new suburb of Northwest Alexandria to Washington Street. The Corporation Line ran midway along the blocks bounded by First and Second Streets, setting the northern boundary of the historic city. Just south of this line, clustering between Washington, Patrick, Montgomery and Second streets, was the 19th and 20th century African American neighborhood, "the Hump." The George Washington Memorial Parkway, listed on the National Register of Historic Places in 1981, forms the eastern boundary of the area. The land comprising the Northeast area was annexed to the City in 1852 and 1930.

Significance of Historic Resources

The streetscapes in Northeast Alexandria have changed dramatically since the 19th century when Powhatan Street, then the Washington and Alexandria Turnpike, carried goods and people between the town of Alexandria and the western hinterland. The diagonal alignment of Powhatan, one of the few irregularities in the historic urban grid, funneled traffic directly to one of the earliest roads to the north (Map 1). The diagonal orientation of the railroad tracks which cross Slaters Lane also are indicative of the role this area played as a connector between the historic city and the rural lands to the north and west. Rail tracks also ran alongside Fayette and Henry Streets, joining here to angle northwest. It was hoped that the Alexandria Canal, like the road and railroad arteries, would enrich the City's fortunes by expanding trade to the north.

Eventually, in the 20th century, Potomac Yard was constructed adjacent and to the west of this area. The George Washington Memorial Parkway was built to the east. The area continues to be a major through way for traffic.

Residences, however, did exist here historically and formed a viable neighborhood including a school house along the Turnpike. The Daingerfield estate, fields and related structures formed another enclave farther north.

Historic Preservation Issues

There are few visible remains of this area's history, except the diagonal street (Powhatan) and the railroad pattern. The George Washington Memorial Parkway, however, does provide an historic amenity for the eastern edge of the area. Development here and to the north at Potomac Greens and Potomac Yard can affect the character of the Memorial Parkway and increase the through traffic.

Any development in the Daingerfield estate area, along the path of the Alexandria Canal and on Powhatan Street could threaten buried historic resources. If the Powhatan Gateway Site is sold or modified by the State or City, other resources associated with St. Asaph's Junction could also be lost. The area has protection as part of the Old and Historic Alexandria District along the Washington Street/Memorial Parkway corridor and in the south within the Parker-Gray Historic District (Map 2). Large development is not likely there. Archaeological Resource Area 2 includes the entire area and provides for preservation of resources within site plan projects.

Historic Preservation Recommendations

1. Develop guidelines for all developments requiring site plans to preserve significant buried resources.
2. Include preservation guidelines and goals within plans to create "open space, park land or development at the Powhatan Gateway Site.
3. Incorporate historic information into the urban design guidelines for this area to improve the visual appearance.

**NORTHEAST SMALL AREA PLAN
MAP I
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

National Register of Historic Places

Mount Vernon Memorial Highway, (George Washington Memorial Parkway)

City of Alexandria Old and Historic District

State Register (AX) and Recorded Archaeological Sites

1. Alexandria Canal (AX 28)
2. Street Well at southeast corner of First and N. Columbus Streets

Historic Transportation Sites

Washington and Alexandria Turnpike (Powhatan Street)
Washington and Ohio Railroad
Virginia Midland Railroad
Richmond, Fredericksburg and Potomac Railroad

DOCUMENTED HISTORIC RESOURCES

Historic Estates

1. Daingerfield Estate (1878 and 1894)

Civil War Period Sites

2. House
3. House
4. House
5. House
6. House
7. House
8. House

Late 19th Century Sites

1. House: J. Marcher (1894)
2. House: J. Peverill (1894)
3. House: Turley (1894)
4. Schl.Ho. [School House] (1894)
5. House: J. Berkley
- B. House: W. H. Dempsey
7. House (1894)

**NORTHEAST SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION**

National Historic Landmark District

National Register of Historic Places

Mount Vernon Memorial Highway (George Washington Memorial Highway)

City of Alexandria Old and Historic District

City of Alexandria Parker-Gray Historic District

City of Alexandria Archaeological Resource Area (ARA)

ARA 2

**BRADDOCK ROAD METRO STATION
SMALL AREA PLAN FOR HISTORIC PRESERVATION
OCTOBER 1990
OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA**

Preservation Objectives

1. To preserve significant historic resources on City land, with special reference to the Grimshaw Ropewalk (Durant Recreation Center), the Quaker Cemetery (Queen Street Library) and the Alfred Street Sugar House (parking lot, 100 block North Alfred).
2. To insure compatibility of new buildings and modifications of old ones with the standards and guidelines of the Old and Historic Alexandria District and Parker Gray Historic District.
3. To preserve significant archaeological resources which may be lost due to development.

Historic Overview

Alexandria's boundaries expanded to include this area by 1798. Christ Church was built more than thirty years earlier, prior to the formation of the urban grid west of Washington Street. Today the standard grid deviates where Cameron Street "jogs" around Christ Church. Other important sites were associated with this 411 North Columbus Street corridor: the Society of Friends (Quaker) burial ground, the Female Lancastrian School/Potomac Lodge No.8, and the County Courthouse. Also nearby were two early 19th century sugar refineries, which established Alexandria as a national leader in sugar production. Further west, just over the City line, the Grimshaw Ropewalk extended between Queen and Oronoco Streets.

Many homes and businesses were constructed throughout the area, particularly along the streets closest to King and Washington Streets. Some Alexandrians built fine homes on large estates: "Dundas Castle" on Pendleton; the Daingerfield home on North Patrick and Wythe; "Peyton's Grove" on Cameron; the Boothe house on Princess; and "Belle Air" (later "Colross") on Oronoco. Yet, much of the area remained undeveloped. During the 18th century, a powderhouse stood at the southwest corner of Queen and Fayette.

A free African American neighborhood began near Patrick and Cameron Streets by 1810. Prior to the Civil War, African American homes centered around the 800-1100 blocks of Cameron Street. After the War, more African Americans moved into Alexandria, and the

neighborhood (referred to as "Uptown") expanded to West Street and north to Pendleton Street. Many African American churches were established here. Several African American education sites are also in this area: the Hallowell School for Girls (1867-1920), the Parker-Gray School (1920-1965) and the Robinson Library, now the Black History Resource Center. In 1985, a portion of this area was designated as the Parker-Gray Historic District.

Union troops built many structures throughout the area, perhaps more than in other parts of town. Entire blocks were transformed into Union stables, barns, offices and barracks, hospitals, kitchens, and a bakery. After the Civil War there were a few wood and coal yards, but large manufacturing and processing plants did not start until the 20th century. The face of the area changed again with the establishment of the Belle Pre Bottling Company, the Alexandria Glass Company bottling plant, the Mutual Ice Company, and chemical and vinegar factories. Close proximity to the railroad tracks running down North Fayette and Henry Streets, encouraged factories to locate along this artery. The Alexandria Station sat at the northeast corner of Cameron and Fayette for many years.

Significance of Historic Resources

The area has a rich historic resource base both above and below ground (Map 1). Excellent examples of 19th century architecture, colonial and African American churches and gravestones still survive. The buried archaeological materials are well preserved, even though there are few surface indications. Parking lots, such as the City lot on the southeast corner of North Alfred and Cameron Streets, are particularly rich in archaeological materials which document Alexandria's manufacturing and Civil War heritage.

