



# R-3 ARCHITECTURAL RECONNAISSANCE SURVEY, FRLO SEGMENT (SEGMENT 3)



D.C. TO RICHMOND SOUTHEAST HIGH SPEED RAIL



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

Franconia to Lorton (FRLO) Segment,  
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  
Franconia to Lorton (FRLO) Segment  
Fairfax County  
DHR #2014-0666**

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**Virginia Department of Rail and Public Transportation**

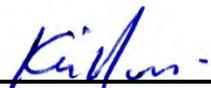
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June 2016



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June 7, 2016

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 Franconia to Lorton (FRLO) segment of the Washington, D.C. to Richmond Southeast High Speed Rail (DC2RVA) project. The proposed Project is being completed under the auspices 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 FRLO 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 FRLO segment.

All other segments will be discussed in additional 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 preferred alternative 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 survey completion date). All structures that meet the NRHP 48-year age criteria within the architectural APE of the DC2RVA corridor will be included in one subsequent report. 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 within the FRLO segment. Of these, two previously recorded and 60 newly recorded historic resources were identified. The Project Team **recommends that all 62 of the resources documented as part of the current survey are not eligible for 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 Franconia to Lorton (FRLO) 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 FRLO 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\_SEHSR\Corridor\_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.

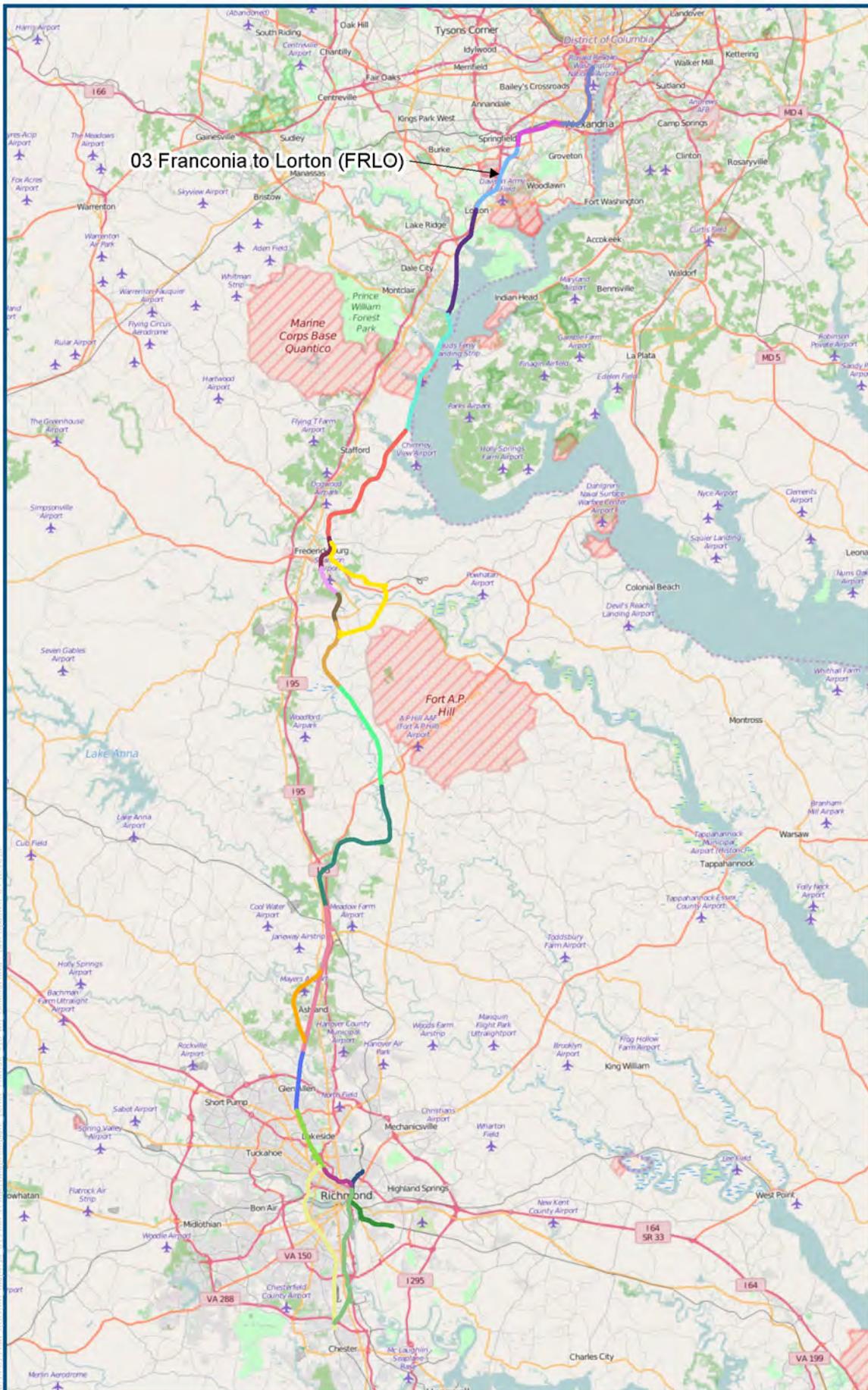
Additional segments of the Project include approximately 8.3 miles of the CSXT Peninsula Subdivision CA-Line from Beulah Road (MP CA-76.1) in Henrico County, VA to AM Junction in the City of Richmond, and the approximately 26-mile Buckingham Branch Railroad (BBR) from AM Junction to the Richmond, Fredericksburg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

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. The Washington, D.C. to Richmond segment is an integral part of the overall





03 Franconia to Lorton (FRLO)



- 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 FRLO (03)**  
**Segment**

05/2016



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 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 FRLO 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 study 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. For the purposes of the current report, the architectural APE is defined as extending 500 feet on either side of the center of the existing railroad alignment, except in urban

## INTRODUCTION

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 their 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 FRLO segment is located within Fairfax County. Because this report discusses the architectural component of this project, only the historic period context for Fairfax County is included below. The prehistoric context for this area will appear in a separate archaeological report.

### **2.1 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.

#### **2.1.1 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, which include 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.

### 2.1.2 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 of 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).

### 2.1.3 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 (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.

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 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.

### 2.1.4 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 the day of 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).

### **2.1.5 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). 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.

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

The expansion of utilities during the 1920s allowed substantial subdivisions to develop and 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).

## HISTORIC CONTEXT

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 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 (Netherton and Netherton 1992:25):

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.

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.

### **2.1.7 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 allowed commuters 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. All structures that meet the NRHP 48-year age criteria within the architectural APE of the DC2RVA corridor will be included in one subsequent report. 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 their 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 the 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

Seventeen previous cultural resource surveys have been conducted within the current project's architectural APE in the FRLO segment.

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 NRHP eligible archaeological sites (13 prehistoric and 34 historic) and recommended five other sites not eligible. KAS also recommended that any sites impacted by the bypass construction be subjected to intensive Phase II survey to determine NRHP eligibility (KAS 1981).

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 44FX 0457, 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 based on good site integrity, the presence of rarely used Hornfels as lithic raw material, the likelihood of the presence of buried occupation levels, evidence of contact between cultural groups, and the absence of evidence that plowzone ever existed in places (KAS 1983). On January 12, 1984, all four sites were determined to be eligible for the NRHP (DHR 2015).

KAS performed a Phase I cultural resource reconnaissance survey in 1987 for the Interstate 95 (I-95) High Occupancy Vehicle (HOV) Lane project in Fairfax and Prince William Counties between Edsell Road and Route 219. KAS recorded 32 archaeological sites in the project corridor and recommended 23 of them not eligible for NRHP listing. The other nine sites were recommended potentially eligible, requiring Phase II investigations before definitive determinations of eligibility could be made (Koski-Karell and Ortiz 1987).

## 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. Subsequent shovel testing and backhoe trenching, undertaken to determine site boundaries and evaluate the likelihood for the presence of intact deposits/features, allowed SSI to conclude that cultural materials were recovered from surface or near-surface contexts. There was low potential for the presence of intact deposits and SSI recommended no further work necessary (Holt et al. 1983).

