



# R-2 ARCHITECTURAL RECONNAISSANCE SURVEY, AFFR SEGMENT (SEGMENT 2)



D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL



# Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project

Alexandria to Franconia (AFFR) Segment,  
City of Alexandria and Fairfax County



U.S. Department of Transportation  
**Federal Railroad Administration**

**Architectural Reconnaissance Survey for the  
Washington, D.C. to Richmond, Virginia  
High Speed Rail Project  
Alexandria to Franconia (AFFR) Segment  
City of Alexandria and Fairfax County**

**DHR #2014-0666**

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July 2016



July 6, 2016

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Date

## ABSTRACT

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Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a reconnaissance-level architectural survey of the Alexandria to Franconia (AFFR) segment of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The proposed Project is being completed under the auspice of the Federal Rail Administration (FRA) in conjunction with DRPT. Because of FRA's involvement, the undertaking is required to comply with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. The project is being completed as Virginia Department of Historic Resources (DHR) File Review #2014-0666.

The DC2RVA corridor is divided into 22 segments and this document focuses on the AFFR segment only. This report includes background data that will place each recorded resource within context and the results of fieldwork and National Register of Historic Places (NRHP) evaluations for all architectural resources identified within the AFFR segment. All other segments will be discussed in separate reports. For the purposes of the current report, the architectural area of potential effects (APE) is defined as extending 500 feet on either side of the center of the existing railroad alignment except in urban areas, where the APE is limited to one city block to either side of the existing rail centerline, plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of the Project. This report details the findings of buildings, objects, and districts over 48 years of age within the APE (the age limit was developed to correspond with the anticipated 2017 architectural study completion date). All structures that meet the NRHP 48-year age criterion within the architectural APE of the DC2RVA corridor will be included in a subsequent report spanning the entire 123-mile corridor. The results of the archaeological survey are also discussed in separate reports.

In total, the DC2RVA Project Team surveyed 62 historic architectural resources within the architectural APE of the AFFR segment. Of these, three previously recorded and 59 newly recorded historic resources were identified. One resource, the Phoenix Mill at 3642 Wheeler Avenue (100-0277), is **recommended potentially eligible for listing in the NRHP under Criteria A and C**. The remaining **61 resources are recommended not eligible for listing on the NRHP**.

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# 1 INTRODUCTION

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Dovetail Cultural Resource Group (Dovetail), on behalf of the Virginia Department of Rail and Public Transportation (DRPT), conducted a reconnaissance-level architectural survey of the Alexandria to Franconia (AFFR) segment of the Washington, D.C. to Richmond High Speed Rail (DC2RVA) project. In addition to the reconnaissance-level survey, this project includes a background review and historic context for the AFFR segment. The project is being completed as Virginia Department of Historic Resources (DHR) File #2014-0666.

The Federal Railroad Administration (FRA) and DRPT propose passenger rail service and rail infrastructure improvements in the north-south travel corridor between Washington, D.C. and Richmond, VA. These passenger rail service and rail infrastructure improvements are collectively known as the DC2RVA project (Project). The Project will deliver higher speed passenger rail service, increase passenger and freight rail capacity, and improve passenger rail service frequency and reliability in a corridor shared by growing volumes of passenger, commuter, and freight rail traffic, thereby providing a competitive option for travelers going between Washington, D.C. and Richmond and those traveling to and from adjacent connecting corridors. The Project is part of the larger Southeast High Speed Rail (SEHSR) corridor (Figure 1-1), which extends from Washington, D.C. through Richmond, VA, and from Richmond continues east to Hampton Roads (Norfolk), VA and south to Raleigh, NC, and Charlotte, NC, and then continues west to Atlanta and south to Florida. The Project connects to the National Railroad Passenger Corporation (Amtrak) Northeast Corridor (NEC) at Union Station in Washington, D.C.

The purpose of the SEHSR program, as stated in the 2002 Tier I Final Environmental Impact Statement (EIS) completed for the full SEHSR corridor, is to provide a competitive transportation choice to travelers within the Washington, D.C. to Charlotte travel corridor. The purpose of the current Washington, D.C. to Richmond SEHSR project described here is to fulfill the purpose of the SEHSR Tier I EIS within this segment of the larger SEHSR corridor. The Project, by increasing rail capacity and improving travel times between Washington, D.C. and Richmond, will improve passenger train performance and reliability in the corridor, enabling intercity passenger rail to be a competitive transportation choice for travelers between Washington, D.C. and Richmond and beyond.

Given FRA's funding involvement and permitting through various other federal agencies, the DC2RVA project is required to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations under 36CFR800. Additionally, all cultural resource work was designed to comply with the Virginia Antiquities Act (Code of Virginia § 10.1-2300) and guidelines and regulations promulgated by the DHR as necessary.

\\c:\main\gis\_data\GIS\Projects\011545\_VA\Dev\Rail-PublicTransportation\0239056\_RAP5-4\1\Dev-ConceptEng\map\_docs\mxd\Fig1\_SEHSRCorridor\_85x11.mxd | Last Updated: 03.11.2015



0 40 80  
Miles

1 inch=80 miles  
@ 8.5 x 11 inches

Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983

Basemap Source: 2014  
ESRI World Light Gray Base

**Southeast High Speed Rail (SEHSR) Segment Status**

-  **Washington D.C. to Richmond**  
*Tier II EIS*
-  **Richmond to Raleigh**  
*Tier II EIS*
-  **Raleigh to Charlotte**
-  **Richmond to Hampton Roads**  
*Tier I EIS*
-  **Charlotte to Atlanta**  
*Tier I EIS*
-  **SEHSR Extended**  
*Feasibility Studies Complete*

**Figure 1-1**  
**SEHSR Corridor**

## 1.1 PROJECT LOCATION

The Washington, D.C. to Richmond corridor spans 123 miles along an existing rail corridor owned by CSX Transportation (CSXT) between Control Point RO (milepost [MP] CFP 110) in Arlington, VA to the CSXT A-Line and S-Line junction at MP A-11 in Centralia, VA (Chesterfield County) (Figure 1-2). For the purposes of engineering and environmental planning, the DC2RVA corridor has been subdivided into 22 segments that correspond with improvements and alternatives, and as such have been named and numbered from north to south (Figure 1-3). At the northern terminus in Arlington, VA, the Project limit ends at the southern approach to Long Bridge, a double-track rail bridge taking the rail corridor over the Potomac River; however, the northern terminus of Union Station in Washington, D.C. will be used for ridership and revenue forecasting, as well as service development planning within the Project corridor. The southern terminus in Centralia is the junction of two CSXT routes that begin in Richmond and rejoin approximately 11 miles south of the city.

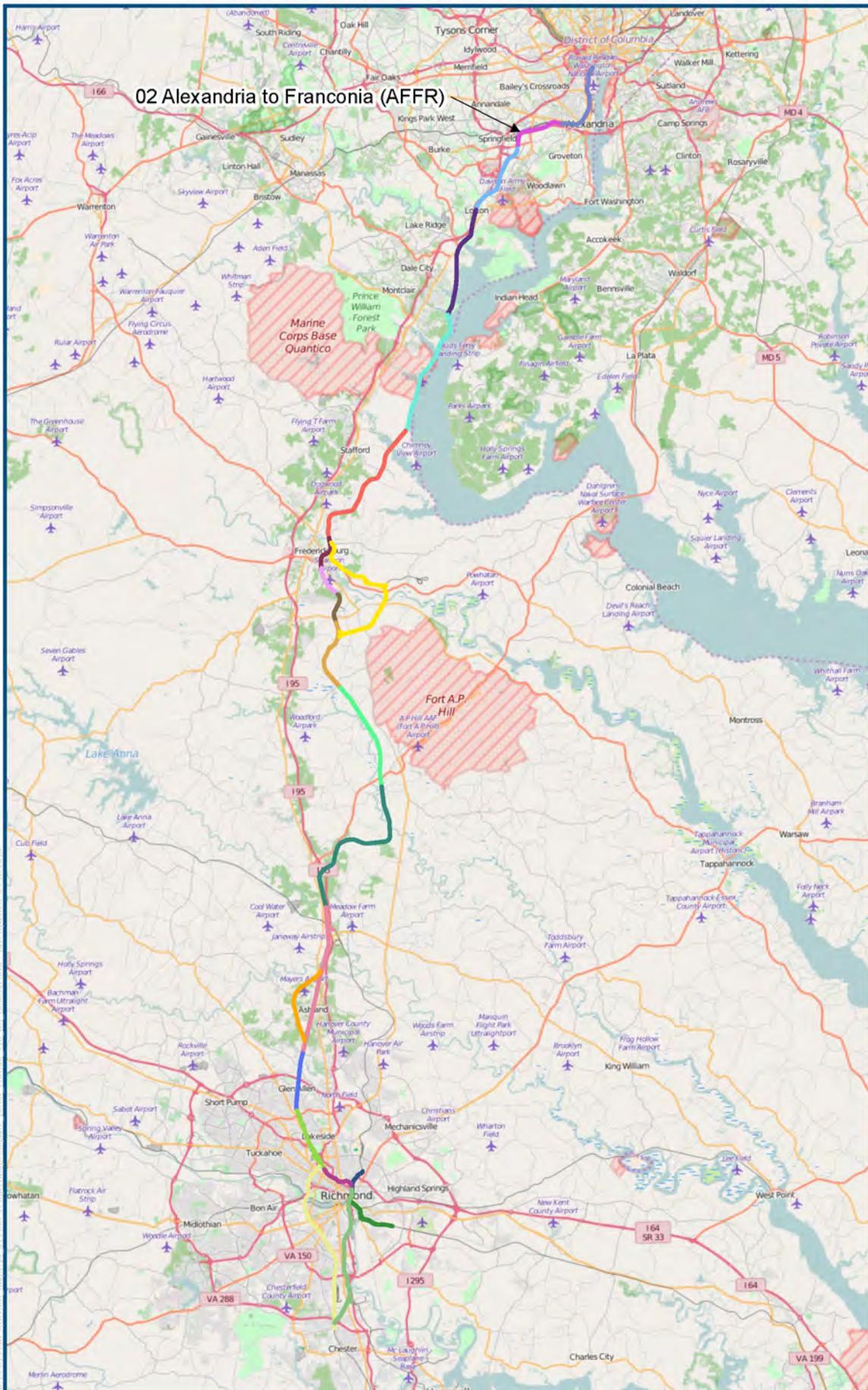
Additional segments of the Project include approximately 8.3 miles of the CSXT Peninsula Subdivision CA-Line from Beulah Road (MP CA-76.1) in Henrico County, VA to AM Junction in the City of Richmond, and the approximately 26-mile Buckingham Branch Railroad (BBR) from AM Junction to the Richmond, Fredericksburg & Potomac Railway (RF&P) Crossing (MP CA-111.8) in Doswell, VA (Figure 1-3).

Proposed improvements are along CSXT-owned track, generally parallel to the I-95 corridor between northern Virginia and Richmond. From north to south, the project travels through the following counties and cities:

- Arlington County
- City of Alexandria
- Fairfax County
- Prince William County
- Stafford County
- City of Fredericksburg
- Spotsylvania County
- Caroline County
- Hanover County
- Henrico County
- City of Richmond
- Chesterfield County

In Arlington, the Project connects to existing CSXT track extending across the Potomac River on the Long Bridge into Washington, D.C. and Union Station, the southern terminus of Amtrak's Northeast Corridor (NEC). At Centralia, the Project connects to both the Richmond to Raleigh segment of the SEHSR corridor and the Richmond to Hampton Roads segment of the SEHSR corridor.





02 Alexandria to Franconia (AFFR)

0 5 10  
Miles

0 8 16  
Kilometers

Projection: Lambert Conformal Conic  
State Plane Virginia North FIPS 4501 Feet  
North American Datum of 1983

2016 Open Street Map

- ### Legend
- #### DC2RVA Project Segments
- 01 Rosslyn to Alexandria (ROAF)
  - 02 Alexandria to Franconia (AFFR)
  - 03 Franconia to Lorton (FRLO)
  - 04 Lorton to Powells Creek (LOPC)
  - 05 Powells Creek to Arkendale (PCAR)
  - 06 Arkendale to Dahlgren Junction (ARDJ)
  - 07 Dahlgren Junction To Fredericksburg (DJFB)
  - 08 Fredericksburg to Hamilton (FBHA)
  - 09 Hamilton to Crossroads (HAXR)
  - 10 Crossroads to Guinea (XRGU)
  - 11 Guinea to Milford (GUMD)
  - 12 Milford to North Doswell (MDND)
  - 13 North Doswell to Elmont (NDEL)
  - 14 Elmont to Greendale (ELGN)
  - 15 Greendale to SAY/WAY (GNSA)
  - 16 SAY/WAY to AM Jct (Hermitage Lead) (SAAM)
  - 17 AM Jct to Centralia - S Line (AMCE)
  - 18 WAY to Centralia - A Line (WACE)
  - 19' AM Jct to Fulton Yard (AMFY)
  - 20' Buckingham Branch/Hospital Wye (BBHW)
  - 21 Fredericksburg Bypass (FBBP)
  - 22 Ashland Bypass (ASBP)

Figure 1-3  
DC2RVA Project  
Segments  
Noting the AFFR (02)  
Segment

05/2016



The Washington, D.C. to Richmond segment is an integral part of the overall Washington, D.C. to Charlotte SEHSR corridor and provides a critical link between high speed intercity passenger service from Boston to Washington, D.C. and the southeastern United States.

### 1.2 PROJECT DESCRIPTION

The DC2RVA project will include specific rail infrastructure improvements and service upgrades intended to improve the travel time, service frequency, and on-time performance of passenger trains operating between Washington, D.C. and Richmond, VA. Specific improvements to the existing rail infrastructure between Arlington, VA, and Centralia, VA include:

- Corridor-wide upgrades to existing track and signal systems to achieve higher operating speeds, including curve realignments, higher-speed crossovers between tracks, passing sidings, and grade crossing improvements.
- Corridor-wide improvements to train operating capacity to achieve higher passenger train service frequency and reliability, including an additional main track along most of the corridor, and additional controlled sidings, crossovers, yard bypasses and leads, and other capacity and reliability improvements at certain locations.
- Station and platform improvements for Amtrak and Virginia Railway Express (VRE) stations.

The Tier II EIS being completed for the Project will assess the environmental impacts of these improvements and identify ways to avoid, minimize, or otherwise mitigate such impacts.

The Project may include locations for new or replacement intercity passenger stations on the Project corridor, and additional rail capacity and other improvements in the Richmond area, including on the CSXT Peninsula Subdivision from AM Junction in Richmond, VA (just north of Main Street Station) east to Beulah Road in Henrico County, and on the bypass areas around the town of Ashland, VA and the City of Fredericksburg, VA.

Studies in support of the Project will address passenger and freight rail operations and service between Union Station in Washington, D.C. and Richmond and beyond, but the Project does not include physical improvements to the Long Bridge across the Potomac River or to rail infrastructure within Washington, D.C. Other projects will address improvements to the rail infrastructure north of Arlington and south of Centralia along the SEHSR corridor.

### 1.3 CURRENT STUDY

The current study included a reconnaissance architectural survey of the AFFR segment of the DC2RVA corridor (see Figure 1-3). The architectural survey was conducted to evaluate both previously recorded properties that have not been evaluated for the National Register of Historic Places (NRHP), as well as any unrecorded resource over 48 years in age (the age limit was developed to correspond to the anticipated 2017 architectural survey completion date). Any property in the area of potential effects (APE) that has been previously determined to be eligible, or is listed in, the NRHP was briefly reviewed to assure that the characteristics that rendered the property eligible are still intact.