Alexandria's leading families built large homes, established businesses and Christ Church in the northwest quadrant of the 18th century urban grid. Yet by the first quarter of the 19th century, the area was still quite sparsely settled and retained an undeveloped, rural atmosphere. The sites of the first African American homes are some of the earliest in Alexandria. More African American churches were built in this area than any other part of town. African American business also flourished here.

Historic Preservation Issues

The Braddock Road area is increasingly affected by changes brought by the King Street and Braddock Metro stations. The area is attracting new residents and small businesses, due to its close proximity to the metro stations and its historic character. Many historic structures have been renovated, and archaeological resources in backyards were lost with construction of additions. In-filling of new buildings on vacant lots changes the density of this historic neighborhood. Large buildings and new townhouses have elevated the height

and scale at the northern end of the area.

Much of the central and southern portion of the area is protected by inclusion in the Parker-Gray Historic District and Old and Historic District (Map 2). Eight structures in the 100 block of North Payne and Fayette Streets are also protected by their individual listing as Structures More Than 100 Years Old Outside the Historic Districts. The remaining structures in this strip between the two historic districts are not protected.

Archaeological Resource Areas 1 and 2 cover this entire area, but operate only for projects requiring site plans. The City of Alexandria owns land in which important resources are known or documented. If the parking lot on north Alfred and Cameron is developed, resources will need to be preserved prior to construction. The Grimshaw Ropewalk may still survive in the open space along West Street at the Durant Recreation Center. Gravestones are still visible by the Queen Street Library, and sinking asphalt in the parking lot may correspond to graves. Other human remains may still exist under streets and lots near Christ Church.

Historic Preservation Recommendations

1. Develop guidelines with the Department of Recreation, Parks and Cultural Affairs, Board of Education, and Library for the protection and conservation of the City's historic resources.
2. Write guidelines for archaeological preservation associated with City projects affecting the parking lot on North Alfred and Cameron Streets.
3. Maintain the compatibility of new buildings and modifications by adhering to the urban design guidelines to be developed for the historic districts by the Department of Planning and Community Development.
4. Write archaeological preservation guidelines for developments.

**BRADDOCK ROAD SMALL AREA PLAN
MAP 1: HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

National Historic Landmark District

National Register of Historic Places

1. Christ Church Episcopal, 118 N. Washington

State Survey of Abandoned Cemeteries

2. Quaker Cemetery, 717 Queen Street

City of Alexandria Old and Historic Alexandria District

City of Alexandria Parker-Gray Historic District

City of Alexandria Structures Outside Historic Districts

3. 113 N. Fayette Street
4. 114 N. Payne Street
5. 115 N. Payne Street
6. 116 N. Payne Street
7. 118 N. Payne Street
8. 120 N. Payne Street
9. 122 N. Payne Street
10. 124 N. Payne Street

State Register (AX) and Recorded Archaeological Sites

11. 711 Princess Street (AX 72)
- (1).Christ Churchyard/Cemetery (AX 88)
12. Moore-McLean Sugar Refinery Site,111-117 N. Alfred St (AX 96)
13. 204 N. Columbus Street - well
14. 212 Patrick Street - well in basement

Historic Trees

- (1). Sycamore, Christ Churchyard

DOCUMENTED HISTORIC RESOURCES*

Historic Estates

1. Colross (Belle Aire), John Potts Estate

Civil War Period Sites

2. Union Camp, 2nd New Jersey Regiment
3. Sickel Branch Hospital

*Given the high number of historic structures and archaeological sites in the 18th/19th century city limits of Alexandria, a full resource inventory and specific locations are not presented.

BRADDOCK ROAD SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION

National Historic Landmark District

National Register of Historic Places

1. Christ Church Episcopal, 118 N. Washington Street

State Survey of Abandoned Cemeteries

2. Quaker Cemetery, 717 Queen Street

City of Alexandria Old and Historic Alexandria District

City of Alexandria Parker-Gray Historic District

City of Alexandria Structures Outside Historic Districts

3. 113 N. Fayette Street
4. 114 N. Payne Street
5. 115 N. Payne Street
6. 116 N. Payne Street
7. 118 N. Payne Street
8. 120 N. Payne Street
9. 122 N. Payne Street
10. 124 N. Payne Street

City of Alexandria Designated Historic Tree

- (1). Sycamore, Christ Churchyard

City of Alexandria Archaeological Resource Areas (ARA)

- ARA 1
- ARA 2

**OLD TOWN NORTH
SMALL AREA PLAN
FOR
HISTORIC PRESERVATION
OCTOBER 1990
OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA**

OLD TOWN NORTH SMALL AREA PLAN FOR HISTORIC PRESERVATION

Preservation Objectives

1. To protect and preserve the remaining portions of the Alexandria Canal.
2. To preserve significant archaeological resources which represent this area's heritage, such as historic wharves, sunken vessels, industries and Cross Canal neighborhood.
3. To encourage public appreciation of Alexandria's maritime past in the North Waterfront.

Historic Overview

This area was part of the 6,000 acre Alexander purchase of 1669. It was probably settled by tenants of John Alexander prior to the establishment of Preston Plantation, during the late 1720s or early 1730s. By 1760, much of the land comprising Old Town North was owned by Townshend and Baldwin Dade. They each owned 400 acres, stretching from the Potomac River to a line running roughly along Cameron Mills Road. Townshend Dade, first rector of Christ Church (1765-1778), owned the northern 400 acres and eight slaves. Baldwin owned the southern 400 acres and six slaves. In 1760, the Dades were not listed as owners of town lots in Alexandria, so they probably resided on their plantations.

Bellevue Plantation stood for many years in the upper part of Old Town North. In 1772, Robert Adam leased land from the Alexanders of Preston and established a plantation. William Hodgson purchased the lease in 1801 and moved his family there. In 1841, John Slater bought Bellevue and developed extensive greenhouses. A storm destroyed the old house in 1912. It was located at the end of present day Slater's Lane, north of the Pepco Plant.

Ralph's Gutt, a marshy area north of Oronoco Street, and several springs made Old Town North less hospitable than other parts of town for historic development. The Chalybeate Spring, or "Spa Spring" as it was sometimes called, was near the corner of Pitt and Montgomery Streets. The spring was famous for its medicinal waters until it was closed by the City in 1933. At least two other springs were recorded in the vicinity.

The Alexandria Canal was opened in 1843 and operated until 1886. During the 1850s, the Alexandria, Loudoun, and Hampshire Railroad laid track on a right-of-way through this area. It later became the Washington and Old Dominion Railroad. By 1877, a trolleyline ran through Old Town North and its repair shop was located at the corner of Pitt and

Wythe. The Washington and Ohio Railroad also had tracks and car shops in the neighborhood.

Although the area was relatively undeveloped, several businesses operated here: Mount Vernon Cotton Manufactory; Portner's Brewery, two ice houses, a lime kiln and a fertilizer plant. The Old Dominion Glass Company produced mold-blown bottles for a variety of products between 1898 and 1927. The glass works stood south-west of the site of the Tide Lock and Pool No. 1 of the Alexandria Canal, on the 900 Block of South Fairfax Street.

"Cross Canal" was a relatively rural and quiet African American neighborhood north of the Alexandria Canal and Old Dominion Glass Company. At the turn of the 20th century, Cross Canal was located in the far northeastern end of town.

