

DRAFT REPORT

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**DOCUMENTARY STUDY OF THE
OAKVILLE TRIANGLE PROPERTY
ALEXANDRIA, VIRGINIA**

PREPARED FOR:

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**Documentary Study of the
Oakville Triangle Property
Alexandria, Virginia**

Draft Report

A handwritten signature in black ink, appearing to read "Kathleen Child", written over a horizontal line.

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ABSTRACT

This documentary study was undertaken on behalf of Stonebridge, in support of the permitting process for proposed redevelopment of the Oakville Industrial Park in Alexandria, Virginia (DSUP 2020-0020 and DSUP 2020-0003). The property lies within the Oakville Triangle Industrial Park, a 13.7-acre industrial/commercial area located north of Old Town Alexandria. The tract is located within Blocks 180, 651 (179), and 652 and currently contains six structures built from 1947 - 1989. It is situated within Archaeological Resource Area 3 (Del Ray/St. Elmo) and will be subject to compliance with the City of Alexandria's Archaeological Ordinance No. 3413 (1989), the City's Archaeological Protection Code (Section 11-411, adopted June 24, 1992) and the City's Zoning Code (Section 2-151).

The Oakville Triangle tract originally was part of the 6,000-acre Howson patent, conveyed by Robert Howson to John Alexander in 1669. Alexander's land holdings were subdivided over time and passed to his descendants who established family farms throughout the Jefferson District of Alexandria County, an area lying north of the town of Alexandria. The section of the Alexander property containing the Project Area was developed between 1810 and 1817 on the newly laid out Washington & Alexandria Turnpike. By the 1820s this tract became known as Oakville Farm. William and Frances Swann were likely the first occupants of the property. Their son, Thomas William Swann, and his wife, Helen Mary Swann resided at Oakville from the 1850s until the early 1870s. Historic accounts indicate that the 16-acre farm had a large, two-story, frame dwelling with a basement that was surrounded by numerous outbuildings and oak trees.

The residence at Oakville Farm was occupied for less than a century, likely due to its location within the transportation corridor that rapidly developed around it. Thomas Swann devised the property to his daughter, Susan Calvert in his 1895 will. The residence fell into disrepair and

was burned down during Calvert's ownership. Calvert subdivided Oakville and built several houses within the tract during the early twentieth century. The Oakville Industrial Corporation further developed the tract in 1946 and the tract was rezoned as industrial. Since 1946, a variety of manufacturing, processing, and commercial businesses have occupied the Oakville Tract. While extensive modifications were made to the tract over time, some of the early industrial buildings are still in use.

Two potential areas of archaeological research interest are present within the Oakville Triangle Project Area: Swann Farm (ca. 1817-1873); and in Block 652 (1916-1960s). Swann Farm historically was located in the western central portion of the Project Area, near the intersection of Oakville Street and Swann Avenue, and is located within Oakville Triangle Blocks A and B. Antonio Pennazoli, an Italian immigrant, purchased two lots in Block 652 in 1916 and built a frame duplex and later a second, smaller dwelling of brick. These lots are located along the western edge of the Project Area, within Oakville Triangle Block D. A review of available historic documents and data on current conditions, however, indicates the Project Area has suffered significant subsurface disturbance from historic development activities. Geotechnical soil borings revealed a truncated landscape composed of natural alluvial substrata overlain by modern surface layers. Deep pockets of fill material and VOC-impacted soils were identified in the map-projected location of the Swann Farm dwelling and outbuildings. Building 6 overlies the projected location of the Swann Farm dwelling, and Building 652 overlies Pennazoli's dwelling.

Since the depth of historic construction activity is unknown, and it is possible that deep shaft features like historic privies or wells may remain intact, limited archaeological test trenching prior to subsurface excavation is warranted to verify the extent of disturbances. Test trenching is not recommended in areas containing VOC-impact-

ed soil, past or current UST's, or in areas where underground utilities are present. Archaeological monitoring during VOC mitigation is recommended for this area. If archaeological monitor-

ing is not possible due to potential hazards, then standard protocols pertaining to the discovery of archaeological resources during construction in the City of Alexandria should be followed.

TABLE OF CONTENTS

Abstract.....	ii
List of Figures.....	vi
List of Tables.....	x
I. Introduction	1
Introduction.....	1
Project Description	1
Project Personnel	6
Organization of the Report	6
II. Research Objectives and Methods.....	7
Research Methods.....	7
Archival Research Methods.....	7
Archaeological Survey Methods	8
III. Natural Setting and Historic Context	9
Natural Setting	9
Watershed.....	10
Previous Cultural Resources Investigations	10
Cultural Resources Surveys.....	10
Architectural Resources.....	11
Archaeological Resources	12
General Historical Context	13
General Prehistory	13
Early Settlement (1669 – 1808).....	13
Transportation Improvements (1808 - 1860).....	14
Civil War (1861 – 1865)	16
Early Suburban Development and Potomac Yard (1865 – 1906)	17
Twentieth Century to Present	17
Site-Specific Historic Context	17
Alexander Family Ownership and Tenure (1669-1677)	18
William and Frances Swann Ownership (1850 – 1895)	22
Thomas and Helen Swann Ownership (1850 – 1895).....	24
Susan and George Calvert Ownership (1895 - 1919)	33
Helen Calvert Ownership (1919 -1944)	39
Oakville Industrial Park (1947-1960)	44
Summary of Building Tenure in 1959	48
Swan Restaurant (demolished)	48
Building 2	48
Building 3	48

Building 4	54
Buildings 5 and 6.....	54
Oakville Industrial Park (1960-1988)	61
Building 652	61
Additional Improvements.....	61
Oakville Industrial Park (1988-present)	63
IV. Archaeological Assessment and Recommendations	66
Project Summary.....	66
Archaeological Assessment	66
Archaeological Resource Areas	70
Oakville Farm (ca. 1817-1873)	70
Block 652 (ca. 1916-1960s).....	73
Recommendations.....	73
References.....	75
Acknowledgements	84
Scope of Work	Appendix I
Resumes of Key Project Personnel.....	Appendix II

LIST OF FIGURES

Figure 1.1	Map of Virginia, showing the location of the Project Area	2
Figure 1.2	Detail from the Alexandria, Virginia, USGS 7.5' Quadrangle (1983 photorevised), showing the approximate location of the Project Area.	3
Figure 1.3	Aerial photograph showing the location of the Project Area.	4
Figure 1.4	Photograph showing Oakville sign located at the intersection of Fannon Street and Jefferson Davis Highway, view north (RCG&A, 12/16/2020).	5
Figure 3.1	Daniel Jennings (1746) survey of the Howson Patent showing Great Hunting Creek and the partition of land between the Alexander heirs.	15
Figure 3.2	Joseph Berry (1741) Plat of the Howson Patent showing John Alexander's tract, Alexander's quarters on Four Mile Run, and Pearson's Island.	20
Figure 3.3	Announcement for death of William T. Swann (Genius of Liberty Newspaper, October 24, 1820).	23
Figure 3.4	Chart of the Head of Navigation of the Potomac River (1838) showing the Swann residence on the Washington Alexandria Turnpike, Preston Farm on Four Mile Run, the Alexandria Canal, and proposed railroad routes.	25
Figure 3.5	Advertisement for sale of Frances Swann's real estate, including Oakville (Virginia Gazette, December 17, 1849).	26
Figure 3.6	Advertisement by Thomas Swann offering servants for hire (Virginia Gazette, October 29, 1851).	27
Figure 3.7	Advertisement for the sale of Oakville at Public Auction (Virginia Gazette, December 10, 1853).	27
Figure 3.8	Detail from Topographical Map of the District of Columbia (Boschke 1861), depicting three structures within the Oakville Farm Tract.	29
Figure 3.9	Detail from V.P. Corbett's (1861) Sketch of the Seat War in Northern Virginia and Fairfax Cos. depicting the Massachusetts 5th Regiment across the Washington & Alexandria Turnpike from Oakville.	30
Figure 3.10	Detail from Civil War-era topographic map (1862) showing the connection between the Alexandria & Fredericksburg Railroad and the Washington & Orange Railroad through the Oakville Farm Tract (Provided by Alexandria Archaeology).	31

Figure 3.11	Detail from the 1872 Plan of Proposed Connection between the Alexandria and Fredericksburg Railroad and the Washington and Orange Railroad through the land of Mr. Swann (Alexandria County Land Records, Liber A4:581). 32
Figure 3.12	Detail from the G.M. Hopkins (1879) Atlas of Fifteen miles Around Washington depicting the location of the Swann residences at Oakville and Mount Auburn34
Figure 3.13	Detail from Gedney & Roberts and Gorman (1890) Perspective View of Northwest Alexandria, showing the location with reference to the cities of Washington and Alexandria showing Oakville Farm.....35
Figure 3.14	Detail from G.M. Hopkins (1894) The Vicinity of Washington, D.C. depicting the location of Oakville Farm. Note the addition of the St. Elmo residential development north of Oakville and two new structures in the western section of the tract near the railroad tracks.36
Figure 3.15	Death announcements for Thomas W. Swann and Helen M. Swann (Virginia Gazette, July 1, 1895, November 7, 1895).37
Figure 3.16	Detail from Howell & Taylor et al. (1900) Map of Alexandria County, Virginia for the Virginia Title Co. showing the Oakville Project Area and the one-acre parcel held by James Patterson adjoining the racetrack property.38
Figure 3.17	Detail from the Sanborn Fire Insurance Map (1921) showing Blocks 179 and 180 in the Oakville Tract (EDR, Certification #CB-469C-A087).41
Figure 3.18	Detail from the 1926 U.S. Geological Survey Map of Washington and Vicinity, Maryland, District of Columbia, Virginia showing the Oakville Tract.42
Figure 3.19	Detail from the Sanborn Fire Insurance Map (1941) showing dwellings within the Oakville Tract (EDR, Certification #CB-469C-A087).43
Figure 3.20	Edward Holland (1947) Plat Showing the Subdivision of Parcel 600 of the Oakville Tract.46
Figure 3.21	Edward Holland (1947) Plat of the Building Location Survey of Parcels 602, 603, 604, Oakville Tract.47
Figure 3.22	Edward Holland (1947) Plat Showing Easement for Railroad Spurs, Concrete Driveway, Concrete Apron, and Oil Storage Tanks, Parcel 600, Oakville Tract. . .47
Figure 3.23	Edward Holland (1947) Plat Showing Easement for Railroad Spurs, Parcel A, Oakville Tract.49
Figure 3.24	Edward Holland (1951) Plat of Subdivision Block 1, Parcel A of the Oakville Tract. . .49

Figure 3.25	Detail from the Sanborn Fire Insurance Map (1959) showing industrial and commercial development in the Oakville Tract. Note the addition of Montrose Road, Oakville Street, Jefferson Davis Highway, and a railroad track extension between the buildings on Swann Avenue (EDR, Certification #CB-469C-A087).....	50
Figure 3.26.	Postcard showing Swan Restaurant (Source: Boston Public Library)	51
Figure 3.27	Postcard showing Tino's Pizza, Italian American Restaurant (Source: Boston Public Library)	51
Figure 3.28	Photograph showing modern storage building and parking lot in the location of the former restaurant, view south toward Fannon Street (RCG&A, December 16, 2020).	52
Figure 3.29	Photograph showing the eastern elevation of Building 2, view south along Oakville Street (RCG&A, December 16, 2020)	52
Figure 3.30	Photograph showing the southeastern elevation of Building 2, at the intersection of Fannon Street (left) and Oakville Street (right), view northwest (RCG&A, December 16, 2020).	53
Figure 3.31	Photograph showing the former location of a railroad spur between Building 2 (left) and Building 3 (right), view south from Swann Avenue toward Fannon Street (RCG&A, December 16, 2020)	53
Figure 3.32	Detail from the Sanborn Fire Insurance Map (1989) showing the northern section of the Oakville Tract. Note the addition of Murray's Avenue, a new building within Block 652, and a parking lot between Oakville Avenue and Jefferson Davis Highway (EDR, Certification #CB-469C-A087).	55
Figure 3.33	Photograph showing northwest corner of Building 3, view east along Swann Avenue (left) (RCG&A, December 16, 2020)	56
Figure 3.34	Photograph showing Murrays Avenue separating Building 3 (left) and Building 4 (right), view south (RCG&A, December 16, 2020)	56
Figure 3.35	Photograph showing parking area at southern end of Building 3 (right), view northwest (RCG&A, December 16, 2020); Note Building 4 in the background . . .	57
Figure 3.36	Photograph showing Building 4, view southeast; Swann Avenue to left (RCG&A, December 16, 2020).....	57
Figure 3.37	Photograph showing location of former railroad spur along western side of Building 4 (left), view south (RCG&A, December 16, 2020)	58

Figure 3.38	Photograph showing the western elevation of Buildings 5 (right) and Building 6 (left), view northeast across Montrose Avenue (RCG&A, December 16, 2020)	58
Figure 3.39	Photograph along Swann Avenue showing Building 5 (center), view northeast; Building 3 (white building) visible on right side of Swann Avenue (RCG&A, December 16, 2020)	59
Figure 3.40	Photograph along Calvert Street showing Building 6 (right), view east (RCG&A, December 16, 2020)	60
Figure 3.41	Photograph along Jefferson Davis Highway showing east elevation of Buildings 5 and 6, view south (RCG&A, December 16, 2020)	60
Figure 3.42	Photograph showing combination of concrete brick and brick-faced concrete on Building 652, view east along Calvert Avenue (RCG&A, December 16, 2020)	62
Figure 3.43	Photograph showing vehicle entrance on Building 652, view south from Calvert Avenue (RCG&A, December 16, 2020)	62
Figure 3.44	Photograph showing western elevation of Building 652, view south from Calvert Avenue (RCG&A, December 16, 2020)	63
Figure 3.45	Photograph showing office trailer and parking lot in southern portion of Oakville Triangle Block A Project Area, view north toward Swann Avenue (RCG&A, December 16, 2020)	64
Figure 3.46	Detail from 1995 aerial photograph of the Oakville Industrial Park showing the locations of new storage facilities at 435 Swann Avenue and 2514 Jefferson Davis Highway.	65
Figure 4.1	Cut and Fill Analysis showing historic-modern period elevation change in the Oakville Triangle Project Area	68
Figure 4.2	Map Overlay Showing Archaeological Resource Areas (Blue). Oakville Farm (ca. 1810-1873) on right; Pennazoli House Lot (ca. 1916-1960) on left	69
Figure 4.3	Aerial map showing the projected location of Oakville Farm buildings (blue) and areas of known VOC and Lead-impacted soils and Underground Storage Tanks (USTs)	72

LIST OF TABLES

Table 1.1.	Summary of Proposed Development in Oakville Triangle Project Area	5
Table 3.1.	Oakville Industrial Park, Building 2: Summary of Occupants (Hill's Directory 1959) .	.55
Table 3.2.	Oakville Industrial Park, Building 3: Summary of Occupants (Hill's Directory 1959) .	.55
Table 3.3.	Oakville Industrial Park, Building 4: Summary of Occupants (Hill's Directory 1959) .	.55
Table 3.4.	Oakville Industrial Park, Buildings 5 and 6: Summary of Occupants (Hill's Directory 1959)61
Table 3.5.	Summary of Parcels in the Oakville Triangle Project Area64

CHAPTER I

INTRODUCTION

Intr oduction

This report provides the results of the documentary study conducted for the Oakville Triangle property, located near Potomac Yard in the City of Alexandria, Virginia (Figures 1.1 and 1.2). The report has been completed on behalf of Stonebridge, in support of the permitting process for proposed redevelopment of the Oakville Industrial Park. The work was conducted following Staff Recommendations to DSUP 2020-0020 and DSUP 2020-0003 and the Scope of Work for the project prepared by Alexandria Archaeology, dated October 13, 2020. A preliminary review of the project conducted by Alexandria Archaeology determined the property may contain archaeological resources related to the early-mid nineteenth century ownership of the property by the Swann family.

The documentary study and archaeological assessment was designed to assist Stonebridge to comply with the City of Alexandria's Archaeological Ordinance No. 3413 (1989), Section 11-411 of the City's Zoning Ordinance (1992), and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (USDI NPS 1983). All work was conducted in accordance with standards established in the Secretary of Interior's *Standards and Guidelines for Archeology and Historic Preservation; Guidelines for Conducting Historic Resources Survey in Virginia* (Virginia Department of Historic Resources [VDHR] 2011); and City of Alexandria's Archaeological Standards (1996).

The documentary study provides a review of cultural resources surveys conducted in the vicinity of the Project Area, a review of known archaeological sites and built resources; and an inspection of other archival data held by Alexandria Archaeology in their files. The study also provides an assessment of the archaeological potential of the property that identifies areas of high archaeo-

logical potential and includes specific recommendations for evaluating their significance. As part of the study, preliminary consultation about the potential direction of archaeological investigations was conducted with Dr. Garrett Fesler, staff archaeologist with the City of Alexandria.

Project Description

The Oakville Triangle property encompasses 13.7-ac of developed urban land in the northern portion of the City of Alexandria (Figure 1.3). The triangular-shaped property is bound by Jefferson Davis Highway, Calvert Street, Fannon Street, and Mt. Jefferson Park. Oakville Street, Swann Avenue and Murrays Avenue are connecting streets that currently terminate within the Project Area. The Oakville Triangle property is fully developed as an industrial park and includes a combination of brick, concrete block, and metal structures used as office, commercial, and warehouse space. An office trailer located in the southeastern corner of the Project Area, near the intersection of Fannon Street and Jefferson Davis Highway, is the only impermanent structure. A marker bearing the name "Oakville" also stands in the southeastern corner of the Project Area (Figure 1.4).

The redevelopment project will be phased as four separate blocks (A-D), with initial redevelopment occurring in Blocks A1 and B (Table 1.1). It is anticipated that utility relocation and building demolition, as well as the relocation of Oakville Street, will occur for all project blocks under the first phase of redevelopment. Proposed redevelopment of the property will include removal of the existing structures in Blocks A, B and D and the relocation of associated infrastructure. New construction will include mixed-use residential and commercial buildings with associated infrastructure improvements. Oakville Street will be relocated to the western central portion of