## INTRODUCTION

For the purposes of the current report, the architectural APE is defined as extending 500 feet on either side of the centerline of the existing railroad alignment, except in urban areas, where the APE is limited to one city block to either side of the existing rail centerline, plus any areas where alterations to a resource's setting and feeling are likely to occur as a result of the Project. All structures that meet the NRHP age criteria within the architectural APE of the DC2RVA corridor will be included in a subsequent report spanning the entire 123-mile corridor. In addition, the results of the archaeological survey are discussed in separate documents.

Each resource was evaluated with regard to NRHP Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values. As part of the current survey, these architectural resources were not evaluated under Criterion D for its potential to yield information important in history. Criteria considerations were taken into account only where necessary.

The area within the Project APE was first reviewed through an architectural and historical background literature and records search at DHR. The APE was then visually inspected through a vehicular and pedestrian reconnaissance to identify buildings, objects, and districts over 48 years in age where a NRHP determination had not been made. Once identified, each resource was evaluated for architectural significance and historic and physical integrity. The resources were documented through written notes and digital photographs. The information obtained during the survey was then used to update or generate a new DHR Virginia Cultural Resource Information System (V-CRIS) form and to make recommendations on each resource's NRHP potential.

# 2 HISTORIC CONTEXT

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As part of this undertaking, a historic context of each municipality within the APE was compiled. The AFFR segment spans two separate municipalities: Fairfax County and Alexandria. Because this report discusses the architectural component of this project, only the historic period for both Fairfax County (Section 2.1) and Alexandria (Section 2.2) are included below. The prehistoric context for these areas will appear in separate archaeological reports.

## 2.1 ALEXANDRIA

### 2.1.1 Settlement to Society

Exploration of Fairfax County and the Alexandria area began with Captain John Smith's treks up the rivers of the Chesapeake Bay from 1607-1609 (Geddes 1967:7). The city's origins can be traced back to the 6,000-acre land grant awarded to Robert Howson, an English ship captain, by Governor William Berkeley on October 21, 1669. In turn, Howson quickly sold the land to John Alexander (City of Alexandria 2007). By 1732, Hugh West, in-law to Philip and John Alexander, had established a tobacco warehouse for the inspection, weighing, and storage of tobacco barrels near Hunting Creek at the mouth of the Potomac. In 1748, tobacco buyers and growers submitted a petition to the General Assembly in Williamsburg appealing for the establishment of a town at the Hunting Creek Warehouse on the Potomac River in an area then known as Belhaven (Wilson 1983).

The petition successfully passed through the House of Burgesses and was approved on May 11, 1749 by Governor William Gooch. It proposed to establish the town on 60 acres immediately surrounding the tobacco warehouse owned by Philip and John Alexander. Despite initial protests by the Alexander family, the Williamsburg Assembly plotted out the town and began selling lots. A subsequent agreement was written to provide reimbursements to the family as town lots were sold and, as an additional gesture of goodwill, the legislators decreed that, the new town should be named Alexandria rather than continuing the name Belhaven (Wilson 1983).

Before a single house was ever built, surveyors carefully plotted out the city blocks and straight streets that are visible today (Wilson 1983). On July 13, 1749, the building lots were publicly auctioned off attracting prominent Virginia families such as the Fairfaxes and Washingtons. As the building lots quickly filled with brick buildings around the checkerboard design of the streets, the new little town flourished as a prominent seaport. The town of Alexandria would play a key role in the emergence of the nation's capital although it would struggle to establish itself as a significant community.

### **2.1.2 Colony to Nation**

Following in the Virginia tradition, the city and the surrounding area of Fairfax County relied on monoculture tobacco cultivation, agricultural shipping, and the associated slave trade as a primary source of income throughout the eighteenth century. Establishment and control of trade roads that connected inland plantations to wharfs and storehouses along the Potomac proved to be a necessary and contributing element to the economy (Netherton and Netherton 1992).

In 1755, the British government sent Major General Edward Braddock to America with two regiments to prevent further incursions from the French and Indians. After considering the situation, a meeting with the colonial governments was called and held in Alexandria. The meetings, which would come to be known as the “The Congress of Alexandria”, would lead Braddock to determine that Parliament would have to impose taxes on the Americans in order to meet the cost of defense. The colonists would subsequently resist the levies, setting in motion the push for Independence (Wilson 1983). Alexandria would serve as a supply and hospital center during the conflict and later during the War of 1812 the town would be captured and ransomed by the British while its warehouses would be plundered (City of Alexandria 2007).

During the closing decade of the Colonial period, Alexandria served as one of the principal trading centers and ports in Virginia. Agricultural goods from all over the immediate area filtered their way to the city’s docks. As the eighteenth century drew to a close, city founders were looking for the next economic advantage. By 1797 they thought they had discovered it by way of canal building; they were not alone as many colonies along the eastern sea board had begun, or planned to begin, investing in what seemed a revolutionary concept in the transportation of goods (Fraley 1977).

### **2.1.3 Early National Period**

In 1789, Alexandria and a portion of Fairfax County were ceded by Virginia to become part of the newly created 10-mile-square District of Columbia. Alexandria would remain within the legal boundaries of the District of Columbia until it was retroceded back to Virginia in 1847 (City of Alexandria 2007). At the beginning of the District period, Alexandria held prominence as a seaport and commercial center. From 1801 to 1846, the major thrust of municipal activity in Alexandria was directed at maintaining its position as a prime seaport and commercial center (Fraley 1977). By the turn of the century, Alexandria city residents were heavily involved in a variety of ventures attempting to open up navigation routes on the Potomac River. These ventures included the construction of roads, and later the construction of railroads, in order effectively transport goods from the hinterlands to the Potomac Tidewater (Fraley 1977; Williams 1977).

### **2.1.4 Antebellum Period**

Alexandria’s fortunes as a seaport suffered tremendously as it was cut off from foreign commerce by embargo legislation enacted by Congress between 1807 and 1809 and by the British blockade of the Chesapeake Bay during the ensuing War of 1812. Increasing enthusiasm for new and more effective means to open up the western environs of the Potomac to trade with the Tidewater area was widespread in the area (Fraley 1977). Soon the nation would be enthralled in the War of 1812 after which Americans would devote themselves to the

stabilization of the economy as it struggled with national depression, war debts, and the reconstruction of government buildings.

Northern Virginia's turnpike era lasted from 1795 to the early 1850s and resulted in building a trunk network of roads for the region. The first turnpike in the nation, Little River Turnpike, was established in 1795 to combat the deteriorating condition of the road beds. Tolls were collected on the turnpike until 1896, when Virginia's network of highways was expanded to include the turnpike (Geddes 1967:19–23). This road construction set in place the creation of the main Potomac River bridges: Chain Bridge (initial construction in 1797 and rebuilt multiple times); the "Long Bridge" (1809, currently named the Fourteenth Street Bridge); and the Aqueduct Bridge (1843, replaced by the current Key Bridge in 1923).

In 1802, work was completed on the Pawtomack Canal, the first element of a greater network to the west centering on canal and river movement along the Potomac. Although hailed as the foremost engineering achievement in North America at the time (Netherton and Netherton 1992:9), the project did not ensure financial success for its backers. Its end came in 1828 when the Chesapeake and Ohio Canal Company was organized to build a canal on the Maryland side of the river, capable of operating at extremely high and low water levels—a downfall of the Pawtomack Canal (Netherton and Netherton 1992).

Northern Virginia's efforts to compete in the railroad boom of the mid-nineteenth century failed. Earlier efforts in Maryland (Baltimore and Ohio Railroad, 1828) had connected Winchester and Baltimore, Maryland. Fairfax County entered the competitive railroad industry in 1852 with the Alexandria, Loudon, and Hampshire Railroad, intended to link Washington, D.C. and the coal fields in the west (Netherton and Netherton 1992). This effort came too late and competition from across the river kept expansion to a minimum.

The British blockade of the Chesapeake in 1813 had initially benefited the merchants of Alexandria but in 1817 the prices on agricultural commodities began to fall. Alexandria would also suffer its first major fire in 1827, which damaged 50 buildings and affected many of the streets in the "Old Town" section. Between 1820 and 1840, the deteriorating wheat and tobacco trades, ironically, increased exports in two other "farm commodities," slaves and fish. Alexandria would eventually become headquarters for the largest slave trading company in the United States (Sharrer 1977). In 1846, the process of retrocession of Alexandria back into Virginia would begin. On September 7, 1846 after a majority vote of support from the town fathers, retrocession to Virginia from the nation's capital was complete.

Between 1850 and 1860 Alexandria grew at a rate it had not known since the beginning of the century. The population increased, manufacturers and industry flourished, and economically Alexandria seemed poised to reap the prosperity of the next decade (Sharrer 1977). As the nation drew closer to war, it became apparent that the location and proximity to Washington would require isolation from the rest of Virginia and the South.

### 2.1.5 Civil War

The ink on the Virginia Act of Secession from the Union was scarcely dry at the capitol in Richmond before Alexandria was occupied by Union forces (Fraley 1977). The city of Alexandria was occupied by Union forces on May 24, 1861. The port town quickly became an important logistical center for federal forces. The city not only possessed a fantastic harbor and wharfs but was also equipped with a rail line, making the city that much more valuable as a

supply center. As the war progressed Alexandria was inundated with wounded soldiers brought back on trains from the battlefields, causing the establishment of numerous temporary medical facilities. Near the end of the Civil War (from 1863–1865), the city served as the capitol of the Restored Government of Virginia, which represented the seven Virginia counties that had remained under federal control during the Civil War (City of Alexandria 2007).

Although Alexandria remained an occupied city throughout the war, the city government continued to function. From 1862 on, however, the elected officials were Unionists and the views of the city government were in general harmony with those of the city's uninvited guests (Fraley 1977). Alexandria's situation as the most-secure, Federally-held city of Virginia would aid efforts for the creation of West Virginia.

### **2.1.6 Reconstruction and Growth**

Following the war, reconciliation of political differences and the drive to stimulate the city's economy began. Alexandria had to get its commercial routes back into operation. Alexandria's quick reconstruction following the Civil War was due, in part, to the availability of rebuilding materials. Stockpiles of military supplies were salvaged or auctioned off at reduced rates, making the reconstruction of physical infrastructure relatively inexpensive when compared to other areas in the state more distant to the nation's capital.

What happened in Alexandria reflected, perhaps in greater intensity, the politics of the period throughout Virginia (Fraley 1977). The Conservative parties dominated the city's governmental seat while Republicans struggled to get a foothold during the election of 1867. No further elections would be held until 1870 as Congress would designate it the state Military District Number One in order to enforce reconstruction policies. The end of Reconstruction would mark a return to power of the Conservatives. Following Reconstruction the city once again focused its attention on the municipal debt. Unable to compete with the industrious giants of Richmond and Baltimore, Alexandria ceased to be an important seaport by the end of the century. Alexandria would recover slowly but never experience the prominence it once held and would quickly evolve into an urban center (Fraley 1977; Sharrer 1977).

### **2.1.7 The Twentieth Century**

By 1906, a sophisticated trolley system was in place, stretching from the inner neighborhoods of Washington, D.C. to Vienna and the City of Fairfax. The trolley system benefitted both people that lived in the county and within the Washington, D.C. urban area (Netherton and Netherton 1992:22). The expansion of utilities during the 1920s allowed substantial subdivisions to develop and urbanization to occur within Fairfax County and beyond (Netherton and Netherton 1992).

The depression of the 1930s only moderately affected the population of the greater Washington, D.C. region. The region was less vulnerable to the effects of the depression than other regions because of its lack of dependency on industry and its relationship with government and growing service-based industry. The 'New Deal' projects of the Roosevelt Administration increased the size of the civil servant corps within the region and provided substantial numbers of jobs (Netherton and Netherton 1992:24).

The City of Alexandria changed dramatically after the First and Second World Wars. Important industries made their homes in Alexandria along with a growing number of professional organizations ranging from research and development to high technology, associations, and

professional services. Alexandria now shares in the growth and prosperity of the greater Washington, D.C., area. Today, the City of Alexandria has many authentic eighteenth-century buildings, and the charm of the "Old and Historic District" is carefully preserved by strict architectural and demolition control (City of Alexandria 2007).

### **2.2 FAIRFAX COUNTY**

Although early exploration of modern-day Fairfax County began with Captain John Smith's treks up the rivers of the Chesapeake Bay from 1607–1609 (Geddes 1967:7), the roots of Fairfax County history lie in the many transactions of land that occurred throughout the seventeenth and eighteenth centuries. These transactions formed the modern-day boundaries of counties and cities within the Commonwealth of Virginia and defined the land development that extends from the earliest eras of expansion to the contemporary period.

#### **2.2.1 Anglo Settlement and the Establishment of Fairfax County**

Fairfax County was born out of a 5.2-million-acre plat of land given by King Charles II to John and Thomas Culpeper, investors in the Virginia Company, in 1649 (Geddes 1967:9; Poland 1978:7). The Culpepers deeded the majority of this land to Thomas Fairfax, Sixth Baron Fairfax of Cameron, at the end of the seventeenth century. In 1702, Robert "King" Carter was employed as land agent and proprietor for Lord Fairfax to manage his property in the colonies, in an area referred to as the Northern Neck.

Prior to 1649, the entire Northern Neck had been designated by the Assembly as one large county, called Northumberland. As the population grew and spread north and west, new counties were created. In 1653, Westmoreland County was founded, comprising the majority of the northern portion of Northumberland. Stafford County was then created from the northern portion of Westmoreland in 1664 (Netherton and Sweig 1978). In each case, the new county encompassed the area between its southern border and the Potomac River.

On July 9, 1730 the Assembly passed laws that established the area north of the Chopawamsic estuary in what was then Stafford County as a new parish and county, known as Prince William. Fairfax County was created in 1742 from the northern portion of Prince William County. In 1757, the western two-thirds of Fairfax County became Loudoun County. The county was again divided in 1789, when part of Fairfax County was given to the federal government to form Alexandria County of the District of Columbia. Alexandria County was returned to Virginia in 1846, reduced in size by the secession of the independent city of Alexandria in 1870, and renamed Arlington County in 1920.

The first settlers to populate the region came from England and Scotland before the Industrial Revolution, hoping to establish themselves and their posterity in power by means of land ownership (Evans 1989:24). The earliest settlements in Fairfax County were located along the Potomac River. It is also where some of the county's most prominent families built their homes, including Mount Vernon, home of George Washington, Belvoir, the home of the William Fairfax family, and Gunston Hall, home of George Mason (Sweig 1995). The first town established in what is now Fairfax County was Colchester, a tobacco port and ferry crossing on the Occoquan River, founded in 1753.

### 2.2.2 Early Industries and the Revolutionary War

Following in the Virginia tradition, Fairfax County relied on monoculture tobacco cultivation and the associated slave trade as a primary source of income throughout the eighteenth century. Tobacco cultivation required intensive labor and relied on enslaved laborers for its profitability. The earliest settlements consisted of simple warehouses and wharfs located along the rivers and creeks of eastern Fairfax County. Here, colonists loaded tobacco, exchanged slaves, and repaired ships. These landings existed as early as 1710 and would shift location as the estuaries meandered and silted in (Scheel 1993).

Belmont Bay, Occoquan Bay, and the mouth of Pohick Creek were deep enough to accommodate large sea vessels running goods from tobacco warehouses and ports in the Mason Neck area prior to siltation. Virginia trade was mostly confined to England, and the transport of goods was limited to seagoing vessels until the development of dependable roadways prior to 1750. Establishment and control of trade roads that connected inland plantations to wharfs and storehouses along the rivers of the Chesapeake Bay proved to be a necessary and contributing element to the economy (Netherton and Netherton 1992).