Oronoco Bay and Oronoco Park are two highly utilized resources in Old Town North. They are also the locations of at least three documented maritime archaeological sites. The remains of a vessel that sank in 1836 may be beneath fill deposited in the mid-20th century to create Oronoco Park. The Emily Washington was pinned to the bottom beneath four feet of water in 1910 and the Plumie E. Smith was dynamited in the bay in 1911. There is a high probability that both Park and Bay contain other archaeological resources in addition to the documented sites.

In celebration of the 200th anniversary of the birth of George Washington, the Department of the Interior planned a more direct route from the District of Columbia to Mt. Vernon. Construction of the Mount Vernon Memorial Highway began in 1928 to offer "recreational motoring" through scenic-and historical areas. The highway was incorporated as a portion of the George Washington Memorial Parkway.

Significance of Historic Resources

Composing the northeastern portion of Alexandria in the 19th century, this area did not develop as rapidly as the central and southern part of town. The wet, marshy lands north of Oronoco Street restricted development until filling occurred (Map I). However, a number of 19th century factories flourished here, most notably Mount Vernon Cotton Manufactory, Portner's Brewery and the Old Dominion Glass Company.

Portner's covered four City blocks spanning out from North Washington Street and Pendleton Street. Established in 1862, Portner's was reputed to be the largest brewery in the South and noted for its "latest scientific improvements in brewing, refrigerating and bottling machinery" (Wedderburn's Souvenir Virginia Tercentennial 1607-1907,:38). There are no buildings remaining of this expansive enterprise except 515 North Washington Street (originally the Mount Vernon Cotton Manufactory). Archaeological materials, however, may still exist. The Old Dominion Glass Factory may also still remain underground on North Fairfax Street. Covering 6 acres on the north waterfront,

Old Dominion produced two railroad cars of soda and beer bottles daily.

The Alexandria Canal was the most important landmark of this area in the mid and late 19th century. Long stretches of the Canal probably still exist under railroad fill in the Potomac Yard. Four locks were constructed between Montgomery and First Streets allowing barges to make the elevational change from the Potomac River to North Washington Street. The Tide Lock survives in a park of the same name, and another lock sill exists underground at the City's Montgomery Park. Oronoco Park and Bay may also contain fill and sunken vessels important to understanding Alexandria's maritime heritage. Due to the marshy nature of this area, prehistoric materials may also survive underground. Buried historic wharves may still exist along the north waterfront.

The historic residential sites, such as Bellevue and the Cross Canal neighborhood appear to be completely lost in this area. However, a few archaeological fragments may still be found. Since little is known of the exact location of the earliest 18th century houses, some vestiges may also be preserved in unlikely spots.

Historic Preservation Issues

There were fewer historic structures and activities in this part of town than others. Fewer historic resources have survived here as well. Virtually all resources that may still exist are under-ground. Therefore, historic goals must center upon the preservation of the archaeological remains and public appreciation in the public parks of the City's maritime past. All the land in this area is in Archaeological Resource Areas 1 and 2. Development of large parcels requiring site plans will be reviewed for their archaeological impact (Map 2).

The parking lot associated with the Mastercraft furniture store is a particularly important site for preserving Portner's Brewery. Any ground altering activities along the waterfront may disturb maritime resources. Oronoco and Montgomery parks protect important historic resources, and should be preserved. Public improvements which could affect the Alexandria Canal should include archaeological recording and recovery (from Montgomery to Slater's Lane within and parallel to North Washington Street; all blocks and streets between Montgomery and First Street).

Historic Preservation Recommendations

1. Write preservation guidelines for development which will affect significant resources, particularly the Alexandria Canal, Portner's Brewery and Old Dominion Glass Company.
2. Develop preservation guidelines with the Department of Transportation and Environmental Services to preserve significant sites affected by public projects.

3. Develop a plan and guidelines with the Department of Recreation, Parks, and Cultural Affairs to enhance the public's appreciation for the City's maritime heritage in the Waterfront parks.

**OLD TOWN NORTH SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

National Register of Historic Places

1. Alexandria Canal Tide Lock
2. Boyhood Home of Robert E. Lee (607 Oronoco Street)
Mount Vernon Memorial Highway (George Washington Memorial Parkway)

State Register (AX) and Recorded Archaeological Sites

2. Alexandria Canal (AX28)
3. Old Dominion Glass Works (AX84)

DOCUMENTED HISTORIC RESOURCES*

Historic Estates

1. Belleview Plantation
2. unidentified structure(s)

Other Sites

3. unidentified vessel {1836) under Oronoco Park
4. abandoned (1910) vessel, Emily Washington, in Oronoco Bay
5. abandoned (1911) vessel, Plumie E. Smith, in Oronoco Bay
6. Portner's Brewery (515 N. Washington Street: building was originally the Mount Vernon Cotton Manufactory)

* There are many more documented resources for this area. However due to the high density of these sites within the 19th century city grid, they are not listed or placed on the map.

**OLD TOWN NORTH SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION**

National Historic Landmark District

National Register of Historic Places

Alexandria Canal Tide Lock 1
Boyhood Home of Robert E. Lee 1607 Orononco Street
Mount Vernon, Memorial Highway (George Washington Memorial Parkway)

City of Alexandria Old and Historic Alexandria District

City of Alexandria Archaeological Resource Areas (ARA)

ARA 1

ARA 2

**OLD TOWN
SMALL AREA PLAN FOR HISTORIC PRESERVATION
OCTOBER 1990
OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA**

OLD TOWN SMALL AREA PLAN FOR HISTORIC PRESERVATION

Preservation Objectives

1. To protect the historic fabric, scale, open space and character of the area.
2. To insure that developments and modifications are compatible with the Old and Historic Alexandria District's character.
3. To preserve significant archaeological resources which may be inadvertently lost from land alteration.
4. To protect the historic integrity and enhance the appearance of Washington Street (George Washington Memorial Parkway) as a major approachway within the Old and Historic District and as a site on the National Register of Historic Places.
5. To enhance the waterfront for public appreciation and enjoyment of Alexandria's maritime heritage.

Historic Overview

Archaeological findings at Jones Point indicate that the area was inhabited by American Indians for nearly 10,000 years before the arrival of John Smith. The earliest buildings were erected in Old Town by the 1730s. These sites were situated near the Potomac River and included public tobacco warehouses and small farms.

Since the town's official founding in 1749, it has been the urban center for Northern Virginia. King Street was a thriving commercial corridor offering wares and entertainment to the region. The Old Town area today includes the historic port, manufacturing and commercial sites, churches, cemeteries, schools, and residences. The original bay, which extended from Duke to Oronoco Streets and west to Water (Lee) Street, was filled in by 1790. Virtually all African Americans in 18th century Alexandria were slaves; but by the time of the Civil War, half the African American population had achieved free status. African American neighborhoods and institutions were well established by this date. The military occupation during the War dramatically altered the landscape, and many properties were used by the federal troops. Industrialization affected Alexandria less than other cities. However, in the last half of the 19th century some factories emerged and railways dominated several streets.

Significance of Historic Resources

Old Town contains the core of Alexandria's urban heritage. The area has the greatest density and highest variety of historic re-sources within the contemporary City. More than 1,000 structures' built in the 18th and 19th centuries still stand in Old Town.