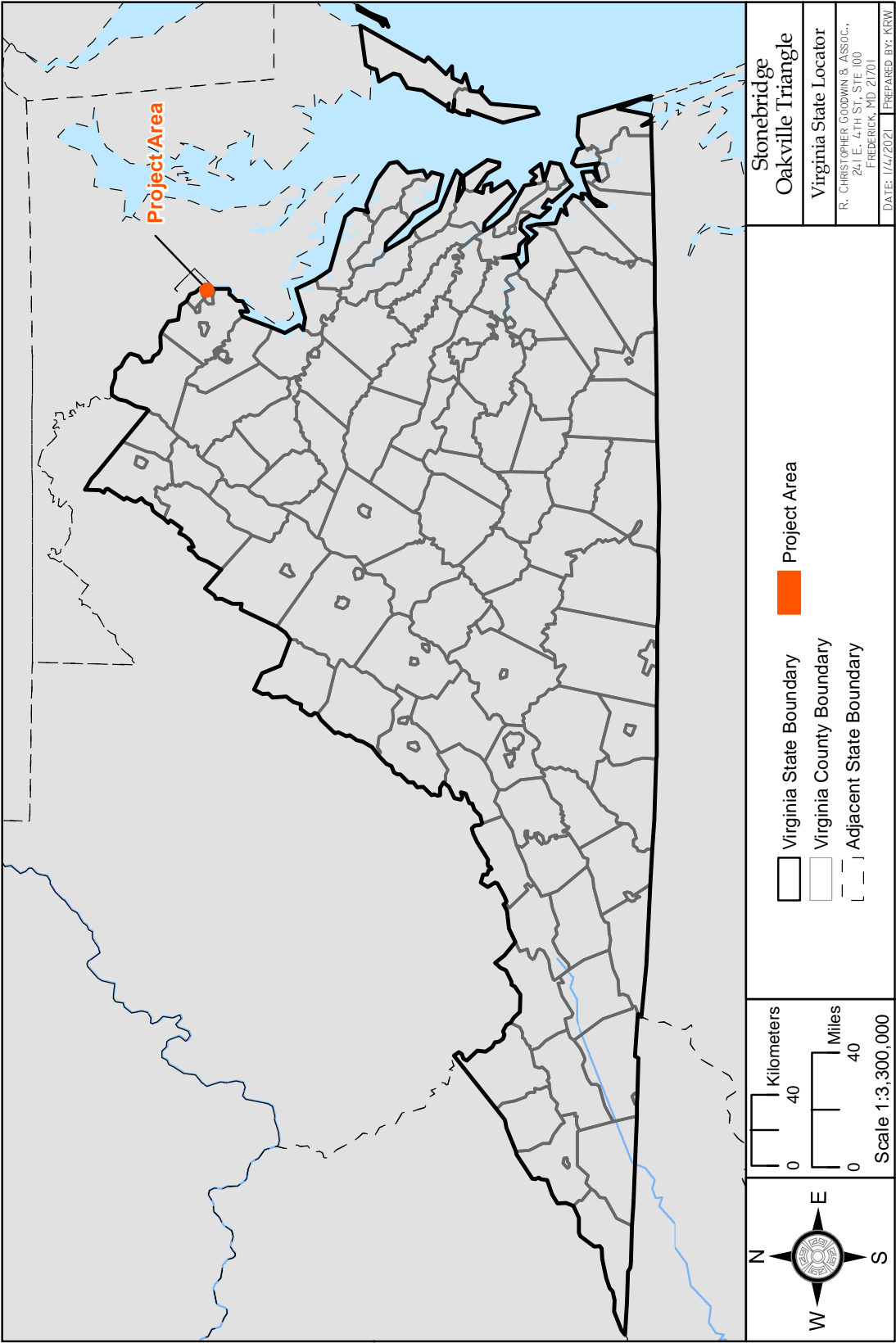


Figure 1.1 Map of Virginia, showing the location of the Project Area

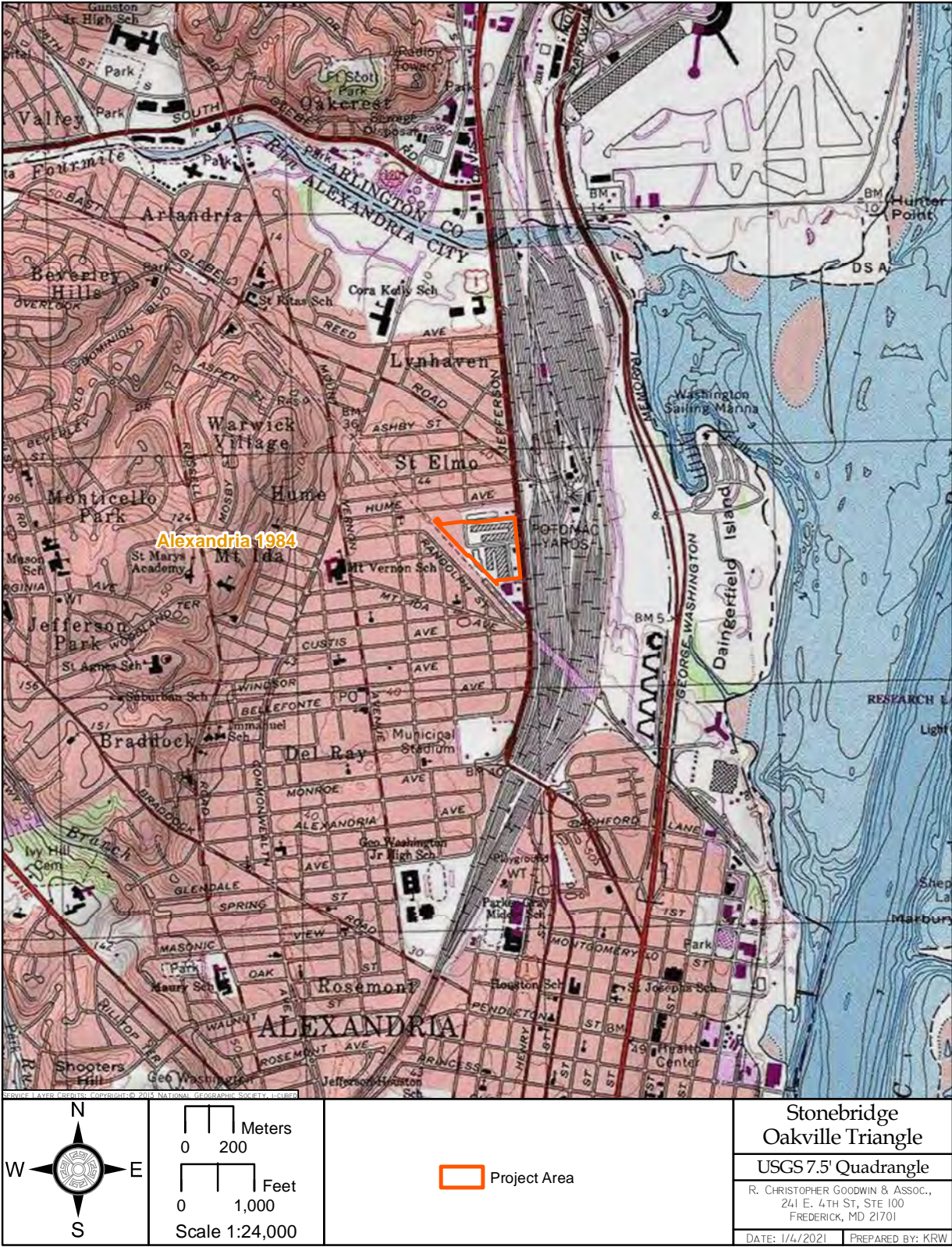


Figure 1.2 Detail from the Alexandria, Virginia, USGS 7.5' Quadrange (1983 photorevised), showing the approximate location of the Project Area.



Figure 1.3 Aerial photograph showing the location of the Project Area



Figure 1.4 Photograph showing Oakville sign located at the intersection of Fannon Street and Jefferson Davis Highway, view north (RCG&A, 12/16/2020)

Table 1.1. Summary of Proposed Development in Oakville Triangle Project Area

Development Area	Size	Location	Existing Structures
Block A	2.88 ac	Southeast corner of Project Area. Bound by Swann Avenue, Jefferson Davis Highway (Rt. 1), Fannon Street, west side of Building 2	Building 2
Block B	1.44 ac	Northeast corner of Project Area. Bound Calvert Street, Jefferson Davis Highway (Rt. 1), Swann Avenue, proposed extension of Oakville Street parallel to west side of Building 2	Buildings 5 and 6 (eastern portion)
Block C	2.69 ac	Southwest corner of Project Area. Bound by Swann Avenue, the west side of Building 2, and Mt. Jefferson Park	Buildings 3 & 4
Block D	3.26 ac	Northwest corner of Project Area. Bound by Calvert Street, proposed extension of Oakville Street parallel to west side of Building 2, and Mt. Jefferson Park	Buildings 5 and 6 (western portion); Building (no number)

the Project Area and extended to the north to connect to Calvert Street. Underground and above ground utilities currently located within Oakville Street will be relocated.

The redeveloped property is proposed to include a health complex for emergency and outpatient services, flexible retail space, and residential townhouse and multifamily buildings. An open space park is planned adjacent to the existing Mt. Jefferson Park and will occupy part of Block D. Subsurface excavation will be required in portions of Blocks A and B, where underground parking facilities are planned. Additional excavation, as required to mitigate VOC-impacted soil will occur in Blocks B and D, where an estimated combined total of 8,500 cubic yards of soil will be removed prior to construction. Minimal subsurface impacts are planned in the remainder of the Project Area.

Project Personnel

Kathleen Child, M.A., served as Principal Investigator. Archival research was conducted by Cynthia Pfanstiehl, M.A. The report was written by Ms. Child and Ms. Pfanstiehl. Kristopher R. West, M.A., prepared the graphics and Ms. Sharon Little produced the report.

Organization of the Report

This report is divided into five chapters. Chapter I briefly describes the project and its location. Chapter II presents the project objectives and research methods. Chapter III reviews the natural and cultural setting focusing on the historic development of the property. Chapter IV reviews the findings of the documentary study and provides an assessment of its archaeological potential. Management recommendations also are provided in Chapter IV. Appendix I contains the Scope of Work prepared by Alexandria Archaeology (dated October 13, 2020); and, Appendix II contains the resumes of key project personnel.

RESEARCH OBJECTIVES AND METHODS

This Documentary Study was undertaken in fulfillment of the Scope of Work put forth for the Oakville Triangle redevelopment project by Alexandria Archaeology (dated October 13, 2020). It follows Staff Comments to the Development Special Use Permit, which specified the archaeological requirements for the project.

The Documentary Study provides an overview of the historical development of the property, as well as reviews the property's current conditions and any factors that may have affected the historic landscape, such as past development activity. This information was used to determine the potential for archaeological resources to be present within the property and to make recommendations concerning the need for archaeological investigation, if warranted. A site visit to assess current conditions within the Project Area was conducted as part of the documentary study. A GIS-based landscape change model developed using available cartographic data is included as part of the study and was used to highlight significant changes in topography, as documented by historical maps produced over the last two centuries.

All work was conducted in accordance with standards established in the Secretary of Interior's *Standards and Guidelines for Archeology and Historic Preservation; Guidelines for Conducting Historic Resources Survey in Virginia* (Virginia Department of Historic Resources [VDHR] 2011); City of Alexandria's *Archeological Standards* (1996); and under the terms of the archaeological permits issued by Alexandria Archaeology and the City of Alexandria, Virginia, as applicable. No archaeological excavation was undertaken as part of this study.

Research Methods

Archival and archaeological research conducted for the documentary study focused on reviewing the historic development of the Project Area from the prehistoric period through the modern period, and on examining the Project Area's current condition. The study included a review of modern and historic maps showing the general developmental sequence for the area and an assessment of the cultural resources potential of the Project Area. In addition to the background research, a pedestrian reconnaissance of the Project Area was completed in December 2020 to identify any factors that could have an influence on cultural resources potential. General factors include:

- The natural setting of the Project Area and its influence on later development;
- The potential for prehistoric activity within the Project Area;
- The sequence of historic land tenure and development; and,
- Disturbances or land use practices that could adversely affect cultural resources.

These factors each contribute to the overall archaeological potential of the Project Area. Properties have a high, moderate, or low archaeological potential based the types of resources that may be present and the ability of those resources to address specific research questions within the broader context of local or regional history.

Archival Research Methods

Archival research in support of this project was undertaken at repositories in the City of Alexandria and by accessing online sources to pro-

vide primary and secondary documents to support the historic contexts presented in this report. The extensive files, map collections, and digital resources available at Alexandria Archaeology provided historic tax assessors' valuations, and nineteenth and twentieth century historic maps. An additional map and photographic files, and specialized topical vertical files related to aspects of the property's history and development were provided digitally upon request from the Kate Waller Barrett Branch of the Alexandria Public Library. The land records archived at the City of Alexandria Clerk of Court's office and Arlington County Courthouse, Fairfax County Historic Records Center facilitated reconstruction of a chain of title for the property. The Office of Historic Alexandria Archives & Records Center provided additional data on structures currently standing within the Project Area.

Online sources consulted for the project included the digital map collections from the Library of Congress; nineteenth and twentieth century census returns and city directories available at Ancestry.com; the City of Alexandria Real Estate Tax Assessment; and Alexandria Archaeology's digital archive of archaeological reports

related to projects in other areas of the city. Data collected by V-CRIS was used to identify cultural resources and surveys conducted within a 0.5-mi (0.8-km) radius of the Project Area; this radius was used to provide a broad view of prehistoric and historic land use patterns in the area in order to assist in assessing archaeological potential.

Archaeological Survey Methods

Current conditions within the Project Area were assessed during a site visit conducted on December 16, 2020. The site visit included a visual review of each of the proposed development blocks within the overall Project Area property to record the current conditions, existing built resources, and to document any areas of obvious surface or subsurface disturbance. These included marked locations of utilities, evidence of below-grade building construction and other factors that could have an influence on resource potential. Digital photographs illustrative of existing conditions were taken using a Nikon D3300 HD SLR camera. Weather conditions at the time of the survey progressed from freezing rain to rain with a consistent cover of low clouds.

NATURAL SETTING AND HISTORIC CONTEXT

Oakville Triangle is located in the northern portion of the City of Alexandria, west of the neighborhood of Potomac Yard. The Project Area is included within the Potomac West Small Area Plan district (City of Alexandria 2003, amended 9/14/2019) and lies within the City of Alexandria's Archaeological Resource Unit 3, Del Ray/St. Elmo, which extends along the northwestern side of Route 1, northwest of Old Town Alexandria. This resource unit includes rural land owned and developed by John Alexander, who purchased a 6,000-ac tract bordering the Potomac River in 1699, as well as the location of St. Asaph Race Track, established in 1888. The area also was known for its planned residential subdivisions of St. Elmo and Del Ray, which later became known as the town of Potomac. The resource unit is significant for its high number of nineteenth century structures that relate directly to the growth of Alexandria's suburbs.

Natural Setting

The Project Area lies within the Western Shore physiographic section of the Atlantic Coastal Plain province. This province extends westward from the Piedmont province to the Atlantic Ocean and is characterized by gently rolling topography crossed by steep-sided stream valleys. Geologically, the Project Area lies on the dividing line between the Rock Creek Shear Zone and Chopawamsic Formation (Fleming 2015). The former rock unit dates is composed of early Ordovician through Cenozoic era rock that includes a combination of rock types derived from adjacent deposits along the Rock Creek Fault line, which follows the base of the Mt. Ida escarpment. The presence of the latter formation is theorized based on evidence from deep well deposits, which suggest early Ordovician age metamorphosed and volcanic rock and sediments lie east of the Rock Creek Shear Zone.

Surface deposits belong to the Old Town Terrace, a broad area composed of well-developed gravel, silt, and clay underlies the Project Area. Geologically, this formation dates from the Sangamon era and, in its upper extent, is composed primarily of silt and clay overlying "muddy sand" (Fleming 2008). NRCS soils mapped for the Project Area are classified as Urban Land (Soil Survey Staff 2018). This soil type denotes areas where the original soils have been disturbed by excavation, grading, or filling (Harper 2007:84-85). These soils are common in developed, urban areas where past construction has altered the landscape.

Archaeological investigations at Potomac Yard revealed deep deposits of landfill material; including areas of incinerator waste (fly-ash) overlying thick deposits of river-borne silts and sands (Israel 1981; Albright et al. 2013).

The deep fill deposits encountered in Potomac Yard did not appear to extend beneath the George Washington Memorial Parkway, which was constructed on a shallow bed of fill material overlying natural soil sequences (Albright et al. 2013). This topographic break remains evident as elevations drop steeply from 28 ft (8.5 m) amsl along Carpenter Road in the newly redeveloped Potomac Yard neighborhood to 4 ft (1.2 m) amsl along the George Washington Memorial Parkway. Elevations in the Project Area average 46 ft (14.02 m) amsl. This elevation is consistent with the surrounding landscape, which generally ranges from 40-47 ft (12.2-14.3 m) amsl, with areas of lower elevation occurring southeast of the Project Area in the southern end of the former Potomac Yard property.

Geotechnical soil borings conducted as part of the Phase I Environmental Site Assessment (ESA) indicated the area was underlain by Quaternary Age River Terrace deposits that rested on Cretaceous Age Potomac Group deposits (ECS

2020). These soils generally consist of inter-bedded layers of sand, silt, clay and gravel. As part of the study, ECS (2020) performed 38 soil borings in accessible parts of the Project Area. Surface layers consisted of “up to 12 inches of asphalt, up to 7 inches of aggregate base stone, up to 10 inches of concrete, and up to 8 inches of topsoil” (ECS 2020:5). Beneath these surface layers, 17 soil borings encountered fill material ranging from 1.5-11.5 ft in depth. The deepest deposits occurred along existing roadways, in particular Swann Avenue, Oakville Street and Fannon Street, or near the location of known Underground Storage Tanks (UST). In all other soil borings, the surface layers rested directly on sub-surface alluvial soils composed of sand, silt, or clay.

Watershed

The Project Area is included within the Potomac-Shenandoah watershed (Virginia DCR 2017). This expansive drainage area covers the northern portion of Virginia and includes the Potomac, South Fork of the Shenandoah, and North Fork of the Shenandoah Rivers. It is part of the larger Potomac River watershed, which includes parts of four states and the District of Columbia. In the City of Alexandria, the Potomac-Shenandoah watershed is divided into eight local sub-watersheds, with the Project Area lying within the Four Mile Run (East) watershed (City of Alexandria 2019).

The nearest water source to the Project Area is the Potomac River, which is located about 0.5 mi (80.5 km) east of the Project Area. Historically, the Project Area was situated on level uplands bordering a high bluff overlooking the Potomac River. Tidal marshes historically encroached along edges of the bluffs. Geoarchaeological surveys conducted for Potomac Yard revealed evidence of deeply buried marsh sediments capped by a combination of cultural and natural infilling processes (Israel 1981). The most significant episodes of infilling were judged to have occurred during the nineteenth and early twentieth centuries and to have occurred in association with the development of the area as a primary transportation corridor between Washington, D.C and Richmond, Virginia. It is during this period that much

of the land between the historic bluff edge and the marshes along Daingerfield Island appears to have been filled.

Previous Cultural Resources Investigations

The Virginia Cultural Resource Information System (V-CRIS) indicates no archaeological sites have been recorded within the Project Area, nor have any archaeological investigations been conducted within the Project Area.

Cultural Resources Surveys

Six cultural resources surveys have been conducted within 0.5 mi (0.32 km) of the Project Area. All of the studies have been conducted east of Route 1 and have included either geoarchaeological testing or subsurface archaeological testing.

In 1981, the United States Army Corps of Engineers (USACE), Baltimore District conducted a cultural resources survey on a 35-ac tract located southeast of Oakville Triangle, between Potomac Yard and the George Washington Parkway (Israel 1981). Eleven geotechnical soil borings were excavated within the area, which was proposed for the deposit of dredge spoil. The borings showed the natural ground surface was buried under up to 17 ft (5.2 m) of mixed fill material, with the lowest strata being possible alluvial or colluvial sediment. No archaeological sites were identified within the survey area and no further work was recommended. The Alexandria Canal prism, which lay outside of the Project Area, would not be impacted by planned construction.

In 1995 and 1996, International Archaeological Consultants conducted an investigation in Potomac Yard at the former location of Preston Plantation and the Alexandria Canal (Adams 1996). The study included backhoe trenching in the location of the cemetery, which was relocated in 1922 to Pohick Church, and an assessment of the potential for archaeological features related to Preston Plantation, which stood nearby. No evidence of the cemetery was found. Preparation of the area for construction of Potomac Yard was found to have included the removal of at least 13-ft of surface soil to level the naturally sloping topography. This activity was judged to have removed all evidence of past historic use and no

further archaeological investigation was recommended.

A staged archaeological investigation of portions of Potomac Yard was conducted between 2007-2009 (Mullen and Barse 2012). The initial study included soil borings in the proposed location of Potomac Avenue followed by Phase I archaeological survey of a 500-ft (152.4-m) section of the proposed roadbed. These studies found isolated buried, intact surface deposits in two locations: one within Swann Avenue; and one along Potomac Avenue. The location along Potomac Avenue yielded Woodland-period prehistoric ceramic and lithic artifacts, as well as nineteenth century historic artifacts and was designated site 44AX0204. A subsequent archaeological study in 2009 that included mechanical trenching to expose the buried surface revealed the site had been plowed. Removal of the plowzone during trenching failed to reveal any archaeological features and no further work was recommended for site 44AX0204 within the study area.

In 2011, a geoarchaeological investigation conducted on part of Potomac Yard showed much of the area had been significantly altered by construction and later dismantling of the railroad facility (Rose 2011). Located northeast of the intersection of Calvert Avenue and Jefferson Davis Highway, the 2.3-ac area contained 4 ft (1.2 m) of fill material overlying truncated natural soils. No archaeological sites were identified and no additional archaeological work was recommended.

A Phase I archaeological survey conducted for the Potomac Yard Metrorail Station in 2013 examined 45.1-ac of land along the western side of the George Washington Parkway (Albright et al. 2013). A total of 36 shovel tests and a 0.6 x 0.6 ft (2 x 2-m) test unit were excavated within the three portions (TA-A, TA-B, and TA-C) of the study area. The study identified three archaeological sites (44AX0220, 44AX0221 and 44AX0222). Sites 44AX220 and 44AX221 are multi-component sites with undated prehistoric lithic scatters and seventeenth to nineteenth century historic artifact scatters that each are potentially associated with Preston Plantation. A possible cobblestone surface identified at site 44AX222 may be a pre-1957 pathway or gutter along the Mount Vernon Memorial Highway. All

three sites yielded artifacts from intact subsurface deposits and were recommended for avoidance or Phase II evaluation.

AECOM reviewed the effect of the new Preferred Alternative route for the Potomac Yard Metrorail Station in 2013, as an addendum to their previous Phase I study (Albright et al. 2013; Lawrence 2016). VDHR, in its review of the new route, determined 44AX0222 would be an affected resource. AECOM concluded the mitigation measures proposed for the project would be sufficient to protect the site and that no additional archaeological investigation would be necessary for areas outside of the original APE due to their location within areas previously demonstrated to contain deep deposits of fly-ash.

A survey conducted in 2016 by the project team for the Washington, D.C. to Richmond (DC2RVA) segment of the Southeast High Speed Rail project was the most recent cultural resource survey undertaken near the Project Area (McCloskey et al. 2016). This study examined 20 main line segments along the existing CSX rail right-of-way. The project APE extended 50-ft (15.2-m) to either side of the rail centerline. Archaeological testing followed a predictive model developed for the project and included a combination of pedestrian and subsurface testing, as well as metal detecting. A total of 21 archaeological sites and two isolated finds were identified. Four sites were recommended as eligible or potentially eligible for listing on the National Register; the remaining sites were not evaluated. None of sites were located in close proximity to the Oakville Triangle Project Area.

Architectural Resources

There are four historic districts and two historic properties located within 0.5 mi (0.32 km) of the Project Area. The Town of Potomac Historic District and the Lynhaven Historic District each include a large number of individually-listed properties that contribute to those overall districts. The remaining resources are individual properties that were listed as singular resources.

The Project Area borders the Town of Potomac Historic District (VDHR 100-0136), a National Register-eligible historic district significant for its late nineteenth and early twentieth

century architecture and urban planning, as well as an example of suburban development during a period of civic reform. This district encompasses approximately 178.2 ac in the former town of Potomac, which includes the modern neighborhoods of Del Ray II, St. Elmo, Abingdon, Hume and part of Mt. Vernon. A majority of the buildings within this district were built between 1890 and 1941 and are considered contributing resources to the district.

The Washington and Virginia Railway Company corridor (VDHR 029-5470) is located west of the Town of Potomac Historic District. Built in 1904, this electric railway line was an extension of the Washington and Falls Church Electric Railway line. It extended from Washington, D.C. to the City of Fairfax and provided passenger trolley service until 1939. The resource has been recommended not eligible for listing on the National Register due to removal of nearly all of the defining elements of the railway, such as the rails, rail bed, bridges and culverts.