The James Madison University Archeological Research Center (JMUARC) completed a Phase I cultural resource survey in 1989 for the proposed widening of Route 642 in Fairfax County. Previously recorded prehistoric site 44FX0028 was relocated and four new archaeological sites (44FX1605-44FX1608) were recorded. JMUARC recommended site 44FX0028 for Phase II evaluation and no further work necessary for the other four sites. No architectural resources were identified that JMUARC felt required further study, although it was noted that an overpass over the Richmond, Fredericksburg & Potomac railroad tracks and the bridge over Pohick Creek would be impacted by the construction (Hunter and Cromwell 1989). JMUARC conducted the Phase II evaluation of site 44FX0028 later in 1989. Due to the shallowness of the site, the mixing of cultural deposits, and the diagnostic artifacts' lack of uniqueness to the area, the site was recommended not eligible for NRHP nomination (Cromwell and Jefferson 1989).

Also 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 had the potential to 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 within the direct impact area, while the other 19 were in the indirect impact area. All of the 21 resources were recommended not eligible for the NRHP by WMAPC, requiring no further investigation. No archaeological sites were recorded during the survey, necessitating no further work (Hunter and Robinson 1989).

JMUARC conducted a Phase I cultural resource survey for the proposed widening and realignment of the southeastern most 3 miles of Route 641 (Pohick Road) and new bridge construction in Fairfax County. All buildings along the project corridor, representative of the mid- to late-twentieth century, were photodocumented. However, since none of these buildings were within the project area, JMUARC determined that none of them would be directly or indirectly impacted. The archaeological survey verified the presence of one previously recorded prehistoric site (44FX1549) and recorded seven new prehistoric sites. All eight of these sites are ephemeral lithic scatters and no evidence was found of intact buried deposits or features. JMUARC recommended that no further cultural resource investigations were necessary in the project area (Jefferson and Smith 1989).

In 1994, the Fairfax County Heritage Resources Branch (FCHRB) of the Office of Comprehensive Planning completed a Phase I archaeological resource survey of the proposed extension of Armistead Road from Lorton Road, (Route 642) to the proposed Lorton Commuter Rail Station. FCHRB relocated previously recorded prehistoric site 44FX0028 and identified six new prehistoric sites. Four newly recorded sites (44FX2072, 44FX2073, 44FX2075, and 44FX2079)

## BACKGROUND REVIEW

were recommended for Phase II evaluation. Site 44FX0028 and newly recorded sites 44FX2078 and 44FX2080 were recommended for archaeological monitoring during initial construction clearing in an attempt to obtain “basic functional and chronological data” (Johnson 1994:22).

The Cultural Resource Group of Louis Berger & Associates, Inc. (LBA) performed a Phase II architectural evaluation of the Chantilly Overseer’s House (029-0003) in 1994. This property was determined to be within the APE of proposed improvements to U.S. Route 50 in Fairfax County. LBA concluded that the property was NRHP eligible and that the proposed road improvement project “would result in a diminution of the integrity of design and feeling for the Chantilly Overseer’s House (Pendleton 1994:22).

John Milner Associates, Inc. (JMA) undertook a Phase I archaeological survey for the proposed Lorton Pumpover Project in Fairfax County in 1996. Shovel testing, predominantly at 50-foot intervals, resulted in the identification of 11 archaeological sites and five isolated finds. JMA recommended prehistoric sites 44FX2183, 44FX2184, 44FX2188, 44FX2191, and 44FX2192, as well as multi-component site 44FX2189, not eligible for NRHP listing. Five other prehistoric sites of moderate size and artifact density with diagnostic artifacts in the assemblages were recommended potentially eligible for inclusion in the NRHP by JMA, requiring avoidances or Phase II investigations. Isolated finds are not eligible for the NRHP by definition (Fiedel 1996).

In 1998, LBA conducted an archaeological survey and historic structure assessment for a 150-acre tract on the grounds of the District of Columbia Detention Center (DCDC) at Lorton. Four previously identified prehistoric archaeological sites (44FX1040, 44FX1041, 44FX1044, and 44FX1045) were relocated by LBA and recommended for no further work. LBA also recorded one new severely disturbed historic site (44FX2284) requiring no further investigation. Eight architectural resources were identified. LBA considered none of these resources to be individually significant. However, all were considered contributing elements to the District of Columbia Workhouse and Reformatory Historic District (029-0947) (Eddins and Griffitts 1998).

JMA completed an historic resource survey in 2006 for the U.S. Army Garrison at Fort Belvoir. The project’s final scope included a reconnaissance-level survey of 33 pre-1950 resources, including five buildings, 18 resources related to infrastructure, and eight resources related to landscape and recreation. Two previously recorded resources with the DHR have been demolished. Six resources were subjected to an intensive-level survey in an effort to complete a thorough evaluation. JMA recommended 20 resources not eligible for NRHP listing, five (029-0209-0319, 029-0209-0320, 029-0209-0321, 029-0209-0324, and 029-5423) as contributing to the Fort Belvoir Historic District (FBHD), three (029-5424, 029-5010, and 029-5431) recommended eligible in the Fort Belvoir Military Railroad Multiple Property District, and two as demolished (JMA 2006).

In 2006 and 2007, Thunderbird, a division of Wetland Studies and Solutions, Inc., undertook a Phase I archaeological survey for the 36-mile long I-95/395 HOV/Bus/HOT Lanes Project in northern Virginia between Eads Street in Arlington County and Garrisonville Road in Stafford County. Twenty-one previously recorded archaeological sites and two architectural resources were at least partially located within the project corridor. Resource 000-5772, the Fairlington Historic District, is considered potentially eligible for inclusion in the NRHP and was to be directly impacted. Thunderbird recommended evaluation of this impact in consultation with

the DHR. Resource 029-5470, the WA&FC Electric Railway, had been recommended not eligible and had been destroyed within the project corridor. Fifteen of the previously recorded sites had already been destroyed at the time of this survey and their recorded locations were under I-95. The other six previously recorded sites crossed by the project corridor were recommended not eligible for NRHP consideration. Thunderbird recorded 20 new archaeological sites during the survey and recommended 18 of these not eligible. The remaining two sites included a stratified prehistoric camp (44ST0909) dating from at least the Early Woodland period and a late-eighteenth to early-nineteenth century “relatively materially impoverished” landholding or tenant occupation (44ST0911). Thunderbird recommended both of these sites potentially eligible for NRHP inclusion, requiring Phase II archaeological evaluation if avoidance was not possible (Buchanan et al. 2007).

As part of an Environmental Assessment to evaluate alternatives for relocating Base Realignment and Closure (BRAC) Commission Recommendation 133 to Fort Belvoir, Tetra Tech contracted with New South Associates (New South) to conduct an architectural survey and evaluation of four buildings located on approximately 69.5 acres (28.1 ha) owned by the General Services Administration (GSA) in Springfield as a warehouse complex. This property is one of the alternatives being considered for the relocation. The four buildings included two large warehouses and two prefabricated buildings. Tetra Tech and New South recommended the property not eligible for the NRHP, requiring no further documentation (Price 2007).

Thunderbird completed a Phase I archaeological survey in 2008 as part of a second addendum to the I-95/395 HOV/Bus/HOT Lanes Project in northern Virginia. The previously defined APE was expanded in six areas, designated as “Additional Study Areas 1-6”. No subsurface testing was required in any of these six areas, as Thunderbird determined that all had either been previously disturbed or contained steep slope. No new archaeological resources were identified and no further work was recommended (Hutson 2008).

In 2008, Thunderbird conducted a Phase I archaeological survey as part of a third addendum to the I-95/395 HOV/Bus/HOT Lanes Project in northern Virginia. The study, which looked at 20 expanded areas, identified five previously surveyed above-ground resources. No new above-ground resources were identified. One previously identified resource, Neabsco Mills Ironworks (076-0265/44PW0629), was previously determined by DHR to be eligible for the NRHP. Including Site 44PW0629, four previously recorded archaeological sites were encountered. Also, two new archaeological sites, both small lithic scatters, were identified (44PW1040 and 44PW1828). Thunderbird recommended these two sites not eligible for listing on the NRHP with no further study needed (Hutson and Mullen 2008).