As the waterways of eastern Fairfax became impassable to larger ships, the Native American footpaths were quickly transitioned into roadbeds and toll roads. Early Occoquan merchants relied on the Potomac Path, later called the King's Highway, which ran along ridgetops between Pohick Run and Bull Run, connecting Alexandria to Fredericksburg (Vitucci and Ruehrwein 1991:24). As industry demands grew, the need for a more extensive road network led to the creation of Ox Road, which would become a major north-south thoroughfare of the region (Netherton and Netherton 1992).

As the century turned and the grain, vegetable, flax, and livestock needs of the cities along the eastern seaboard took over the economic hold that tobacco had kept for nearly a century, old family estates broke up, giving way to smaller farmsteads that relied less on enslaved labor. This transition and the fall of the plantation lifestyle led to economic recession and agricultural stagnation. During the agricultural collapse in Fairfax County, buying and selling slaves in and out of the county became a viable economic strategy (Netherton and Sweig 1978:263). These trends, as well as the turmoil and trade embargoes of the War of 1812, brought about significant change; the decennial censuses from 1790 to 1840 showed a decline in population. For the first time since its settlement, Fairfax County oriented itself to the west instead of towards its transatlantic past (Netherton and Netherton 1992).

### 2.2.3 The Antebellum Years

Lured by cheap farmland and a longer growing season, New York and New England natives migrated south to Fairfax County from the 1830s to the 1850s. Although years of tobacco cultivation left a swath of land destitute and with little agricultural potential, the new agriculturalists used modern nutrient science and farming techniques to make agriculture a sustainable element of the economy in Fairfax County (Netherton and Netherton 1992; Netherton and Sweig 1978:258–263). As the nearby urban cores of Washington, D.C. and Alexandria expanded (a combined population of 90,000 in 1860), the proximity of fresh agricultural goods made the agricultural industry in Fairfax County profitable again (Netherton and Netherton 1992:13). Movement of agricultural goods was possible due to the expanding road, rail, and canal systems of northern Virginia. Because Alexandria and Fairfax County

share a similar antebellum history, refer to the antebellum discussion in the previous Alexandria historic context (Section 2.1.4).

Northern Virginia's turnpike era lasted from 1795 to the early 1850s and resulted in the construction of a trunk network of roads in the region. The first turnpike in the nation, Little River Turnpike Company, was established in 1795 to combat the deteriorating condition of the roadbeds. Tolls were collected on the turnpike until 1896, when Virginia's network of highways was expanded to include the turnpike (Geddes 1967:19–23). This road construction resulted in the creation of the main Potomac River bridges: Chain Bridge (initial construction in 1797 and rebuilt multiple times); the "Long Bridge" (1809, currently named the Fourteenth Street Bridge); and the Aqueduct Bridge (1843, replaced by the current Key Bridge in 1923). These roads and bridges directed the growth and development of Fairfax County until the 1950s (Netherton and Netherton 1992:8).

In 1802, work was completed on the Pawtomack Canal, the first element of a greater network to the west centered on canal and river movement along the Potomac. Although hailed as the foremost engineering achievement in North America at the time (Netherton and Netherton 1992:9), the project did not ensure financial success for its backers. Its end came in 1828, when the Chesapeake and Ohio Canal Company was organized to build a canal on the Maryland side of the river, capable of operating at extremely high and low water levels—a downfall of the Pawtomack Canal (Netherton and Netherton 1992).

Northern Virginia's efforts to compete in the railroad boom of the mid-nineteenth century failed. Earlier efforts in Maryland (Baltimore and Ohio Railroad, circa 1828) had connected Winchester and Baltimore, Maryland. Fairfax County entered the competitive railroad industry in 1852 with the Alexandria, Loudon, and Hampshire Railroad, intended to link Washington, D.C. and the coal fields in the west (Netherton and Netherton 1992). This effort came too late and competition from across the river kept expansion minimal.

#### **2.2.4 The Civil War in Fairfax County**

With its close proximity to the nation's capital and strategic location between the great powers of the north and south, Fairfax County played an important role during the American Civil War. Two significant battles took place within the bounds of the county: the Battle of Dranesville (December 1861) and the Battle of Chantilly (September 1862, also known as Ox Hill).

The Battle of Dranesville (site located at the intersection of Route 7 and Reston Avenue) was a psychological victory for the Union, occurring after two disappointing engagements at Bull Run and Ball's Bluff. The conflict was brief, lasting just one day, December 20, 1861. Led by Brigadier General Edward Ord, Union infantry engaged Confederate infantry troops at the small crossroads town and inflicted a disproportionate number of casualties. Brigadier General J.E.B. Stuart's Confederate troops lost 194 personnel, while the federal presence only incurred 71 losses (Besch and Bako 1993; National Park Service 2002a).

The Battle of Chantilly (site located north of Interstate 66 and south of Route 50) was an inconclusive engagement that occurred in the immediate shadow of the Second Battle of Bull Run on September 1, 1862. As Union troops retreated from Bull Run, Confederate Major General Thomas "Stonewall" Jackson ordered his troops to engage against two divisions of federal troops, led by Major Generals Philip Kearny and Isaac Stevens. Confederate personnel

killed both Union generals and forced Major General George McClellan to assume command of the Federal troops located around the nation's capital. The Union army incurred 1,300 losses, while Confederate forces lost 800 soldiers (National Park Service 2002b).

Fairfax County's quick reconstruction following the Civil War was due, in part, to the availability of materials for rebuilding. Stockpiles of military supplies were salvaged or auctioned off at reduced rates, making the reconstruction of physical infrastructure relatively inexpensive compared to other counties in the state. In addition, an influx of new citizens from the North and Midwest (similar to the population boom of the 1830s–1840s) brought “new energy, capital, and enterprise” (Netherton and Netherton 1992:9). This mixture of population worked to prevent extremism and keep politics within moderate bounds.

Agricultural production after the Civil War boomed as the need for agricultural goods and services grew. Just as it had occurred in antebellum Fairfax County, Washington, D.C.'s population growth and increasing urbanization allowed the agriculturalists of Fairfax to provide fresh vegetables, fruit, and hay to the growing urban elite. Fairfax also became an emerging leader in the dairy industry with an increasing number of dairy operations in the county and developing “milk routes” and services to serve the row houses of the cities of the mid-Atlantic (Netherton and Netherton 1992:10).

### **2.2.5 Into the Twentieth Century**

By 1906, a sophisticated trolley system was in place, stretching from the inner neighborhoods of Washington, D.C. to Vienna and the City of Fairfax. This trolley system allowed residents of Falls Church, Vienna, and Fairfax to ride into Washington, Georgetown, or Alexandria and do business in the city (Netherton and Netherton 1992:22). In addition to providing services for people outside Washington, D.C., this pattern of expansion allowed urban citizens the opportunity to escape to the country, find land, and use the services of the county. Similar patterns of expansion and suburbanization based on the development of the trolley system are found within the major urban centers along the east coast.

### **2.2.6 World War I to World War II (1917–1945)**

The expansion of utilities during the 1920s allowed substantial subdivisions to develop and for urbanization to occur within Fairfax County (Netherton and Netherton 1992). In 1928, ordinances were employed that required subdivision plats to be approved by the county engineer, set a minimum street width, and mandated construction of connector roads within the county. These early planning tools, in addition to the expanded services offered by utility companies, allowed Fairfax County to claim a high status within quality of life surveys of the early twentieth century (Netherton and Netherton 1992:25).

The depression of the 1930s only moderately affected the population of the greater Washington, D.C. region. This region, when compared to others, was less vulnerable to the effects of the depression because of its lack of dependency on industry, its relationship with government, and a growing service-based industry. The ‘New Deal’ projects of the Roosevelt Administration increased the size of the civil servant corps within the region and provided substantial numbers of jobs (Netherton and Netherton 1992:24). Fairfax County's contemporary status within Northern Virginia was predicted early by a Chamber of Commerce publication released in 1928:

## HISTORIC CONTEXT

To a great extent the future of Fairfax County is written in the future of the United States and its National Capital ... There is no question that the Nation's Capital will grow in population and size as the United States increases in wealth, population, and world importance. As the southwestern arc of Greater Washington, Fairfax County is destined to develop into one of Washington's most charming environs (Netherton and Netherton 1992:25).

This symbiotic relationship between the federal government in the District of Columbia and Fairfax County continued from the 1930s to the present day, as Fairfax County defines itself as a residential community of government workers and a home for government contractors and technology firms.

### **2.2.7 The New Dominion to Present**

The years after World War II were crucial in defining the current landscape for the entire Northern Virginia region. The federal government expanded, bringing with it lobbying groups and research and development enterprises (Evans 1989:130). The 1956 Highway Act paved the way for Interstate 95, rolling southward from Washington, D.C. This superhighway provided commuters with an easy way to reach their offices within the District of Columbia (Evans 1989:130).

The Fairfax County town of Falls Church became an independent city in 1948 and the town of Fairfax became an independent city in 1961 (Netherton and Sweig 1978). The population of Fairfax County has continued to increase exponentially. Today, the county is "the most populous jurisdiction in both Virginia and the Washington, D.C. metropolitan area" (Fairfax County 2015).

# 3

## METHODOLOGY

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The architectural survey was conducted to evaluate any historic buildings, objects, or districts over 48 years in age for NRHP eligibility. Each resource was evaluated in regards to Criterion A, for its association with events that have made a significant contribution to the broad patterns of our history; Criterion B, for its association with people significant in our nation's history; and Criterion C, for its embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or possess high artistic values. As part of the current survey, these architectural resources were not evaluated under Criterion D for its potential to yield information important in history. Criteria considerations were taken into account only where necessary.

A background literature and records review of the APE at the DHR was conducted prior to any fieldwork. This included an inspection of previous cultural resource surveys within the architectural APE and the notation of previously recorded architectural properties both within the APE and within a 0.5-mile radius of the APE to establish an area resource context.

Once the background review was complete, field recordation commenced. For previously recorded resources that were previously determined eligible for or listed in the NRHP within the architectural APE, the DC2RVA team briefly examined these properties to assure that they retain the characteristics that rendered them eligible for the NRHP, but in-depth studies were not completed on these resources.

During the architectural survey of both newly recorded and previously identified resources, the project's architectural APE was surveyed through a combination of a vehicular and pedestrian reconnaissance. Above-ground properties meeting the age criteria of the NRHP were documented through photographs, written notes, and mapping. This includes buildings, objects, and districts that are within the project boundaries and in the viewshed of the project area. Digital photos were taken of each property documenting the primary elevation, oblique angles, and general setting.

After the architectural field project was completed, the project team prepared separate Virginia Cultural Resource Information System (V-CRIS) forms and accompanying documentation for each recorded property in accordance with DHR policies and practices. Each V-CRIS packet includes a V-CRIS form, site plan, set of hard-copy black & white photographs, and a CD of digital photos for each property. The hard copy and electronic versions of the photographs were labeled and prepared according to DHR standards.

# 4 BACKGROUND REVIEW

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Prior to conducting fieldwork, Dovetail conducted a background review of the DC2RVA project area to identify previously recorded above-ground resources within a 0.5-mile radius around the APE. This task included an evaluation of DHR files, maps, and reports and Civil War Sites Advisory Committee (CWSAC) maps to obtain the required information. The goal was to provide data on previously recorded resources to aid in the evaluation of properties identified during the current survey.

## 4.1 PREVIOUS SURVEYS

Fifteen previous surveys came within 500 feet of the AFFR segment of project corridor. The reports discussed below were selected because they were relevant to the project and because of their proximity to the project corridor. In 1981, Karell Archeological Services (KAS) conducted a Phase I cultural resources reconnaissance survey for the Springfield Bypass and Extension highway project in Fairfax County between Route 7 near Dranesville and U.S. Route 1 near Woodlawn. KAS identified 47 potentially eligible archaeological sites (13 prehistoric and 34 historic) and recommended five other sites not eligible. KAS also recommended that the sites to be impacted in the eventual alignment alternative selected for the bypass be subjected to intensive Phase II survey to provide NRHP eligibility determination for each impacted site (KAS 1981).

The Soil Systems Division of Professional Service Industries, Inc. conducted a Phase I archaeological investigation along the approximately 3.6-mile long segment J2 of the Franconia-Springfield Metrorail line in Fairfax County and the City of Alexandria in 1982. The project area followed the existing corridor for the Richmond, Fredericksburg & Potomac railroad. One well-preserved possible Confederate earthwork with an associated potential winter hut depression (site 44AX0054) in the proposed Van Dorn Street Station parking lot was identified. Phase II investigations were recommended for this site because of its potential to provide important information regarding Confederate military strategy (Gerlach et al. 1983).

Also in 1983, KAS completed Phase II archaeological investigations of four sites identified along the corridor for the proposed Springfield Bypass and Extension project in Fairfax County between Route 7 near Dranesville and U.S. Route 1 near Woodlawn. The four sites include prehistoric sites 44FX0457, 44FX0660 (Popes Head Creek #1), 44FX0663 (Kernan Run site), and 44FX0664 (Fort Belvoir-Accotink prehistoric site). KAS recommended all four sites eligible for NRHP listing (KAS 1983). On January 12, 1984, all four sites received a Federal Determination of Eligibility (DHR 2016).

## BACKGROUND REVIEW

In 1983, Soil Systems, Inc. (SSI) conducted a Phase I archaeological investigation along segment H1 of the Franconia-Springfield Metrorail Line in Fairfax County. One newly recorded prehistoric site (44FX0549), recorded as a Late Woodland temporary resource gathering and processing station, was identified during the field survey. SSI recommended no further work necessary (Holt et al. 1983).

A Phase I cultural resource investigation as part of an environmental assessment study for the proposed widening of Duke Street (Route 236) in Alexandria was completed in 1986 by John Milner Associates, Inc. (JMA). After evaluating the degree of previous disturbance, JMA determined that four blocks had the potential to contain prehistoric archaeological resources; historic archaeological resources related to early occupations and the Civil War may be present on five blocks and an area near Hooffs Run, and 40 architectural properties were potentially eligible for NRHP inclusion. JMA recommended further archaeological and architectural work to determine NRHP eligibility (Cheek et al. 1986).

In 1989, the William and Mary Archaeological Project Center (WMAPC) conducted a Phase I cultural resource survey for the proposed widening of Beulah Street (Route 613) between Telegraph Road (Route 611) and Franconia Road (Route 644) in Fairfax County. WMAPC determined that 21 architectural resources over 50 years in age would be impacted by the proposed widening. Two of these, Mt. Calvary Community Church (029-0358) and the Wise House at 6441 Beulah Street (029-0354), were to be directly impacted, while the other 19 were to be indirectly impacted. All of the 21 resources were recommended not eligible for the NRHP by WMAPC. (Hunter and Robinson 1989).

The Cultural Resource Group of Louis Berger and Associates, Inc. (Berger) completed a Phase IB cultural resource survey in 1990 of the five alternative alignments for the proposed Clermont Avenue Interchange project in Alexandria and Fairfax County. This investigation focused on assessing the intactness of land surfaces that might contain archaeological remains through pedestrian reconnaissance and limited subsurface testing in accessible areas. Berger recommended the use of machine excavation to penetrate massive fill deposits while looking for well-preserved archaeological remains. Architecturally, of the potentially significant properties identified, only Cameron Station (100-0152) lay within the impact area of any of the five alignment alternatives (Berger 1991).