The Lynhaven Historic District (VDHR 100-5021) is a locally-significant historic district located 0.2 mi (0.32 km) north of the Project Area. Also eligible for listing on the National Register of Historic Places, this district is significant as an example of ca. 1941-1943 urban development and planning. The Lynhaven Historic District encompasses approximately 23-ac and includes the neighborhood of Lynhaven. Most of the buildings within the district are listed as contributing resources to the district.

The Richmond, Fredericksburg and Potomac (RF&P) Railroad Historic District is located 0.2 mi (0.32 km) east of the Project Area, along the existing CSX right-of-way. The district extends from Richmond to the Washington, D.C. and follows the historic route of the RF&P Railroad, chartered in 1834. This National Register-eligible resource is significant for its role in expanding transportation networks during the mid-nineteenth and twentieth centuries. The line between Fredericksburg and Washington, D.C. was completed in 1872 by the Alexandria and Fredericksburg Railroad Company, which merged with the RF&P Railroad in 1901. Potomac Yard, located east of the Project Area, opened in 1906 and was

the primary switching yard for the northern section of the line.

The George Washington Memorial Highway (VLR 029-0218) lies 0.4 mi (0.6 km) east of the Project Area. This 38.3 mi (61.6 km) long National Register-listed resource was constructed between 1930 and 1966 and extends along the Potomac River between Mt. Vernon, Virginia and Washington, D.C. Significant for its commemoration of George Washington and Clara Barton, the highway also is important for its planning and design, which incorporates views of Washington, D.C. and the Potomac River landscape. Its placement along the Potomac River also has served to limit development along the river and has helped to preserve natural and cultural resources within the highway corridor.

The Colonial Revival Apartment Complexes of Alexandria (VDHR 100-5266) is a garden-style apartment complex situated between the GW Memorial Highway and the RF&P Railroad. The complex has been recommended eligible for the National Register as an example of mid-twentieth century apartment complex design that incorporates elements of the then popular Colonial Revival-style while meeting the demand for better quality housing.

Archaeological Resources

A review of site files maintained online by V-CRIS indicates two archaeological sites have been recorded within a 0.5 mi (0.32 km) radius of the Project Area. The sites were identified during cultural resources surveys conducted for planned improvements in along the DC2RVA corridor (Site 44AX0028 [Alexandria Canal]) and along the George Washington Memorial Highway (Site 44AX0204).

Site 44AX0028 extends along the former location of the Alexandria Canal prism. The Alexandria Canal Company received a charter to construct a canal connecting the Chesapeake & Ohio Canal to Alexandria's wharfs along the Potomac River in 1830. The seven-mile long canal was completed in 1843 and operated almost continuously until 1886, when the canal aqueduct crossing the Potomac River breached and the decision was made not to repair the damage. Lock No. 1,

which allowed barges to enter the Potomac River from the canal, and a portion of the adjacent tidal pool have been replicated in Tide Lock Park, in Alexandria. Although small portions of the canal structure remain intact, the majority of the canal has been destroyed including the portion of the canal located adjacent to Potomac Yard.

Site 44AX0204 is a nineteenth century historic artifact scatter that includes a Woodland period prehistoric artifact scatter. The site was identified during a Phase I archaeological survey conducted in 2007 and re-identified during archaeological monitoring conducted in 2009 (Mullen and Barse 2012). The site was buried beneath 4-12 ft of post-1930 fill material and consisted of a scatter of prehistoric and historic artifacts recovered from a plowzone context. The prehistoric component yielded Woodland-period lithic and ceramic artifacts and the historic component yielded domestic and architectural artifacts. Within the tested portions of the Project Area, the site was judged to have been significantly impacted by recent construction. Additional archaeological investigation was recommended for portions of the site extending beneath the existing Avis facility, or outside of the project boundaries (Mullen and Barse 2012:107).

General Historical Context

A detailed overview of the prehistoric and historic context for Potomac Yard and the immediate vicinity was presented by Mullen and Barse (2012) in their revised report on the combined archaeological investigations for Potomac Avenue, East/West Roads and site 44AX0204. The report builds on information compiled during a preparation of an Archaeological Resource Management Plan for the Potomac Yard Property (Mullen and Breckenridge 2007).

General Prehistory

Regional archaeological studies generally have suggested that sustained and intensive occupation of the Northern Virginia area probably began during the Late Archaic period, although scattered small campsites dating from earlier eras have been identified throughout the region. The relatively level floodplain expanses along major waterways like the Potomac and estuaries such

as Hunting Creek would have attracted at least seasonal prehistoric interest, due to the presence of aquatic resources and seasonally available migratory waterfowl. The large encampment found at the juncture of Hunting Creek and the Potomac River yielded diagnostic materials that evidenced occupation from the Late Archaic through the Late Woodland periods (Morin and Harbison 2005). Archaeological investigation conducted for Potomac Yard also yielded evidence of Woodland-period occupation along the Potomac River (Mullen and Barse 2012).

The elevated topography of the Project Area itself, coupled with its proximity to a reliable source of fresh water, would have made it a desirable location during prehistoric times, most probably from the Late Archaic through the Woodland periods. Sites located in this type of setting typically were small, short term encampments that often were related to tool manufacture or resource procurement and processing. They were located “on gentle upper slopes and on terraces and benches adjacent to small streams, where lithic and food resources most likely would have been readily available” (Williams et al. 2001:7). Similar ephemeral short-term sites have been identified elsewhere in Alexandria, including the scatter of quartz and quartzite lithic material recovered at Mount Ida (44AX68)(Koski-Karell 1993:41-42) or the short-term Early Woodland encampment discovered along Eisenhower Avenue at Sites 44AX127/128 (Parson and Christopher 2004).

Early Settlement (1669 – 1808)

European settlement in Virginia began in the seventeenth century. The 1606 charter of the Virginia Company of London set in motion expeditions to North America with the intent to set up plantations, establish colonies and expand trade (Kingsbury 1906). John Smith was one of three captains who were part of the early expeditions to Virginia (Babour 1986). As he explored the estuaries of the Chesapeake Bay, Captain Smith mapped the locations of Native American villages and kept a detailed journal describing the culture and lifeways of the groups he encountered. New settlers to Virginia quickly established fur trading with these groups. Deadly conflicts arose, such

as the 1622 Powhatan uprising in Jamestown, resulting in the massacre of English settlers. Anglo-Indian hostilities escalated into territorial warfare 1675 to 1677, after which the Native American population declined in Virginia (Reinhart and Pogue 1993).

Scottish merchants from Glasgow had established a foothold in Virginia by 1707. Agents solicited and managed exports as the demand for tobacco overseas grew (Rubin 1984:39; Price 1954). The Virginia General Assembly passed the Tobacco Inspection Act in 1730 to ensure that there would be standardized tobacco inspections at centralized warehouses throughout the colony (Herndon 2008). A tobacco warehouse soon opened on the south bank of Hunting Creek to serve farmers who were cultivating tobacco along the banks of the Potomac River and surrounding areas. The Hunting Creek location proved not to be optimal for shipping, so the warehouse was moved to Oronoco Bay, on property owned by Simon Pearson. Hugh West purchased the property from Pearson and the new location became known as West's Point, also known as the site of an ordinary and ferry landing (Powell 2000:25).

Establishing a town around the warehouse required the formation of a municipal government. This effort was organized in 1749, providing the government "jurisdiction over 66 half-acre lots (two laid out for the market) nine streets and two public landings" (City Council of Alexandria, 1887:7). A 60-acre parcel was designated for the town, comprised of lands owned by John Alexander, Philip Alexander, and Hugh West. The town was named Alexandria after John Alexander (Powell 1928:31) and was laid out by Fairfax County surveyor John West, Jr. When town trustees met in July 1749, they selected a town clerk (City Council of Alexandria 1887:7). The town lots were sold at public auction with sale proceeds, minus the surveyor's fees, going to Hugh West and the Alexanders.

John and Philip Alexander owned most of the land encompassed by the newly laid out town lots. The land was part of the 6,000-acre Howson patent that John had purchased in 1669 from Robert Howson. The patent, which appeared as "Howsing" in some land records, overlapped

with an earlier grant of 700 acres made to Margaret Brent in 1654 (Mitchell 1977:26). The patent stated that King Charles II issued the land grant to Robert Howson because he carried 120 new settlers from England to the Virginia Colony. Sir William Berkeley conveyed the grant to Robert Howson on October 21, 1669 (Virginia Land Office Patents, Book 6, 1666-1697:262). The patent extended from Great Hunting Creek northward along the "freshes of the Potomac River", encompassing most of what is now the City of Alexandria. When John Alexander received the property from Howson, he paid "6,000 pounds of Tobacco" and casks, in addition to the cost of having the patent resurveyed (Mitchell 1977:60). The patent was resurveyed at least two additional times during the eighteenth century to resolve legal disputes regarding the placement of the back line. Daniel Jennings' 1746 survey depicts Great Hunting Creek, a small settlement along the Potomac shoreline, and the division of land between Alexander family heirs (Figure 3.1) (Jennings 1746:11).

Alexandria developed into a major seaport by the late eighteenth century and was incorporated as a town in 1779 (Netherton et al. 1992). Large, sturdy, wharves were constructed along the waterfront to accommodate seagoing vessels (Sharrer 1977). Trade expanded beyond Europe to include the Caribbean. As Virginia farmers found that growing tobacco was not sustainable due to soil depletion, the trend moved toward the cultivation of wheat, wheat products, and other crops, such as hemp. Overall, products being imported and exported diversified. During this period of economic growth new local industries and businesses were established, attracting residents to the town. Alexandria saw a rapid population increase from 1790 to 1800 (Pulliam 2011:25).

Transportation Improvements (1808 - 1860)

The land lying north and west of the town was carved out of Fairfax County in 1789 and designated Alexandria County. The county became part of the District of Columbia on February 27, 1801 (Pulliam 2011:27). It was part of the land in Virginia, including the town of Alexandria that was ceded to the federal government. Markets expanded during the first half of the nineteenth

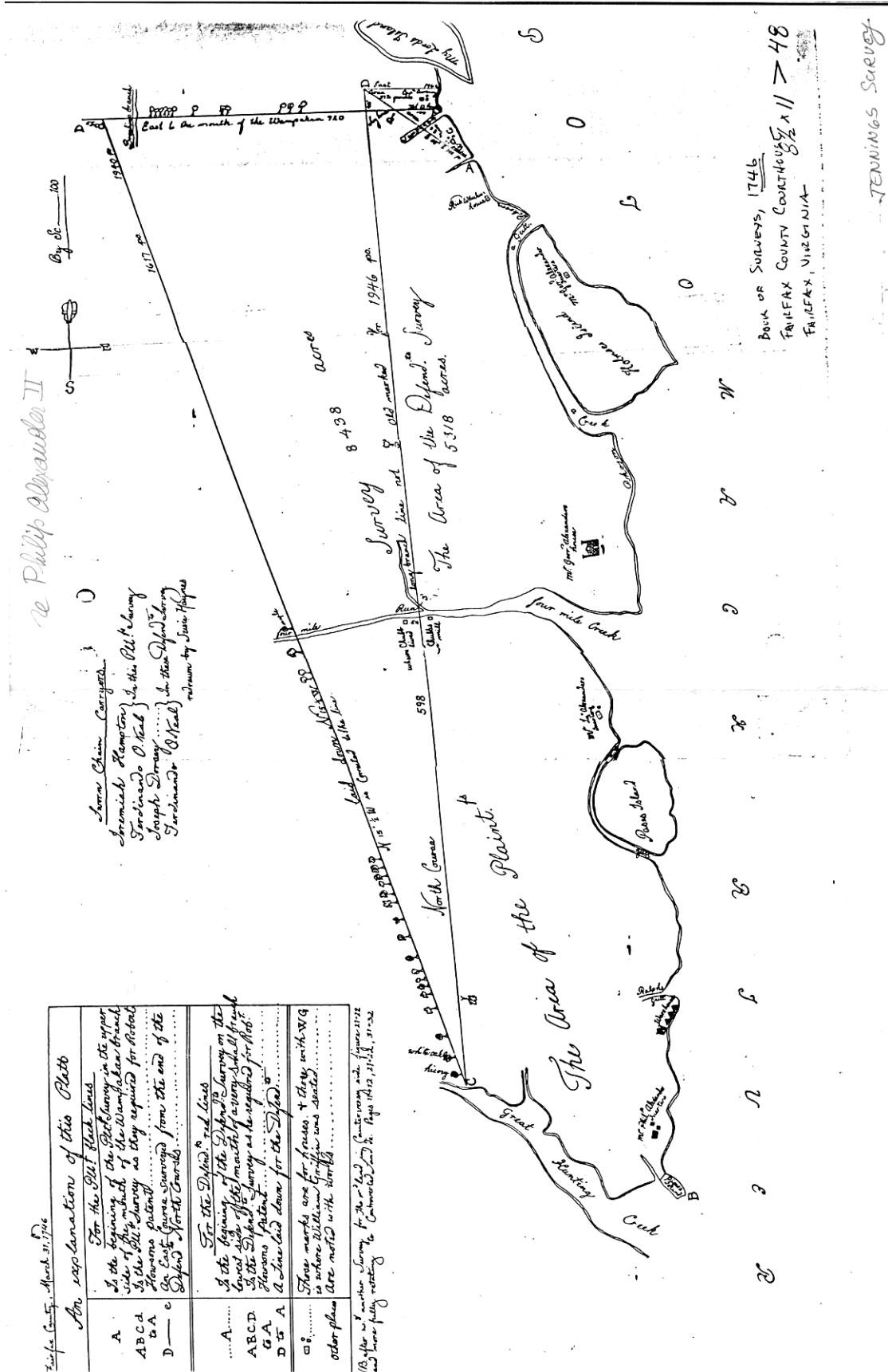


Figure 3.1 Daniel Jennings (1746) survey of the Howson Patent showing Great Hunting Creek and the partition of land between the Alexander heirs.

century and so did the need for reliably maintained roadways. Construction of the Little River Turnpike began in 1802 (Harrison 1987:569-572). It extended from Alexandria about 34 miles to Little River, nearly to Middleburg, Virginia. The project was supported by stock subscriptions purchased by companies and individuals. A similar model was used to fund the Washington and Alexandria Turnpike Company, which was established in 1809. This turnpike extended northward from Alexandria towards Washington D.C, creating a north-south transportation corridor from the town of Alexandria through Alexandria County. The early turnpike roads had strict maintenance and measurement specifications and required gravel covering.

Alexandria entrepreneurs eagerly supported the idea of railroad transportation during the 1840s, anticipating that railroads would provide the most expedient method of transporting the raw materials needed for industry from outlying rural areas to Alexandria (Sharrer 1977). On November 16, 1849, the Common Council of Alexandria enacted that the Orange & Alexandria Railroad was authorized to lay down a track in Alexandria (City Council of Alexandria, 1874:46). The council granted right-of-way to the Alexandria, Loudoun & Hampshire Company on January 6, 1856 (City Council of Alexandria 1874:48). They also authorized the Alexandria & Washington Railroad to "lay a single rack within the limits of the Corporation" on January 8, 1856 (City Council of Alexandria 1874:49). In less than 50 years, Alexandria had been transformed. Well-designed turnpikes and railroads bolstered local industries and solidly cemented Alexandria within the established eastern U.S. transportation corridor (Sharrer 1977).

Civil War (1861 – 1865)

Alexandria was well-positioned as the site to station troops for the defense of Washington D.C. Alexandria also had the capacity as a seaport and newly constructed railroads. On May 24, 1861, Federal troops moved into Alexandria and occupied the city. The local Virginia militia left, moving to various confederate outposts rather than defend the city. This began a long period of military occupation (Barber 1977). General George

McClellan, commander of the Army of the Potomac, set up headquarters at the Episcopal Theological Seminary (Hurd 1987). The United States Military Railroad seized and then expanded and merged the existing four railroads. They extended the Baltimore & Ohio track over Long Bridge into Washington D.C. and constructed a roundhouse at Duke Street. The city became a hub for supplies, medical assistance and the transport of troops. Trains brought in wounded soldiers. Medical facilities were set up throughout the city, and some homes were turned into hospitals (Barber 1977). Union troops, such as the Massachusetts Fifth Regiment, camped on farms or in fields on the outskirts of town. Alexandria businesses and residents endlessly supplied provisions to the military.

On May 10, 1865 President Andrew Johnson declared that the war had ended (Barber 1977). He planned a parade to honor the troops. General William T. Sherman and his enormous army marched northward through Fredericksburg, Richmond and into Alexandria on their way to the Grand Review of the Armies on Pennsylvania Avenue, which was to take place on May 23 and May 24 (Alexandria Gazette 5/19/1865, p.1). Sherman's army camped in Alexandria, on the north shore of the Potomac, and in areas surrounding Capitol Hill. An account in the Alexandria Gazette, on May 24, 1865, stated that "General Sherman's Army is lying along the turnpike beyond Alexandria and that they have been given strict orders not to injure the growing grain, or to burn the fencing" (Alexandria Gazette, 5/24/1865, p.1). The day following President Johnson's review, General Sherman's army left Alexandria.

The Civil War and Federal occupation of the city had taken its toll on Alexandria. In Alexandria County, some long-held properties, such as Preston Farm, had been destroyed by Union troops. The city was in debt, and many businesses folded. Rebuilding infrastructure throughout the town was slow and costly. Communities of freed blacks had formed during the war. They struggled to find their place in a new and different city as the war irrevocably changed the socioeconomic fabric of Alexandria, impacting the workforce, social institutions, and housing.

Early Suburban Development and Potomac Yard (1865 – 1906)

Alexandria County was transformed as new neighborhoods emerged near transportation corridors. In 1894, the Del Ray and St. Elmo subdivisions, situated between the Washington and Alexandria Turnpike and Mount Vernon Avenue were platted and advertised by Charles E. Wood and William Harmon (ACLR, Liber 04:440-443). The addition of these large residential neighborhoods changed the nature of the area. Residents could take the Mount Vernon Electric Railroad to Washington D.C. or Alexandria with a relatively quick commute. Towns developed within and around these new neighborhoods with churches, fire stations and schools. In 1908, Del Ray and St. Elmo were joined to form the town of Potomac. Other tracts surrounding Del Ray and St. Elmo were developed later, forming the neighborhoods of Hume, Abingdon, and Mount Vernon (Miller 1992:2).

Potomac Yard was built in 1906 as a freight transfer station. The yard was comprised of 450 acres of land situated east of the Washington and Alexandria Turnpike, now Jefferson Davis Highway (Griffin 1984). The yard classified freight for multiple railroads and was the first of its kind in the region. When Potomac Yard opened, they had about 1,200 employees. Some employees were from Alexandria; however, others moved to Alexandria from out of state or had recently immigrated to the United States specifically to work for the railroad (Department of Commerce and Labor 1907:533). Records show that railroad employees lived in the nearby neighborhoods, some of them in Del Ray, St. Elmo, and the Oakville Tract.

Twentieth Century to Present

Alexandria continued to grow and extend its physical boundaries. The city “annexed 866 acres of Arlington County and 450 acres of Fairfax County in 1915” (Rose 1964:23). The city gained the area from Fairfax that they desired but only a portion of the land they wanted from Arlington County. The 1929 annexation of land from Arlington County to Alexandria also included the Town of Potomac, Potomac Yard, and the Oakville Tract. Arlington County residents were

displeased as the county lost approximately 2,600 acres, and much of that land was in the Jefferson District (Office of the County Manager 2011). Alexandria’s location near Washington D.C. and government military installations allowed for economic opportunities during World War II. A good example is the Alexandria Naval Torpedo Station which opened in 1918 and produced ordnance until 1946 (Navy Department of Ordnance 1920:308).

Industry was an important driver of Alexandria’s economy during the mid-twentieth century. Overall, the products were more diverse, and markets expanded. Manufacturing and warehouse districts, such as the Oakville Industrial Tract, relied on the shipment of goods by railroad. Some of the industries that occupied the Oakville Tract were the Pepsi Cola Bottling Company, Keebler Biscuit Company, and Coastal Corporation Aircraft Supplies. A similar pattern was seen in downtown Alexandria along the wharves. Railroad tracks led to Smoot’s Lumber Yard and Coal Yard on N. Union Street, and the Robinson Terminal Paper Warehouse on S. Union Street (Sanborn 1959:Plates 8 and 12).

The 1970s and 1980s brought positive changes to Alexandria (U.S. Department of Transportation 1980:1-2). In 1979, the population of Alexandria was approximately 188,900. The residential market was trending towards smaller, two-earner households. The average household income in Alexandria was ranked second in Northern Virginia. There was a dramatic increase in development and office space in the city between 1977 and 1983. This attracted national associations, businesses, and retail chains to the area. The Metrorail Transit System which came to Alexandria in 1983, enhanced the city’s access to employment centers in the District, Maryland, and Virginia Region. Alexandria, a city that was once considered a residential suburb of the District of Columbia “was now an employment center in its own right” (U.S. Department of Transportation 1980:2).

Site-Specific Historic Context

The Project Area lies within the Oakville Triangle Industrial Tract, a 13.7-acre industrial and commercial area located north of Old Town

Alexandria. The tract currently contains six structures built from 1947 - 1989. The historic record search revealed that the Oakville Triangle tract was part of the 6,000-acre Howson patent, conveyed by Robert Howson to John Alexander in 1669. Alexander's land holdings were subdivided over time and passed to his descendants who established family farms throughout the Jefferson District of Alexandria County, an area lying north of the town of Alexandria. The section of the Alexander property containing the Project Area was developed between 1810 and 1817 on the newly laid out Washington & Alexandria Turnpike. By the 1820s this tract became known as Oakville Farm.