Thunderbird completed a Phase I archaeological survey on the 25-acre (10.1-ha) Loisdale Road development property in Fairfax County northeast of the intersection of Loisdale Road and Newington Road. Two archaeological sites were identified during the survey: 44FX3625, a twentieth century site associated with demolished buildings, and 44FX3626, a prehistoric site with no temporally diagnostic artifacts in the assemblage. Thunderbird noted the presence of modern disturbance, refuse dumping, and low prehistoric artifact counts when recommending both sites not eligible for inclusion on the NRHP (Bryant and Carroll 2011).

## 4.2 PREVIOUSLY RECORDED CULTURAL RESOURCES

A total of 37 architectural properties have been previously recorded within 0.5 miles of the project corridor in the FRLO Segment (See Appendix A for a complete listing of these resources). One resource (2.7 percent), the District of Columbia Workhouse and Reformatory Historic District/Lorton Prison Historic District (029-0947), has been listed in both the NRHP (in 2006) and the Virginia Landmark Register (VLR) (in 2005). Two resources (5.4 percent) have been determined eligible/potentially eligible for the NRHP. The House at 6512 Beulah Street (029-5171), a 1943 Cape Cod, was determined potentially eligible for the NRHP by DHR staff in 2001. Railroad Bridge #2486 (029-5431/029-5724-004), which spans Cinder Bend Road and is associated with the Fort Belvoir Military Railroad Historic District (029-5724), was determined eligible by DHR staff in 2007.

Thirteen resources (35.1 percent) located within 0.5 miles of the project corridor have been determined by DHR staff to be not eligible for the NRHP. The resources include the Davison Army Airfield Historic District (029-5623), a military building (029-5549), two early-twentieth-century bridges (029-0371 and 029-0956), and nine single-family dwellings dating between 1941 and 1950.

The remaining resources (n=21, 56.8 percent) located within 0.5 miles of the project corridor for the FRLO segment have not been given a formal NRHP eligibility determination. These resources include a railroad depot (029-0140), an Episcopal church (029-0145), a Baptist church and cemetery (029-0360), a school (029-0361), a community center (029-0358), a federal building (029-5876), two commercial buildings (029-0351 and 029-0352), and 13 single-family dwellings dating between circa 1900 and 1940.

# 5 RESULTS

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The architectural investigation of the FRLO segment of the DC2RVA project involved a field survey of all buildings, objects, and districts over 48 years of age within the architectural APE (the age limit was developed to correspond with the 2017 architectural study 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 two previously recorded resources and 60 newly recorded resources, for a total of 62 surveyed resources.

## 5.1 PREVIOUSLY RECORDED RESOURCES

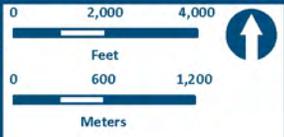
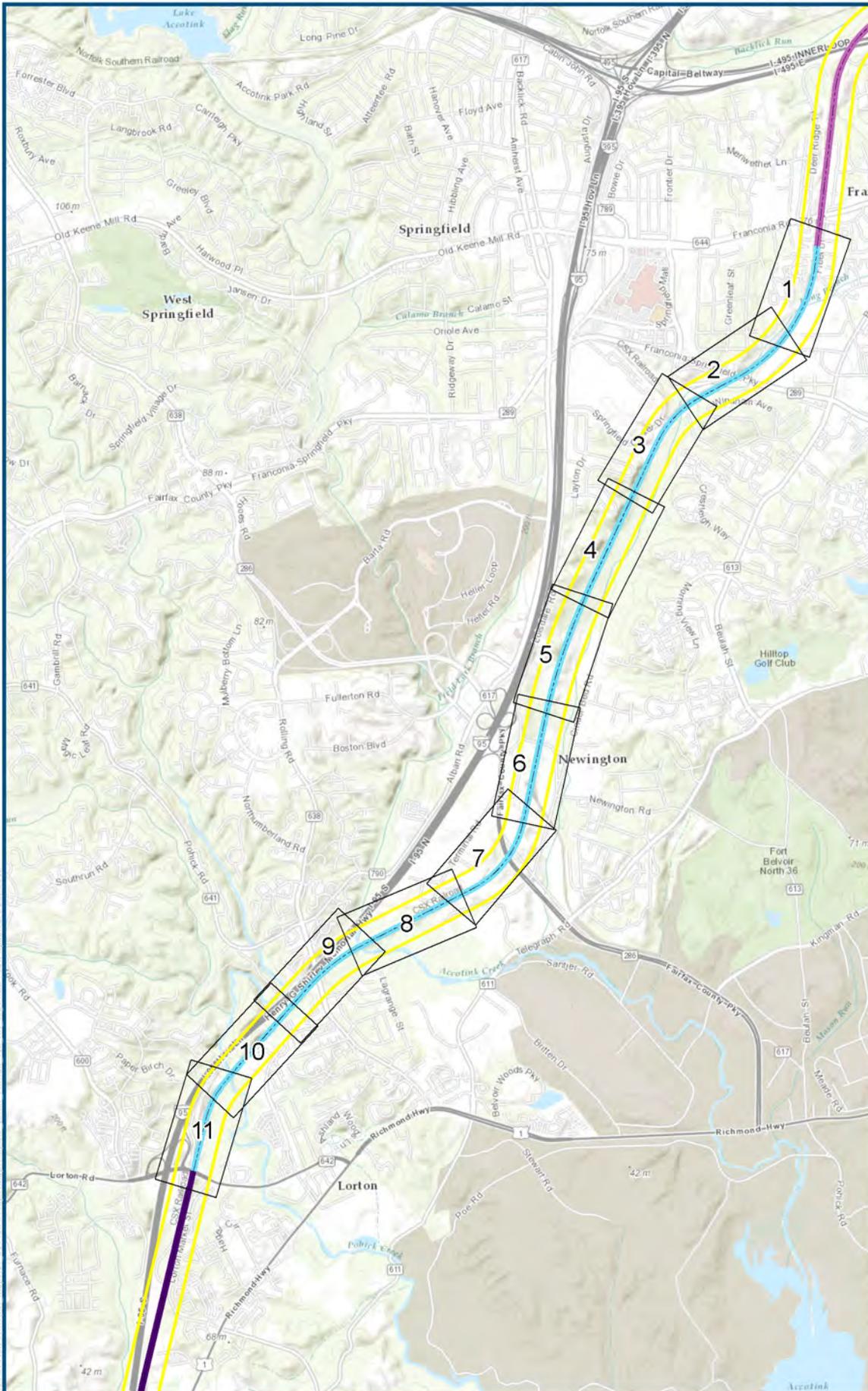
This survey identified two previously recorded buildings, objects, and districts within the architectural APE (Table 5-1, Figures 5-1 through 5-3). Neither of the two resources has been formally evaluated for the NRHP. One of the resources, the Newington Railroad Station (029-0140), was found to be no longer extant during the current survey. The second is the GSA Warehouse (029-5876) constructed in 1953. This one-story, concrete building is covered by an arched, metal roof and features several metal garage doors. Both of these previously recorded resources are recommended not eligible for individual listing on 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 two previously recorded resources **are recommended not eligible for the NRHP under Criteria A-C.**

Table 5-1 lists the two previously recorded resources, along with the Project Team’s eligibility recommendation.

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

DHR Number	Name	City/County	Date of Construction	DC2RVA Project Team Recommendation
029-0140	Newington Railroad Station	Fairfax County	1903	Not Eligible
029-5876	GSA Warehouse Property, Parr-Franconia Warehouse, Franconia-Springfield Parkway	Fairfax County	1953	Not Eligible

Source: Dovetail, 2015.