Archaeological resources occur in abundance underground in properties associated with these historic buildings. They also are preserved under parks, streets and parking lots. The alleys, walls and open space, contribute to the historic character of Old Town.

Many individual sites are significant, as evidenced by 15 structures listed separately on the National Register of Historic Places (Map 1 & 2). But the context in which these and other properties are situated is equally as important. The National Landmark status of the area is testimony to the total area's significance. This historic context and character is fragile. Minor changes which can occur to individual properties affect the whole.

Alexandria's Old Town area is 'a living, dynamic historic city and archaeological site. Old Town and its historic re-sources are significant for the City of Alexandria, the Commonwealth of Virginia and the nation.

Historic Preservation Issues

In 1946, protection for historic buildings began with the establishment of the Old and Historic Alexandria District. The archaeological protection procedure went into effect in 1989 for projects requiring site plans (Map 3 & 4). Yet, the resource base is in constant need of conservation and preservation. Buildings are neglected causing a loss in the integrity of individual structures. Additions, in-filling of open space, and buildings of large mass and scale impact the character of the area. Decreasing open space and increasing scale of newer buildings continue to be issues of concern to citizens and preservationists.

Archaeological resources are not usually apparent, due to their buried and fragmentary nature. The City has recorded and studied nearly 100 sites in Old Town which are still extant. Many more sites have been excavated and are no longer preserved in the ground due to new development. Approximately 40 percent of the land in this area has lost its archaeological integrity and significance. However, 30 percent still has a high potential for containing significant archaeological resources. Continuation of the current voluntary registration program promotes cooperation of property owners.

Old Town has been enhanced by the implementation of the Water-front Plan which advocated a continuous public access to the Potomac River. A series of waterfront parks now form a greenbelt from Daingerfield Island to Jones Point. The parks are generally of a passive nature and open the vista of the Potomac River to those walking or biking. While many of the parks have historic names (Tide Lock, Oronoco Bay, West's Point, Founders, Torpedo Plaza, Point Lumley, Roberdeau), their atmosphere can be further enhanced to promote a sense of Alexandria's maritime heritage for public enjoyment. For

example, a unified historic marker system and a landscape plan can heighten biker and walker appreciation of the waterfront.

Historic Preservation Recommendations

1. Adhere to the historic design guidelines which will be developed for the Old and Historic Alexandria District by the Department of Planning.
2. Write preservation guidelines for developments which can affect significant archaeological resources.
3. Develop preservation guidelines with the Department of Transportation and Environmental Services for public improvements and projects.
4. Incorporate historic information for Washington Street into the planned approachways analysis, which seeks to identify an improvements program to enhance major streets, and thus, the perception of the City.
5. Develop a plan and guidelines with the Department of Recreation, Parks and Cultural Affairs to enhance the public's appreciation for the City's maritime heritage within the waterfront parks.

**OLD TOWN SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

National Register of Historic Places

1. 30 King Street, City Hall
2. 133 N. Fairfax Street, Bank of Alexandria
3. 121 N. Fairfax Street, Carlyle House
4. 118 N. Washington Street,, Christ Church
5. 128. N. Royal Street, Gadsby's Tavern
6. 607 Oronoco Street, Lee Boyhood Home
7. 220 N. Washington Street, John Wise/Lloyd House
8. 201 S. Washington Street, The Lyceum
9. 201 Prince Street, Old Dominion Bank
10. 222 S. Pitt Street, St. Paul's Episcopal Church
11. 105-107 S. Fairfax Street, Stabler-Leadbeater Apothecary Shop
12. 614 Oronoco Street, Lee Fendall House
18. 207 Prince Street, Fairfax Moore Montague House

Cemeteries

13. 118 N. Washington Street, Christ Church Cemetery
14. 315 S. Fairfax, Old Presbyterian Meeting House Cemetery
15. 1100 Block of S. Washington, St. Mary's Catholic Cemetery
16. 214-218 S. Fairfax, Independent Meeting House Cemetery

State Register (AX) and Recorded Archaeological Sites

(These sites are not shown on Map 1 due to their high density in this area.

- 134 N. Royal Street, Gadsby's Tavern (AX2) (on National Register)
121 N. Fairfax Street, Carlyle House (AX3) (on National Register)
Southeast corner S. Alfred and Wolfe Streets (AX5)
The block bounded by 200 N. Alfred and N. Columbus (AX19)301 King Street, Courtyard of City Hall (AX33)
220 N. Washington St, John Wise/Lloyd House (AX34)(on Natl Register)
1000 S. Washington Street, St. Mary's Church and Cemetery (AX40)
607 Oronoco Street, Lee Boyhood Home (AX43) (on National Register)
207 N. Fairfax Street, Dalton House (AX46)
607 Cameron Street, Yeaton/Fairfax House (AX47)
221 King Street, Ramsay House (AX49)
200 Block of Wilkes Street, Orange and Alexandria Railroad Tunnel (Wilkes Street Tunnel) (AX50)

209 Wolfe Street (AX56)
315 S. Columbus Street (AX57)
318 S. Alfred Street (AX58)
316 S. Alfred Street (AX59)
407 S. Lee Street (AX64)
412 S. Royal Street (AX65)
217 N. Royal Street (AX66)
601 Duke Street, Delaney/Joynt House (AX67)
424 S. Royal Street (AX68)
217 S. Fairfax Street, Carter House (AX69)
407 S. Fairfax Street (AX71)
213 S. Pitt Street (AX74)
609 Cameron Street (AX77)
Jones Point Park, Virginia Ship Building Corporation Shipyard (AX78)
100 Block Cameron Street (south side), Carlyle/Dalton Wharf (AX81).
212 S. Fairfax Street, Frank Wright House (AX85)
222 S. Washington Street, Piercy Pottery (AX87)
414 Franklin Street, Yeates Garden (AX89)
713 S. Fairfax Street (AX104)
201 S. Lee Street, Hooe House (AX106)
306 S. Fairfax Street (AX107)
307 S. St. Asaph (AX108)
330 N. Fairfax Street (AX109)
207 Prince Street, Montague House (AX110) (on National Register)
306 Duke Street (AX115)
124 S. Fairfax Street (AX117)
600 Block S. Union, Shipyard/Ford Plant (AX119)
211 N. Union (AX120)
312-314 1/2 S. Alfred Street (AX125)
100 Block Wolfe Street (south side), Roberdeau's Distillery (AX126)
410 S. Washington Street, Alexandria Academy
120 S. Fairfax Street (ice well)
506 Cameron Street {well)
204 N. Columbus Street (well)
316 Duke Street (well)
321 Duke Street (well)
215 S. Fairfax Street (ice well)
405 S. Fairfax Street (well)
404 S. Lee Street (well)
212 1/2 S. Pitt Street (well)
315 S. Pitt Street (well)
421 S Pitt Street (well)
114 Prince Street (well)
211 Prince Street (well)

405 Prince Street (well)
415 Prince Street (well)
408 Prince Street (well)
604 Princess Street (well)
323 and 325 Queen Street (well)
100 Block S. Royal Street (street well)
217 S. Royal Street (well)
312 S. St. Asaph Street (well)
317 S. St. Asaph Street (well) 510 Wolfe Street (well)
321 S. Lee Street (well)
106 Wolfe Street (well)
505 S. Lee Street (well)

Historic Trees

17. Sycamore, 415 Wolfe Street

Historic Easements

601 Duke Street
619 South Lee Street
229 S. Pitt Street
207 Prince Street
711 Prince Street
811 Prince Street
1020 Prince Street
522 Queen Street
301 South St. Asaph

DOCUMENTED HISTORIC RESOURCES*

State Survey of Abandoned Cemeteries

1. 311 S. St. Asaph Street, Quaker Cemetery

Other Documented Sites

2. Vessel Hull used as fill (1825)
3. Remains of at least 13 vessels dredged from the Alexandria channel in 1910-1911 and used to fill Battery Cove

Historic Waterfront

* There are many more documented resources for this area. However due to the high density of these sites within the 19th century city grid, they are not listed or placed on the map.