William and Frances Swann were likely the first occupants of the property. Their son, Thomas William Swann, and his wife, Helen Mary Swann resided at Oakville from the 1850s until the early 1870s. Historic accounts indicate that the 16-acre farm boasted a large, two-story, frame dwelling with a basement that was surrounded by numerous outbuildings and oak trees. Thomas Swann devised the property to his daughter, Susan Calvert in his 1895 will. The residence at Oakville Farm was occupied for less than a century, likely due to its location within the transportation corridor that rapidly developed around it. The residence fell into disrepair and was burned down during Calvert's ownership. Calvert subdivided Oakville and built several houses within the tract during the early twentieth century. The Oakville Industrial Corporation further developed the tract in 1946 and the tract was rezoned as industrial. Since 1946, a variety of manufacturing, processing, and commercial businesses have occupied the Oakville Tract. While extensive modifications were made to the tract over time, some of the early industrial buildings are still in use.

This chapter will detail the history of the Swann family, land tenure at Oakville, and how agricultural practices changed throughout the nineteenth century. Connections between the Swann and Alexander families will also be discussed as both families were instrumental in the early development of the town of Alexandria. The chapter will detail modifications to the Oakville Tract associated with nineteenth-century railroad

construction, and the impacts of the construction of twentieth-century housing and commercial/industrial buildings to the tract. Agricultural practices, transportation, immigration, and industrialization are themes that relate specifically to the history of the Oakville Triangle Project Area that will be discussed throughout the report.

Alexander Family Ownership and Tenure (1669-1677)

The land that is now the Oakville Triangle Project Area was part of the 6,000-acre Howson (or Howsing) patent. The patent record states that King Charles II granted the land to Robert Howson for bringing 120 new settlers from England to the Virginia Colony. The land was conveyed from Sir William Berkeley to Robert Howson on October 21, 1669 (Virginia Land Office Patents, Book 6, 1666-1697:262). The Howson patent extended from Great Hunting Creek northward along "freshes of the Potomac River", up to Georgetown, encompassing most of what is now the City of Alexandria. Robert Howson conveyed the tract to John Alexander, a gentleman of Stafford County in 1669. Alexander also surveyed the patent and paid "6,000 pounds of Tobacco" and casks (Mitchell 1977:60).

Genealogical records indicate that John Alexander immigrated to America from Scotland (Pippenger 1990:22-25). By 1654, Alexander had acquired property in Westmoreland County, where he established an estate known as "Salisbury" (Westmoreland Deeds and Will, Book:32). Later records showed that John Alexander was residing in Stafford County, where he also had purchased property. He was listed as a Captain in the County Militia in 1664 and as a sheriff for the same year. John and his wife, Elizabeth, were parents to Robert, Phillip, and John.

John Alexander left an unsigned will dated October 25, 1677, in which he devised the bulk of his personal estate to his sons Robert and Phillip, to be divided between them. Robert was appointed executor of the will and inherited 500 acres of land, as well as the house and plantation in Stafford County where his father was residing (Stafford County Wills, Book 1:252). The residue of John Alexander's lands was divided equally

between Robert and Philip. Robert received the Howson patent acreage, which included the Project Area.

Robert Alexander, Sr. resided in Stafford County with his wife Priscilla Ashton and their sons Robert (1688 - 1735) and Charles (born in 1697). Robert Sr. leased the Howson patent property to tenants and did not reside there (Mitchell 1977:60; Wise: 1977:6). Robert's will, dated December 22, 1703, bequeathed his 300-acre "dwelling plantation with houses and orchards" to his older son, Robert, while Charles inherited 350 acres in Stafford County known as "John's Dry Plant" (Stafford County Will Book Z:292). Robert Sr. bequeathed his land and plantation on the Howson patent "lying up the River and on the other side of Hunting Creek" to both sons to be divided equally. When Charles died, Robert Jr. ended up with his portion of the moiety.

It was during the early eighteenth century that the first tobacco warehouse opened on Hunting Creek, on land lying immediately south of Alexander's property. As tobacco commerce continued to expand, new plantations were established along the Potomac River shoreline between Hunting Creek and Four Mile Run. Robert Alexander, Jr. formally subdivided his holdings into smaller tracts for his children: John, Gerrard, Parthenia and Sarah. Even though he and his wife were residing in Stafford County, land records indicate that their adult children were establishing residences on the Howson patent acreage. Robert Alexander, Jr. died on October 5, 1735 and is buried in St. Paul's Parish (Stafford County Will Book M:201-203). His wife, Ann Fowke Alexander, whom he married in 1709, inherited his lands in Stafford County, four slaves, and Robert's personal estate (Pippenger 1990:105).

Upon his mother's death, John Alexander (III) inherited all her land in Prince William County (1,125 acres), as well as Pearson's Island where he was residing at the time with his wife, Susanna. Gerrard inherited 1,125-acres, the section of the Howson patent lying north of Four Mile Run, as well as Holmes Island, where he was residing at the time. Daughter, Parthenia Massey inherited 400 acres lying south of John's portion. She also received livestock, and seven years of service of two indentured servants. Daughter,

Sarah was allotted 400 acres of land adjoining Parthenia's on the south, as well as four slaves. The residue of Robert and Ann's estate was to be divided between John and Gerard, who were also appointed executors of the will. The property was surveyed by Joseph Berry in April 1741 during a legal case and dispute regarding the placement of the back line of the Howson patent (Alexandria Orphans Court, November Court Term 1811, Will Book B: 278 – 81). The plat shows the partition of the property between the heirs of Robert Alexander as described in his will (Figure 3.2).

While it was clear from Robert Alexander's will that John Alexander was residing on Pearson's Island, it is unclear whether John built the dwelling at Preston. The Joseph Berry plat shows the location of John Alexander's Quarters at the same location that Preston is depicted on later maps. John Alexander was a trustee of Alexandria and a member of the Virginia Assembly for four years (Wise 1977:6). John and Susanna were parents to twelve children. Charles who was born on July 20, 1737, was their eldest surviving child and he inherited the property. In 1760, John Alexander conveyed to Charles, all the "land, slaves, stocks, goods and chattels, including "part of a tract in Fairfax between the town of Alexandria and Mason's Island" (Fairfax County Land Records, Liber D1:779). The deed states that this was property devised to John by his father, Major Robert Alexander.

Charles Alexander, Esq. married Frances Brown of Port Tobacco in 1769 (Pippenger 1990). They resided at Preston Farm, overlooking the Potomac River. Charles and Frances Alexander were the parents of eight children. Charles expanded development of the western section of the Howson tract, the area along the main road leading from Alexandria to Four Mile Run. This was the road which would later become the Washington and Alexandria Turnpike. In 1767, Charles leased a 58.5-acre tract near the road to Gerard Bowling for 9 pounds annual rent. Charles provided Bowling "a sufficient quantity of nails to build a tobacco house of the same dimensions" as the house that was currently on the premises (Fairfax County Land Records, Liber G:161). Charles also encouraged the development of industry on his tract. He leased a parcel of land situ-



Figure 3.2 Joseph Berry (1741) Plat of the Howson Patent showing John Alexander's tract, Alexander's quarters on Four Mile Run, and Pearson's Island.

ated on the west side of the main road at Four-Mile Run to Robert Adams and Jacob Gooding in 1772. The lease required that Adams and Gooding to construct a dam on the property, possibly in preparation for a water mill (Fairfax County Land Records, Liber K:82).

Charles was a respected lawyer who was influential in the business and political circles of Alexandria and Washington (Powell 1928). Notably, Charles was actively engaged in the events leading up to the Revolutionary War in Virginia. He was part of the assembly including George Washington, George Mason, and others who met in Alexandria to draw up the Fairfax Resolves in July 1774. Charles was appointed a member of the Fairfax Committee of Safety during the Revolutionary War and he helped to form the Alexandria Light Infantry (DAR 1914, Vol.38).

Charles Edward Alexander Jr., the son of Charles and Frances, was born in 1774 at Preston. He was married to Mary Bowles Armistead, from Fredericksburg Virginia, on March 10, 1800 in Alexandria (Chapman 1946:49). On March 18, 1800, Charles Sr. and his wife Frances conveyed a substantial amount of property to their son, including 1,000 acres lying east of the Washington and Georgetown Road with appurtenances, “between the true back line of the Howson patent (wherever the same may be fixed) and the Potomac River viz” (Alexandria County Land Records [ACLR] Liber A-T:270). This parcel included Pearson’s Island and Preston. The record specified that the 1,000-ac tract was exclusive of an adjoining 56-ac of the tract that had already been conveyed to Charles, Jr. in an earlier deed. His parents also conveyed town lots totaling 40-ac, with the condition that they were “to be comprehended Oronoko, Alfred, Montgomery and the River Potomac” (ACLR, Liber A-T:270).

Sometime between 1800 and 1806, Charles and Mary built a new home, Mount Ida, in the north ridge area of Alexandria County (Pipenger 1990:306). Although he no longer resided at Preston, a review of Charles’ accounts from 1806 until 1809 shows that he provided support to keep Preston operating smoothly, in particular providing goods and funds to his mother and other relatives who were residing there (Alexander Account Book, 1801-1809, Accession No.

1:579). Charles also maintained a residence in town. A unique aspect of how Alexandria County developed was the dual residence lifestyle of the wealthy. Owning a townhouse in the city and a country residence were common. This was the way of life for the Alexander’s at the beginning of the nineteenth century.

In 1809, land in Alexandria County was being dedicated to the construction of a new turnpike, a portion of which would pass through the Alexander’s land. In July 1809, Charles conveyed property to the directors of the Washington and Alexandria Turnpike Company for a 100-ft wide right-of-way that extended approximately three quarters of a mile. The section had its “beginning at the northeast corner of the Almshouse lot and running northwardly with post and rail fence upwards of three quarters of a mile to the northern boundary of said Alexander’s land” (ACLR, Liber A-T:477). As part of the turnpike was also to pass through the land of the other heirs of Charles Alexander, Sr, who were not yet 21- years of age, the Circuit Court required that an assessment of potential damages and overall valuation of the land to be impacted would be determined by 24 people who were not related to the parties of interest (ACLR, Liber A-T: 562).

Charles provided his hearty endorsement to the turnpike plan by purchasing four shares for the turnpike at \$50 each in 1809 (Alexander Account Book, 1801 – 1809, Accession No. 1:579). He also allowed the turnpike company to build on his land without “demanding any compensation” and allowed the company to remove and use gravel from his land during the turnpike construction (ACLR, Liber U-M2:128). Following construction of the new roadway Alexander subdivided and sold of several of his properties that were situated west of the new turnpike.

Charles and Mary Alexander conveyed an 8-acre parcel situated on the west side of the Turnpike Road to Samuel Harper in September 1810 for \$320.00. The parcel had been designated as Lots 13 and 14 on a plat drawn by George Gilpin (ACLR, Liber A-T:584). The metes and bounds of the property indicate that this parcel was the northern section of the Oakville Tract.

Samuel Harper acquired another 8-acre parcel from Charles Alexander in December 1810.

The second conveyance to Harper adjoined the first 8-acre parcel on the south. The deed states, "Beginning on the west side of the Turnpike Road at the southeastern corner of a certain other lot heretofore sold said Harper..." (ACLR, Liber U-M2:13). Samuel Harper also paid \$320.00 for the second parcel indicating that both the northern and the southern parcels were of equal value in 1810. Neither of the Harper deeds mentioned any structures or improvements to the property.

Harper retained the property for seven years and apparently made improvements. He sold the 16-ac tract to William T. Swann in 1817 for \$6,000.00 (ACLR, Liber U-M2:375-376). The 1817 deed mentioned "premises and appurtenances", which suggested Harper constructed a dwelling on the property. This type of improvement would be consistent with the increase in value of the property that was realized over the seven years that Harper held the tract (ACLR, Liber U-M2:376).

William and Frances Swann Ownership (1850 – 1895)

William Thomas Swann was born in Prince George's County, Maryland in 1785. He was the oldest son of Edward and Nancy Ann (Naylor) Swann. Edward Swann managed a large plantation in Prince George's County, employing over 20 enslaved workers. In his 1801 will, Edward bequeathed the plantation to his wife, who also inherited part of a tract called "Pascum Enlarged" (Prince Georges County Wills, 1770, Volume 1:534). In a deed dated June 8, 1807, William and his mother would later convey "Pascum Enlarged" to Caleb Thomas (Prince Georges County Land Records Liber JRM 12:326). William would inherit 1,000-ac of land in Georgia. The will further specified that after his mother's death, William would be entitled to half of his mother's personal property, which he would share with his brother, Edward.

By 1807, William Swann was living in the District of Columbia. He assisted his mother in managing her estate in Prince George's County, where she still resided. A certificate for imported slaves, dated March 15, 1813, described by name and age, the nine slaves that were brought into Virginia by William Swann under a law passed

January 15, 1813. Swann explained in a signed statement that the slaves "have been accustomed to work on a plantation and have been owned by me for two years previous to their being carried into Virginia" (ACLR, Book M2:158). Swann continued on to explain that the slaves "had not been brought into the state for sale or in a manner to evade the Laws of the Commonwealth" (ACLR, Book M2:158). It is likely that the slaves came from the Swann estate in Prince Georges County.

William Swann married Frances Alexander on July 12, 1810. Born at Preston in 1794, Frances was the daughter of Charles Alexander Sr. and Frances Brown (Alexandria Daily Gazette, 7/16/1810, p.3). William Swann appears on the list of tithables for Alexandria County in 1817 (Ward 1991:3), the same year he purchased Oakville and it is presumed the Swann's moved to Oakville that year. By 1817, the Swann's had five children: Charles A. Swann (1811-1875), Edward P. Swann (1812-1874), Frances B. Swann (1814-1886), Mary M. Swann (1816-1872) and William T. Swann (1817-1860).

Alexandria historian, Betty Smoot, states in her book *Days in Old Town* that William Swann built the house at Oakville and that the Swann's were the first to reside there. She described the house as a "rambling, picturesque old dwelling, with numerous outbuildings and some wonderful oak trees" (Smoot 1930:29). Based upon the valuation of the property at the time of Swann's purchase and the description that it included "premesis," it seems likely that the property was already improved with a house and outbuildings when Swann purchased the property. Swann had purchased the 16-ac property for \$6,000, a valuation of \$375 per acre, which was a substantial increase from the \$640 that Harper had paid for the 16-ac parcel in 1810.

William Swann was an established lawyer who also was actively involved in the commercial and civic life of Alexandria. In 1817, at age 32, he was elected to the Common Council of Alexandria as a representative of the Third Ward of Alexandria County (Alexandria Gazette, 3/7/1817, p.2). Swann later served as Justice of the Peace and was selected as the President of the Directors for the Franklin Bank of Alexan-

dria (Alexandria Gazette, 7/7/1819, p.2). During this time, the Swann's appear to have encountered financial difficulties. In 1891, the Swann's mortgaged Oakville to Elizabeth Brown (ACLR Liber U-M2:433 - 436). A Deed of Trust dated April 11, 1820, showed that William Swann was indebted to Felix Ansart of Prince Georges County for \$1,000. The Oakville property later was mortgaged again, this time to Phillip Fendall; this mortgage included three of the Swann's slaves, Milly, Jennie, and Joe (ACLR Liber U-M2:484).

The 1820 Federal Census enumerated the Swann family members and slaves residing at Oakville Farm (U.S. Census, Alexandria County 1820:213). The Swann household contained two free white males under 10, 1 free white male (under 16), 1 free white male (age 26-40), 3 free white females (under 10), 1 free-white female (age 26-40). This enumeration relates well to the genealogical information presented on the family. William and Frances Swann were also keeping 12 slaves. These individuals included: 1 male (under 10), 3 males (20 – 43), 3 males (43 and upwards), 2 females (14 – 26) and 3 females (under 14).

William Swann died on October 15, 1820, at the age of 35 (Figure 3.3). A notice in the *Genus of Liberty* stated that William “left an amiable and affectionate wife, and a family of small children to deplore his loss” (*Genus of Liberty*, October 24, 1917, Volume IV, Issue 4:3). Frances was expecting a child at the time, son Thomas W. Swann, who was born soon after his father's death (Chapman 1946:258). Frances was appointed administratrix of her husband's estate by the Judge of the Orphan's Court on February 3, 1921 (Alexandria County Will Book 2:420). The proceedings also stated that William Swann had an outstanding debt of \$20,000 that needed to be paid.

Not only did Frances inherit her husband's estate and debt, she was responsible for managing the considerable property that she inherited from the partition of her father, Charles Alexander's estate. In the partition, Frances had received Lot 5 (258.5 acres), Lot 12 (91.5 acres), Lot 1 (25.5 acres) Lot 17 (21 acres approx.) and numerous lot/squares in the town of Alexandria. She also inherited four slaves, named Simon, Milly, Charles, and Jenny (Alexandria Orphans Court, Will Book B:278). Frances posted several advertisements in the Alexandria Gazette between 1822 and 1827, seeking renters for her “rope walk” (*Alexandria Gazette* 12/03/1822:3), for her various town lots (*Alexandria Gazette* 01/18/1823:3), and for a farm and dwelling located “about two miles from Alexandria on the old Georgetown road, binding on Four Mile Creek and near the Columbian Factory” (*Alexandria Gazette* 2/17/1824:3; *Alexandria Gazette* 11/02/1824:4). Frances inherited “Preston” and additional property from her brother Lee Massey Alexander when he died in 1834 (Alexandria County Will Book 4: 72-4).

After her brother's death, Frances Swann and her family moved from Oakville to Preston. That same year (1834), Frances leased the 16-ac Oakville property to Richard Harrington under a five-year lease with quarterly payments set at \$175.00 per year (ACLR, Liber V2-C3:10). Harrington apparently broke the lease because in April 1836, Frances farmlent Oakville to Philip Roch (ACLR, Liber V2-C3:160).

When the Alexandria Canal was constructed through Frances Swann's property in the 1830s, it did not impact Oakville Farm. The *1838 Chart of the Head of Navigation of the Potomac River* shows the new canal, located east of the Washington and Alexandria Turnpike, and several important features that relate to the Swann family's

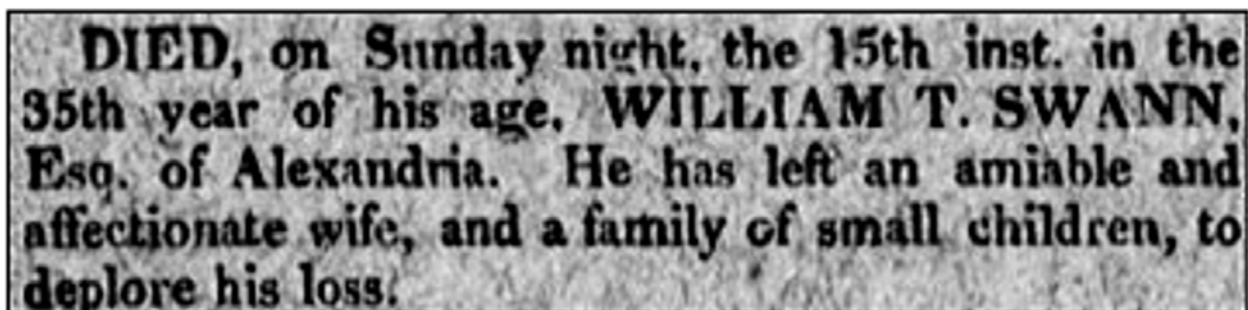


Figure 3.3 Announcement for death of William T. Swann (*Genius of Liberty* Newspaper, October 24, 1820).

property (Figure 3.4). Oakville Farm is depicted on the west side of the turnpike and was designated: "Swanns." The proposed railroad route, shown in orange on the chart, would eventually impact Oakville Farm because it would define the western boundary of the property. The chart also depicted Preston Farm, overlooking Four Mile Run and the Potomac River (Stone et al. 1838).

Frances Swann continued manage the multiple properties that she had inherited in Alexandria County (Virginia Commission of the Revenue, Alexandria County, 1847-1850). The largest property was an improved 200-ac tract on Four Mile Run. Frances also owned a 90-ac, improved, factory tract, referred to in the land records as the "Columbian Factory" and a 16-ac unimproved factory tract. In addition, she owned town lots on Pendleton, Wythe, Payne, Fayette, Henry, Washington, and St. Asaph Streets in the town of Alexandria. These lots were unimproved and valued variously \$300, \$400, or \$500. In December 1849, several more of her properties were advertised for sale, including "a beautiful residence called Oakville, about a mile from Alexandria and 5 from Washington City on the Washington Turnpike, with 16-ac of land of excellent quality" (Alexandria Gazette, 12/17/1849:3). A 225-acre tract adjoining the Columbian Factory, and "several" lots near the Alexandria Canal were also offered for sale (Figure 3.5).

The 1850 General Census listed Frances Swann (age 65) as the head of household. She was residing with her two daughters, Frances B. Swann (age 35), Mary M. Swann (age 34) and her son, Thomas Swann (age 30) who was listed as a farmer. Frances Swann's niece, Virginia Alexander (age 12) was also a member of the household (U.S. Federal Census, 1850, Alexandria County, District 3). Mrs. Swann's real estate was valued at \$15,000. According to the 1850 Slave Schedule Frances Swann was keeping fifteen slaves (U.S. Federal Census, Slave Schedule, Alexandria County 1850).

Frances Swann died on September 12, 1856, at the age of 71. Her obituary stated that she was the daughter of Charles Alexander and the widow of William T. Swann of Alexandria County and that she died at the home of her birth, Preston (Alexandria Gazette, 10/12/1856:2). Her will, which

was dated September 13, 1854, was proved in October 1856. Frances appointed Thomas Swann and Frances B. Swann as executor and executrix of her will.