In 1990, Engineering-Science, Inc. (ESI) completed an archaeological survey of the Alexandria Business Center property that utilized a backhoe to dig through the railroad construction fill. Sixteen trenches were excavated and at least 30 inches of modern fill was found to cover the entire project area. A multi-component site and the Bloxham family cemetery were found in the eastern section of the project area. ESI recommended further archaeological investigations on the site and the cemetery if construction activities were to take place in these areas (Petraglia et al. 1993).

URS Greiner Woodward Clyde (URS) conducted an historic architectural survey within the revised architectural APE for the proposed Woodrow Wilson Bridge Improvement Project in 1999. Background research and a field survey of all areas in the revised APE not previously surveyed resulted in examination of four individual properties and a suburban neighborhood. Two individual properties, Hunting Terrace and Hunting Towers in Alexandria, and the suburb in Forest Heights in Maryland, were considered not eligible for listing in the NRHP. However

two properties previously determined eligible for the NRHP, the George Washington National Masonic Memorial and Union Station, were within the revised APE. An assessment of effects to these two resources was determined to be necessary (URS 1999).

Phase I, II, and III archaeological investigations were conducted consecutively by Thunderbird Archaeological Associates, Inc. (Thunderbird) in 2000 in consultation with Alexandria Archaeology at the Bush Hill site (44AX0111) named for the plantation house dating to approximately 1763 that burned in 1977 (Gardner et al. 2002).

AECOM Transportation completed a reconnaissance-level architectural survey in 2012 on three build alternatives (A, B, and D) for the proposed new metrorail station at Potomac Yard in Alexandria. AECOM determined that two NRHP-listed resources located in the APE, Mount Vernon Memorial Highway (MVMH) (029-0218) and Parkways of the National Capital Region, 1913-1965 (PNCR) (029-5524), would be adversely effected directly and indirectly by build alternatives B and D. They also determined that one new architectural resource, Abingdon Apartments (100-5264), was in the APE and recommended this resource not individually eligible for listing in the NRHP. However, Abingdon Apartments was recommended as part of the potential Colonial Revival Apartment Complexes of Alexandria Multiple Property Document (MPD). AECOM did not make an effects assessment for the Abingdon Apartments (Zeoli and Schopp 2013). In a letter dated June 27, 2013 to the Federal Transit Administration (FTA), the Lead Federal Agency, the DHR pointed out that an individual property, in this case Abingdon Apartments, which is included in an MPD must be individually eligible for NRHP inclusion and that further evaluation was needed determine whether Abingdon Apartments qualified for an MPD. DHR also recommended an effects assessment of Abingdon Apartments be completed if these apartments were determined individually eligible (Kampinen 2013).

## 4.2 PREVIOUSLY RECORDED CULTURAL RESOURCES

A total of 30 architectural properties has been previously recorded within 0.5 miles of the DC2RVA corridor in the AFFR segment (See table in Appendix A). In 2005, DHR staff determined that one resource, the Burgundy Farm Country Day School (029-5507), is eligible for the NRHP under Criterion A. According to the data on file at DHR, this two-and-a-half story, concrete-block building “is significant for its role in the education reform movement immediately after the Second World War. In 1946, a progressive-minded group of parents purchased the farm and converted it into an integrated private school” (DHR 2016). Furthermore, the “Burgundy Farm Country Day School is an excellent example of a grassroots effort to sidestep the segregated public school system and establish an integrated educational experience for white and black children in the mid-twentieth century” (DHR).

One resource, the House at 6512 Beulah Street (029-5171) is a one-and-a-half story, brick, Cape Cod dwelling constructed in 1943. In 2001, DHR staff determined that this resource is potentially eligible for the NRHP.

Eight of the 30 architectural properties previously recorded within 0.5 miles of the AFFR segment were previously determined not eligible for the NRHP. One of these resources, the House at 5644 South Van Dorn Street (029-0462) is now demolished. The remaining seven resources are one- and one-and-a-half story, single-family dwellings constructed between 1940 and 1949.

## BACKGROUND REVIEW

A majority of the 30 resources (n=20) have not been formally evaluated for the NRPP. One, Bush Hill (100-5023), is no longer extant. Fourteen of the remaining resources are one- to two-and-a-half story dwellings ranging in construction date from the late-eighteenth century to the mid-twentieth century. In addition to the domestic buildings, there is a previously recorded church (029-0145), a 1776 mill (100-0277), two commercial buildings (029-0352 and 100-0179), and Fort William, a civil war defense feature (100-0014).

# 5 RESULTS

The architectural investigation of the AFFR segment of the DC2RVA project involved a field survey of all above-ground resources over 48 years in age within the Project’s architectural APE (the age limit was developed to correspond with the 2017 architectural survey completion date). Both previously recorded properties and newly recorded resources were included as part of the current evaluation to achieve cultural resource compliance. The current survey identified three previously recorded resources and 59 newly recorded resources, for a total of 62 surveyed resources.

## 5.1 PREVIOUSLY RECORDED RESOURCES

This survey identified three previously recorded buildings, objects, and districts within the architectural APE (Table 5-1, Figures 5-1 through 5-4). Any previously recorded structures within the APE will be included in a subsequent report. Of those three resources, none have been previously listed in or determined potentially eligible/eligible for the NRHP). Table 5-1 lists the three resources, along with the DC2RVA Project Team’s eligibility recommendations. Cells highlighted in blue denote resources recommended potentially eligible as part of the current survey.

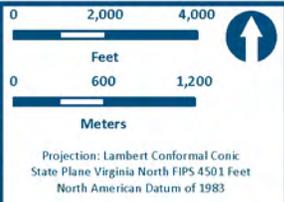
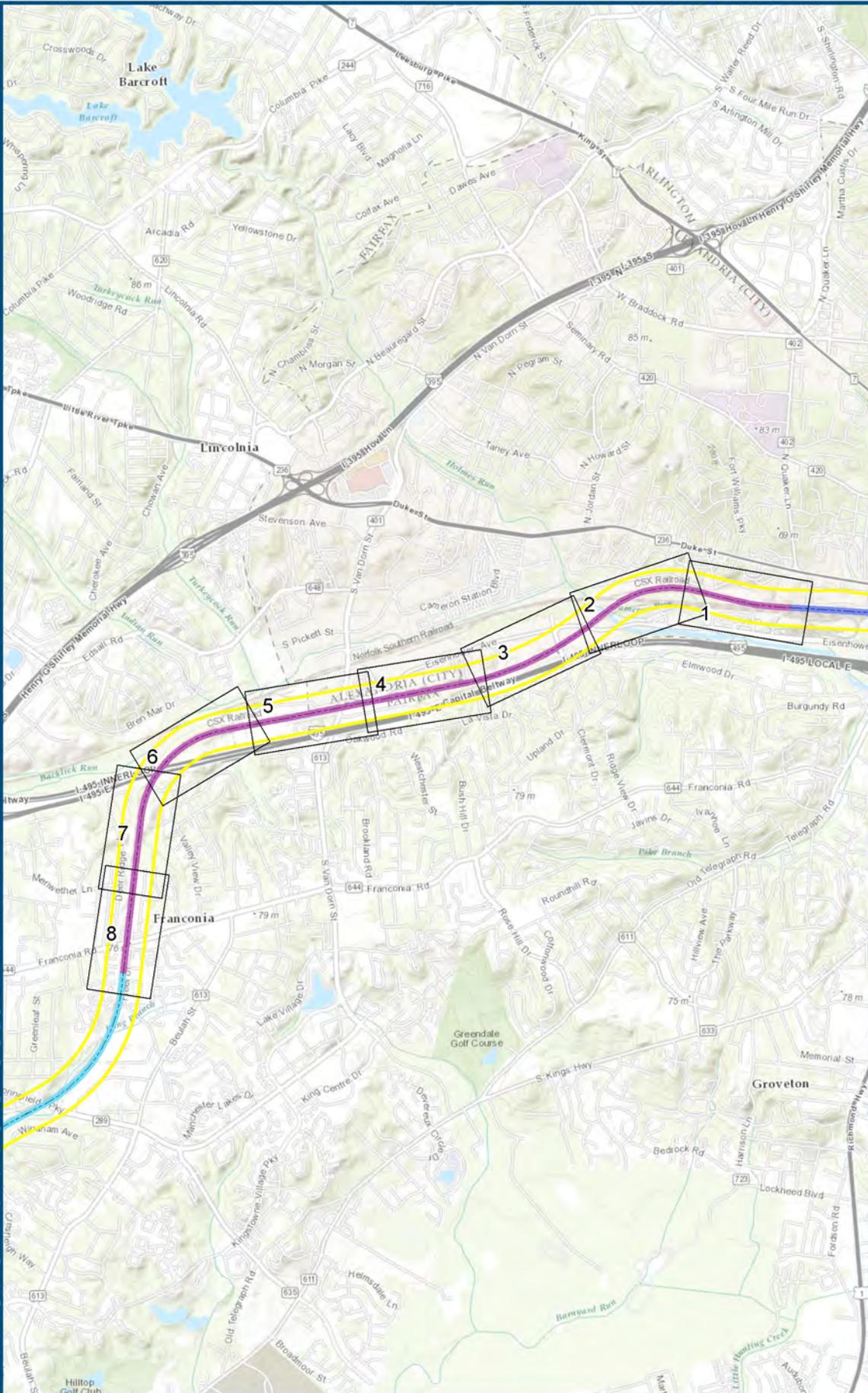
**TABLE 5-1: PREVIOUSLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY**

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
029-0462	House, 5644 South Van Dorn Street	Fairfax County	ca. 1900	Not Eligible
100-0277	Phoenix Mill, 3642 Wheeler Avenue	Alexandria	ca. 1776	Potentially Eligible
100-5023	Bush Hill, 4840 Eisenhower Avenue	Alexandria	ca. 1763	Not Eligible

Source: Dovetail, 2016.

Table Notes: I. Cells highlighted in blue denote resources recommended potentially eligible as part of the current survey.

The Phoenix Mill at 3642 Wheeler Avenue (100-0277) is a two-story, three-bay, industrial building, previously identified as Phoenix Mill, constructed around 1776. The continuous foundation supports a masonry structural system, both laid in a five-to-one, common brick bond (Figure 5-5). The mill is capped by a gambrel roof with prominent returns. The roof is sheathed in asphalt shingles. An interior-end brick chimney with a corbeled cap is situated in the north corner of the primary (northwest) elevation. The primary entrance is centered on the northwest elevation and it is filled by a replacement, double-leaf, paneled, wood door with an inset light. A wood lintel is situated above the entrance.



- Legend**
- Architectural APE
  - DC2RVA Project Segments**
  - 01 Rosslyn to Alexandria (ROAF)
  - 02 Alexandria to Franconia (AFFR)
  - 03 Franconia to Lorton (FRLO)

**Figure 5-1**  
 Detail of Project Segment  
 AFRF

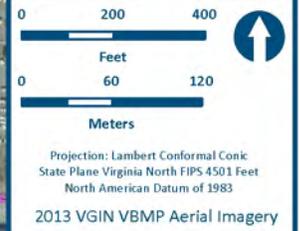
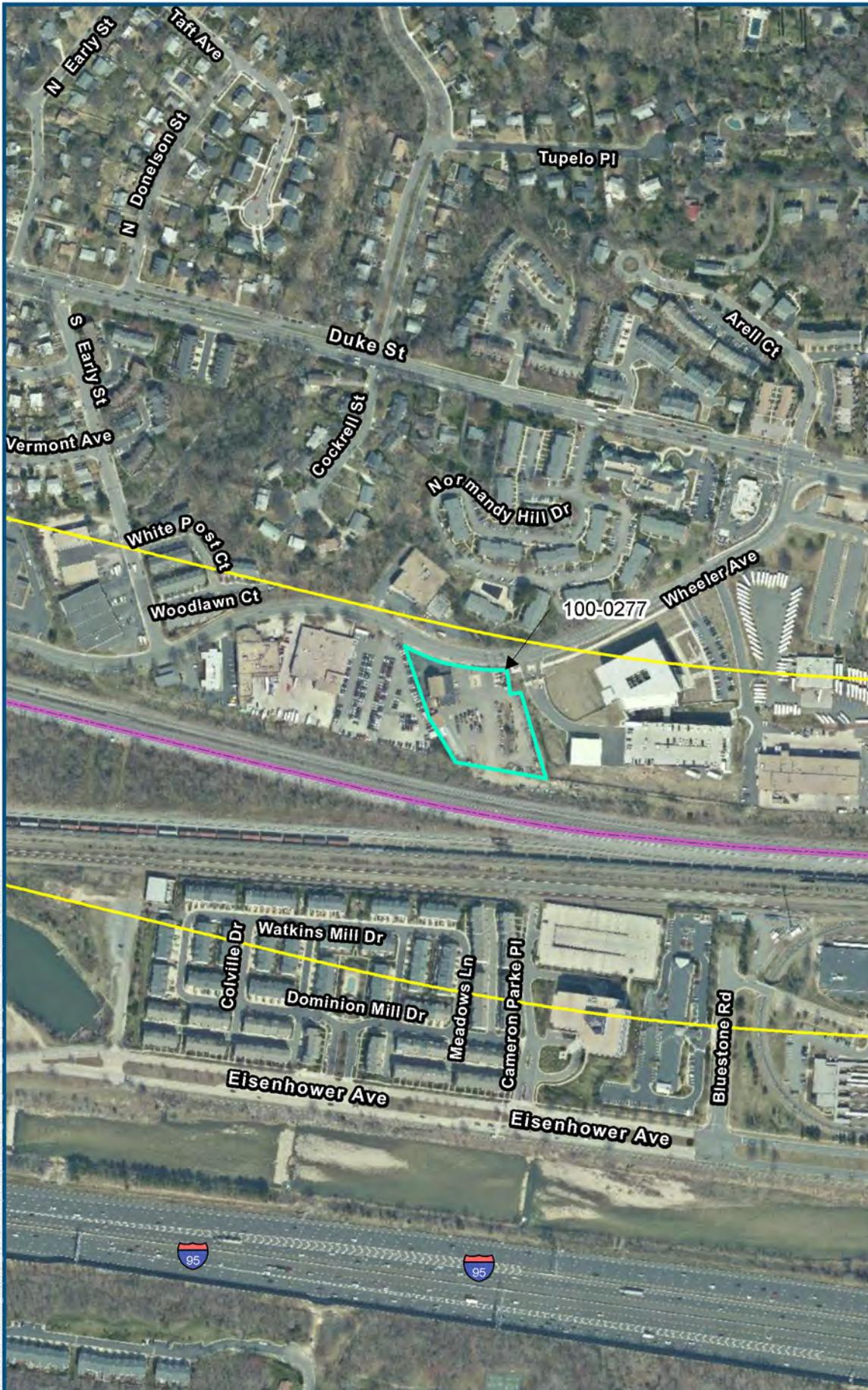
02/2016



U.S. Department of Transportation  
 Federal Railroad Administration

[www.DC2RVArail.com](http://www.DC2RVArail.com)