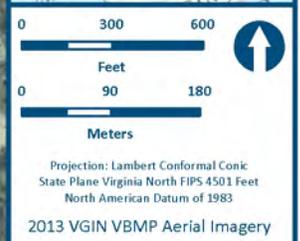
Projection: Lambert Conformal Conic  
 State Plane Virginia North FIPS 4501 Feet  
 North American Datum of 1983

**Legend**

- Architectural APE
- DC2RVA Project Segments**
- 02 Alexandria to Franconia (AFFR)
- 03 Franconia to Lorton (FRLO)
- 04 Lorton to Powells Creek (LOPC)

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

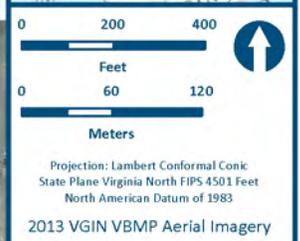
01/2016



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

**Figure 5-2**  
Previously Recorded Resources

01/2016



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

**Figure 5-3**  
Previously Recorded  
Resources

01/2016

## 5.2 NEWLY RECORDED RESOURCES

Of the 62 above-ground resources recorded in the architectural APE of the FRLO segment during the current project, the DC2RVA Project Team documented 60 newly recorded resources (Table 5-2; Figures 5-4 through 5-9). Within the FRLO segment is the Loisdale Estates Historic District (029-5932), a post-World War II suburban, residential neighborhood constructed between 1952 and 1960 located in Springfield, Fairfax County. More than half (n=32, 53.3 percent) of the newly recorded resources are located within the Loisdale Estates Historic District (029-5932). The houses are representative of several architectural styles that were common throughout the era and area of construction such as the Ranch and Minimal Traditional styles. Common building forms seen throughout the neighborhood include tri-level split and minimal traditional form.

The vast majority (n=25, 92.6) of the 27 remaining resources are single-family dwellings constructed between circa 1950 and 1962. 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 the Ranch and Minimal Traditional styles; however, on a whole, they represent a building type that is vernacular throughout the region. In addition to the houses, one Quonset hut (029-5959) dating to 1949 and a circa-1960 industrial building (029-5399) were also surveyed.

These 60 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 on 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 60 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	County	Date of Construction	DC2RVA Project Team Recommendation
029-5932	Loisdale Estates Historic District	Fairfax County	Post-1952	Not Eligible
029-5932-0001	House, 6801 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0002	House, 6803 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0003	House, 6804 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0004	House, 6805 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0005	House, 6807 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0006	House, 6808 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0007	House, 6800 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0008	House, 6802 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0009	House, 6803 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0010	House, 6804 Darby lane	Fairfax County	1958	Not Eligible
029-5932-0011	House, 6806 Darby Lane	Fairfax County	1958	Not Eligible

RESULTS

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

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
029-5932-0012	House, 6808 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0013	House, 6809 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0014	House, 6811 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0015	House, 6814 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0016	House, 6701 Jerome Street	Fairfax County	1959	Not Eligible
029-5932-0017	House, 6703 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0018	House, 6704 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0019	House, 6705 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0020	House, 6707 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0021	House, 6708 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0022	House, 6709 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0023	House, 6710 Jerome Street	Fairfax County	1959	Not Eligible
029-5932-0024	House, 6711 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0025	House, 6700 Ruskin Street	Fairfax County	1959	Not Eligible
029-5932-0026	House, 6702 Ruskin Street	Fairfax County	1959	Not Eligible
029-5932-0027	House, 6703 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0028	House, 6704 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0029	House, 6706 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0030	House, 6707 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0031	House, 6708 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0032	House, 6709 Ruskin Street	Fairfax County	1958	Not Eligible
029-5933	Industrial Building, R.E. Lee Electric Co., 8207 Backlick Road	Fairfax County	1960	Not Eligible
029-5934	House, 7113 Barry Road	Fairfax County	ca. 1950	Not Eligible
029-5935	House, 6496 Windham Avenue	Fairfax County	1953	Not Eligible
029-5936	House, 6497 Windham Avenue	Fairfax County	1953	Not Eligible
029-5937	House, 6500 Windham Avenue	Fairfax County	1962	Not Eligible
029-5938	House, 6505 Windham Avenue	Fairfax County	1952	Not Eligible
029-5939	House, 6512 Windham Avenue	Fairfax County	1953	Not Eligible
029-5940	House, 6516 Windham Avenue	Fairfax County	1955	Not Eligible
029-5941	House, 6524 Windham Avenue	Fairfax County	1959	Not Eligible

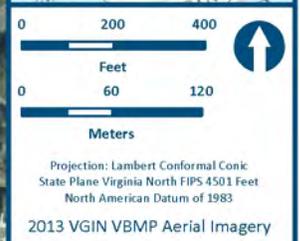
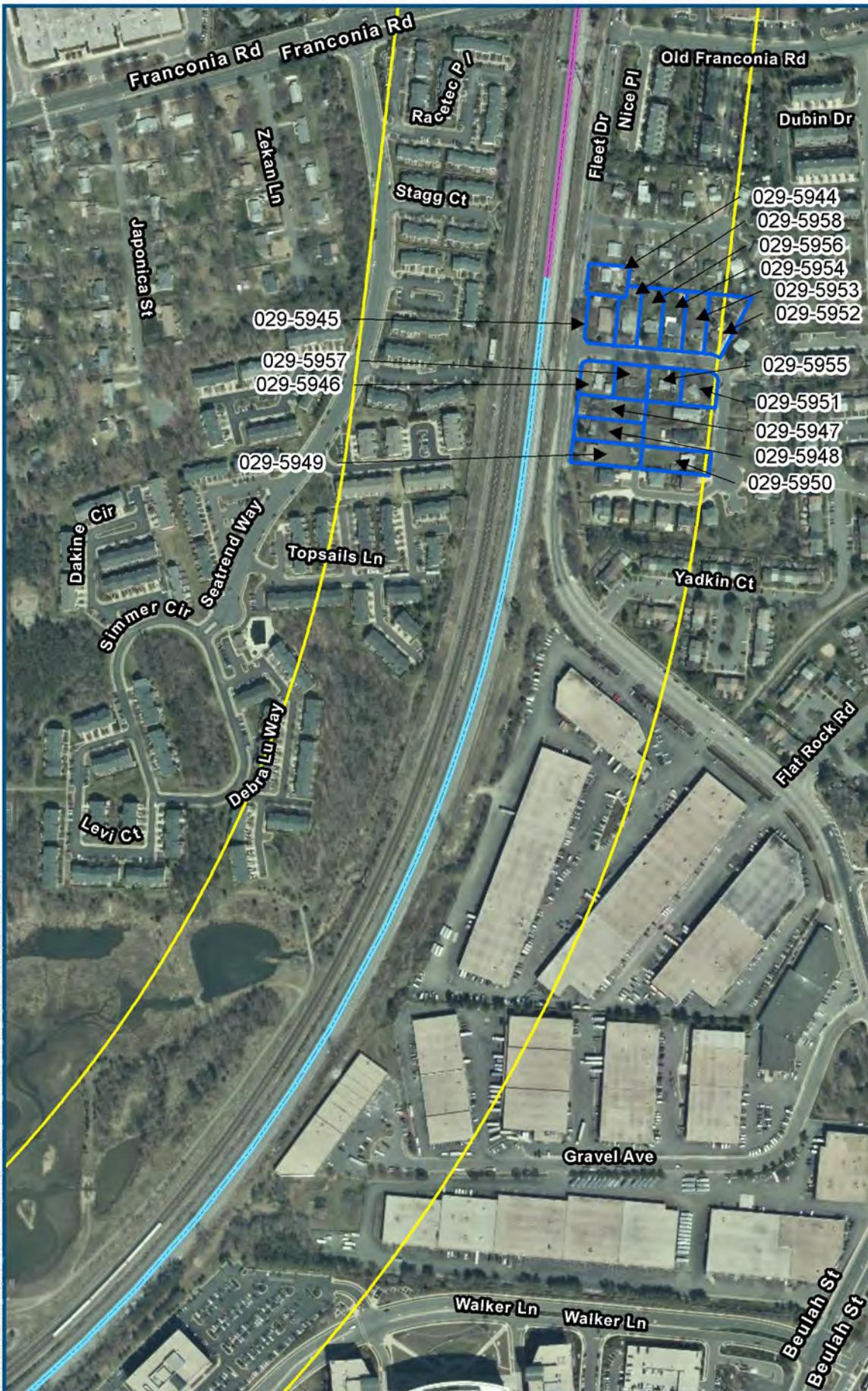
RESULTS