**OLD TOWN - SMALL AREA PLAN
WEST OF WASHINGTON STREET
MAP 2 HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

National Register of Historic Places.

1. 1315 Duke Street, Franklin and Armfield Slave Quarters and office (see also below)
2. .811 Prince Street, Bayne/Fowle House

City of Alexandria Structures Outside Historic Districts

3. 1018 Duke Street
4. 1020 Duke Street

State Register (AX) and Recorded Archaeological Sites

- 807 Wolfe Street, Muddiman Tavern (AX51)
- 711 Prince Street (AX70)
- 1010 King Street (AX73)
- 105-107 N Fayette Street, Reynolds Pottery (AX86)
- 809 Duke Street (AX97)
- 807 Duke Street (AX102)
- 900 King Street (AX113)
- 1315 Duke Street, Franklin and Armfield Slave Quarters and office (AX75)
- 1301-1303 Duke Street, Franklin and Armfield Slave Quarters and kitchen
- 213/215 S. Alfred Street (well)
- Southwest corner King and S. Alfred Streets (street well)
- 923 King Street (well)
- Southwest corner King and Commerce Streets (street well)
- 917 Duke Street (well)
- 115 S. Patrick Street (well)
- 804 Prince Street (well) 1117 Prince Street (well)

DOCUMENTED HISTORIC RESOURCES*

*There are many documented resources for this area. However, due to the high density of these sites within the 19th century city grid, they are not listed or placed on the map.

OLD TOWN SMALL AREA PLAN
MAP 3
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION

National Historic Landmark District

National Register of Historic Places

1. 301 King Street, City Hall
 2. 133 N. Fairfax Street, Bank of Alexandria
 3. 121 N. Fairfax Street, Carlyle House
 4. 118 N. Washington Street, Christ Church
 5. 128 N. Royal Street, Gadsby's Tavern
 6. 607. Oronoco Street, Lee Boyhood Home
 7. 220 N. Washington Street, John Wise/Lloyd House
 8. 201 S Washington Street, The Lyceum
 9. 201 Prince Street, Old Dominion Bank
 10. 222 S. Pitt Street, St. Paul's Episcopal Church
 11. 105-107 S. Fairfax Street, Stabler-Leadbeater Apothecary Shop
 12. 614 Oronoco Street, Lee Fendall house
- Also see 207 Prince Street, Montague House
15. 207 Prince Street, Fairfax-Moore-Montague House

State Survey of Abandoned Cemeteries

13. 311 S. St. Asaph Street, Quaker Cemetery

City of Alexandria Old and Historic Alexandria District

City of Alexandria Designated Historic Trees

14. Sycamore, 415. Wolfe Street

City of Alexandria Archaeological Resource Area (ARA)

ARA 1 - entire area

Historic Easements

601 Duke Street
619 South Lee Street
229 S. Pitt Street
207 Prince Street
711 Prince Street

811 Prince Street
1020 Prince Street
522 Queen Street
301 South St. Asaph

**OLD TOWN SMALL AREA PLAN
WEST OF WASHINGTON STREET
MAP 4
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION**

National Historic Landmark District

National Register of Historic Places

1. 1325 Duke Street, Franklin and Armfield Slave Quarters and Office
2. 811 Prince Street, Bayne/Fowle House

City of Alexandria Old and Historic Alexandria District

City of Alexandria Structures Outside Historic Districts

3. 1018 Duke Street
4. 1020 Duke Street

City of Alexandria Archaeological Resource Area (ARA)

ARA 1 - entire area

**OLD TOWN
COVERING THE AREA SOUTH OF 1-95
SMALL AREA PLAN FOR HISTORIC PRESERVATION
OCTOBER 1990
OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA**

**OLD TOWN SMALL AREA PLAN
FOR
HISTORIC PRESERVATION**

ADDENDUM COVERING THE AREA SOUTH OF 1-95

Preservation Objectives

1. To manage Jones Point with the National Park Service in a manner that protects and conserves historic resources.
2. To provide park visitors the opportunity to understand and appreciate the natural and historic environment of the park.*
3. To ensure that all improvements are aesthetically and ecologically compatible with the natural, historic and recreational resources of the park.*
4. Protect prehistoric and historic resources within 'Hunting Creek.

*an original goal of the 1984 Development Concept Plan and Environmental Assessment for Jones Point Park.

Significance of Historic Resources

Jones Point is the largest public preserve in the City which contains historic sites of all time periods. Its woods, marshes and playing fields are also important visual and recreational elements of Old Town. A City of Alexandria archaeological survey conducted as part of the 1984 Environmental Assessment, documented the richness of the historic resources on Jones Point.

Historic resources span from Native American Indian camps buried under many feet of 20th century fill to the Jones Point Lighthouse, the oldest surviving inland lighthouse in the nation (Hap 1). The South Corner Stone of the District of Columbia is a particularly important symbol for Alexandria and America.. Two large economic enterprises used Jones Point: a ropewalk, the largest of three in the City, extended the length of the historic boot-shape of the Point; and the Virginia Shipbuilding Corporation shipyard occupied much of the Point at the beginning of this century. While the ropewalk is no longer visible, the shipways are still present. The filling of Battery Cove covered sunken vessels. Many more prehistoric and historic resources may be buried under layers of sediment in Hunting Creek.

Historic Preservation Issues

Jones Point is federally owned; however, the City of Alexandria operates the site through contractual agreement with the National Park Service (NPS). The lighthouse and D. C. South Corner Stone are under the direct management of NPS and are on the National Register of Historic Places (Hap 2). Thus, the site is protected from federal actions and permits which would alter or destroy 11 significant historic resources. The 1984 Development Plan out-lines an environmental and cultural review process through which all planned projects must be evaluated. The plan states(34): "In accordance with National Park Service management policies and sections 106 and 110, as amended (P.L. 96-515), an archaeological background study and assessment will be conducted by the City of Alexandria prior to submission of any specific plans for National Park Service approval, which require ground disturbance and/or limit access for archaeological investigation.

The plan also sets forth a four stage procedure for managing cultural resources at Jones Point, which the City is responsible for implementing. The City has conducted the first phase; however the other three phases remain. They consist of the following: study of areas not affected by the development plan to complete the cultural inventory; excavation and research on significant sites; and public interpretation. Other maintenance, recreation-al and nature projects were also proposed in the plan. The Department of Recreation, Parks and Cultural Affairs is carrying out these initiatives.