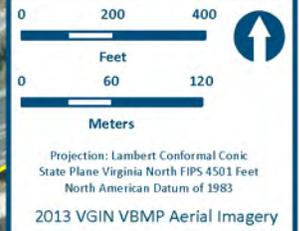
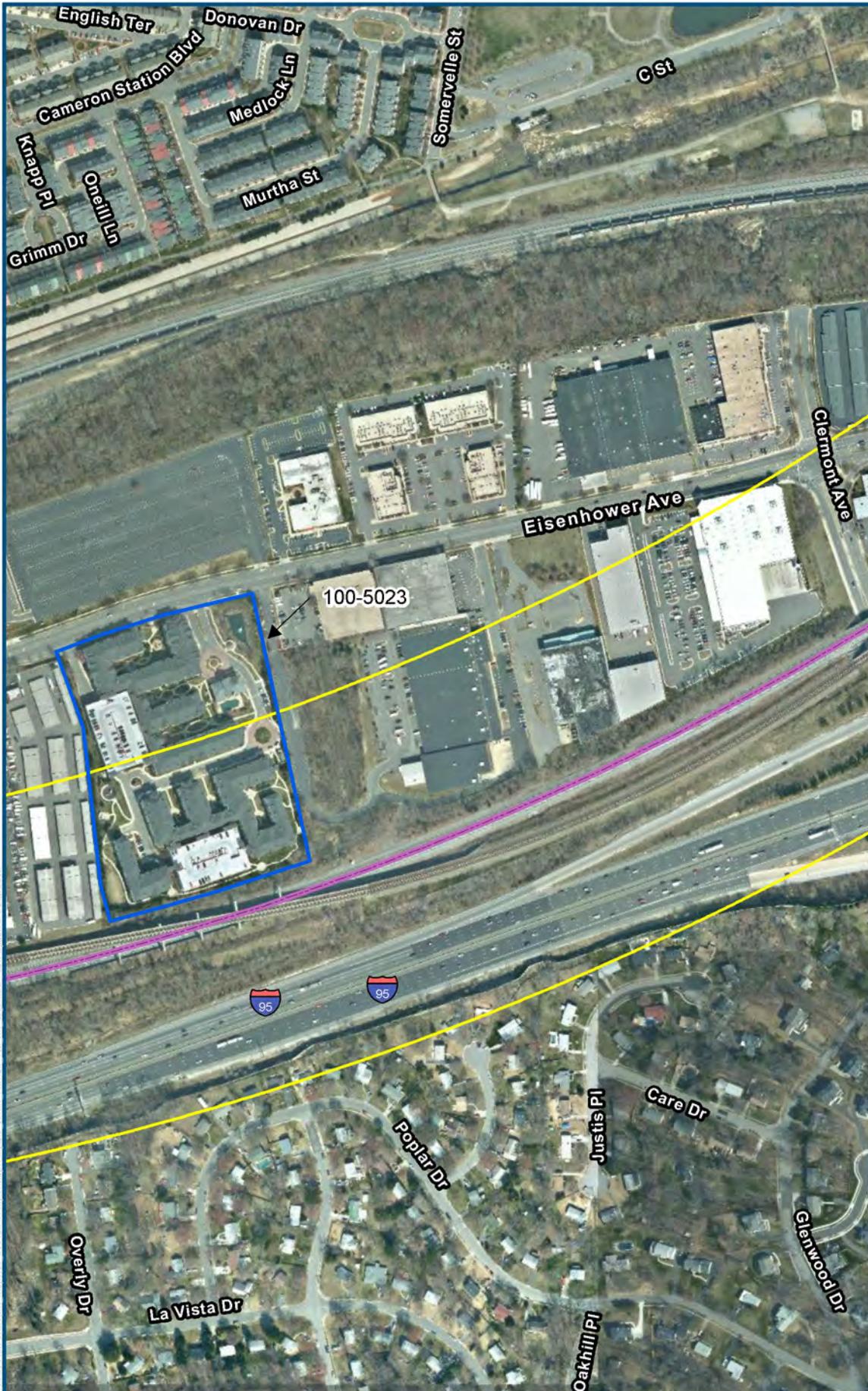




- Legend**
- Architectural APE
  - Potentially Eligible
  - DC2RVA Project Segments
    - 01 Rosslyn to Alexandria (ROAF)
    - 02 Alexandria to Franconia (AFFR)

**Figure 5-2**  
Previously Recorded  
Resources

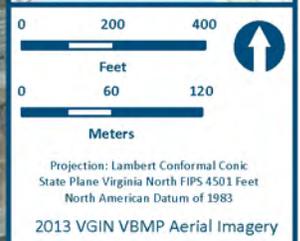
02/2016



- Legend**
- Architectural APE
  - Architectural Resources**
  - Not Eligible
  - DC2RVA Project Segments**
  - 02 Alexandria to Franconia (AFFR)

**Figure 5-3**  
Previously Recorded  
Resources

02/2016



- Legend**
- Architectural APE
  - Architectural Resources**
  - Not Eligible
  - DC2RVA Project Segments**
  - 02 Alexandria to Franconia (AFFR)

**Figure 5-4**  
Previously Recorded  
Resources

02/2016

## RESULTS

Other fenestration includes eight-over-eight metal-framed windows. The windows have brick sills, and windows in the raised basement level have brick arches. A brick stoop with a metal railing is situated in front of the primary entrance. According a previous survey completed in 1995 by the City of Alexandria it is the “sole remaining example of a mill structure in Alexandria.” Various alterations have been made to the building. Changes include the construction of an addition on the northeast elevation, window replacement, and contextual changes as the mill is now located within an industrial, urban context. While the building has been heavily restored, it retains much of its original building fabric and is in good condition. As a sole surviving example of a mill in Alexandria, Phoenix Mill is recommended potentially eligible for the NRHP under Criterion C. For its association with eighteenth-century milling in the area, this resource is recommended potentially eligible for the NRHP under Criterion A. It has no known association with a significant person; consequently, it is recommended not eligible for the NRHP under Criterion B. As an architectural resource, this property was not evaluated under Criterion D.



**FIGURE 5-5: PHOENIX MILL (100-0277), NORTHEAST OBLIQUE**

The remaining two previously recorded resources are the House at 5644 South Van Dorn Street (029-0462) and Bush Hill at 4840 Eisenhower Avenue (100-5023). These two resources date to circa 1900 and circa 1763 respectively and were previously noted as demolished. Because they have a loss of historic integrity and architectural significance, these two resources are **recommended not eligible for the NRHP under Criterion C. They have no known association with a significant event or person and are not associated with any broad patterns in history. Therefore, they are recommended not eligible for the NRHP under Criteria A and B. As architectural resources, these properties were not evaluated under Criterion D.**

## 5.2 NEWLY RECORDED RESOURCES

Of the 62 above-ground resources recorded in the architectural APE of the AFFR segment during the current project, the DC2RVA Project Team documented 59 newly recorded resources (Table 5-2; Figures 5-6 through 5-12). A majority (n=35) are single-family dwellings constructed between 1940 and 1966. Some of these buildings are examples of styles and forms that were popular during the second and third quarters of the twentieth century, such as Craftsman, Ranch, and Minimal Traditional styles; however, on a whole, they represent a building type that is vernacular throughout the region.

Twenty-four of the newly recorded resources are warehouses and commercial buildings that date to the 1960s, primarily situated on Farrington and Wheeler avenues and Floyd, Early, Gordon, and Vine streets. These resources are one- and two-story, multi-bay, masonry, industrial and retail buildings.

These 59 newly recorded resources have no outstanding architectural merit and are not known to be the work of a master. For these reasons, they are recommended not eligible for individual listing in the NRHP under Criterion C. They have no known association with a significant event or person and are not associated with any broad patterns in history. Therefore, they are recommended not eligible for the NRHP under Criteria A and B. As architectural resources, these properties were not evaluated under Criterion D. In sum, these 59 newly recorded resources **are recommended not eligible for the NRHP under Criteria A-C.**

**TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY**

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
029-5961	House, 6421 Fleet Drive	Fairfax County	1953	Not Eligible
029-5962	House, 6259 Fogle Street	Fairfax County	1953	Not Eligible
029-5963	House, 6257 Fogle Street	Fairfax County	1953	Not Eligible
029-5964	House, 6255 Fogle Street	Fairfax County	1953	Not Eligible
029-5965	House, 6253 Fogle Street	Fairfax County	1953	Not Eligible
029-5966	House, 6249 Fogle Street	Fairfax County	1953	Not Eligible
029-5967	House, 6251 Fogle Street	Fairfax County	1953	Not Eligible
029-5968	House, 6252 Fogle Street	Fairfax County	1953	Not Eligible
029-5969	House, 6254 Fogle Street	Fairfax County	1953	Not Eligible
029-5970	House, 6256 Fogle Street	Fairfax County	1953	Not Eligible
029-5971	House, 258 Fogle Street	Fairfax County	1953	Not Eligible
029-5972	House, House, 260 Fogle Street	Fairfax County	1953	Not Eligible
029-5973	House, 6262 Fogle Street	Fairfax County	1953	Not Eligible
029-5974	House, 5818 Tilbury Road	Fairfax County	1940	Not Eligible
029-5975	Warehouse, 6021-6027 Farrington Avenue	Fairfax County	1965	Not Eligible

RESULTS

**TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY**

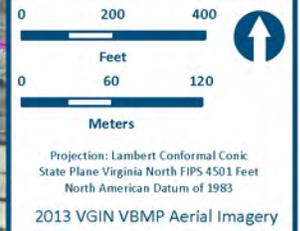
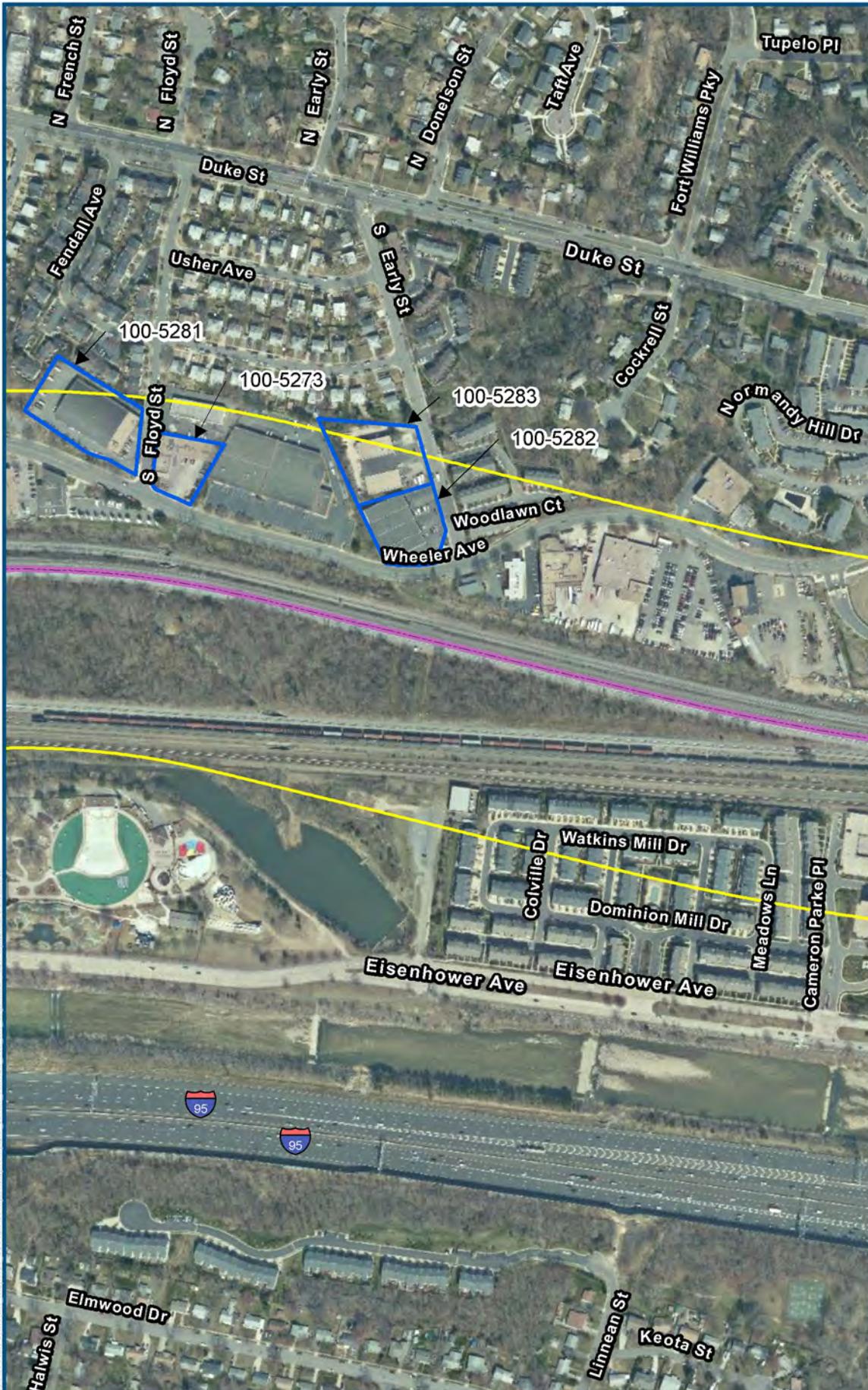
<b>DHR Number</b>	<b>Name</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
029-5976	Warehouse, 6013 Farrington Avenue	Fairfax County	1969	Not Eligible
029-5977	Warehouse, 6009 Farrington Avenue	Fairfax County	1965	Not Eligible
029-5978	Warehouse, 6001 Farrington Avenue	Fairfax County	1965	Not Eligible
029-5979	Warehouse, 6068 Farrington Avenue	Fairfax County	1964	Not Eligible
029-5980	Warehouse, 5910 Farrington Avenue	Fairfax County	1963	Not Eligible
029-5981	House, 5616 Vine Street	Fairfax County	1960	Not Eligible
029-5982	House, 5608 Vine Street	Fairfax County	1950	Not Eligible
029-5983	House, 5604 Vine Street	Fairfax County	1949	Not Eligible
029-5984	House, 5600 Vine Street	Fairfax County	1952	Not Eligible
029-5985	Warehouse, 5508 Vine Street	Fairfax County	1962	Not Eligible
029-5986	House, 5500 Vine Street	Fairfax County	1941	Not Eligible
029-5987	House, 5424 Vine Street	Fairfax County	1942	Not Eligible
029-5988	House, 5416 Vine Street	Fairfax County	1947	Not Eligible
029-5989	Commercial Building, 5407–5419 Vine Street	Fairfax County	1965	Not Eligible
029-5990	Warehouse, 5513 Vine Street	Fairfax County	1969	Not Eligible
029-5991	Commercial Building, 5517 Vine Street	Fairfax County	1962	Not Eligible
029-5992	Commercial Building, 5621 Vine Street	Fairfax County	1965	Not Eligible
029-5993	House, 4904 Poplar Drive	Fairfax County	1962	Not Eligible
029-5994	House, 4902 Poplar Drive	Fairfax County	1962	Not Eligible
029-5995	House, 4900 Poplar Drive	Fairfax County	1962	Not Eligible
029-5996	House, 4824 Poplar Drive	Fairfax County	1962	Not Eligible
029-5997	House, 4822 Poplar Drive	Fairfax County	1962	Not Eligible
029-5998	House, 4820 Poplar Drive	Fairfax County	1962	Not Eligible
029-5999	House, 5604 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6000	House, 5602 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6001	House, 5601 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6002	House, 5600 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6003	House, 5510 Justis Place	Fairfax County	1966	Not Eligible
029-6004	House, 5508 Justis Place	Fairfax County	1966	Not Eligible
029-6005	House, 5506 Justis Place	Fairfax County	1966	Not Eligible

RESULTS

**TABLE 5-2: NEWLY RECORDED RESOURCES IDENTIFIED DURING THE CURRENT SURVEY**

<b>DHR Number</b>	<b>Name</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
029-6006	House, 5504 Justis Place	Fairfax County	1966	Not Eligible
100-5271	Warehouse, 5900 Farrington Avenue	City of Alexandria	1969	Not Eligible
100-5272	Warehouse, 5860 Farrington Avenue	City of Alexandria	1967	Not Eligible
100-5273	Commercial Building, 3945 Wheeler Avenue	City of Alexandria	1960	Not Eligible
100-5274	Commercial Building, 4301–4317 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5275	Commercial Building, 4401–4417 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5276	Commercial Building, 4300–4316 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5277	Commercial Building, 4400–4416 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5278	Commercial Building, 4200–4216 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5279	Commercial Building, 4100–4116 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5280	Commercial Building, 150 S. Gordon Street	City of Alexandria	1967	Not Eligible
100-5281	Commercial Building, 115 S.Floyd Street	City of Alexandria	ca. 1965	Not Eligible
100-5282	Commercial Building, 100 S. Early Street	City of Alexandria	1963	Not Eligible
100-5283	Commercial Building, 80 S. Early Street	City of Alexandria	1962	Not Eligible

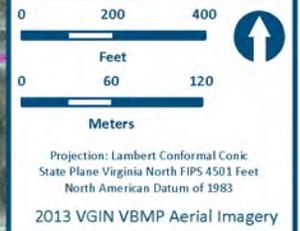
Source: Dovetail, 2016.