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

<b>DHR Number</b>	<b>Name</b>	<b>County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
029-5942	House, 6531 Windham Avenue	Fairfax County	1952	Not Eligible
029-5943	House, 6423 Melia Street	Fairfax County	1957	Not Eligible
029-5944	House, 6425 Fleet Drive	Fairfax County	1953	Not Eligible
029-5945	House, 6431 Fleet Drive	Fairfax County	1952	Not Eligible
029-5946	House, 6501 Fleet Drive	Fairfax County	1952	Not Eligible
029-5947	House, 6505 Fleet Drive	Fairfax County	1952	Not Eligible
029-5948	House, 6509 Fleet Drive	Fairfax County	1952	Not Eligible
029-5949	House, 6513 Fleet Drive	Fairfax County	1952	Not Eligible
029-5950	House, 6251 Wills Street	Fairfax County	1952	Not Eligible
029-5951	House, 6263 Wills Street	Fairfax County	1952	Not Eligible
029-5952	House, 6274 Wills Street	Fairfax County	1952	Not Eligible
029-5953	House, 6278 Wills Street	Fairfax County	1952	Not Eligible
029-5954	House, 6282 Wills Street	Fairfax County	1952	Not Eligible
029-5955	House, 6283 Wills Street	Fairfax County	1952	Not Eligible
029-5956	House, 6286 Wills Street	Fairfax County	1952	Not Eligible
029-5957	House, 6289 Wills Street	Fairfax County	1952	Not Eligible
029-5958	House, 6290 Wills Street	Fairfax County	1952	Not Eligible
029-5959	Quonset Hut, 7821-A Loisdale Drive	Fairfax County	1949	Not Eligible

Source: Dovetail, 2015.

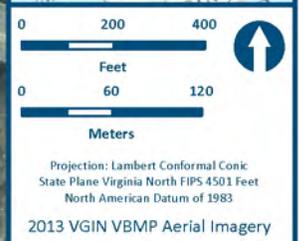




- Legend**
- Architectural APE
  - Architectural Resources**
  - Not Eligible
  - DC2RVA Project Segments**
  - 02 Alexandria to Franconia (AFFR)
  - 03 Franconia to Lorton (FRLO)

**Figure 5-5**  
Newly Recorded  
Resources

01/2016



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

**Figure 5-6  
Newly Recorded  
Resources**

01/2016

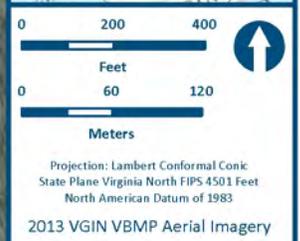
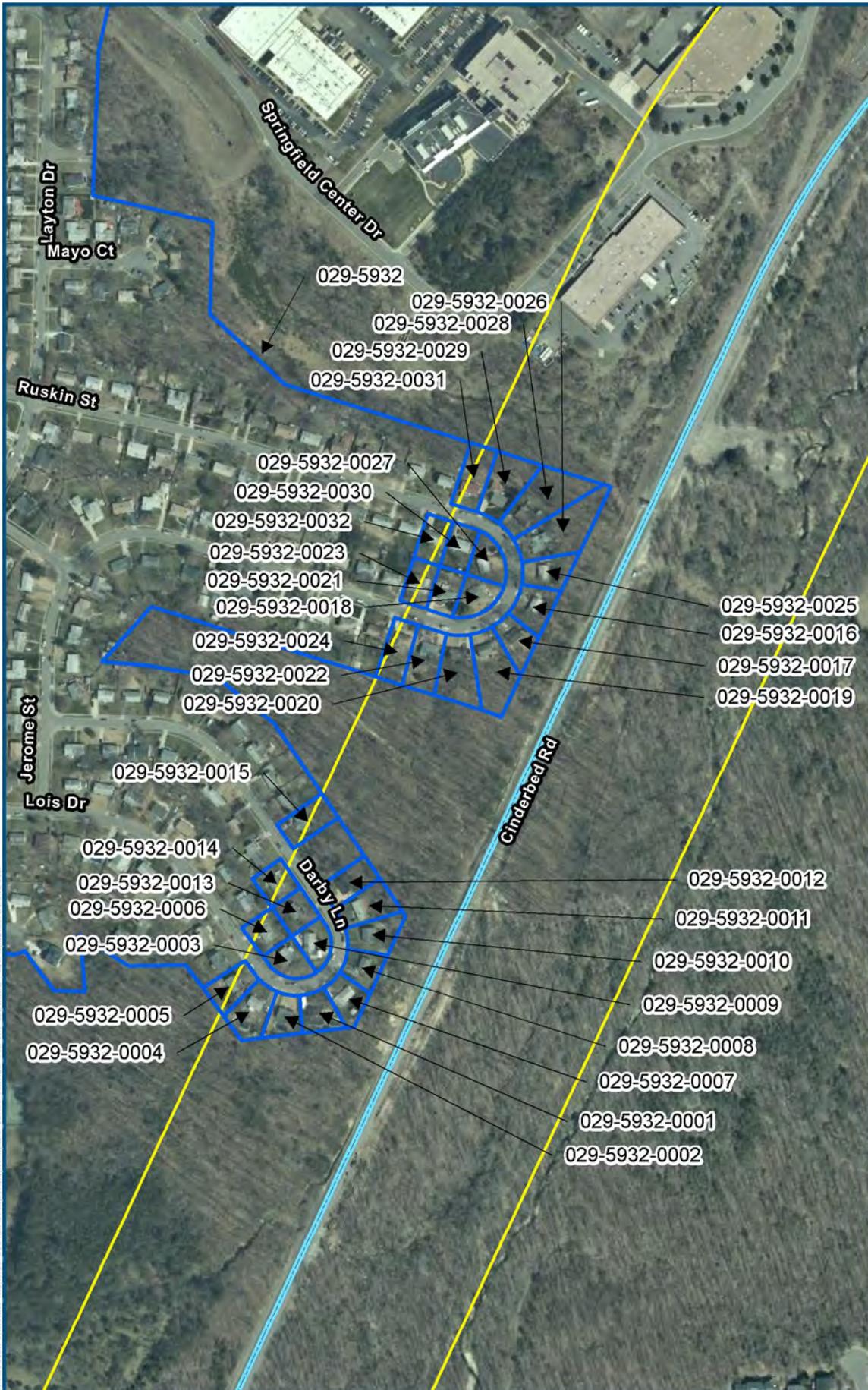
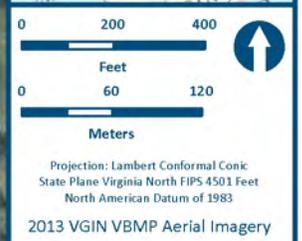
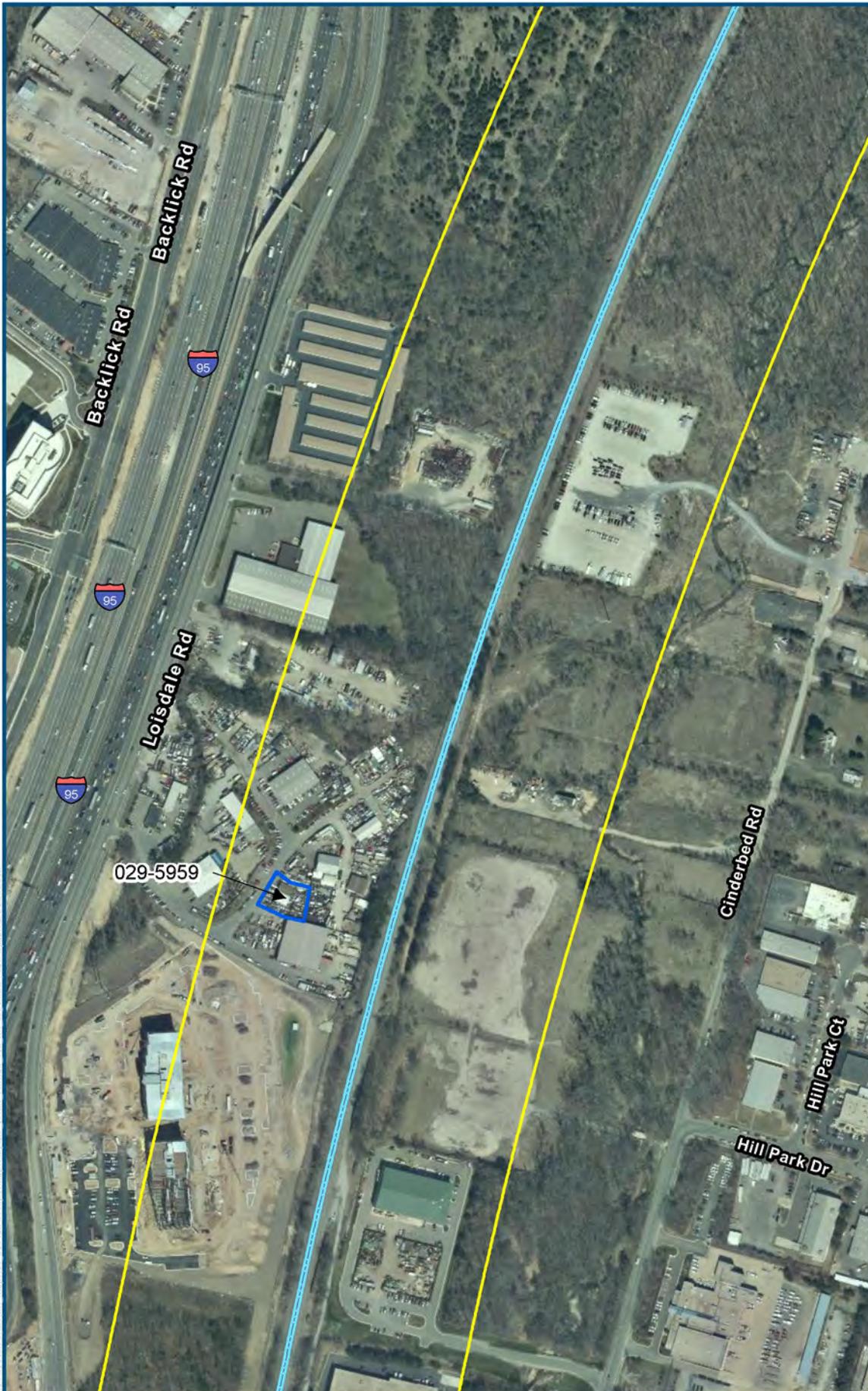