In Item 1 of the document, Frances bequeathed Preston Farm to her daughters, Frances and Mary, to be "divided equally between them according to value" (Alexandria County Will Book 7:126). The two daughters also inherited all the furniture, household items, farm implements and crops at Preston. Frances B. Swann and Mary Mason Swann were never married and both women continued to live at Preston until through the late nineteenth century. The house was used as a hospital during the Civil War and was burned down by Union soldiers, but was later rebuilt. Frances inherited Preston from Mary after she died in 1872 (Pippenger 1990:214).

Thomas W. Swann inherited 75 acres near the Columbian factory tract. Charles and Edward also inherited real estate. Frances's niece, Virginia Alexander, was provided the right to occupy a room at Preston Farm until the time of her marriage (Alexandria County Will Book 7:127). The residue of Frances Swann's estate, including real, personal, and mixed property was to be divided equally among the children. The will also specified that the heirs were to have use of the family graveyard at Preston.

Thomas and Helen Swann Ownership (1850 – 1895)

Thomas W. Swann acquired the 16-acre "Oakville" tract on October 11, 1850 from his mother and his siblings (ACLR, Liber L3-P3:220-222). The deed mentions that Edward and Maria Swann (his wife), William and Rosina Swann (his wife), Frances B. Swann, Mary M. Swann, Thomas W. Swann, and Frances Swann, widow of William T. Swann, were heirs-at-law of William T. Swann and "each entity had inherited one undivided sixth part" of the property (ACLR, Liber L3-P3:220). The widow, Frances Swann conveyed her dower right to the property to Thomas and the siblings conveyed their interests. Charles Swann, the sixth sibling and another heir of William T. Swann, did not convey his interest in the Oakville property to Thomas until 1852 (ACLR, L3-P3:363). Thomas paid \$1,400 for



Figure 3.4 Chart of the Head of Navigation of the Potomac River (1838) showing the Swann residence on the Washington Alexandria Turnpike, Preston Farm on Four Mile Run, the Alexandria Canal, and proposed railroad routes.

DESIRABLE PROPERTY FOR SALE.—
 I will sell the following very valuable property on accommodating terms, requiring but a small amount in hand, the remainder being secured upon the property, viz:—
 1. A farm containing about 225 acres in Alexandria County, Va., on Four Mile Run about 5 miles from Washington, and 2 from Alexandria, and but a very short distance from the Turnpike between those places. This land adjoins the Columbian Factory property, where there is a grist Mill. The soil is good, and the situation is in every respect most advantageous.
 2. The beautiful residence called Oakville, about a mile from Alexandria, and 5 from Washington City on the Washington Turnpike, with 16 acres of land of excellent quality.
 3. Several lots of ground near the upper basin of the Canal.
 Inquiry may be made of Edward Swann, Esq., at his office on 5th Street, Washington, opposite the west wing of the City Hall.
 dec 17—entf R. JOHNSTON.

Figure 3.5 Advertisement for sale of Frances Swann's real estate, including Oakville (Virginia Gazette, December 17, 1849).

the property in installments. An additional \$300 was paid separately to Charles. Promissory notes were made to his siblings and the property was fully paid off in 1860 (ACLR, Liber L3-P3:113). It is interesting to note that in three deeds during the 1850s, the tract is referred to as "*Oak Ville*" instead of Oakville.

Thomas Swann married his first cousin, Helen Chapman, on October 4, 1848 (Alexandria Gazette, 12/22/1951:2). The couple was newly married at the time they set up residence at Oakville. Thomas placed an advertisement in the Alexandria Gazette on December 29, 1851 offering to hire out servants (Alexandria Gazette, 10/29/1851:2) (Figure 3.6). It is important to note that Thomas and Helen Swann owned tracts of land surrounding the 16-acre tract that contained the residence. In one advertisement the surrounding tracts were also considered to be part of "Oakville Farm" as indicated from the December 1853 advertisement for the sale of the 265-acre "Oakville Farm" by James McGuire, Auctioneer (Figure 3.7). It provided a description of the farm dwelling situated on west side of the turnpike road, and stated that, "The improvements consist of a neat, two-story frame dwelling house with a basement. The advertisement also mentioned the fertile soils, "a high state of cultivation" and a "barn, stables and all necessary outhouses" (Alexandria Gazette 12/10/1853:3). Notably, the mention of expanded acreage suggests that this 265-acre tract likely encompassed the original 16-

acre Oakville tract with additional Swann family property lying to the west and north of Oakville.

Thomas and Helen became parents to daughter, Susan, in 1853. Unfortunately, they lost their three other their children at young ages. Their first son, Thomas William, died in 1852, at only five months of age (Chapman 1946:255). Their daughter, Helen, died in 1855, and their second infant son named for his father, Thomas William, died on November 22, 1858.

Thomas Swann was managing at least two farms during the 1850s and the 1860s. He assisted his mother, and later, his sister Frances, with cultivation at Preston (Chapman 1946). Between the Swann's and Alexanders, at Oakville and Preston, it was not uncommon to have siblings or other relatives residing within the same household. The 1860 general census for Alexandria County states that Thomas Swann (age 39) was a farmer. His real estate was valued at \$20,000 and personal property at \$15,000 (1860 U.S. General Census, Alexandria County). Helen (age 42) and daughter, Susanna (age 7) are also listed in the record. Susanna Pearson Alexander Swann, who was born in 1853, was later known as Susan or Susie. William T. Swann, Thomas's brother was also listed. He was a well-respected lawyer and a member of the Washington Bar when he died at Oakville on June 22, 1860 (Alexandria Gazette, 6/23/1860:2)

The 1860 slave schedule listed Thomas Swann as the owner of 20 slaves (U.S. Federal Census Slave Schedules, Alexandria County 1860:128). Surprisingly, of the slaves enumerated, only 7 were above the age of 16. Eleven were age 6 or younger. Three others were between the ages of 7 and 12. Since Swann was managing more than one farm during this time, it is unclear whether all the slaves were residing at Oakville.

The 1860 agricultural schedule may have combined other farm properties that Thomas Swann was managing at the time rather than just the 16-acre Oakville Farm. It states that Swann owned 118 acres of which 70-ac were improved (U.S. Federal Census, Agricultural Schedule, Alexandria County 1860). The farm property was valued at \$8,000 and farm implements were valued at \$70. Livestock included 6 milch cows, 3 other cows, and 5 horses. In 1859, the farm pro-

SERVANTS FOR HIRE.—I offer for hire a number of servants of different ages and sexes by the year and month. Apply at my residence, Oakville, near Alexandria, on the west side of the Washington and Alexandria Turnpike Road. **THOMAS W. SWANN.**
dec 29—e031*

Figure 3.6 Advertisement by Thomas Swann offering servants for hire (Virginia Gazette, October 29, 1851).


AUCTION SALES.
OAKVILLE AT AUCTION.—Will be sold at public auction, in front of my Auction Store, on Monday the 7th day of March next, at 12 o'clock, M., that well-known valuable FARM called Oakville, containing about 265 ACRES of land, lying on the west side of the main turnpike road leading from Washington to Alexandria, distant from the former about two and the latter four miles.
 The improvements consist of a neat **TWO-STORY FRAME DWELLING HOUSE**, with basement, situated on the range of hills west of the river Potomac, of which it commands a fine view, as well as the City of Washington; is remarkably healthy, with several springs of the purest water within a few rods of the door.
The farm is well enclosed and properly divided by post and rail fences, with barn, stables, and all other necessary out houses.
The soil is naturally one of the very best in this section of country, is well improved and in a high state of cultivation; about 150 to 200 acres is flat land, and suitable for the culture of all kinds of grains and grasses, (20 acres of which are now in timothy, of fine vigorous growth.) the residue is in wood of heavy growth of red oak, white oak, and hickory.
To any person desirous of purchasing a good market or dairy farm none can be found holding out greater inducements to the purchaser than the one now offered, especially from its contiguity to the markets of the cities of Georgetown, Alexandria and Washington, lying directly on the main turnpike road, and the contemplated great Northern and Southern railroad must of necessity run through or near this farm.
TERMS OF SALE:—One-third of the purchase money will be required in hand; the residue in three equal instalments at six, twelve, and eighteen months, for notes bearing interest satisfactorily secured. **JAS. C. MCGUIRE,**
Washington, mh 1—e04t Auctioneer.

Figure 3.7 Advertisement for the sale of Oakville at Public Auction (Virginia Gazette, December 10, 1853).

duced 100 bushels of rye, 350 bushels of Indian corn, 300 bushels of oats, and 6 tons of hay. Boschke et al.'s 1861 *Topographical map of the District of Columbia* depicts the 16-acre Oakville Farm bound by the Washington and Alexandria Turnpike on the east and the Alexandria, Loudoun & Hampshire Railroad on the southwest (Figure 3.8). The residence is depicted at the end of a driveway that extended from the turnpike. Two buildings were shown south of the residence, and trees, possibly the oaks for which the property was known, were shown in front of the buildings.

Federal Troops moved in to occupy Alexandria in 1861, early in the Civil War. The city became a transportation hub for the distribution of supplies and transport of troops (Connery 2011). The United States Military Railroad seized control of the railroads and interconnected lines at key junctures throughout Alexandria as Union troops poured into the city. *V.P. Corbett's Sketch of the Seat of War in Northern Virginia and Fairfax Counties* (1861) shows one of the camps of the 5th Massachusetts Regiment between the canal and The Washington and Alexandria Turnpike, east of the Oakville Tract (Figure 3.9). The regiment was stationed at "Camp Andrew" in Alexandria from May 25 until July 13, 1861 (Roe 1911:123).

Oakville Farm was situated in the middle of a rapidly emerging northwest transportation corridor throughout the war. By 1862, the United States Military Railroad had constructed a semi-circular spur that connected the Washington & Alexandria Railroad tracks on the east edge of the property to the Alexandria, Loudoun & Hampshire Railroad on the west. The spur cut across the center of Oakville Farm, (Civil War Topographic Map 1862) (Figure 3.10).

The 1870 Census listed Thomas Swann (age 49) as a farmer (U.S. Federal Census, Arlington County, Virginia 1870). Swann's real estate was valued at \$20,000 and his personal estate at \$5,000. His wife, Helen Swann, was listed, as well as their daughter, Susan (age 17). A servant and her infant son also resided in the Swann household.

Mrs. Betty Smoot was a cousin of Frances Swann and great-granddaughter of Charles Alex-

ander of Preston. In her book, *Days in Old Town*, Smoot described Oakville Farm as she remembered it.

Until within a few years of my coming to Alexandria, the Swanns had lived at Oakville, the hereditary home of the family. It stood just outside of town near the Washington Turnpike, on land that must once have been flats of the Potomac and belonged to Charles Alexander of Preston. It descended to his daughter Frances Swann. Oakville, as I knew it was a rambling, picturesque old dwelling, with numerous outbuildings, and some wonderful oak trees, apparently of great age. With the coming of the railroad, which ran close by, and the increase of traffic on the Washington highway, with its consequent dust and noise (and tramps), Oakville as a place of residence became practically impossible, and Mr. Swann moved his family to a small house on another part of his estate. It was situated upon the beautiful range of hills above the Potomac with a fine view of the surrounding country and of the river. It was given its present name, Mount Auburn (Smoot 1934:29).

Historic records suggest that Thomas and Helen Swann moved from Oakville to Mount Auburn around 1871. Thomas Swann placed an advertisement to rent the house at Oakville in 1871. It was described as an "eight-room house, with fifteen acres of land and stables" between Alexandria and Washington (Alexandria Gazette, 2/22/2871:3). The following year (1872), Thomas and Frances Swann conveyed a portion of the Oakville tract to the Washington & Ohio Railroad Company. The proposed connecting track was "25 feet in width extending from the Washington & Alexandria Turnpike to the Company's Railroad in a semi-circle form of direction...being the bed of the track formerly used as such by the military forces of the United States" (ACLR, Liber A4:580-581) (Figure 3.11). The railroad company planned to grade the land for the tracks but ensured that depth would not exceed 3-1/2 feet. They also stated that they would install a fence and enclose the property. In 1892, the railroad lease for the same spur was renewed for ten years, this time with the Richmond and Danville Railroad Company, a lessee of the Washington, Ohio & Western Railroad Company (ACLR, Liber N4: 248). The G.M. Hopkins (1897) *Atlas of Fifteen*

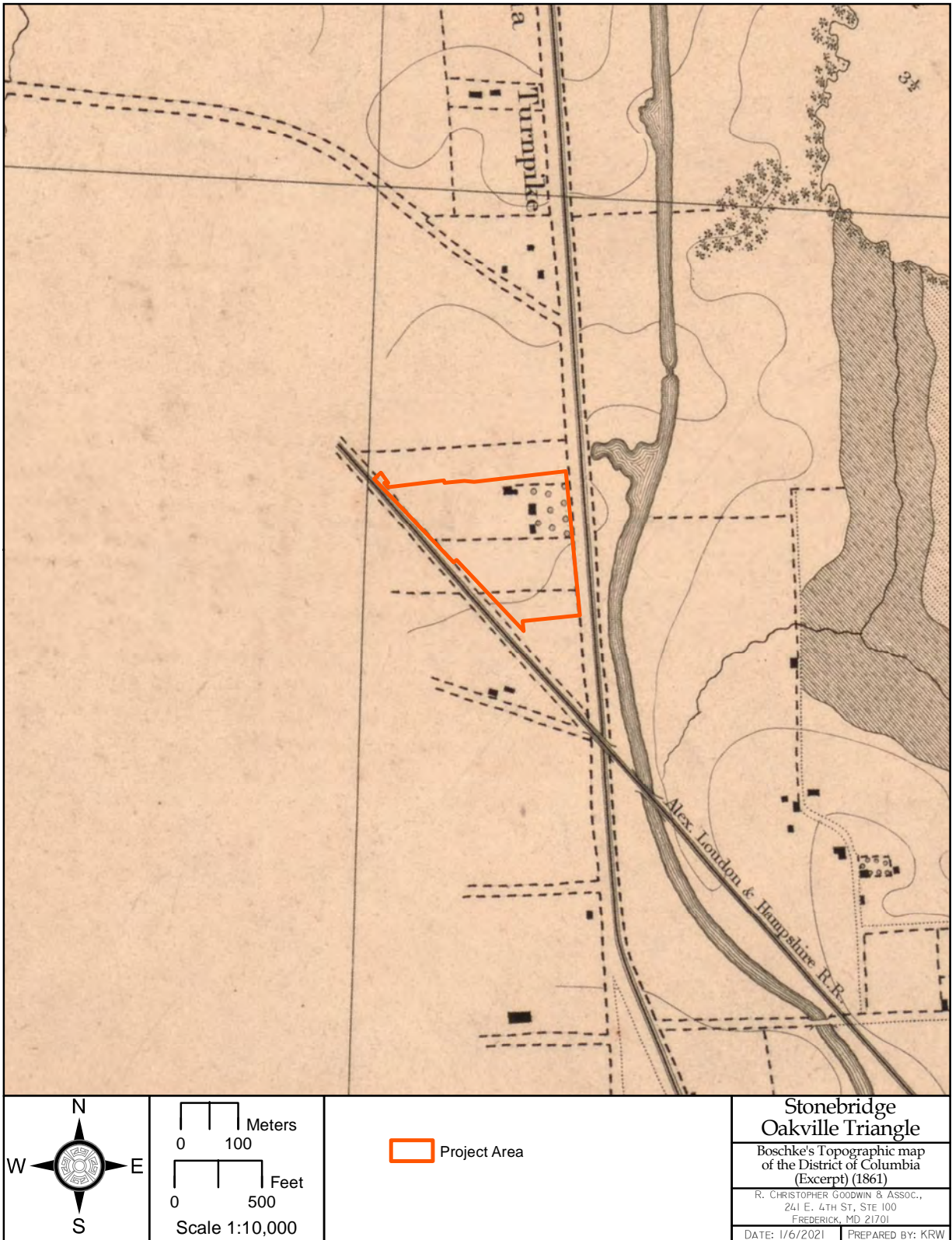


Figure 3.8 Detail from Topographical Map of the District of Columbia (Boschke 1861), depicting three structures within the Oakville Farm Tract.

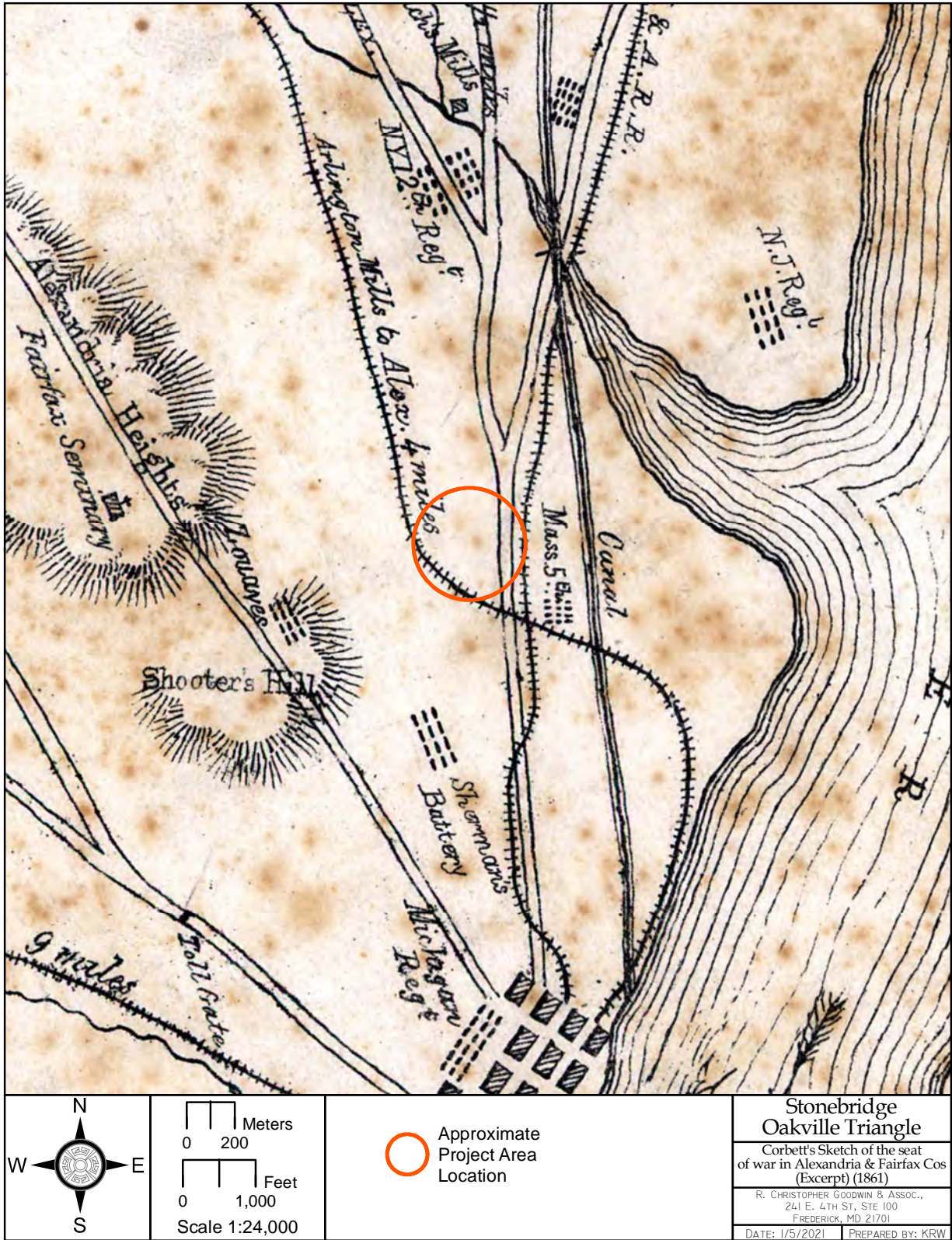


Figure 3.9 Detail from V.P. Corbett's (1861) Sketch of the Seat War in Northern Virginia and Fairfax Cos. depicting the Massachusetts 5th Regiment across the Washington & Alexandria Turnpike from Oakville.