- Legend**
- Architectural APE
  - Architectural Resources
  - Not Eligible
  - DC2RVA Project Segments
  - 02 Alexandria to Franconia (AFFR)

**Figure 5-6  
Newly Recorded  
Resources**

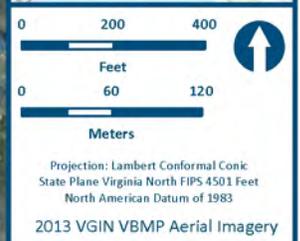
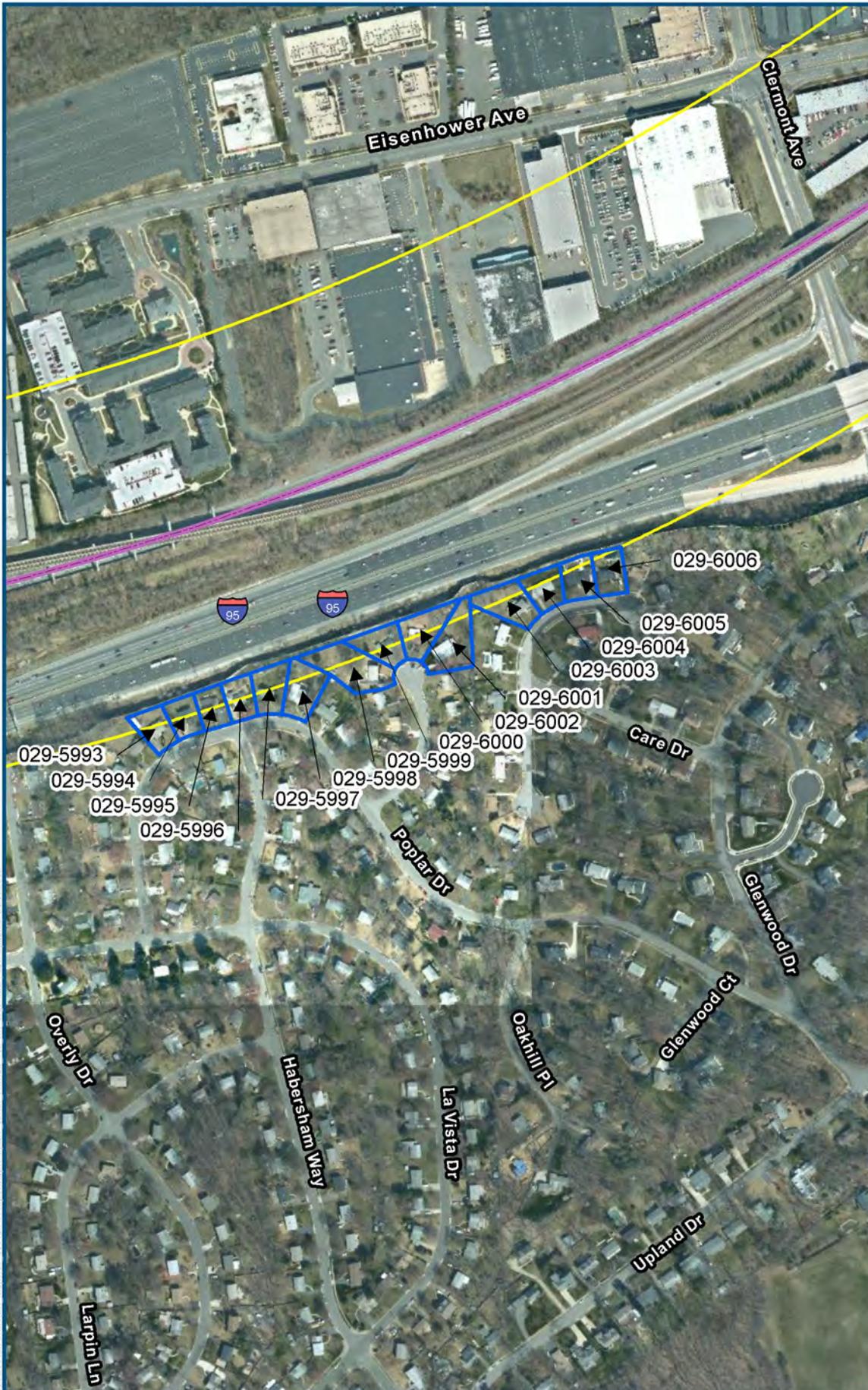
02/2016



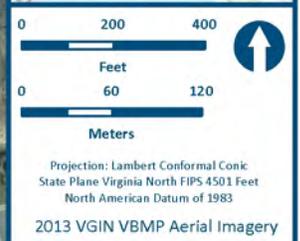
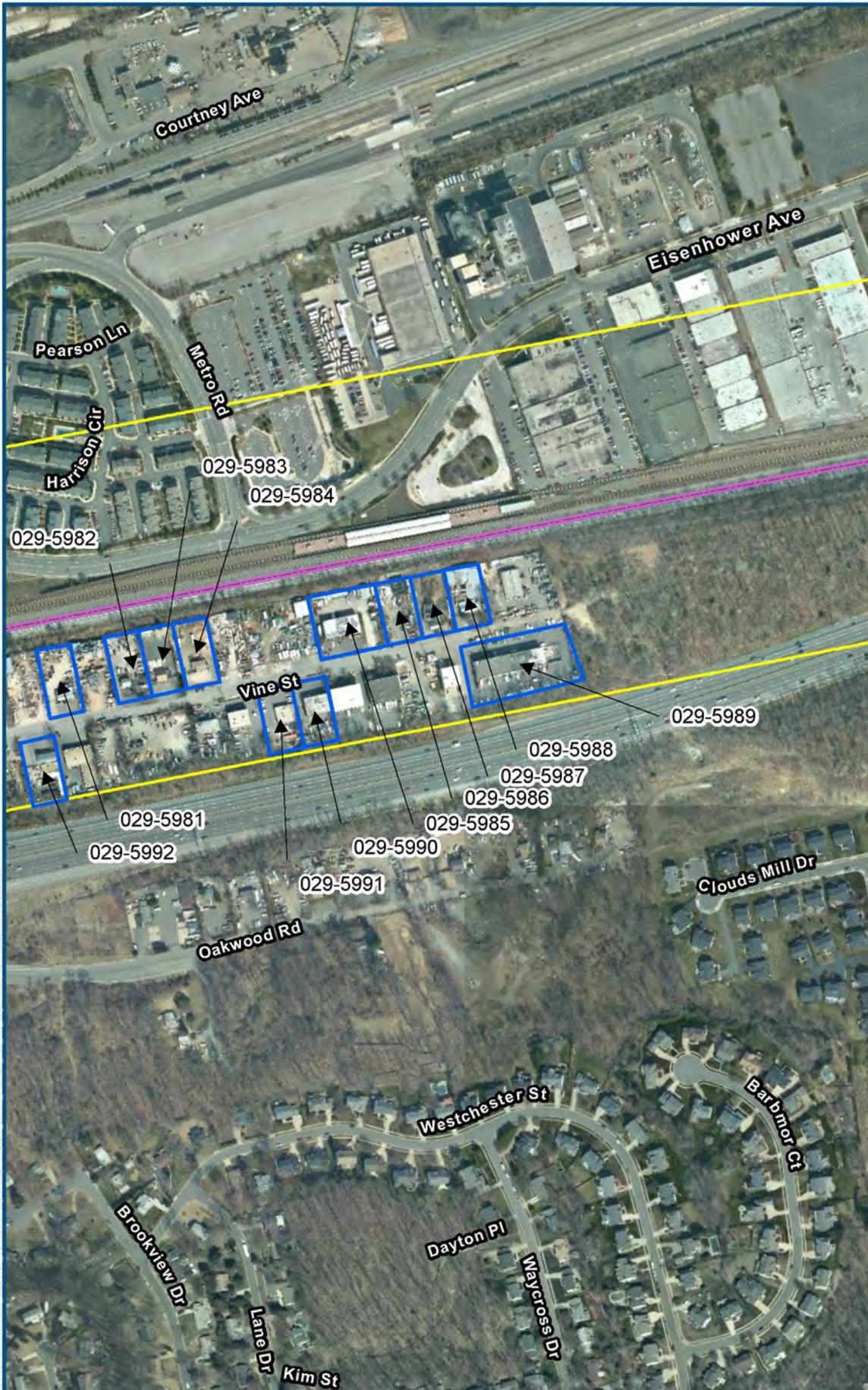
- Legend**
- Architectural APE
  - Architectural Resources**
  - Not Eligible
  - DC2RVA Project Segments**
  - 02 Alexandria to Franconia (AFFR)

**Figure 5-7**  
Newly Recorded  
Resources

02/2016



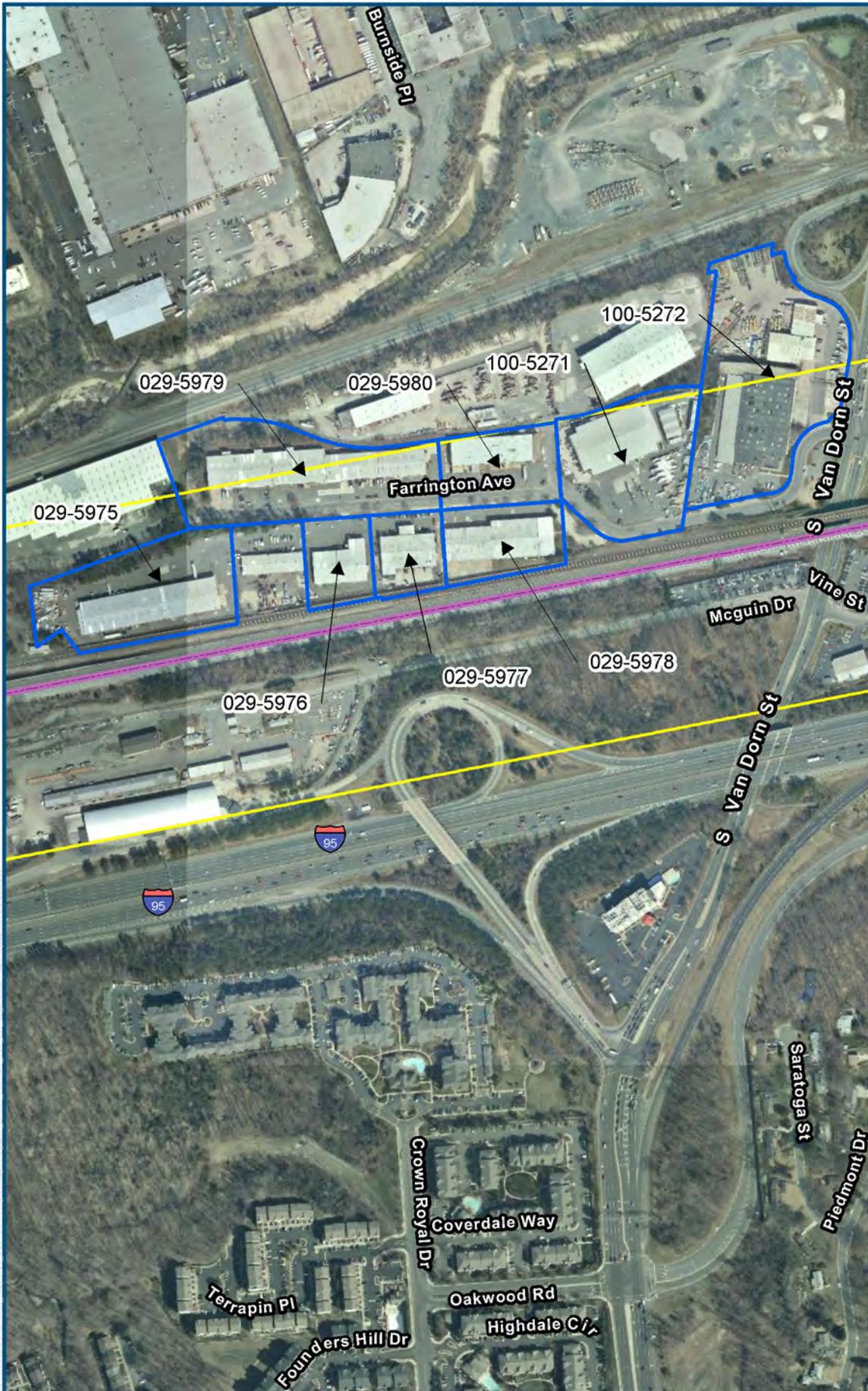
**Figure 5-8**  
Newly Recorded  
Resources



- Legend**
- Architectural APE
  - Architectural Resources
    - Not Eligible
  - DC2RVA Project Segments
    - 02 Alexandria to Franconia (AFFR)