The enlargement of the Woodrow Wilson Bridge may affect historic resources within Alexandria. Evaluation of federal environmental impact statements and City guidelines for preservation relating to the Bridge project are needed.

Historic Preservation Recommendations

1. Implement the 1984 Development Concept Plan as modified by contemporary and public needs.
2. Write preservation guidelines for Wilson Bridge environmental impact statements.

**OLD TOWN SMALL AREA PLAN
ADDENDUM COVERING THE AREA SOUTH OF I-95
MAP 1
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

National Register of Historic Places

1. Jones Point Lighthouse
2. District of Columbia Boundary Marker, South Corner Stone

Mount Vernon Memorial Highway (George Washington Memorial Parkway)

State Register, (AX) and Recorded Archaeological Sites

- (1). Jones Point Lighthouse (AX52)
3. American Indian Site (AX53)
4. Virginia ,Ship Building Corporation Shipyard (AX78)

DOCUMENTED HISTORIC RESOURCES

Possible Archaeological Sites

1. Jones Point Park, sites with unidentified locations:

Coastal Fortification (1795); Quarantine House (1798); Ropewalk (c. 1835-52); two taverns (one 18th century, one 19th century)

2. Battery Cove:

Sunken vessels used as fill (1911). See also Old Town Small Area Plan for Historic Preservation.

Historic Waterfront

**OLD TOWN SMALL AREA PLAN
ADDENDUM COVERING THE AREA SOUTH OF I-95
MAP 2
HISTORIC. SITES AND AREAS WITH LEGAL PROTECTION**

National Historic Landmark District

National Register of Historic Places

1. Jones Point Lighthouse
2. District of Columbia Boundary Harker, South Corner Stone Mount Vernon Memorial Highway

City of Alexandria Old and Historic District

City of Alexandria Archaeological Resource Area (ARA)
ARA 1

**SOUTHWEST QUADRANT
SMALL AREA PLAN FOR HISTORIC PRESERVATION
OCTOBER 1990
OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA**

SOUTHWEST SMALL AREA PLAN FOR HISTORIC PRESERVATION

Preservation Objectives

1. To protect the historic fabric and to strengthen the historic character of the neighborhood and Washington Street (George Washington Memorial Parkway).
2. To insure that new development and roads surrounding the area are compatible with the Southwest historic residential nature and the historic character of the cemeteries.
3. To foster protection and conservation of the cemeteries adjoining the area to the west.

Historic Overview

Most of this area was in the western section of the City annexed by 1798. However, the southern portion was annexed twice, initially in 1858, and later in 1915. The area was primarily pastoral in setting, and part of Spring Gardens Farm. The western land adjoining the Southwest Quadrant became the burial grounds for many churches and societies after an 1804 ordinance outlawed interments within the City limits. The African American neighborhood referred to as the "Bottoms" was located here. Several of the blocks are lower in elevation due to a stream which ran diagonally through the area south to Jones Point. Hence, the name "Bottoms." Later, the term "DIP" was applied to the area.

Free African American households originated as early as 1790 in the 700 and 900 Blocks of Wolfe Street. Twenty years later, this neighborhood centered around Duke and Alfred Streets. The neighborhood grew in the later part of the century, and many homes lined the streets. The Odd Fellows Hall (411 S. Columbus) is a standing symbol of the many benevolent societies which met there. The Alfred Street Baptist Church, while in the Old Town Small Area, has great significance to the history of this area and; throughout the City. It was the first African American church in Alexandria, organized in 1803.

District of Columbia Mile Marker No. 1 sits at the southeast intersection of Payne and Wilkes Street. It marks the first mile from the south cornerstone at Jones Point. The Union forces made their imprint on the Southwest Quadrant by building a stockade around the U.S. Military Railroad (USMRR) Station. This stockade ran along South Alfred, Payne and Gibbon Streets, encompassing twelve blocks which contained locomotive repair shops, a black-smith, a slaughterhouse, and an arsenal. Extensive

quarters for carpenters stood outside the compound on the 700 and 800 blocks of Gibbon Street. Railroad tracks dominated Wilkes Street and two blocks south of Wolfe Street. Several homes were incorporated into the USHRR Station, and remained, occupied by their owners. Two brickyards and a corn mill operated in this part of town at the turn of the 20th century.

Significance of Historic Resources

This area's history is characterized by two major themes: African American life and transportation. Most of the African American historic resources have been lost or altered. However, the Alfred Street Baptist Church and Odd Fellows Hall still stand. The Church is vacant and in critical need of restoration. Portions of free African American sites remain underground. In 1851, the Orange and Alexandria Railroad transformed the quiet village atmosphere into an environment dominated by rails, loco-motives, engine houses and the roundhouse at Duke and Henry Streets. The United States Military Railroad further changed the area during the Civil War with the erection of an urban stockade and massive movements of goods and troops. The Hooff's Run Stone Bridge is the only structure to survive near this area of Alexandria's railroad era.

The quiet, bucolic atmosphere of the previous century also survives in the western portion of the area where it adjoins the cemetery complex.

Historic Preservation Issues

The resources in this area have been lost or altered more than in most other areas. Although the area has great significance to Alexandria's African American and railroad heritage, few visible resources remain. When most of the resources are buried, it is more difficult to recognize the importance of preservation than when standing structures are present. Yet, one of the few Alexandria pottery sites, still remains under a parking lot, and a 19th century African American cemetery may still exist near a Washington Street gas station (Map 1). One of the oldest African American churches awaits restoration. Railroad and Civil War history may still exist under many City blocks and streets. Almost half of the area is within the Old and Historic Alexandria District (Map 2).

Few new developments are expected to occur in the residential sections of the area. However, several parcels along Washington Street and Henry Street may undergo development. Compatibility of new buildings with the George Washington Memorial Parkway and the Old and Historic District is important in maintaining and strengthening the area's historic character. Large development within the Norfolk/Southern parcel to the north of the area may also affect the traffic and visual setting of the area. Archaeological resources will be preserved in such development sites, since the archaeological protection procedure operates in ARA 1. However, there is no protection for buried resources within

smaller parcels.

The cemeteries are a unique complex within the City and offer a rare opportunity to step back in time. The Alexandria National Cemetery, established in 1861, has been determined to be eligible 'for listing on the National Register of..Historic Places. Due to both this eligibility and its ownership by the federal government, any projects requiring federal funds or permits must not adversely affect the cemetery. Development near the cemeteries should be examined locally to insure that it is compatible with the character of this area. The City of Alexandria maintains many of the cemeteries and has erected signs. The gravestones however, are deteriorating and many inscriptions are illegible.

Historic Preservation Recommendations

1. Write guidelines for preservation in large development tracts adjoining , this area, and ones within the area which may contain significant resources.
2. Develop guidelines with the Department of Recreation, Parks and Cultural Affairs for the conservation of the cemeteries which are maintained by the City.
3. Adhere to the design guidelines which will be developed for the historic districts by the Department of Planning and Community Development.