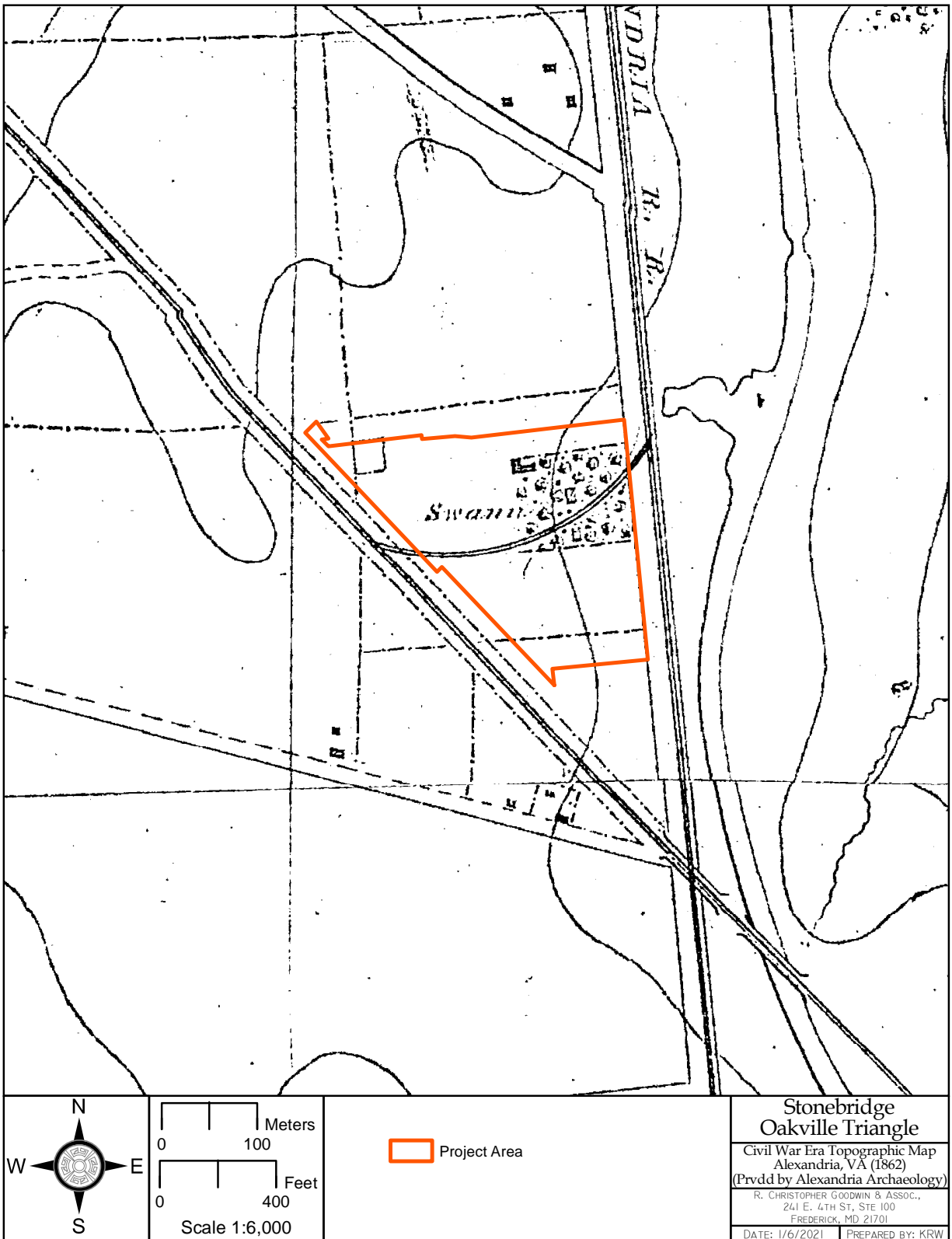


Figure 3.10 Detail from Civil War-era topographic map (1862) showing the connection between the Alexandria & Fredericksburg Railroad and the Washington & Orange Railroad through the Oakville Farm Tract (Provided by Alexandria Archaeology).

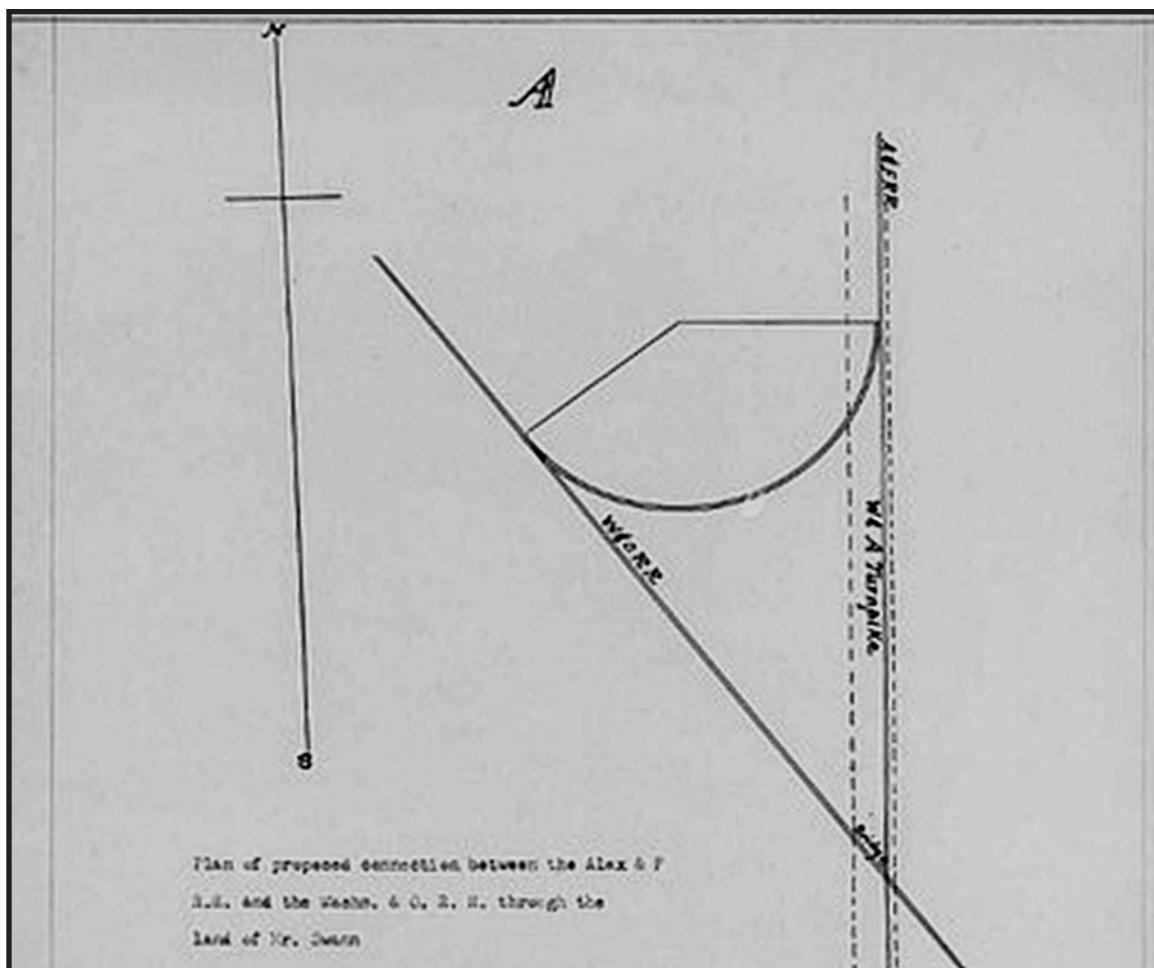


Figure 3.11 Detail from the 1872 Plan of Proposed Connection between the Alexandria and Fredericksburg Railroad and the Washington and Orange Railroad through the land of Mr. Swann (Alexandria County Land Records, Liber A4:581).

miles Around Washington shows the new spur in relation to Oakville Residence (Figure 3.12).

The 1880 general census listed Thomas Swann (age 59) as a farmer, living with Helen (age 61). Daughter, Susan (age 26) was still living at home. A female servant, Sandy, was also living with the family (1880 U.S. Federal Census, Jefferson Township). While the Swann family was living at Mount Auburn during this time, the 1880 Agricultural Census indicates that the Oakville tract was still being cultivated. The record states that Thomas Swann was operating two farms, one with 40 acres (Mount Auburn) and one with 15 acres (Oakville). However, farming at Oakville was quite limited; in 1879 the tract had 10 acres planted with of oats yielding only 15 bushels (U.S. Federal Census, Agricultural Schedule, Alexandria County 1880). The *Perspective View of Northwest Alexandria*, drawn in 1890, depicts Oakville Farm lying east of the oval racetrack and west of the turnpike (Gedney & Roberts and Gorman 1890) (Figure 3.13).

In 1894, Thomas and Helen secured a deed of trust from John Johnson. The deed specified that the property consisted of 15 acres and contained a bed and track "connecting the Washington Southern Railway Company to the Washington, Ohio and Western Railroad Company" (ACLR, Liber P4:562). The same year, the tracts surrounding Oakville underwent a major transformation. The Del Ray Subdivision, south of Oakville, and the St. Elmo Subdivision, immediately north of Oakville, were platted and advertised by Charles E. Wood and William Harmon (ACLR, Liber 04:440-443). The addition of these large residential neighborhoods changed the rural nature of the area. G.M. Hopkins' (1894) map, *The Vicinity of Washington, D.C.*, shows the Oakville Tract and dwelling with two new structures situated near the western railroad tracks (Figure 3.14). According to Lewis Montague, a descendent of the Swann's, the Oakville dwelling later burned down, but remnant outbuildings stood on the property until the 1920s (Pippenger 1990:308).

Thomas Swann died on July 1, 1895 (Figure 3.15). The announcement described Swann as an "old and highly respected resident of Alexandria County" (Alexandra Gazette 7/1/1895:3). Histo-

rian, Betty Smoot, a cousin of Swanns' who had visited Mount Auburn, described Thomas Swann as follows:

He resided in his country home, Mount Auburn, about three miles distant from Alexandria, but made a daily visit to the town, where he had many errands and much business to look after... Every morning he might be seen winding his way along, with his ancient horse and buggy, both of which had seen better days. He was a man of ample means, for besides several farms, he owned property in town which was said to yield a substantial income, but he was one who cared little for show or display of any kind and preferred the safety of his old nag (Smoot 1934:27).

Thomas Swann bequeathed the residue of his estate including real, personal, and mixed property, to his wife, Helen, in his will (1/22/1895). The will specified that following Helen's death, daughter Susan P.A. Calvert would inherit the estate (Alexandria County Wills, Book 3:295). Helen Swann survived her husband by only five months, passing on November 15, 1895 (Alexandria Gazette, 11/7/1895, p.2) (see Figure 3.15). Mrs. Swann's granddaughter, Helen Calvert, remembered her as "a devoted wife and mother and a Christian of the highest attainment" (Chapman 1946:255).

Susan and George Calvert Ownership (1895 - 1919)

Susan Calvert and George E. Calvert were married at Christ Episcopal Church in Alexandria on September 4, 1889 (Alexandria Gazette, 9/5/1889, p 3). George was a descendant of the Calvert family of Maryland. He was employed as a clerk for the District of Columbia, Court of Claims. The family resided at Mount Auburn and soon became parents to Helen, who was born on July 9, 1890. The 1900 Census for the Jefferson District states that George Calvert (age 51) was residing with Susan (age 43) and Helen (age 9). Robert Shephard (age 40), a servant, also resided with the Calvert family (Census, District 2, Alexandria County 1900:19).

Susan Calvert managed numerous properties that she inherited from the Swann and Chapman sides of the family. These included houses on



Figure 3.12 Detail from the G.M. Hopkins (1879) Atlas of Fifteen miles Around Washington depicting the location of the Swann residences at Oakville and Mount Auburn

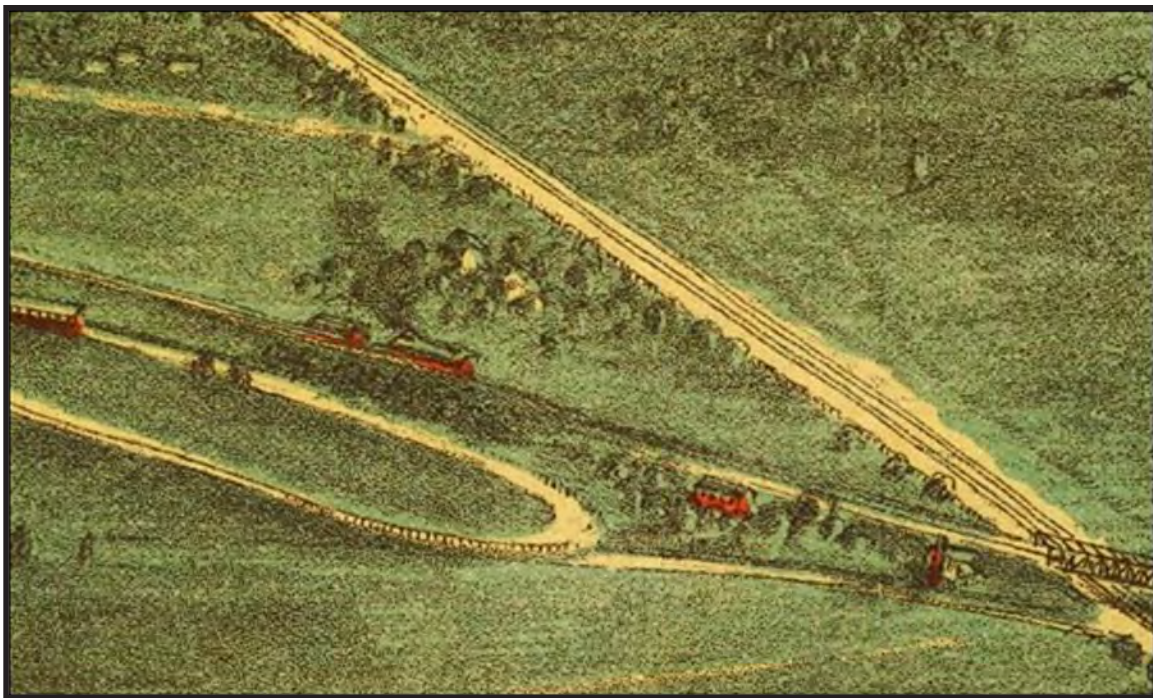


Figure 3.13 Detail from Gedney & Roberts and Gorman (1890) Perspective View of Northwest Alexandria, showing the location with reference to the cities of Washington and Alexandria showing Oakville Farm.



Figure 3.14 Detail from G.M. Hopkins (1894) The Vicinity of Washington, D.C. depicting the location of Oakville Farm. Note the addition of the St. Elmo residential development north of Oakville and two new structures in the western section of the tract near the railroad tracks.

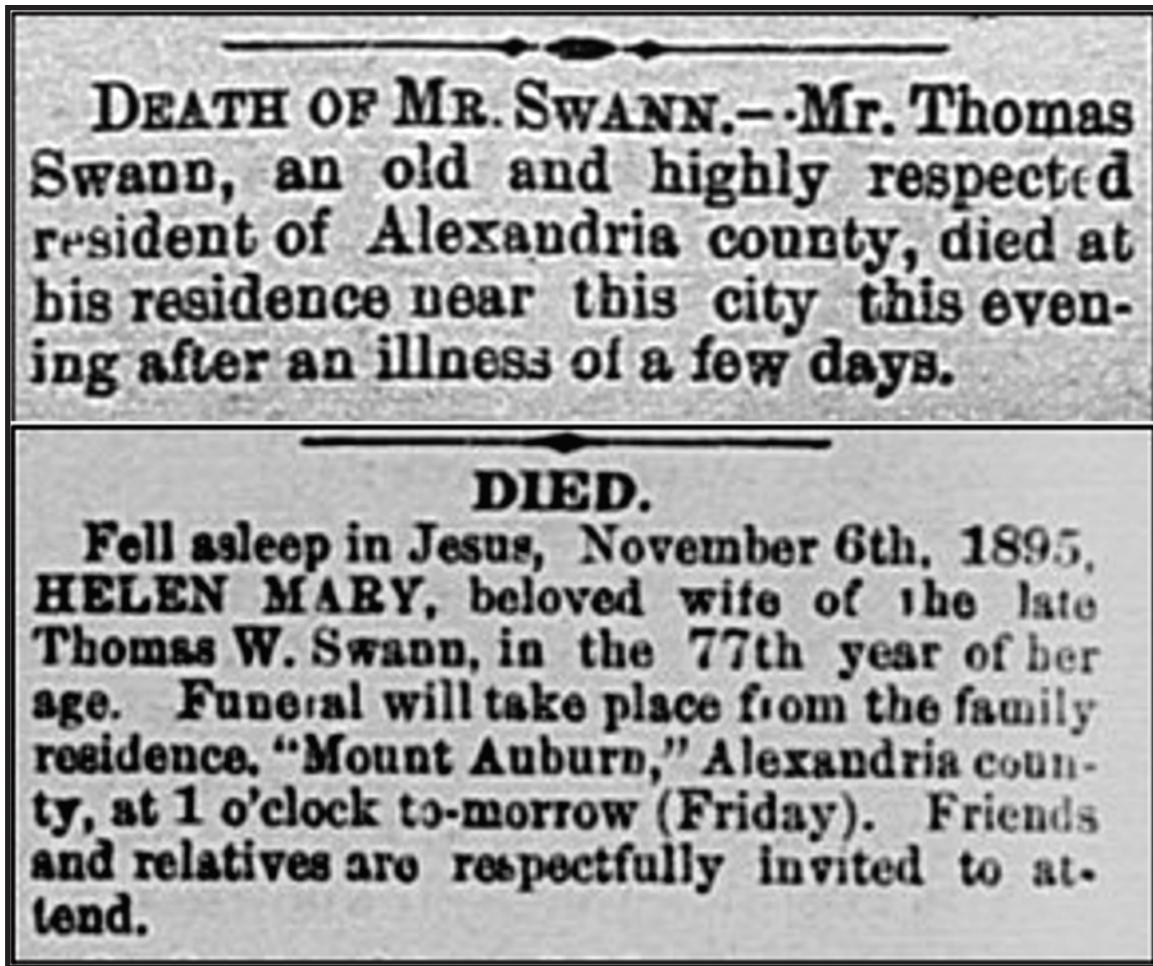


Figure 3.15 Death announcements for Thomas W. Swann and Helen M. Swann (Virginia Gazette, July 1, 1895, November 7, 1895).

Duke Street in downtown Alexandria, as well as the 15-acre Oakville tract, a 21-acre tract inherited from her mother, and acreage on the Potomac River and Four Mile Run that were parts of the Alexander family estate of Preston. The Preston property also included the small, 4.82-acre tract that contained the Preston graveyard where most of the Alexander and Swann family members were interred.

Just before his death, Thomas Swann leased a one-acre parcel of the Oakville Tract to James Patterson in 1894. It was situated in the northwest corner of the tract near the railroad track and south of Raymond Street. This parcel became an extension of the property of the Alexandria Gentleman's Driving Club. The racetrack was owned by J.M. Hill and was considered a nefarious business by Alexandria County residents. Horse rac-

ing was deemed illegal in Virginia in 1897, so the club opened a pool room, bar and dining room that was never very profitable. The club was shut down in 1905 (Miller 1992). James Patterson, who partnered with club owner, J.M. Hill, earned 10 percent of the club's profits (ACLR Liber 104:492). Records suggest that the one-acre parcel of the Oakville tract leased by Patterson may have been used for grazing horses or for stables. James Patterson is shown owning property at this location on the 1900 Virginia Title Company Map (Figure 3.16).

Susan Calvert sold the one-acre parcel to J.M. Hill in 1902 for \$200.00 but Calvert acquired the parcel again later (ACLR, Liber 110:110). Note that the map shows the owner for the Oakville Tract and the 20.037-acre Potomac River tract as Helen Calvert (Virginia Title Company, 1900).



Figure 3.16 Detail from Howell & Taylor et al. (1900) Map of Alexandria County, Virginia for the Virginia Title Co. showing the Oakville Project Area and the one-acre parcel held by James Patterson adjoining the racetrack property.

Either this is an error or perhaps Susan Calvert was holding the property in trust for her daughter Helen, until she came of age.

Near the turn of the century, residential developments were cropping up throughout Alexandria County. In 1903, Susan Calvert had her Potomac River property surveyed and subdivided into avenues and lots for a residential neighborhood to be called Preston (ACLR 1903:384). The development plan for that property, however, was never implemented.

Calvert also had the Oakville Tract surveyed into residential lots in August 1904. This was followed by a land record that contained the "Dedication of the Subdivision of Oakville" (ACLR, Liber 110:566). The plat prepared by George Garrett depicted a plan that added in four new avenues and hundreds of residential lots to the tract. Like the planned development of Preston, these plans also were not implemented.

A land record from 1916 detailing the vacation of the dedication of Oakville, stated that "no lots were sold, nor streets or alleys opened up in said subdivision" and that "the undersigned owner and proprietor is desirous of vacating the same" (ACLR 1916, Liber 110:436). The record goes on to state that Calvert had mortgaged the property to Gardner Boothe in 1912 to pay off debt and that Boothe agreed with the decision to vacate the subdivision (ACLR 1916, Liber 131:571). The 1912 mortgage stated that the Oakville tract contained about 15 acres, excepting of the railroad track, which amounted to 0.46 acre.

On April 15, 1916, the day after the vacation of Oakville subdivision, Susan Calvert sold several parcels lying in the northwestern section of the Oakville tract. The first deed was to Antonio Pennazoli for Parcel 1 situated, "where the west line of Oakville intersects with the Washington and Old Dominion Railroad" consisting of 0.7603 acre (Arlington County Land Records 1916, Liber 150:439 and Liber 364:74). Calvert also conveyed Parcel 3 to Pennazoli, consisting of 0.3012 acre. Calvert's second deed conveyed a 7,151 sq. foot parcel, lying north of Pennazoli's parcel in northwestern corner of Oakville tract to Daviddi Giammitorio (Arlington County Land Record 1916, Liber 140:442 and Liber 134:531).

The two families set up residences within these parcels.

Susan Calvert died on May 15, 1919 after a long struggle with stomach cancer (Virginia, Death Records, 1912-2014, Alexandria Gazette 5/16/1910, p.1). Susan devised her real and personal estate to her daughter Helen, who was appointed executrix. Apparently, Susan Calvert had adopted a child who was five-years old at the time. In Item 3 of the will Susan requested that Helen, "take little Lewis Pohatan Montague and finish the work I have begun" (Alexandria County Will Book 3:296; *Alexandria Gazette* 1/15/1919).

Helen Calvert abided by her mother's request and Lewis grew up at Mount Auburn located at 3110 Mount Vernon Avenue. He was listed as Helen's brother, or sometimes half-brother, in the census records. Lewis Montague was interviewed by historian, Wesley Pippenger (1990), who wrote the book, *John Alexander: A Northern Neck Proprietor, His Family, Friends and Kin*. Montague provided historical background on the Calvert and Swann families for the book (Pippenger 1990:305-308). Helen remained single throughout her lifetime. She became involved in real estate, managing and developing the properties. She was very engaged in the social and civic life in Alexandria. She acted as Secretary of the St. Elmo's Citizens Association, the League of Women Voters, the Women's National Foundation of Washington, the Women's Auxiliary at Christ Episcopal Church, and the local chapter of the Daughters of the American Revolution (*Alexandria Gazette*, 6/19/1922, p.6, 2/13/1922, p. 3, 1/9/1922, p.1).