**Figure 5-9**  
Newly Recorded  
Resources

02/2016



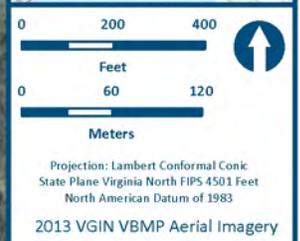
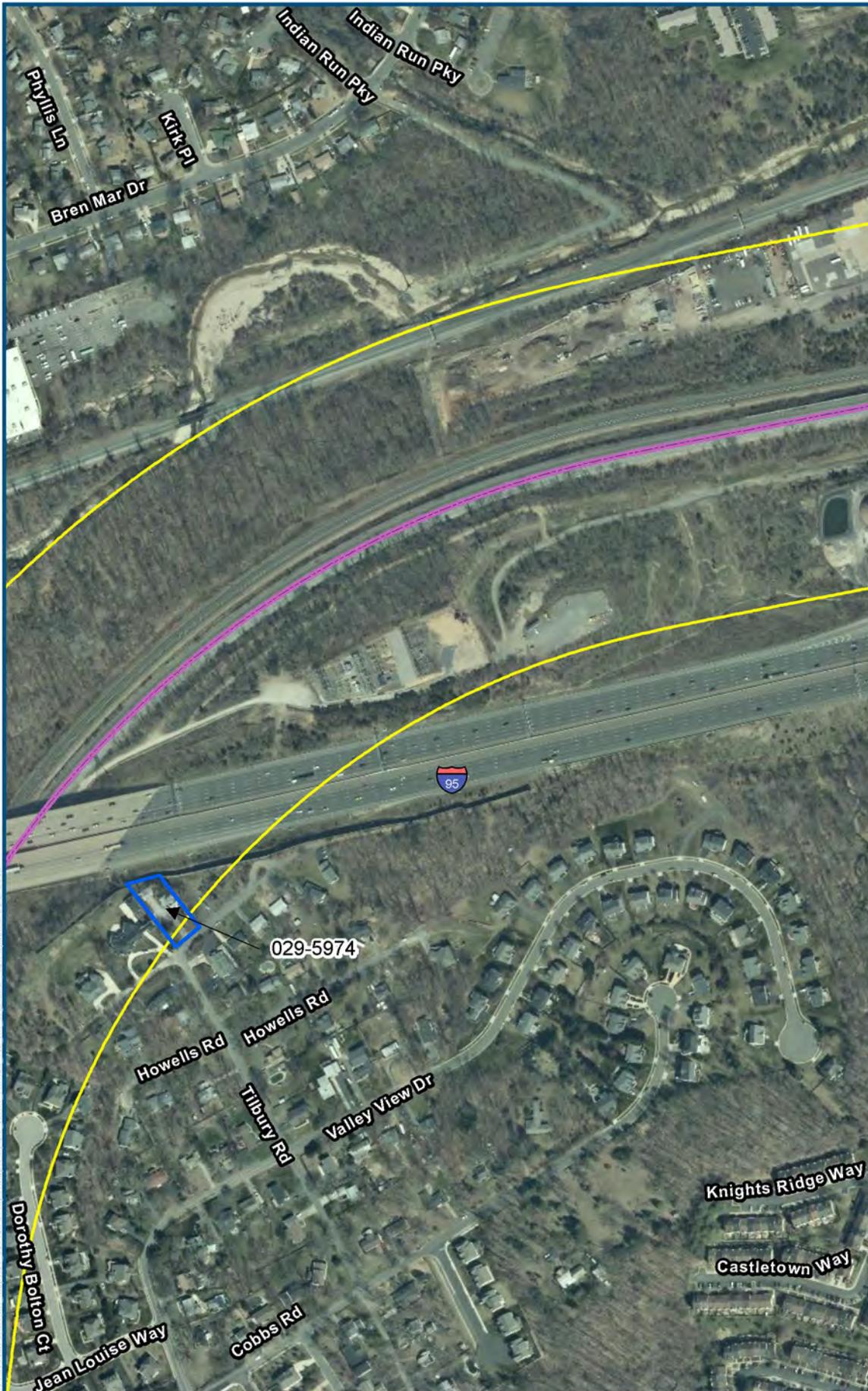
0 200 400  
 Feet  
 0 60 120  
 Meters

Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983

2013 VGIN VBMP Aerial Imagery

- Legend**
- Architectural APE
  - Architectural Resources
  - Not Eligible
  - DC2RVA Project Segments
  - 02 Alexandria to Franconia (AFFR)

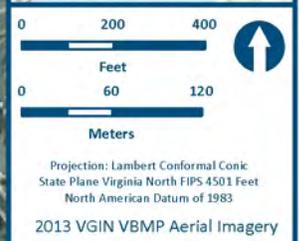
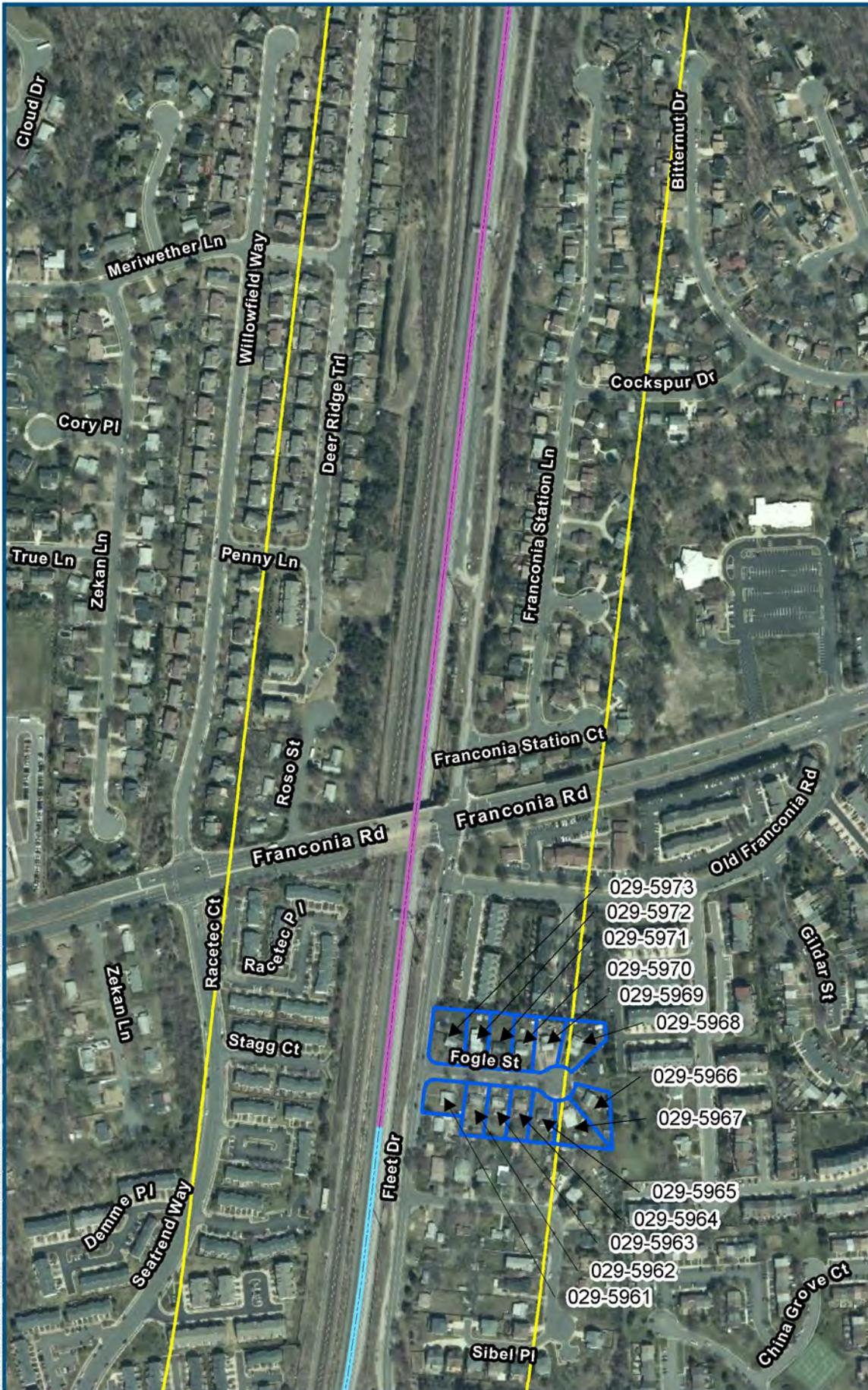
**Figure 5-10**  
 Newly Recorded  
 Resources



- Legend**
- Architectural APE
  - Architectural Resources
  - Not Eligible
  - DC2RVA Project Segments
  - 02 Alexandria to Franconia (AFFR)

**Figure 5-11**  
Newly Recorded  
Resources

02/2016



- Legend**
- Architectural APE
  - Architectural Resources
    - Not Eligible
  - DC2RVA Project Segments
    - 03 Franconia to Lorton (FRLO)
    - 02 Alexandria to Franconia (AFFR)

**Figure 5-12**  
Newly Recorded  
Resources

02/2016

# 6 SUMMARY AND RECOMMENDATIONS

The DC2RVA Project Team conducted a reconnaissance-level architectural survey of the AFFR segment of the DC2RVA corridor. The DC2RVA project is being completed under the auspices of the FRA in conjunction with the DRPT. Because of FRA’s involvement, the undertaking is required to comply with NEPA and Section 106 of the National Historic Preservation Act of 1966, as amended. The Project is being completed as DHR File Review #2014-0666.

In total, the DC2RVA Project Team surveyed 62 historic architectural resources within the architectural APE within the AFFR segment. Of these, three previously recorded and 59 newly recorded historic resources were identified. The Phoenix Mill at 3642 Wheeler Avenue (100-0277) was constructed around 1776 and is the sole surviving mill in Alexandria. As such, this resource is **recommended potentially eligible for listing in the NRHP under Criteria A and C**. The remaining 61 resources are **recommended not eligible for listing on the NRHP**.

Table 6-1 summarizes identified resources in the AFFR segment, along with the DC2RVA Project Team’s eligibility recommendations. Cells highlighted in blue denote resources recommended potentially eligible as part of the current survey.

**TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
029-0462	House, 5644 South Van Dorn Street	Fairfax County	ca. 1900	Not Eligible
029-5961	House, 6421 Fleet Drive	Fairfax County	1953	Not Eligible
029-5962	House, 6259 Fogle Street	Fairfax County	1953	Not Eligible
029-5963	House, 6257 Fogle Street	Fairfax County	1953	Not Eligible
029-5964	House, 6255 Fogle Street	Fairfax County	1953	Not Eligible
029-5965	House, 6253 Fogle Street	Fairfax County	1953	Not Eligible
029-5966	House, 6249 Fogle Street	Fairfax County	1953	Not Eligible
029-5967	House, 6251 Fogle Street	Fairfax County	1953	Not Eligible
029-5968	House, 6252 Fogle Street	Fairfax County	1953	Not Eligible
029-5969	House, 6254 Fogle Street	Fairfax County	1953	Not Eligible
029-5970	House, 6256 Fogle Street	Fairfax County	1953	Not Eligible
029-5971	House, 258 Fogle Street	Fairfax County	1953	Not Eligible

SUMMARY AND RECOMMENDATIONS

**TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

<b>DHR Number</b>	<b>Name</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
029-5972	House, House, 260 Fogle Street	Fairfax County	1953	Not Eligible
029-5973	House, 6262 Fogle Street	Fairfax County	1953	Not Eligible
029-5974	House, 5818 Tilbury Road	Fairfax County	1940	Not Eligible
029-5975	Warehouse, 6021-6027 Farrington Avenue	Fairfax County	1965	Not Eligible
029-5976	Warehouse, 6013 Farrington Avenue	Fairfax County	1969	Not Eligible
029-5977	Warehouse, 6009 Farrington Avenue	Fairfax County	1965	Not Eligible
029-5978	Warehouse, 6001 Farrington Avenue	Fairfax County	1965	Not Eligible
029-5979	Warehouse, 6068 Farrington Avenue	Fairfax County	1964	Not Eligible
029-5980	Warehouse, 5910 Farrington Avenue	Fairfax County	1963	Not Eligible
029-5981	House, 5616 Vine Street	Fairfax County	1960	Not Eligible
029-5982	House, 5608 Vine Street	Fairfax County	1950	Not Eligible
029-5983	House, 5604 Vine Street	Fairfax County	1949	Not Eligible
029-5984	House, 5600 Vine Street	Fairfax County	1952	Not Eligible
029-5985	Warehouse, 5508 Vine Street	Fairfax County	1962	Not Eligible
029-5986	House, 5500 Vine Street	Fairfax County	1941	Not Eligible
029-5987	House, 5424 Vine Street	Fairfax County	1942	Not Eligible
029-5988	House, 5416 Vine Street	Fairfax County	1947	Not Eligible
029-5989	Commercial Building, 5407–5419 Vine Street	Fairfax County	1965	Not Eligible
029-5990	Warehouse, 5513 Vine Street	Fairfax County	1969	Not Eligible
029-5991	Commercial Building, 5517 Vine Street	Fairfax County	1962	Not Eligible
029-5992	Commercial Building, 5621 Vine Street	Fairfax County	1965	Not Eligible
029-5993	House, 4904 Poplar Drive	Fairfax County	1962	Not Eligible
029-5994	House, 4902 Poplar Drive	Fairfax County	1962	Not Eligible
029-5995	House, 4900 Poplar Drive	Fairfax County	1962	Not Eligible
029-5996	House, 4824 Poplar Drive	Fairfax County	1962	Not Eligible
029-5997	House, 4822 Poplar Drive	Fairfax County	1962	Not Eligible
029-5998	House, 4820 Poplar Drive	Fairfax County	1962	Not Eligible
029-5999	House, 5604 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6000	House, 5602 Hilldale Drive	Fairfax County	1962	Not Eligible

SUMMARY AND RECOMMENDATIONS

**TABLE 6-1: SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
029-6001	House, 5601 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6002	House, 5600 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6003	House, 5510 Justis Place	Fairfax County	1966	Not Eligible
029-6004	House, 5508 Justis Place	Fairfax County	1966	Not Eligible
029-6005	House, 5506 Justis Place	Fairfax County	1966	Not Eligible
029-6006	House, 5504 Justis Place	Fairfax County	1966	Not Eligible
100-0277	Phoenix Mill, 3642 Wheeler Avenue	Alexandria	ca. 1776	Potentially Eligible
100-5023	Bush Hill, 4840 Eisenhower Avenue	Alexandria	ca. 1763	Not Eligible
100-5271	Warehouse, 5900 Farrington Avenue	City of Alexandria	1969	Not Eligible
100-5272	Warehouse, 5860 Farrington Avenue	City of Alexandria	1967	Not Eligible
100-5273	Commercial Building, 3945 Wheeler Avenue	City of Alexandria	1960	Not Eligible
100-5274	Commercial Building, 4301–4317 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5275	Commercial Building, 4401–4417 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5276	Commercial Building, 4300–4316 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5277	Commercial Building, 4400–4416 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5278	Commercial Building, 4200–4216 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5279	Commercial Building, 4100–4116 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5280	Commercial Building, 150 S. Gordon Street	City of Alexandria	1967	Not Eligible
100-5281	Commercial Building, 115 S. Floyd Street	City of Alexandria	ca. 1965	Not Eligible
100-5282	Commercial Building, 100 S. Early Street	City of Alexandria	1963	Not Eligible
100-5283	Commercial Building, 80 S. Early Street	City of Alexandria	1962	Not Eligible

Source: Dovetail, 2016.

Table Notes: 1. Cells highlighted in blue denote resources recommended potentially eligible as part of the current survey.

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## APPENDIX A: BACKGROUND REVIEW TABLE

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE**

DHR Number	Property Name and Address	Evaluation Status	Date of Evaluation
029-0145	Olivet Episcopal Church, 6236 Beulah Street	Not Evaluated	
029-0352	Levin Construction Corp., 6404 Beulah Street	Not Evaluated	
029-0354	Wise House, 6441 Beulah Street	Not Evaluated	
029-0355	Payne, L.A., House, 6137 Burnett Street	Not Evaluated	
029-0356	Payne, L.A., House, 6509 Burnett Street	Not Evaluated	
029-0462	House, 5644 South Van Dorn Street	DHR Staff: Not Eligible	1993
029-0463	House, 5709 South Van Dorn Street	DHR Staff: Not Eligible	1993
029-0464	Dove, Vernon S., House, 5800 South Van Dorn Street	DHR Staff: Not Eligible	1993
029-5169	House, 6421 Beulah Street	DHR Staff: Not Eligible	2001
029-5170	House, 6425 Beulah Street	DHR Staff: Not Eligible	2001
029-5171	House, 6512 Beulah Street	DHR Staff: Potentially Eligible	2001
029-5172	House, 6516 Beulah Street	DHR Staff: Not Eligible	2001
029-5173	Winkler House, 6524 Beulah Street	DHR Staff: Not Eligible	2001
029-5174	House, 6528 Beulah Street	DHR Staff: Not Eligible	2001
029-5507	Burgundy Farm Country Day School, 3700 Burgundy Road	DHR Staff: Eligible Under Criterion A	2005
100-0014	Fort William, 200-300 Quaker Lane	Not Evaluated	
100-0125	Cranford, 212 North Quaker Lane	Not Evaluated	
100-0179	Alexandria Police Association, 3010 Colvin Street	Not Evaluated	
100-0180	House, 3220 Colvin Street	Not Evaluated	
100-0182	House, 3020 Duke Street	Not Evaluated	
100-0226	Arthur Herbert House, 4007 Moss Place	Not Evaluated	
100-0253	House, 108 North Quaker Lane	Not Evaluated	
100-0254	House, 208 North Quaker Lane	Not Evaluated	
100-0255	Clarens, 318 North Quaker Lane	Not Evaluated	

**TABLE A-1: PREVIOUSLY RECORDED RESOURCES WITHIN 0.5 MILES OF THE ARCHITECTURAL APE**

<b>DHR Number</b>	<b>Property Name and Address</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
100-0256	House, 399 North Quaker Lane	Not Evaluated	
100-0257	The Cottage, 502 North Quaker Lane	Not Evaluated	
100-0277	Phoenix Mill, 3610 Wheeler Avenue	Not Evaluated	
100-5005	House, 43 Cockrell Avenue	Not Evaluated	
100-5012	Duplex, 3935 Usher Avenue	Not Evaluated	
100-5023	Bush Hill, 4840 Eisenhower Avenue	Not Evaluated	
100-0257	The Cottage, 502 North Quaker Lane	Not Evaluated	

Source: Dovetail, 2016.