Figure 5-7  
Newly Recorded  
Resources

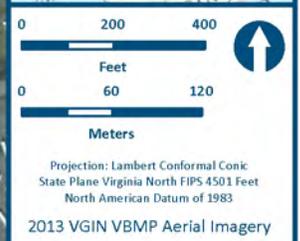
01/2016



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

**Figure 5-8**  
Newly Recorded  
Resources

01/2016



**Figure 5-9  
Newly Recorded  
Resources**

01/2016

# 6 SUMMARY AND RECOMMENDATIONS

The DC2RVA Project Team conducted a reconnaissance-level architectural survey of the FRLO 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 the 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 FRLO segment. None of these resources have any known association with a known historic trend or specific event or a notable person (Table 6-1). Furthermore, they have no outstanding architectural merit and are not known to be the work of a master. As such, it is recommended **that all 62 resources documented during the current survey are recommended not eligible for individual listing in the NRHP.**

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

DHR Number	Name	County	Date of Construction	DC2RVA Project Team Recommendation
029-0140	Newington Railroad Station	Fairfax County	1903	Not Eligible
029-5876	GSA Warehouse Property, Parr-Franconia Warehouse, Franconia-Springfield Parkway	Fairfax County	1953	Not Eligible
029-5932	Loisdale Estates Historic District	Fairfax County	Post-1952	Not Eligible
029-5932-0001	House, 6801 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0002	House, 6803 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0003	House, 6804 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0004	House, 6805 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0005	House, 6807 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0006	House, 6808 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0007	House, 6800 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0008	House, 6802 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0009	House, 6803 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0010	House, 6804 Darby lane	Fairfax County	1958	Not Eligible

SUMMARY AND RECOMMENDATIONS

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

<b>DHR Number</b>	<b>Name</b>	<b>County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
029-5932-0011	House, 6806 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0012	House, 6808 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0013	House, 6809 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0014	House, 6811 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0015	House, 6814 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0016	House, 6701 Jerome Street	Fairfax County	1959	Not Eligible
029-5932-0017	House, 6703 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0018	House, 6704 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0019	House, 6705 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0020	House, 6707 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0021	House, 6708 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0022	House, 6709 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0023	House, 6710 Jerome Street	Fairfax County	1959	Not Eligible
029-5932-0024	House, 6711 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0025	House, 6700 Ruskin Street	Fairfax County	1959	Not Eligible
029-5932-0026	House, 6702 Ruskin Street	Fairfax County	1959	Not Eligible
029-5932-0027	House, 6703 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0028	House, 6704 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0029	House, 6706 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0030	House, 6707 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0031	House, 6708 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0032	House, 6709 Ruskin Street	Fairfax County	1958	Not Eligible
029-5933	Industrial Building, R.E. Lee Electric Co., 8207 Backlick Road	Fairfax County	1960	Not Eligible
029-5934	House, 7113 Barry Road	Fairfax County	ca. 1950	Not Eligible
029-5935	House, 6496 Windham Avenue	Fairfax County	1953	Not Eligible
029-5936	House, 6497 Windham Avenue	Fairfax County	1953	Not Eligible
029-5937	House, 6500 Windham Avenue	Fairfax County	1962	Not Eligible
029-5938	House, 6505 Windham Avenue	Fairfax County	1952	Not Eligible
029-5939	House, 6512 Windham Avenue	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>County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
029-5940	House, 6516 Windham Avenue	Fairfax County	1955	Not Eligible
029-5941	House, 6524 Windham Avenue	Fairfax County	1959	Not Eligible
029-5942	House, 6531 Windham Avenue	Fairfax County	1952	Not Eligible
029-5943	House, 6423 Melia Street	Fairfax County	1957	Not Eligible
029-5944	House, 6425 Fleet Drive	Fairfax County	1953	Not Eligible
029-5945	House, 6431 Fleet Drive	Fairfax County	1952	Not Eligible
029-5946	House, 6501 Fleet Drive	Fairfax County	1952	Not Eligible
029-5947	House, 6505 Fleet Drive	Fairfax County	1952	Not Eligible
029-5948	House, 6509 Fleet Drive	Fairfax County	1952	Not Eligible
029-5949	House, 6513 Fleet Drive	Fairfax County	1952	Not Eligible
029-5950	House, 6251 Wills Street	Fairfax County	1952	Not Eligible
029-5951	House, 6263 Wills Street	Fairfax County	1952	Not Eligible
029-5952	House, 6274 Wills Street	Fairfax County	1952	Not Eligible
029-5953	House, 6278 Wills Street	Fairfax County	1952	Not Eligible
029-5954	House, 6282 Wills Street	Fairfax County	1952	Not Eligible
029-5955	House, 6283 Wills Street	Fairfax County	1952	Not Eligible
029-5956	House, 6286 Wills Street	Fairfax County	1952	Not Eligible
029-5957	House, 6289 Wills Street	Fairfax County	1952	Not Eligible
029-5958	House, 6290 Wills Street	Fairfax County	1952	Not Eligible
029-5959	Quonset Hut, 7821-A Loisdale Drive	Fairfax County	1949	Not Eligible

Source: Dovetail, 2015.