Helen Calvert Ownership (1919 -1944)

By the 1920s the Oakville tract had been divided into two Blocks, 179 and 180. During the 1920s, Helen Calvert developed parcels on Raymond Avenue, the southernmost avenue in the St. Elmo tract. Calvert Avenue had not yet been dedicated but already there were ten houses south of Raymond Avenue, some of which Helen owned.

The 1921 Sanborn depicts Swann (Swan) Avenue (50 feet wide) extending westward from Jefferson Davis Highway, but not completely across the Project Area (Sanborn 1921:Plate 32)

(Figure 3.17). A 4-in wide water line is indicated within the center of the roadbed. The area north of Swann Avenue and below Raymond Avenue was included within Block 179. Two dwellings and an assortment of outbuildings stood north of Swann Avenue in Block 179. The outbuildings included a stable and a small single-story structure located along the northern edge of the property, and a second stable near the eastern center of the property, slightly southeast of the first stable. It is likely these outbuildings had been associated with Oakville Farm.

The two dwellings were located at opposite ends of the Oakville Tract. One dwelling fronted Swann Avenue near the intersection of Jefferson Davis Highway, while the second dwelling was located in the northeast corner of the Project Area near of the railroad track's coaling platform. The latter dwelling was the residence of Antonio Penazoli, who was mentioned earlier. In the northwest corner of the original Oakville Tract was a fourth dwelling belonging to Daviddi Giamittorio, also mentioned earlier. This dwelling was a single story frame-dwelling that backed to the railroad line and may have been accessed along the railroad right-of-way.

Block 180, located south of Swann Avenue, contained four dwellings in 1921, as well as the railroad spur (Sanborn 1921:Plate 32). A two-story duplex-style frame dwelling and a two-story frame ell-shaped single dwelling fronted Swann Avenue on individual lots. Both dwellings lots included small frame single-story outbuildings. Two additional two-story duplex-style frame dwellings fronted Jefferson Davis Highway, one near the intersection of Swann Avenue and Jefferson Davis Highway, and on farther south along Jefferson Davis Highway. The former dwelling had an attached one-story dwelling with four associated outbuildings, including an automobile garage and a shed or barn. The second building, lying further south in the block, was a two-story, frame duplex with a rear outbuilding.

The 1926 USGS Topographic Map was compared with the 1921 Sanborn (United States Geological Survey 1926). On both maps, the dwellings shown on Swann Avenue and Jefferson Davis Highway appear to be in the same locations. However, the 1926 map shows a curved driveway

extending from Swann Avenue westward to Penazoli's dwelling near the railroad tracks (Figure 3.18). The racetrack, which closed in 1905, was still depicted on the 1926 topographic map; the area is not mapped on the 1921 Sanborn.

Helen Calvert continued to develop the Oakville tract through the mid-twentieth century. By 1931, Calvert Avenue had been formally designated and laid out. However, like Swann Avenue, it did not extend westward all the way across the tract. The 1931 Sanborn map shows that two new, brick dwellings had been constructed at 325 and 329 Calvert Avenue (Sanborn 1931, p.42). In the central section of the Oakville tract, the two stables and the outbuilding that stood along the east-west driveway in 1921 had also been removed. In addition, a new brick dwelling and garage had been built between Swann Avenue and the railroad tracks.

Land records show that Helen Calvert held several mortgages secured by her properties during this period. One of these was a 1933 Deed of Trust between Helen Calvert and Trustees Robinson Moncure and Courtland H. Davis on a 11.5-ac tract, "originally acquired by Thomas W. Swann known as Oakville, excepting the strip that was condemned by the railroad in Liber 107:248" (ACLR, Book 115:157). The record also secured a contiguous parcel of 2.5-ac acquired by Susan Calvert on April 15, 1902 (ACLR, Liber 110:105). Although Helen Calvert continued to collect rents from her properties, she also began to sell off some of her property, including portions of the Oakville tract. She conveyed the 2-ac parcel in the southern triangular corner of the original Oakville tract, with improvements, to F.S. Jackson, Robinson Moncure, and Courtland Davis, Trustees and J. Owen Lynch.

By 1941, Block 651 (north of Swann Avenue) had been subdivided and renumbered as Blocks 651 and 652 (Figure 3.19). The blocks were separated by an easement along the west side of a 60-ft wide north/south extension of Swann Avenue that connected the road with Calvert Avenue in the St. Elmo neighborhood. Two brick dwellings were located along Calvert Avenue; one fronts Calvert Avenue and one fronts the extension of Swann Avenue. In 1938, Ballard and Ellen Dixon resided at 325 Calvert Avenue

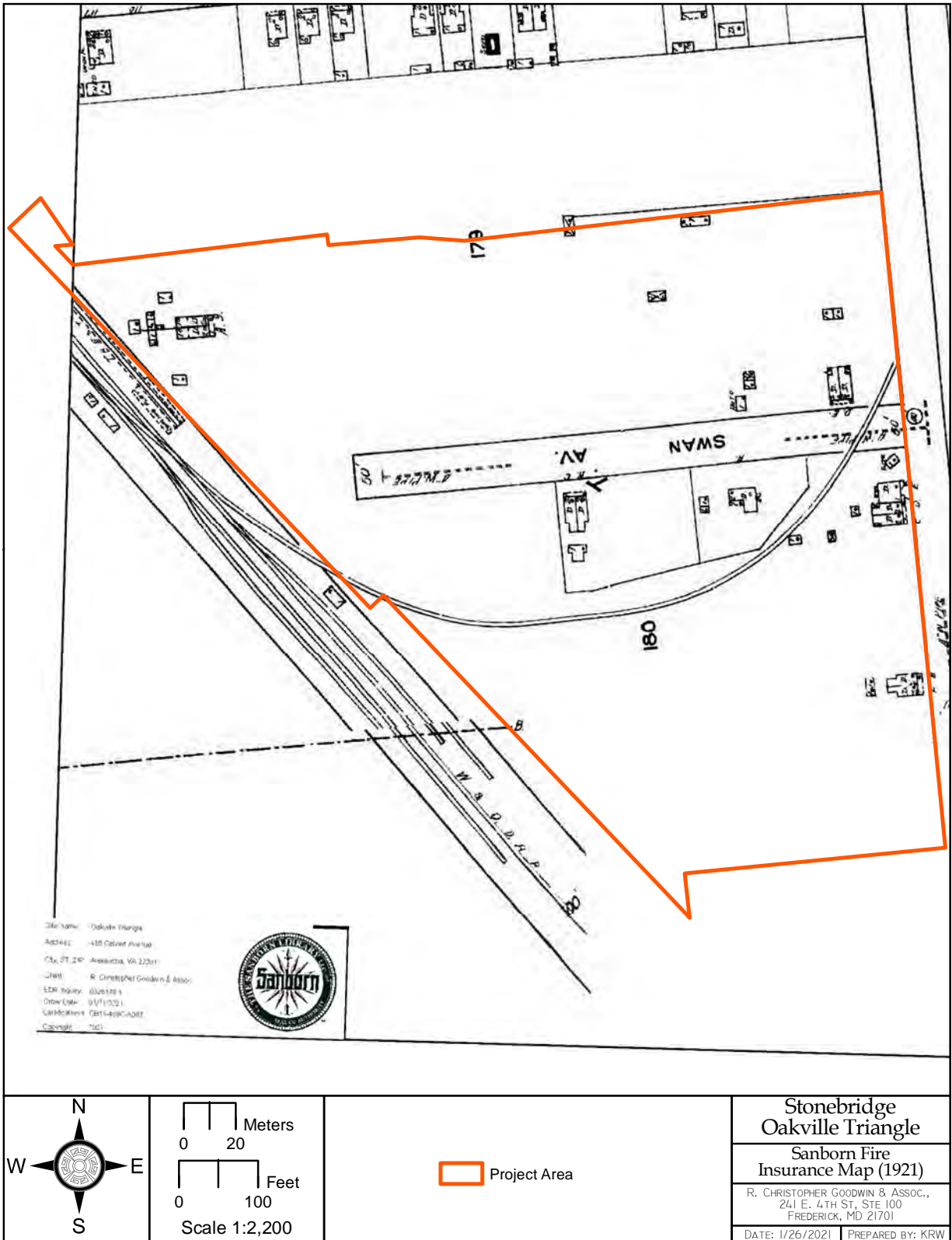


Figure 3.17 Detail from the Sanborn Fire Insurance Map (1921) showing Blocks 179 and 180 in the Oakville Tract (EDR, Certification #CB-469C-A087).

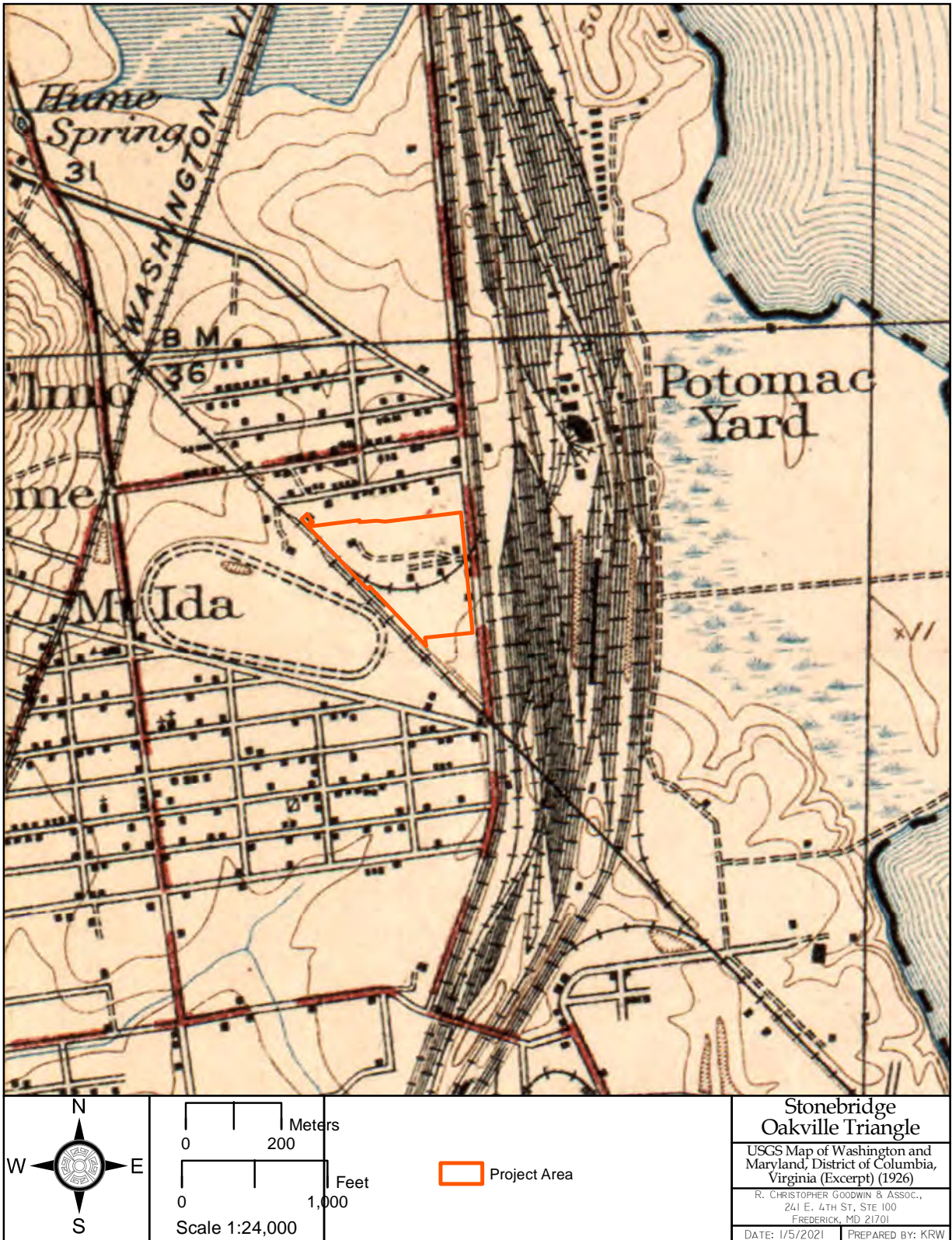


Figure 3.18 Detail from the 1926 U.S. Geological Survey Map of Washington and Vicinity, Maryland, District of Columbia, Virginia showing the Oakville Tract.

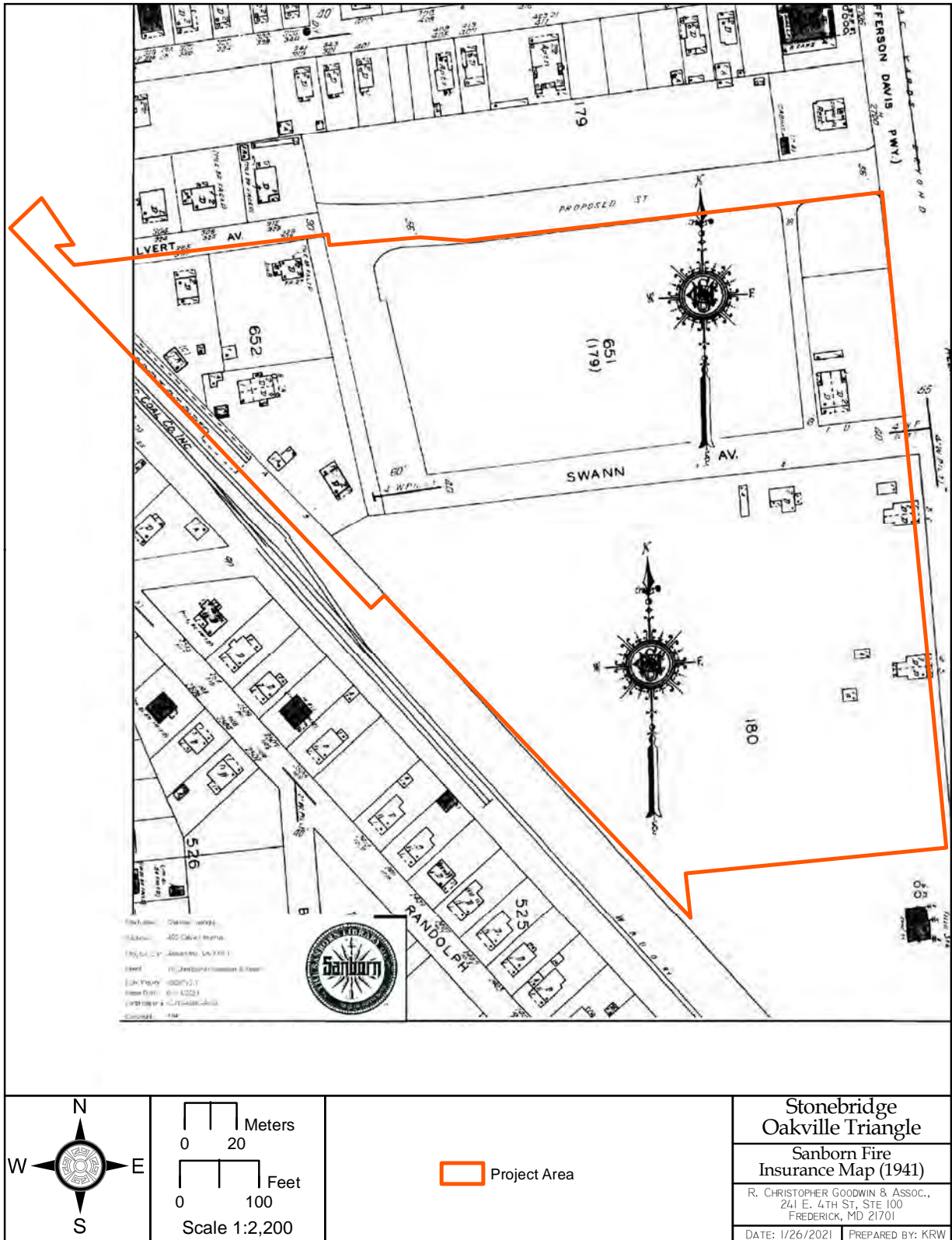


Figure 3.19 Detail from the Sanborn Fire Insurance Map (1941) showing dwellings within the Oakville Tract (EDR, Certification #CB-469C-A087).

and, next door, Daviddi and Mary Giamittorio resided at 329 Calvert Avenue (Halls Alexandria Directory 1938). Daviddi was employed as a car representative in 1938.

The frame duplex occupied in 1921 by Pennazoli was also included within Block 652. The 1940 General Census listed Antonio and Antoinetta Pennazoli as the owners of the house, which now was numbered as 6 Swann Avenue (1940 Census, Ward 6, Alexandria City, Sheet 11-A). The Pennazolis were born in Italy. Antonio and his son, Joseph, worked for the railroad. John and Mary Guiseppe, and Roland and Maude Wells were renting and residing together in the same household at 7 Swann Avenue. John Guiseppe and Mary were born in Italy. John was as employed as a car mechanic for the railroad and Roland worked as a lineman. The 1941 Sanborn map also shows a new brick dwelling in Block 652, built between 1921 and 1931, and lying south of the duplex on Pennazolis' parcel.

This small enclave of Italian families, living on the Oakville tract and working for the railroad, exemplifies a pattern of Italian immigration that was seen in Alexandria, Virginia beginning with the construction of Potomac Yard, which began in 1904. (Department of Commerce and Labor 1907:533). Antonio Pennazoli emigrated in 1904 at the age of 19 and became a pipefitter for the railroad (U.S. Naturalization Petition, No. 263). Davidii Giamittorio emigrated in 1906 at age 34, with wife Rosina, and six children (U.S. Naturalization Petition, No. 157). Daviddi was employed as a rail car mechanic. John Guiseppe, who emigrated in 1907 at age of 16, also secured a position as a rail car mechanic (U.S. Naturalization Petition, No. 71711). For Italian immigrants who were acculturating to life in the United States, settling near an urban area provided access to employment opportunities and services that they might not find elsewhere. Later records show that families of the two original homeowners, the Giamittorio's and Pennazoli's, who purchased property in the northwestern section of the Oakville tract from Susan Calvert in 1916, remained in the neighborhood for over 30 years. Married daughters of both families, namely the Litterio's, the Coangelo's and Guiseppe's, purchased homes in

the southern section of St. Elmo during the 1940s and 1950s.

Block 651 now includes only a single duplex located near the intersection of Swann Avenue and Jefferson Davis Highway. This is the same duplex depicted on the 1921 Sanborn. An 18-ft wide alley separates the duplex lot from the remainder of Block 651, which was depicted as vacant land.

The 1941 Sanborn also depicts some significant modifications to Block 180, in the southern section of the Oakville tract (Sanborn and Company 1941:Plate 45) (see Figure 3.19). The curved railroad spur that had spanned the tract since the nineteenth century apparently had been removed and now only three dwellings stood within the Block: the ell-shaped dwelling; and the two frame duplexes along Jefferson Davis Highway, south of Swann Avenue. The names of the residents were found in the 1938 Alexandria directory, however, only general locations, rather than specific addresses were provided (Halls Alexandria Directory 1938). Edward Adams, an auto mechanic, occupied one of the houses on Swann Avenue near Jefferson Davis Highway. Chauncey and Edith Hall also occupied a house on Swann Avenue near the highway, as did Fred Roop and his wife, Nola. Chauncey was employed as a carpenter. Helen Williams occupied the house at the corner of Swann Avenue and Jefferson Davis Highway, while Calvin and Minnie Moomaw resided on Swann Avenue near the highway. Calvin was employed as a pipefitter for the RF&P Railroad Company. This small and diverse community of residents living around Swann Avenue in 1941 formed part of Alexandria's working class, renting homes on the periphery of Jefferson Davis Highway and Potomac Yard, and providing essential support to industries in the area.

Oakville Industrial Park (1947-1960)

In 1944, Helen Calvert conveyed the 12.7992-acre portion of the tract known as Oakville to Carlton Hudson. This deed of bargain and sale conveyed the property but reserved for Helen the "use, occupation, rents and profits from the four dwelling houses and structures" and the associated yards of the residences (ACLR, Liber

212:567). Carlton Hudson sold the property to John and Eileen McPherson, and William and Olga Burch as joint tenants with common law right of survivorship in 1945 (ACLR, Liber 221:391). The record notes that the property was subject to \$33,000 deed of trust and the railroad right-of-way (ACLR Liber 212:568).

John McPherson was one of the four new owners of the investment property. He later became the President of the Oakville Industrial Corporation. His vision for the property was quite different than Helen Calvert's idea of development, which had been to extend residential housing southward from the St. Elmo neighborhood. During the mid-1940s, McPherson oversaw and implemented the rapid transformation of Oakville from a sparsely built residential neighborhood to an industrial commercial warehouse district. In fact, four of the buildings currently standing in the Project Area were built during this period. The tract was formally dedicated for redevelopment on July 9, 1946 (ACLR, Liber 230:377-379) following a plat entitled "the Subdivision of Oakville Tract" that was prepared in 1945. Most of the tract was designated Zone E, Industrial. The small residential area in the northwest corner of the tract, established by Susan Calvert in the early part of the century, was retained. The subdivision plan was approved by the City Planning Commission of Alexandria on June 3, 1946.

The northern section of Block 651 was reorganized first. Parcels 601, 602, 603 and 604, lying south of Calvert Avenue, were combined with adjoining Parcel 600, lying north of Swann Avenue, to form newly designated Parcel 500, which was zoned industrial. The Holland Plat of Parcel 500 shows the modifications (Figure 3.20). It is important to note that even though this parcel number change was made in May 1947, the later plats from August 1947 continued to use the earlier parcel numbers.