801 E. Main Street, Suite 1000  
Richmond, VA 23219

July 6, 2016

Mr. Marc Holma  
Division of Review and Compliance  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 22802

RE: Resource Eligibility/ Segment 2 (Alexandria to Franconia)  
Southeast High Speed Rail Project, Washington, D.C. to Richmond Segment  
DHR #2014-0666

Dear Marc,

The Federal Railroad Administration (FRA) and the Virginia Department of Rail and Public Transportation (DRPT) are continuing environmental studies associated with the Tier II Environmental Impact Statement (EIS) for the Washington, D.C. to Richmond segment of the Southeast High Speed Rail (DC2RVA) corridor (Project). The limits of the Project extend from Control Point RO (MP CFP-110) in Arlington south to the CSX Transportation ("CSXT") A-Line/CSXT-S-Line junction at MP A-11 in Centralia, Virginia (Chesterfield County), a distance of approximately 123 miles.

This project is receiving federal funding through the FRA, requires permits issued by federal agencies such as the U.S. Army Corps of Engineers, and will traverse federal land including parcels owned by the U.S. Marine Corps and the National Park Service, among others. Due to the involvement of these and several other federal entities, the undertaking requires compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), as amended. The FRA sent your office a project Initiation letter on December 11, 2014, formally commencing the Section 106 process, and the project's Area of Potential Effects (APE) was approved by the State Historic Preservation Officer (SHPO) on February 2, 2015, as required by 36 CFR 800.4(a)(1).

We are writing today to coordinate architectural identification studies within Segment 2/ Alexandria to Franconia (AFFR) of the larger Project initiative. Segment 2/AFFR includes the span between just east of Wheeler Avenue in Alexandria on the north and Franconia Road on the south. Enclosed please find two hard copies and one electronic copy of the report entitled *Architectural Reconnaissance Survey for the Washington, D.C. to Richmond, Virginia High Speed Rail Project, Alexandria to Franconia (AFFR) Segment, City of Alexandria and Fairfax County*. The report was authored by Heather Dollins Staton, Adriana T. Lesiuk, Emily K. Anderson, and Earl P. Proper with Dovetail Cultural Resource Group (Dovetail), a member of the DC2RVA Project Team. The report meets all standards set forth in both the

Secretary of Interior's Standards and Guidelines (1983) and the Virginia Department of Historic Resource's (DHR) *Guidelines for Preparing Identification and Evaluation Reports* (2011).

The current survey identified three previously recorded resources and 59 newly recorded resources, for a total of 62 surveyed resources. (A table is attached showing the resource numbers, names and addresses of these resources.) Of the three previously recorded resources, none have yet been evaluated for National Register of Historic Places (NRHP) eligibility. Based on the current survey, the Phoenix Mill at 3642 Wheeler Avenue (100-0277) is recommended potentially eligible for the NRHP under Criterion A for its association with eighteenth-century milling in the area and under Criterion C as the sole surviving example of a mill in Alexandria. It has no known association with a significant person; consequently, it is recommended not eligible for the NRHP under Criterion B. As an architectural resource, this property was not evaluated under Criterion D. The remaining two previously recorded resources are the House at 5644 South Van Dorn Street (029-0462) and Bush Hill at 4840 Eisenhower Avenue (100-5023). These two resources date to circa 1900 and circa 1763 respectively and were previously noted as demolished. Because they have a loss of historic integrity and architectural significance, these two resources are recommended not eligible for the NRHP under Criteria A–C. As architectural resources, these properties were not evaluated under Criterion D.

Of the 59 newly recorded resources, a majority (n=35) are single-family dwellings constructed between 1940 and 1966. Some of these buildings are examples of styles and forms that were popular during the second and third quarters of the twentieth century, such as Craftsman, Ranch, and Minimal Traditional styles; however, on a whole, they represent a building type that is vernacular throughout the region. Twenty-four of the newly recorded resources are warehouses and commercial buildings that date to the 1960s, primarily situated on Farrington and Wheeler avenues and Floyd, Early, Gordon, and Vine streets. These resources are one- and two-story, multi-bay, masonry, industrial and retail buildings. It is recommended that these 59 resources are not eligible for the NRHP.

We invite your agency to concur with these recommendations within 30 days of receipt of this letter. If you have questions about historic property studies for this project, please do not hesitate to contact me or Heather Staton at (540) 899-9170 or via email at [kbarile@dovetailcrg.com](mailto:kbarile@dovetailcrg.com)/[hstaton@dovetailcrg.com](mailto:hstaton@dovetailcrg.com).

Sincerely,

A handwritten signature in blue ink that reads "Kerri S. Barile".

Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group



801 E. Main Street, Suite 1000  
Richmond, VA 23219

CC: Emily Stock, DRPT  
John Winkle, FRA  
John Morton, HDR  
Carey Burch, HDR  
Stephen Walter, Parsons

The Virginia SHPO concurs that the following resources is potentially eligible for the NRHP, as recorded during the DC2RVA/Segment 2 study (DHR #2014-0666):

100-0277 Phoenix Mill, 3642 Wheeler Avenue (Criteria A & C)

They also concur that the following resources are not eligible for the NRHP under Criteria A–C as architectural resources:

029-0462 House, 5644 South Van Dorn Street (Previously Recorded)  
100-5023 Bush Hill, 4840 Eisenhower Avenue (Previously Recorded)  
029-5961 House, 6421 Fleet Drive  
029-5962 House, 6259 Fogle Street  
029-5963 House, 6257 Fogle Street  
029-5964 House, 6255 Fogle Street  
029-5965 House, 6253 Fogle Street  
029-5966 House, 6249 Fogle Street  
029-5967 House, 6251 Fogle Street  
029-5968 House, 6252 Fogle Street  
029-5969 House, 6254 Fogle Street  
029-5970 House, 6256 Fogle Street  
029-5971 House, 258 Fogle Street  
029-5972 House, House, 260 Fogle Street  
029-5973 House, 6262 Fogle Street  
029-5974 House, 5818 Tilbury Road  
029-5975 Warehouse, 6021-6027 Farrington Avenue  
029-5976 Warehouse, 6013 Farrington Avenue  
029-5977 Warehouse, 6009 Farrington Avenue  
029-5978 Warehouse, 6001 Farrington Avenue  
029-5979 Warehouse, 6068 Farrington Avenue  
029-5980 Warehouse, 5910 Farrington Avenue  
029-5981 House, 5616 Vine Street  
029-5982 House, 5608 Vine Street  
029-5983 House, 5604 Vine Street  
029-5984 House, 5600 Vine Street  
029-5985 Warehouse, 5508 Vine Street  
029-5986 House, 5500 Vine Street  
029-5987 House, 5424 Vine Street  
029-5988 House, 5416 Vine Street

029-5989	Commercial Building, 5407–5419 Vine Street
029-5990	Warehouse, 5513 Vine Street
029-5991	Commercial Building, 5517 Vine Street
029-5992	Commercial Building, 5621 Vine Street
029-5993	House, 4904 Poplar Drive
029-5994	House, 4902 Poplar Drive
029-5995	House, 4900 Poplar Drive
029-5996	House, 4824 Poplar Drive
029-5997	House, 4822 Poplar Drive
029-5998	House, 4820 Poplar Drive
029-5999	House, 5604 Hilldale Drive
029-6000	House, 5602 Hilldale Drive
029-6001	House, 5601 Hilldale Drive
029-6002	House, 5600 Hilldale Drive
029-6003	House, 5510 Justis Place
029-6004	House, 5508 Jutsis Place
029-6005	House, 5506 Justis Place
029-6006	House, 5504 Justis Place
100-5271	Warehouse, 5900 Farrington Avenue
100-5272	Warehouse, 5860 Farrington Avenue
100-5273	Commercial Building, 3945 Wheeler Avenue
100-5274	Commercial Building, 4301–4317 Wheeler Avenue
100-5275	Commercial Building, 4401–4417 Wheeler Avenue
100-5276	Commercial Building, 4300–4316 Wheeler Avenue
100-5277	Commercial Building, 4400–4416 Wheeler Avenue
100-5278	Commercial Building, 4200–4216 Wheeler Avenue
100-5279	Commercial Building, 4100–4116 Wheeler Avenue
100-5280	Commercial Building, 150 S. Gordon Street
100-5281	Commercial Building, 115 S. Floyd Street
100-5282	Commercial Building, 100 S. Early Street
100-5283	Commercial Building, 80 S. Early Street

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Julie Langan, Director  
Virginia Department of Historic Resources  
Virginia State Historic Preservation Officer

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Date

**SEGMENT 2 (AFFR) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS.**

Cells highlighted in blue denote resources recommended potentially eligible as a part of the current survey.

<b>DHR Number</b>	<b>Name</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
029-0462	House, 5644 South Van Dorn Street	Fairfax County	ca. 1900	Not Eligible
029-5961	House, 6421 Fleet Drive	Fairfax County	1953	Not Eligible
029-5962	House, 6259 Fogle Street	Fairfax County	1953	Not Eligible
029-5963	House, 6257 Fogle Street	Fairfax County	1953	Not Eligible
029-5964	House, 6255 Fogle Street	Fairfax County	1953	Not Eligible
029-5965	House, 6253 Fogle Street	Fairfax County	1953	Not Eligible
029-5966	House, 6249 Fogle Street	Fairfax County	1953	Not Eligible
029-5967	House, 6251 Fogle Street	Fairfax County	1953	Not Eligible
029-5968	House, 6252 Fogle Street	Fairfax County	1953	Not Eligible
029-5969	House, 6254 Fogle Street	Fairfax County	1953	Not Eligible
029-5970	House, 6256 Fogle Street	Fairfax County	1953	Not Eligible
029-5971	House, 258 Fogle Street	Fairfax County	1953	Not Eligible
029-5972	House, House, 260 Fogle Street	Fairfax County	1953	Not Eligible
029-5973	House, 6262 Fogle Street	Fairfax County	1953	Not Eligible
029-5974	House, 5818 Tilbury Road	Fairfax County	1940	Not Eligible
029-5975	Warehouse, 6021-6027 Farrington Avenue	Fairfax County	1965	Not Eligible
029-5976	Warehouse, 6013 Farrington Avenue	Fairfax County	1969	Not Eligible
029-5977	Warehouse, 6009 Farrington Avenue	Fairfax County	1965	Not Eligible
029-5978	Warehouse, 6001 Farrington Avenue	Fairfax County	1965	Not Eligible
029-5979	Warehouse, 6068 Farrington Avenue	Fairfax County	1964	Not Eligible
029-5980	Warehouse, 5910 Farrington Avenue	Fairfax County	1963	Not Eligible
029-5981	House, 5616 Vine Street	Fairfax County	1960	Not Eligible
029-5982	House, 5608 Vine Street	Fairfax County	1950	Not Eligible
029-5983	House, 5604 Vine Street	Fairfax County	1949	Not Eligible

**SEGMENT 2 (AFFR) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS.**

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<b>DHR Number</b>	<b>Name</b>	<b>City/County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
029-5984	House, 5600 Vine Street	Fairfax County	1952	Not Eligible
029-5985	Warehouse, 5508 Vine Street	Fairfax County	1962	Not Eligible
029-5986	House, 5500 Vine Street	Fairfax County	1941	Not Eligible
029-5987	House, 5424 Vine Street	Fairfax County	1942	Not Eligible
029-5988	House, 5416 Vine Street	Fairfax County	1947	Not Eligible
029-5989	Commercial Building, 5407–5419 Vine Street	Fairfax County	1965	Not Eligible
029-5990	Warehouse, 5513 Vine Street	Fairfax County	1969	Not Eligible
029-5991	Commercial Building, 5517 Vine Street	Fairfax County	1962	Not Eligible
029-5992	Commercial Building, 5621 Vine Street	Fairfax County	1965	Not Eligible
029-5993	House, 4904 Poplar Drive	Fairfax County	1962	Not Eligible
029-5994	House, 4902 Poplar Drive	Fairfax County	1962	Not Eligible
029-5995	House, 4900 Poplar Drive	Fairfax County	1962	Not Eligible
029-5996	House, 4824 Poplar Drive	Fairfax County	1962	Not Eligible
029-5997	House, 4822 Poplar Drive	Fairfax County	1962	Not Eligible
029-5998	House, 4820 Poplar Drive	Fairfax County	1962	Not Eligible
029-5999	House, 5604 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6000	House, 5602 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6001	House, 5601 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6002	House, 5600 Hilldale Drive	Fairfax County	1962	Not Eligible
029-6003	House, 5510 Justis Place	Fairfax County	1966	Not Eligible
029-6004	House, 5508 Justis Place	Fairfax County	1966	Not Eligible
029-6005	House, 5506 Justis Place	Fairfax County	1966	Not Eligible
029-6006	House, 5504 Justis Place	Fairfax County	1966	Not Eligible
100-0277	Phoenix Mill, 3642 Wheeler Avenue	Alexandria	ca. 1776	Potentially Eligible
100-5023	Bush Hill, 4840 Eisenhower Avenue	Alexandria	ca. 1763	Not Eligible

**SEGMENT 2 (AFFR) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS.**

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100-5271	Warehouse, 5900 Farrington Avenue	City of Alexandria	1969	Not Eligible
100-5272	Warehouse, 5860 Farrington Avenue	City of Alexandria	1967	Not Eligible
100-5273	Commercial Building, 3945 Wheeler Avenue	City of Alexandria	1960	Not Eligible
100-5274	Commercial Building, 4301–4317 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5275	Commercial Building, 4401–4417 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5276	Commercial Building, 4300–4316 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5277	Commercial Building, 4400–4416 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5278	Commercial Building, 4200–4216 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5279	Commercial Building, 4100–4116 Wheeler Avenue	City of Alexandria	1962	Not Eligible
100-5280	Commercial Building, 150 S. Gordon Street	City of Alexandria	1967	Not Eligible
100-5281	Commercial Building, 115 S. Floyd Street	City of Alexandria	ca. 1965	Not Eligible
100-5282	Commercial Building, 100 S. Early Street	City of Alexandria	1963	Not Eligible
100-5283	Commercial Building, 80 S. Early Street	City of Alexandria	1962	Not Eligible

The Virginia SHPO concurs that the following resources is potentially eligible for the NRHP, as recorded during the DC2RVA/Segment 2 study (DHR #2014-0666):

100-0277 Phoenix Mill, 3642 Wheeler Avenue (Criteria A & C)

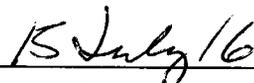
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Date

2014-0666