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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	Date of Construction	Evaluation Status	Date of Evaluation
029-0140	Newington Railroad Station	1903	Not Evaluated	
029-0145	Olivet Episcopal Church, 6236 Beulah Street	1898	Not Evaluated	
029-0350	Foster House, 6312 Beulah Street	ca. 1930	Not Evaluated	
029-0351	Levin Construction Corp., 6316 Beulah Street	ca. 1930	Not Evaluated	
029-0352	Levin Construction Corp., 6404 Beulah Street	ca. 1930	Not Evaluated	
029-0353	House, 6415 Beulah Street	ca. 1930	Not Evaluated	
029-0354	Wise House, 6441 Beulah Street	ca. 1935	Not Evaluated	
029-0355	L.A. Payne House, 6137 Beulah Street	ca. 1930	Not Evaluated	
029-0356	L.A. Payne House, 6509 Beulah Street	ca. 1930	Not Evaluated	
029-0357	Schurtz Farm, 6705 Beulah Street	ca. 1900	Not Evaluated	
029-0358	Mt. Calvary Community Center, Beulah Street	ca. 1930	Not Evaluated	
029-0360	Laurel Grove Baptist Church & Cemetery, 6834 Beulah Street	ca. 1930	Not Evaluated	
029-0361	Laurel Grove School, Bushrod House, 6840 Beulah Street	ca. 1886	Not Evaluated	
029-0362	Bliss House, 7208 Beulah Street	ca. 1930	Not Evaluated	
029-0363	Roop House, 7220 Beulah Street	ca. 1935	Not Evaluated	
029-0364	Arthur Nall House, 7304 Beulah Street	ca. 1900	Not Evaluated	
029-0371	Bridge #6012, Accotink Bridge, Route 611	ca. 1940	Not Eligible	9/3/1986
029-0947	DC Workhouse and Reformatory Historic District, Lorton Prison Historic District	ca. 1910	Listed	VLR 12/7/2005; NRHP 2/16/2006
029-0956	Bridge #6044	1935	Not Eligible	11/1/1995
029-5016	Pegelow House, 8258 Silverbrook Road	1939	Not Evaluated	
029-5017	Hall House, 8256 Silverbrook Road	1922	Not Evaluated	
029-5019	Bragg House, 8255 Silverbrook Road	ca. 1924	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>Date of Construction</b>	<b>Evaluation Status</b>	<b>Date of Evaluation</b>
029-5020	Wease House, 8252 Silverbrook Road	1940	Not Evaluated	
029-5169	House, 6421 Beulah Street	1949	Not Eligible	9/4/2001
029-5170	House, 6425 Beulah Street	1949	Not Eligible	9/4/2001
029-5171	House, 6512 Beulah Street	1943	Potentially Eligible	9/4/2001
029-5172	House, 6516 Beulah Street	1943	Not Eligible	9/4/2001
029-5173	Winkler House, 6524 Beulah Street	1943	Not Eligible	9/4/2001
029-5174	House, 6528 Beulah Street	1943	Not Eligible	9/4/2001
029-5175	House, 6905 Beulah Street	1941	Not Eligible	9/4/2001
029-5176	House, 6914 Beulah Street	1950	Not Eligible	9/4/2001
029-5177	House, 6922 Beulah Street	1950	Not Eligible	9/4/2001
029-5178	Watkins House, 6926 Beulah Street	1950	Not Eligible	9/4/2001
029-5431/ 029-5724- 0004	Railroad Bridge #2486, Cinder Bend Road, Fort Belvoir	1942	Eligible	7/25/2007
029-5549	Building 5035, Building 2035, Observatory Building	1959	Not Eligible	4/13/2007
029-5623	Davison Army Airfield Historic District	1948	Not Eligible	8/30/2012
029-5876	GSA Warehouse Property, Parr-Franconia Warehouse, Franconia-Springfield Parkway	1953	Not Evaluated	

Source: Dovetail, 2015.



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

June 7, 2016

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

RE: Resource Eligibility/ Segment 3 (Franconia to Lorton)  
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 3/ Franconia to Lorton (FRLO) of the larger Project initiative. Segment 3/FRLO includes the span between Franconia Road on the north and Lorton 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, Franconia to Lorton (FRLO) Segment, Fairfax County*. The report was authored by M. Chris Manning, Earl Proper, Adriana Lesiuk, and Heather Dollins Staton 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 two previously recorded resources and 60 newly recorded resources, for a total of 62 surveyed resources. (A table is attached showing the resource numbers, names and addresses of these resources.) Neither of the two previously recorded resources has been formally evaluated for the National Register of Historic Places (NRHP). One of the resources, the Newington Railroad Station (029-0140), was found to be no longer extant during the current survey. The second is the GSA Warehouse (029-5876) constructed in 1953. These two previously recorded resources are recommended not eligible for the NRHP under Criteria A–C.

The DC2RVA Project Team also documented 60 newly recorded resources. Almost all of the newly recorded resources (n=58, 97 percent) are domestic in nature and built in the 1950s and early 1960s. This includes 57 single-family dwellings and one historic district. Loisdale Estates Historic District (029-5932) is a post-World War II suburban, residential neighborhood in Springfield constructed between 1952 and 1960. All of the houses, and the general design of the historic district, represent architectural styles and planning practices that were common throughout the region during this era. It is recommended that all 58 of these resources including the historic district are not eligible for the NRHP under Criteria A–C. Because the district is recommended not eligible, the individual resources were not evaluated for their contribution to the surrounding district, per DHR guidelines. The remaining two newly recorded resources include a Quonset hut (029-5959) dating to 1949 and a circa-1960 industrial building (029-5399). These resources are recommended not eligible for the NRHP under Criteria A–C

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,



Kerri S. Barile, Ph.D.

President, Dovetail Cultural Resource Group

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

The Virginia SHPO concurs that the following resources are not individually eligible for the NRHP, as recorded during the DC2RVA/Segment 3 study (DHR #2014-0666):

- 029-0140 Newington Railroad Station
- 029-5876 GSA Warehouse Property, Parr-Franconia Warehouse, Franconia-Springfield Parkway
- 029-5932 Loisdale Estates Historic District
- 029-5932-0001 House, 6801 Lois Drive
- 029-5932-0002 House, 6803 Lois Drive
- 029-5932-0003 House, 6804 Lois Drive
- 029-5932-0004 House, 6805 Lois Drive
- 029-5932-0005 House, 6807 Lois Drive
- 029-5932-0006 House, 6808 Lois Drive
- 029-5932-0007 House, 6800 Darby Lane
- 029-5932-0008 House, 6802 Darby Lane
- 029-5932-0009 House, 6803 Darby Lane
- 029-5932-0010 House, 6804 Darby lane
- 029-5932-0011 House, 6806 Darby Lane
- 029-5932-0012 House, 6808 Darby Lane
- 029-5932-0013 House, 6809 Darby Lane
- 029-5932-0014 House, 6811 Darby Lane
- 029-5932-0015 House, 6814 Darby Lane
- 029-5932-0016 House, 6701 Jerome Street
- 029-5932-0017 House, 6703 Jerome Street
- 029-5932-0018 House, 6704 Jerome Street
- 029-5932-0019 House, 6705 Jerome Street
- 029-5932-0020 House, 6707 Jerome Street
- 029-5932-0021 House, 6708 Jerome Street
- 029-5932-0022 House, 6709 Jerome Street
- 029-5932-0023 House, 6710 Jerome Street
- 029-5932-0024 House, 6711 Jerome Street
- 029-5932-0025 House, 6700 Ruskin Street
- 029-5932-0026 House, 6702 Ruskin Street
- 029-5932-0027 House, 6703 Ruskin Street
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- 029-5932-0029 House, 6706 Ruskin Street
- 029-5932-0030 House, 6707 Ruskin Street

- 029-5932-0031 House, 6708 Ruskin Street
- 029-5932-0032 House, 6709 Ruskin Street
- 029-5933 Industrial Building, R.E. Lee Electric Co., 8207 Backlick Road
- 029-5934 House, 7113 Barry Road
- 029-5935 House, 6496 Windham Avenue
- 029-5936 House, 6497 Windham Avenue
- 029-5937 House, 6500 Windham Avenue
- 029-5938 House, 6505 Windham Avenue
- 029-5939 House, 6512 Windham Avenue
- 029-5940 House, 6516 Windham Avenue
- 029-5941 House, 6524 Windham Avenue
- 029-5942 House, 6531 Windham Avenue
- 029-5943 House, 6423 Melia Street
- 029-5944 House, 6425 Fleet Drive
- 029-5945 House, 6431 Fleet Drive
- 029-5946 House, 6501 Fleet Drive
- 029-5947 House, 6505 Fleet Drive
- 029-5948 House, 6509 Fleet Drive
- 029-5949 House, 6513 Fleet Drive
- 029-5950 House, 6251 Wills Street
- 029-5951 House, 6263 Wills Street
- 029-5952 House, 6274 Wills Street
- 029-5953 House, 6278 Wills Street
- 029-5954 House, 6282 Wills Street
- 029-5955 House, 6283 Wills Street
- 029-5956 House, 6286 Wills Street
- 029-5957 House, 6289 Wills Street
- 029-5958 House, 6290 Wills Street
- 029-5959 Quonset Hut, 7821-A Loisdale Drive