**SOUTHWEST SMALL AREA PLAN
MAP 1
HISTORIC RESOURCES**

KNOWN HISTORIC RESOURCES

National Register of Historic Places

1. Southwest No. 1 Mile Marker of the District of Columbia boundary, 1220 Wilkes Street
Mount Vernon Memorial Highway (George Washington Memorial Parkway)

State Survey of Abandoned Cemeteries

2. Douglass Cemetery
3. Methodist Protestant Cemetery
4. Penny Hill Cemetery

Other Cemeteries

5. Alexandria National (Soldier's)
6. Trinity Methodist
7. Christ Church Episcopal
8. Bethel
9. Presbyterian
10. St. Paul's Episcopal
11. Union-Methodist Episcopal South
12. Home of Peace, Jewish

City of Alexandria Structures Outside: Historic Districts

13. National Cemetery Lodge, 1415 Wilkes Street

State Register and Recorded Archaeological Sites

14. Lewis Plum's Pottery (AX7) 400 Block South Columbus Street

Historic Trees

15. Sweet Gum, National Cemetery

Historic Transportation Sites

16. Orange and Alexandria Railroad Bridge over Hooff's Run Orange and

Alexandria Railroad

Given the high number of historic structures and archaeological sites within the 18th and 19th century city limits of Alexandria, a full resource inventory and specific locations are not presented.

NOTE: Resources are also included in this area which occur in the land between Hooff's Run and South Henry Streets, which does not fit within any small plan area.

DOCUMENTED HISTORIC RESOURCES

Civil War Period Sites

1. Kalorama Hospital
2. U.S. Military Railroad Compound (stockades, engine house, shops, offices, quarters, houses)
3. U.S. Military Railroad Roundhouse (built 1851)
4. Tollgate
5. Union Camp, Unidentified
6. Union Camp, Greene's Artillery
7. Union Camp, 18th New York'

Cemeteries

8. Church Street African American Cemetery (700-800 Blocks, South Church Street)

SOUTHWEST SMALL AREA PLAN
MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION

National Historic Landmark District

National Register of Historic Places

1. Alexandria National Cemetery (determined to be eligible)
7. Southwest No.1 Mile Marker of the District of Columbia boundary, 1220 Wilkes Street I
Mount Vernon Memorial Highway (George Washington Memorial Parkway)

State Survey of Abandoned Cemeteries

2. Douglass Cemetery
3. Methodist Protestant Cemetery
4. Penny Hill Cemetery

City of Alexandria Old and Historic Alexandria District

City of Alexandria Structures Outside Historic Districts

5. National Cemetery Lodge, 1415 Wilkes Street(see also 1 and 6.)

City of Alexandria Historic Trees

6. Sweet Gum, National Cemetery

City of Alexandria Archaeological Resource Area (ARA)

ARA 1

**KING STREET/ EISENHOWER AVENUE
METRO STATION
SMALL AREA PLAN FOR HISTORIC PRESERVATION
OCTOBER 1990
OFFICE OF HISTORIC ALEXANDRIA
CITY OF ALEXANDRIA, VIRGINIA**

**KING STREET/EISENHOWER AVENUE METRO STATION SMALL AREA
PLAN FOR
HISTORIC PRESERVATION**

Preservation Objectives

1. To preserve significant historic resources before loss due to development and public improvements.
2. To protect highly significant resources, such as the Black Baptist Cemetery, Cameron Mills and Millrace, and the village of Cameron, in place and enhance them for use as cultural and recreational amenities of the area.
3. To ensure that development is compatible with the character of the City and its landmarks.
4. To create an identity for the area and Eisenhower Avenue that reduces its isolation and complements the historic and urban character of the adjoining old neighborhoods.
5. To enhance open space, parks and streets in a manner that provides an appreciation of the natural environment and history of Cameron Run and Hooff's Run.
6. To create the Alexandria Black Heritage Park at the location of the Black Baptist Cemetery that is compatible with nearby natural and historic resources.

Historic Overview

This area has a long and complex history which relates to virtually every period of Alexandria's development. American Indians inhabited the riverine environment and traveled along the many waterways--Hunting Creek, Cameron Run and Hooff's Run--which intersect in the area.

Cameron, the small settlement on Hunting Creek which predated Alexandria, was situated here. Some of the early founders of Alexandria, such as John Carlyle, lived in this hamlet. If the Virginia Assembly had selected the Cameron petition instead of Hugh West's in 1749, the new port town would have been established near Telegraph Road, rather than at Oronoco Street on the Potomac River.

A mill was established in the vicinity of Cameron by 1752, and later rebuilt prior to 1798 into two mills--Cameron Mills. A long millrace, extending about 8000 feet, provided the water power for the mills, as well as for Watkins' and Brown's mills farther upstream. A viaduct was constructed to carry the race over Taylor Run. One of these early mills was incorporated into the Alexandria Water Company by the installation of a pump. Thus, water from Cameron Run was pumped up to the reservoir on Shuter's Hill. Nearby stood Cameron Mills Farm, operated by the Roberts family, who were Quakers and founders of the Alexandria Water Company in 1851. A distillery operated farther to the west along the millrace.

This corridor was always "exceedingly well situated for trade." Four crossroads met at Cameron as early as 1760. Little River Turnpike (Duke Street) was developed by 1806 to facilitate trade. A stone bridge permitted the Turnpike to cross over Hooff's Run from Alexandria, as it followed the bluff overlooking Cameron Run to the west. In 1851, the Orange and Alexandria railroad tracks cut through the valley and crossed Hooff's Run via the old stone railroad bridge. Two roundhouse complexes were built in the area. The roundhouse on Duke and Henry Streets played a major role in establishing Alexandria as the regional trade center. The other roundhouse still stands west of Holland Lane. Union Station opened in 1905 and serves three different carriers.

The "West End," a village just outside Alexandria's city limits, clustered around Little River Turnpike from Hooff's Run west to the turnpike toll gate. Homes, businesses, Catts's Tavern, Englehardt Brewery, the toll gate, and slaughterhouses were once located on the 1400 to 2000 blocks of Duke Street.

The Bruin Slave Quarters, often described as a "Negro Jail" or "Slave Pen", was also located in West End. Joseph Bruin learned the trade at the Price, Birch and Company slave dealership, located at 1315 Duke Street. In 1844, Bruin opened his own trade in the building at 1707 Duke Street while he resided next door to the east. The United States Marshall confiscated the house in 1864 under the Act of Congress authorizing the seizure of "the property of Rebels."

The Union occupation of Alexandria during the Civil War had a considerable impact on West End and other parts of the King Street/Eisenhower Avenue area. Soldiers constructed trenches on either side of the millrace west of Regan's Distillery. Slough Barracks stood south of the Orange and Alexandria Railroad tracks that had been converted for use by the U.S. Military Railroad. In 1864, the barracks became Slough Hospital. There was a headquarters building, sixteen barracks, a mess hall, laundry, store-house, stable and dead house. In January 1866, it was the last general Army hospital to close in Alexandria.

In November 1885, the Silver "Leaf (Colored) Society of Alexandria" petitioned Judge James Keith of Fairfax County for a charter of incorporation for a cemetery. The burial ground encompassed an acre across from Alexandria National Cemetery between Holland

Lane and Hooff's Run. Alexandria added the land in this area in three separate annexations--1915, 1952 and 1973.

Significance of Historic Resources

Today the King Street/Eisenhower Avenue Metro Station area looks devoid of history with neglected rail and scrap yards, as well as new high-rise buildings. Yet, there are still traces of the significant role that this area played in Alexandria's development. The foundation of one of the Cameron Mills sits underground near a parking lot; sections of the millrace are visible occasionally near Mill Road (Map 1). These resources and others are still underground awaiting development as cultural features which enhance the landscape.