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Julie Langan, Director

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Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer

**SEGMENT 3 (FRLO) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

<b>DHR Number</b>	<b>Name</b>	<b>County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
029-0140	Newington Railroad Station	Fairfax County	1903	Not Eligible
029-5876	GSA Warehouse Property, Parr-Franconia Warehouse, Franconia-Springfield Parkway	Fairfax County	1953	Not Eligible
029-5932	Loisdale Estates Historic District	Fairfax County	Post-1952	Not Eligible
029-5932-0001	House, 6801 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0002	House, 6803 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0003	House, 6804 Lois Drive	Fairfax County	1958	Not Eligible
029-5932-0004	House, 6805 Lois Drive	Fairfax County	1958	Not Eligible
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029-5932-0011	House, 6806 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0012	House, 6808 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0013	House, 6809 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0014	House, 6811 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0015	House, 6814 Darby Lane	Fairfax County	1958	Not Eligible
029-5932-0016	House, 6701 Jerome Street	Fairfax County	1959	Not Eligible
029-5932-0017	House, 6703 Jerome Street	Fairfax County	1958	Not Eligible
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**SEGMENT 3 (FRLO) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

<b>DHR Number</b>	<b>Name</b>	<b>County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
029-5932-0020	House, 6707 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0021	House, 6708 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0022	House, 6709 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0023	House, 6710 Jerome Street	Fairfax County	1959	Not Eligible
029-5932-0024	House, 6711 Jerome Street	Fairfax County	1958	Not Eligible
029-5932-0025	House, 6700 Ruskin Street	Fairfax County	1959	Not Eligible
029-5932-0026	House, 6702 Ruskin Street	Fairfax County	1959	Not Eligible
029-5932-0027	House, 6703 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0028	House, 6704 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0029	House, 6706 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0030	House, 6707 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0031	House, 6708 Ruskin Street	Fairfax County	1958	Not Eligible
029-5932-0032	House, 6709 Ruskin Street	Fairfax County	1958	Not Eligible
029-5933	Industrial Building, R.E. Lee Electric Co., 8207 Backlick Road	Fairfax County	1960	Not Eligible
029-5934	House, 7113 Barry Road	Fairfax County	ca. 1950	Not Eligible
029-5935	House, 6496 Windham Avenue	Fairfax County	1953	Not Eligible
029-5936	House, 6497 Windham Avenue	Fairfax County	1953	Not Eligible
029-5937	House, 6500 Windham Avenue	Fairfax County	1962	Not Eligible
029-5938	House, 6505 Windham Avenue	Fairfax County	1952	Not Eligible
029-5939	House, 6512 Windham Avenue	Fairfax County	1953	Not Eligible
029-5940	House, 6516 Windham Avenue	Fairfax County	1955	Not Eligible
029-5941	House, 6524 Windham Avenue	Fairfax County	1959	Not Eligible
029-5942	House, 6531 Windham Avenue	Fairfax County	1952	Not Eligible

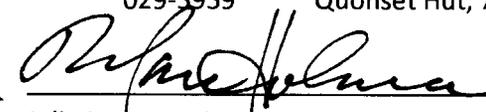
**SEGMENT 3 (FRLO) / SUMMARY OF IDENTIFIED RESOURCES AND RECOMMENDATIONS**

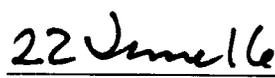
<b>DHR Number</b>	<b>Name</b>	<b>County</b>	<b>Date of Construction</b>	<b>DC2RVA Project Team Recommendation</b>
029-5943	House, 6423 Melia Street	Fairfax County	1957	Not Eligible
029-5944	House, 6425 Fleet Drive	Fairfax County	1953	Not Eligible
029-5945	House, 6431 Fleet Drive	Fairfax County	1952	Not Eligible
029-5946	House, 6501 Fleet Drive	Fairfax County	1952	Not Eligible
029-5947	House, 6505 Fleet Drive	Fairfax County	1952	Not Eligible
029-5948	House, 6509 Fleet Drive	Fairfax County	1952	Not Eligible
029-5949	House, 6513 Fleet Drive	Fairfax County	1952	Not Eligible
029-5950	House, 6251 Wills Street	Fairfax County	1952	Not Eligible
029-5951	House, 6263 Wills Street	Fairfax County	1952	Not Eligible
029-5952	House, 6274 Wills Street	Fairfax County	1952	Not Eligible
029-5953	House, 6278 Wills Street	Fairfax County	1952	Not Eligible
029-5954	House, 6282 Wills Street	Fairfax County	1952	Not Eligible
029-5955	House, 6283 Wills Street	Fairfax County	1952	Not Eligible
029-5956	House, 6286 Wills Street	Fairfax County	1952	Not Eligible
029-5957	House, 6289 Wills Street	Fairfax County	1952	Not Eligible
029-5958	House, 6290 Wills Street	Fairfax County	1952	Not Eligible
029-5959	Quonset Hut, 7821-A Loisdale Drive	Fairfax County	1949	Not Eligible

The Virginia SHPO concurs that the following resources are not individually eligible for the NRHP, as recorded during the DC2RVA/Segment 3 study (DHR #2014-0666):

- 029-0140 Newington Railroad Station
- 029-5876 GSA Warehouse Property, Parr-Franconia Warehouse, Franconia-Springfield Parkway
- 029-5932 Loisdale Estates Historic District
- 029-5932-0001 House, 6801 Lois Drive
- 029-5932-0002 House, 6803 Lois Drive
- 029-5932-0003 House, 6804 Lois Drive
- 029-5932-0004 House, 6805 Lois Drive
- 029-5932-0005 House, 6807 Lois Drive
- 029-5932-0006 House, 6808 Lois Drive
- 029-5932-0007 House, 6800 Darby Lane
- 029-5932-0008 House, 6802 Darby Lane
- 029-5932-0009 House, 6803 Darby Lane
- 029-5932-0010 House, 6804 Darby lane
- 029-5932-0011 House, 6806 Darby Lane
- 029-5932-0012 House, 6808 Darby Lane
- 029-5932-0013 House, 6809 Darby Lane
- 029-5932-0014 House, 6811 Darby Lane
- 029-5932-0015 House, 6814 Darby Lane
- 029-5932-0016 House, 6701 Jerome Street
- 029-5932-0017 House, 6703 Jerome Street
- 029-5932-0018 House, 6704 Jerome Street
- 029-5932-0019 House, 6705 Jerome Street
- 029-5932-0020 House, 6707 Jerome Street
- 029-5932-0021 House, 6708 Jerome Street
- 029-5932-0022 House, 6709 Jerome Street
- 029-5932-0023 House, 6710 Jerome Street
- 029-5932-0024 House, 6711 Jerome Street
- 029-5932-0025 House, 6700 Ruskin Street
- 029-5932-0026 House, 6702 Ruskin Street
- 029-5932-0027 House, 6703 Ruskin Street
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- 029-5932-0030 House, 6707 Ruskin Street

- 029-5932-0031 House, 6708 Ruskin Street
- 029-5932-0032 House, 6709 Ruskin Street
- 029-5933 Industrial Building, R.E. Lee Electric Co., 8207 Backlick Road
- 029-5934 House, 7113 Barry Road
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- 029-5953 House, 6278 Wills Street
- 029-5954 House, 6282 Wills Street
- 029-5955 House, 6283 Wills Street
- 029-5956 House, 6286 Wills Street
- 029-5957 House, 6289 Wills Street
- 029-5958 House, 6290 Wills Street
- 029-5959 Quonset Hut, 7821-A Loisdale Drive

  
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Julie Langan, Director

  
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Date

Virginia Department of Historic Resources/Virginia State Historic Preservation Officer

DHR# 2014-0666