While the resources are individually important, the setting as a whole has historic value. The view from Cameron Valley of the--George Washington National Masonic Memorial, an Alexandria Land-mark, is one of the finest in the City. Cameron Run and Hooff's Run are still present as vestiges of the aquatic environment which attracted American Indians and the first Europeans.

Many of the area's historic resources are unique and irreplaceable. The roundhouse on Holland Lane is the only one standing in Alexandria from the City's illustrative days as a railroad hub. The Hooff's Run Bridge is the last stone bridge surviving in the City, and with the Wilkes Street Tunnel, the only structures left from the Orange and Alexandria Railroad.

The Black Baptist Cemetery perches on the bluff overlooking Hooff's Run. Its boundaries are known from deed research. One gravestone and two bases (realigned from their original orientation), are the only physical traces visible from the surface. This cemetery is the oldest recorded African American cemetery within the current limits of Alexandria. The cemetery was placed just south of the buildings used as the Bruin slave quarters, at Duke and Reinkers Lane, twenty years after the Civil War ended. The Bruin establishment is the only structure to survive from more than 40 homes and business which once lined Little River Turnpike in the old West End village (Map 1 Detail).

Historic Preservation Issues

The landscape in Cameron Valley has been in constant flux over the centuries. However, greater changes began in the early 20th century with filling that covered the historic landscape and structures. Today, the area is in a process of development which will transform it from one of neglect to one of prime real estate between the King Street and Huntington Metro Stations. These actions will alter the landscape more than previously. Virtually every parcel which will be developed in the area has the potential for uncovering significant historic resources. All developments, such as CNS and Hoffman,

will be included in the archaeological- protection procedure to ensure appropriate preservation actions (Map 2).

The development of the Cameron Valley will include a variety of actions from both the private and public sectors: construction, on most of the vacant parcels, a series of transportation improvements, an open space, recreation and bike trail system, and urban design guidelines and street-scape standards ,for Eisenhower/Avenue. The consideration and enhancement of historic resources, native habitat and the historic context of the area should support the goals of the small area plan adopted by City Council.

Historic Preservation Recommendations

1. Include the Office of Historic Alexandria and City historic and archaeological commissions in working with the departments of Planning, Transportation and Environmental Services and Recreation, Parks and Cultural Affairs to include preservation and enhancement of historic resources in the development of the open space/recreation and bike path system, as well as Eisenhower Avenue street-scape plan and urban design guidelines.
2. Develop preservation guidelines with the Department of Transportation and Environmental. Services to preserve resources which may be endangered by City projects.
3. Write guidelines to preserve archaeological resources in all large development parcels, such as the CNS, Hoffman and Alexandria Business Center (CSX) projects.
4. Write guidelines for the preservation and restoration of the Black Baptist Cemetery as the site of the Alexandria Black Heritage Park.

KING STREET/EISENHOWER VALLEY METRO STATION SMALL AREA PLAN MAP 1 HISTORIC RESOURCES

KNOWN HISTORIC RESOURCES

State Survey of Abandoned Cemeteries

1. Black Baptist Cemetery

City of Alexandria, Structures Outside Historic Districts

2. 1707 Duke Street, Bruin Slave Quarters (on Civil War 1878 and 1894 maps)
3. 1520 King Street
4. 1522 King Street
5. 1524 King Street

State Register (AX)-and Recorded Archaeological Sites

6. Englehardt Brewery-Buried Brewery Cellar, (AX 35)
(Civil War Map, 1894; Richard Rotchford on 1878)
7. Bontz Site (AX 103) (Geo. Bontz on 1878 and 1894 maps)
8. Cameron. Mills (AX 112) (on Civil War and 1894 maps; Flour M111/Hunt and Roberts, 1878)

Historic Transportation Sites

- Orange and Alexandria Railroad
- Little River Turnpike (Duke Street)
- Telegraph Road (Old Colchester Road)
- 9. Union Station {1905}
- 10. Orange-and Alexandria Railroad Bridge over Hooff's Run Southern Railroad Roundhouse

DOCUMENTED HISTORIC RESOURCES

Civil War Period Sites

1. House; Jno. H. Watkins (1878), J. D. Watkins (1894)
2. House; Jno. H. Watkins (1878), J. D. Watkins (1894)
3. ,House; Mary Watkins (1878 and 1894)
4. House; Mary Watkins (1878 and 1894)
5. House; Geo. Watkins (1878 and 1894)
6. House
7. House; R.D. Catts Drovers Hotel (1878), R.D. Catts (1894)
8. House
9. House (also 1878 and 1894)
10. House
11. House (also 1878 and 1894)
12. House
- 14 - 5
13. House
14. Structure; store (1878), J. Jamison (1894)
15. House ,
16. House .(also 1878), B., Henry F. {1894}
- 17-23. House (also 1878)

- 24. House (also 1878), J. Bruin House (1894)
- 25. House (also 1878)26-28. House
- 29. Distillery; Peter Fegan Distillery (1878), Distillery (1894) 30-33. House (also 1878)
- 34. House (also 1878 and 1894)
- 35. House
- 36. House
- 37. House (also 1878 and 1894)
- 38. House
- 39. Watkins/Browns and Cameron Mills Millrace
- 40. Union Entrenchments
- 41. Slough Barracks

Late 19th Century Sites

- 42. R.D. Catts "Drovers Hotel" (1878)
- 43. Store Chas. Cowling (1878), Ed. Cowling (1894)
- 44. B.S.SI. (Black Smith Shop] {1878)
- 45. Eliza Zimmerman (1878), House (1894)
- 46. House (1878)
- 47. House (1878)
- 48. Richd. Rotchford (1878), O. Brooks (1894),
- 49. Richd. Rotchford (1878), Geo. West (1894)
- 50. Jas. Watkins (1878 and 1894)
- 51. Harrison Emerson (1878)
- 52. Geo. Bontz (1878 and 1894)
- 53. Geo. Bontz (1878 and 1894)
- 54. Jno. H. Watkins (1878),. J.H. Watkins (1894)
- 55. Reneger (1878 and 1894)
- 56. Reneger (1878 and 1894)
- 57. .Reneger (1878)
- 58. Jos. Bruin (1878), J. Bruin (1894)
- 59. Jos. Bruin (1878), J. Bruin (1894)
- 60. House (1894)
- 61. Benj. F. Haggett (1894)
- 62. R.D. Catts House (1894)
- 63. House (1878 and 1894)
- 64. Jno. and E. Mahoney (1894)
- 65. House (1894)
- 66. House (1878 and 1894)

**KING STREET/EISENHOWER AVENUE METRO STATION SMALL AREA
PLAN MAP 2
HISTORIC SITES AND AREAS WITH LEGAL PROTECTION**

State Survey of Abandoned Cemeteries

1. Black Baptist Cemetery

City of Alexandria Structures Outside Historic Districts

- 2.. 1707 Duke Street, Bruin Slave Quarters (on Civil War, 1878 and 1894 maps)
3. 1520 King Street
4. 1522 King Street
5. 1524 King Street

City of Alexandria Archaeological Resource Areas (ARA)

- ARA 1
- ARA 4
- ARA 7
- ARA 8