A building location survey was prepared for Parcels 602, 603 and 604 (ACLR, Liber 251:130). The industrial/commercial/warehouse structure that was proposed for the property was bound by Calvert Avenue on the north, Jefferson-Davis Highway on the east, a concrete driveway on the west and Parcel 600 on the south. An east-west

party wall at the southeastern corner of the building would eventually co-join two buildings, one in Parcels 602, 603, and 604 and a second structure on Swann Avenue in Parcel 600. The 1947 Holland plat showed the proposed Washington & Old Dominion Railroad spur entering Parcel 600 from the south and splitting into two spurs with one spur following the south wall of the building eastward to the party wall, and a second spur following the western side of the building between the building and the concrete driveway (Figure 3.21).

Another plat showing proposed modifications to Parcel 600 depicts the addition of Building C, Wing #1, on the east side of the parcel (ACLR, Liber 251:131) (Figure 3.22). Oil Storage tanks and associated pipelines were to be placed west of Building C. A railroad spur would enter Parcel 600 from the south then split, one extending between Building C in Parcel 600 and the building in Parcels 602, 603, and 604. The second spur would extend northward along the west side of Parcel 600, bounded by a concrete apron on the east and a concrete driveway on the west.

Residential areas in the western section of the Oakville tract were avoided during the 1947 development. The 1947 plat showing the subdivision of Parcel 500 depicts the names Giamittorio and Pennazoli, indicating families occupying the residences lying west of the development parcels between Calvert and Swann, and showing that construction modifications did not extend into the triangular-shaped residential area. New construction in Block 651 was separated from the residential areas by the railroad spur and the concrete driveway. However, the four dwellings that appear on the 1941 Sanborn map in the eastern section of the tract, both north and south of Swann Avenue and located along Jefferson-Davis Highway did not survive the first wave of industrial development. The dwellings were demolished sometime between in the mid-1940s and the mid-1950s.

The area south of Swann Avenue bordering the main line of the Washington and Old Dominion Railroad, was designated Parcel A (ACLR, Liber 251:133). Building B was proposed for the western portion of this parcel, which was labeled

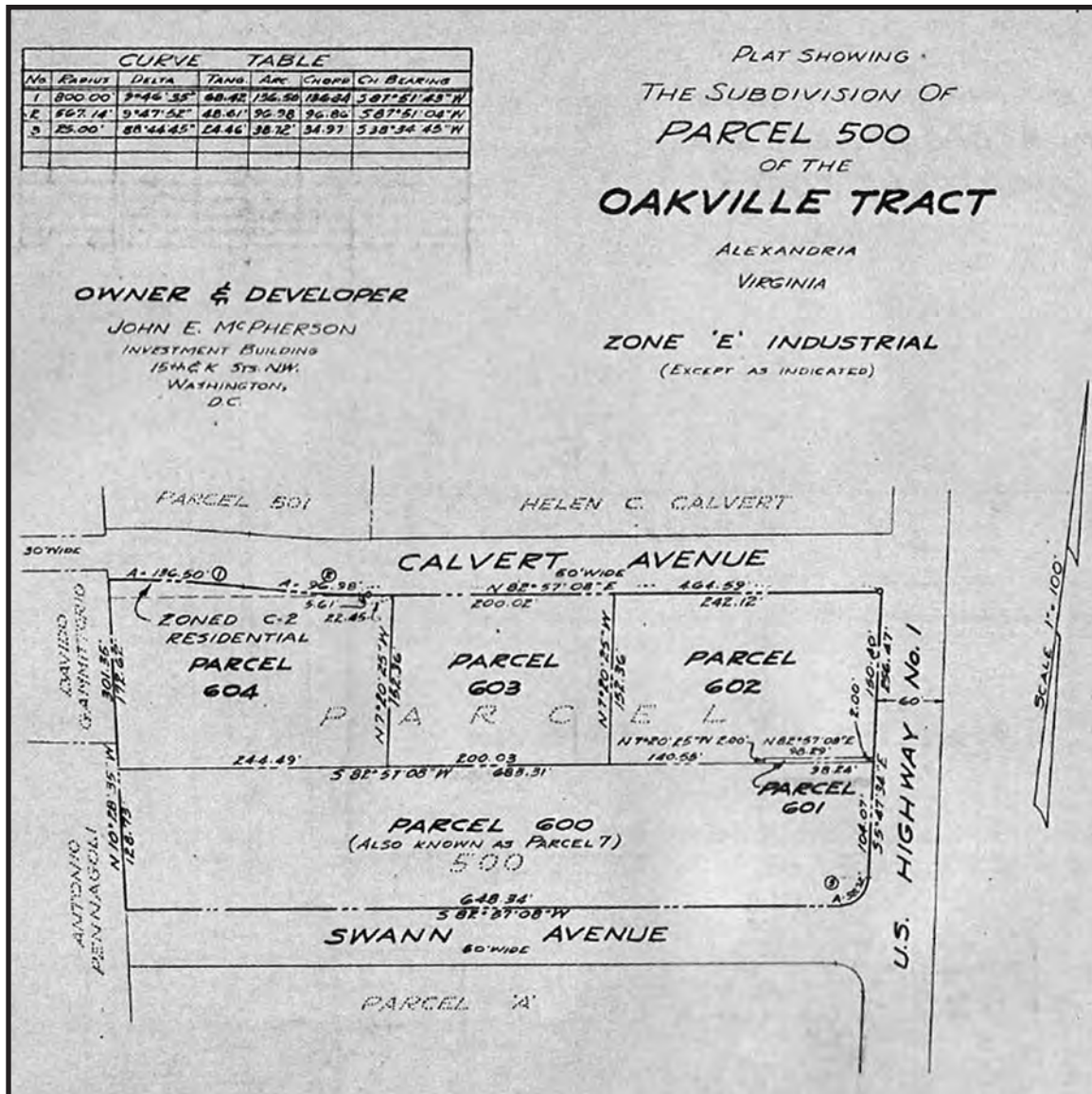


Figure 3.20 Edward Holland (1947) Plat Showing the Subdivision of Parcel 600 of the Oakville Tract.

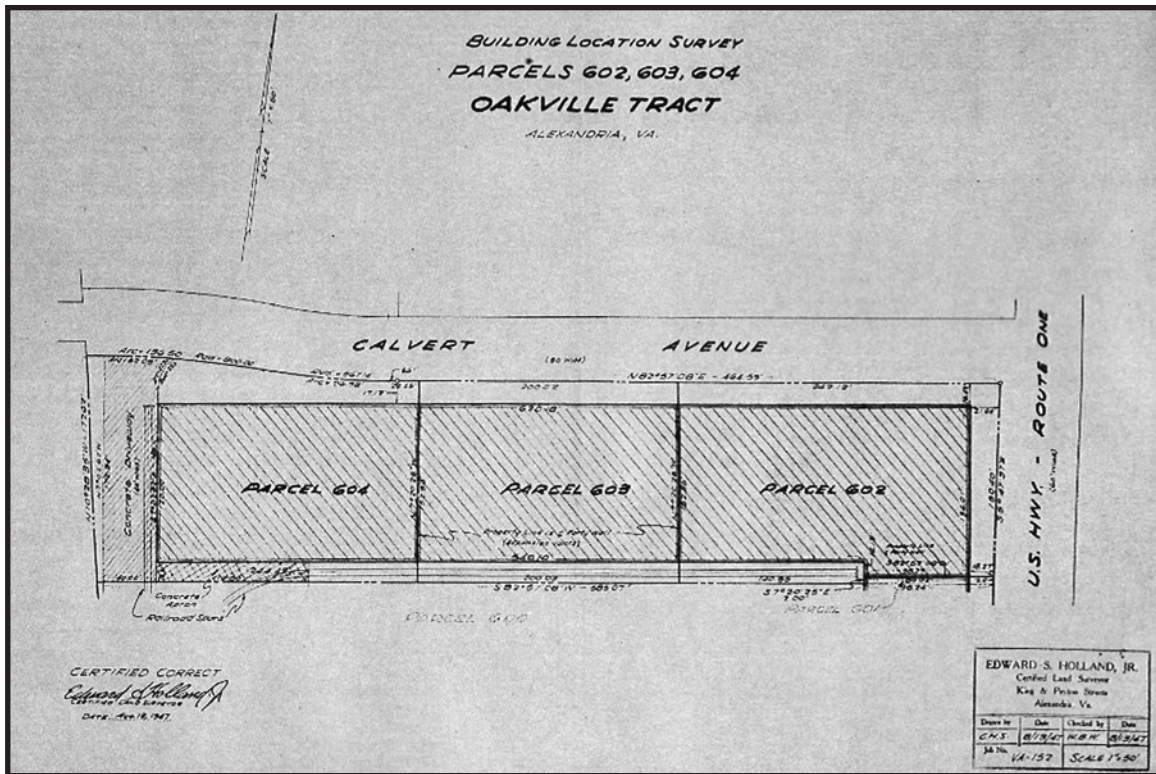


Figure 3.21 Edward Holland (1947) Plat of the Building Location Survey of Parcels 602, 603, 604, Oakville Tract.

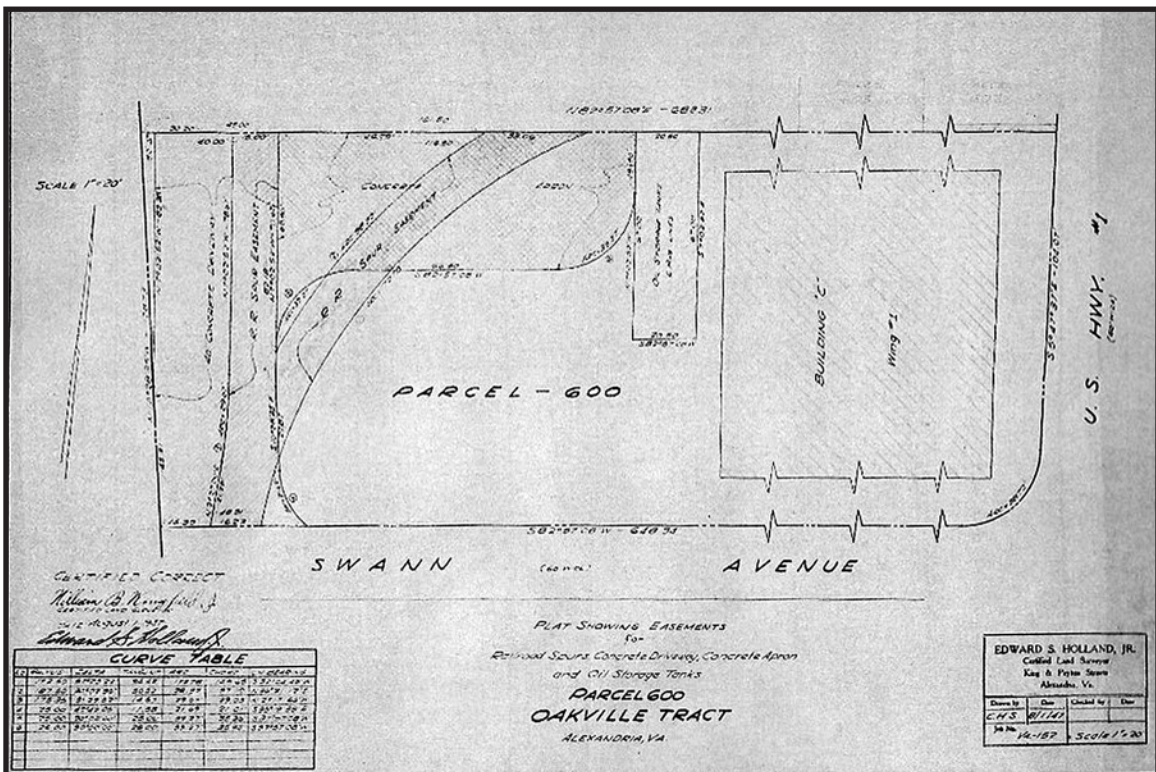


Figure 3.22 Edward Holland (1947) Plat Showing Easement for Railroad Spurs, Concrete Driveway, Concrete Apron, and Oil Storage Tanks, Parcel 600, Oakville Tract.

as “Parcel Two” (Figure 3.23). The plat also shows a portion of the proposed railroad spur that would extend into Parcel 600.

The Oakville Industrial Corporation re-organized the eastern section of the tract into Parcel A, Block No. 1 in a deed of dedication dated September 29, 1951 (ACLR, Liber 326: 142). The associated plat shows Lots 501 and 502 forming the rectangular Block 1, Parcel A bounded on the north by Swann Avenue, on the east by Jefferson Davis Highway, on the west by Oakville Street (50-ft wide), and on the south by Fannon Street (50-ft wide) (Figure 3.24). A new building, Swan Restaurant was proposed on Lot 501 of Parcel A, which encompassed the northern 164.48-ft of the block.

Extensive modifications to the Oakville Tract that occurred during the 1940s and 1950s (Sanborn 1959:Plates 44-45) (Figure 3.25). The manufacturers and warehouses situated in the Oakville Tract relied on shipping by railroad which was part of an overall pattern for commerce in Alexandria beginning in the nineteenth century. The earliest industrial buildings in the tract date to 1947. They were used for storage or manufacturing. Some of the early buildings were modified during the twentieth or twenty-first centuries or were demolished and replaced by newer structures or additions.

The conversion of the tract from residential to industrial use also brought upgrades to the infrastructure, particularly utilities (Sanborn 1959). A 12-in water line was added in Swann Avenue, supplementing the 4-in line already located within that street. New 6-in water lines were laid in Calvert Avenue, Oakville Street and Fannon Avenue. Fire hydrants also were installed along each of the streets within the tract and at their intersections with Jefferson Davis Highway. In all, a total of five triple hydrants were available for fire suppression. In addition to the hydrants, three fire alarm boxes were located at intervals along Swann Avenue.

Summary of Building Tenure in 1959

This section provides a brief description of each building in regards to its location, construction materials, and function, as shown on the 1959 Sanborn and referenced against Hall’s

city directory for Alexandria (1959). For clarity, the building descriptions have been correlated to the modern building numbers (2-6) and tax map parcels. Historically, Building 1 was not included in the sequence and is omitted in the discussion below. The building currently standing on Block 652 does not have a building designation and is referred to as Building 652.

66

Swan Restaurant (demolished)

The Swan Restaurant was situated within current Tax Parcel 025.03-02-19 (2514 Jefferson-Davis Highway). The one-story restaurant was built in 1950 and was of fireproof construction. It had concrete floors with a steel deck roof on steel joist and brick-faced concrete block walls. The eastern and western walls had glass windows and a wooden (frame) deck surrounded all but the northwestern side of the structure. The original building plans for this structure called it Canellos Restaurant (Permit #04735), although the 1951 Holland Plat shows it as Swan Restaurant (Figure 3.26). By 1959, it was called Tino’s Restaurant (Figure 3.27). The building was demolished sometime before 1989, when a new storage facility (currently standing) was built (Figure 3.28).

Building 2

This building lies within the current Tax Parcel 025.03-02-18 (2500 Oakville Avenue). It was constructed in 1949 and is built of brick-faced concrete block (City of Alexandria Real Estate Tax Assessment 2020). Building 2 is bound on the east by Oakville Street, on the north by Swann Avenue, and on the south by Fannon Avenue (Figures 3.29 and 3.30). The railroad spur that separated this building from Building 3, located to the west, has been removed and the alleyway currently is paved (Figure 3.31). A chain-link fence crosses the alley at the southern end of Building 2. Table 3.1 lists the businesses that were housed in Building 2 in 1959.

Building 3

This building was situated within current Tax Parcel 025.03-02-16 (405 Swann Avenue). It was bound by Swann Avenue on the north, a private road on the west, a railroad spur and Building 2 on the west, and a vacant lot (Tax parcel 025.03-02-

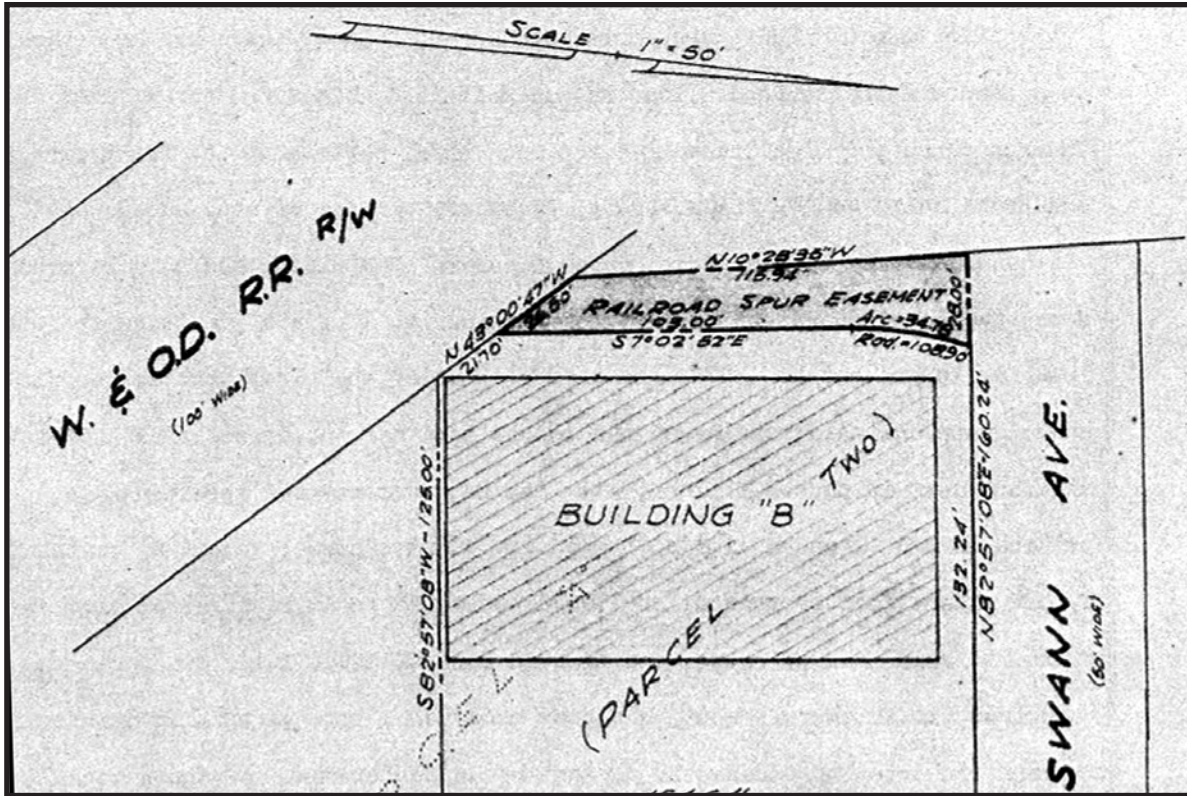


Figure 3.23 Edward Holland (1947) Plat Showing Easement for Railroad Spurs, Parcel A, Oakville Tract.

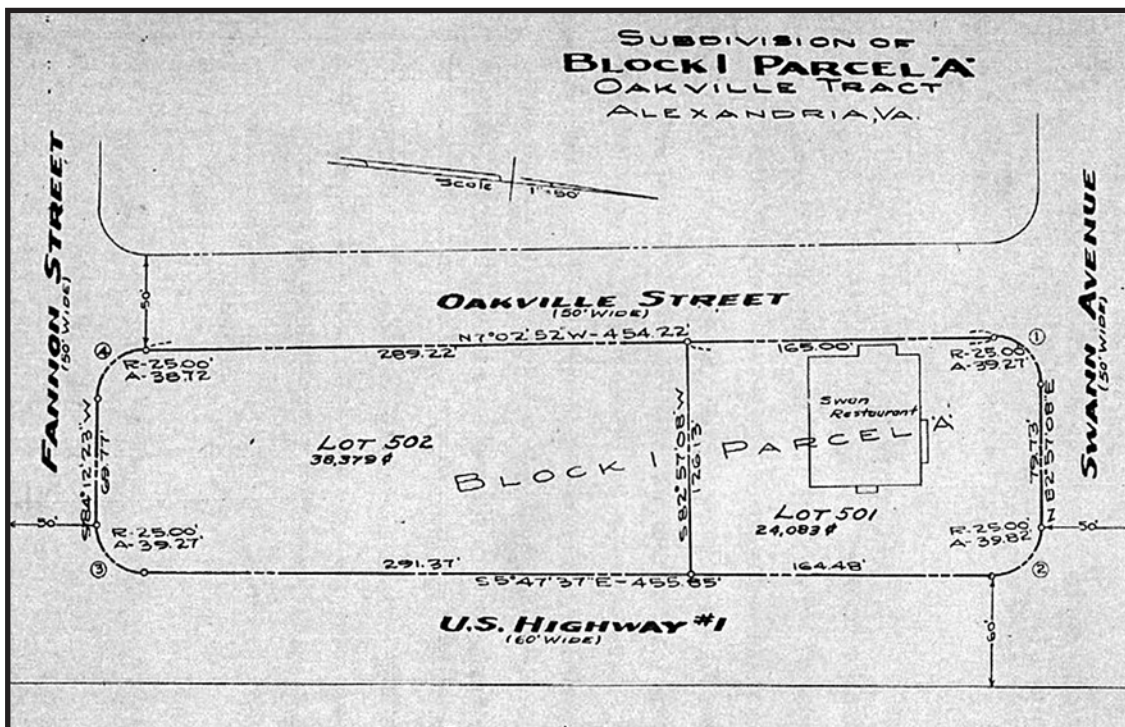


Figure 3.24 Edward Holland (1951) Plat of Subdivision Block 1, Parcel A of the Oakville Tract.

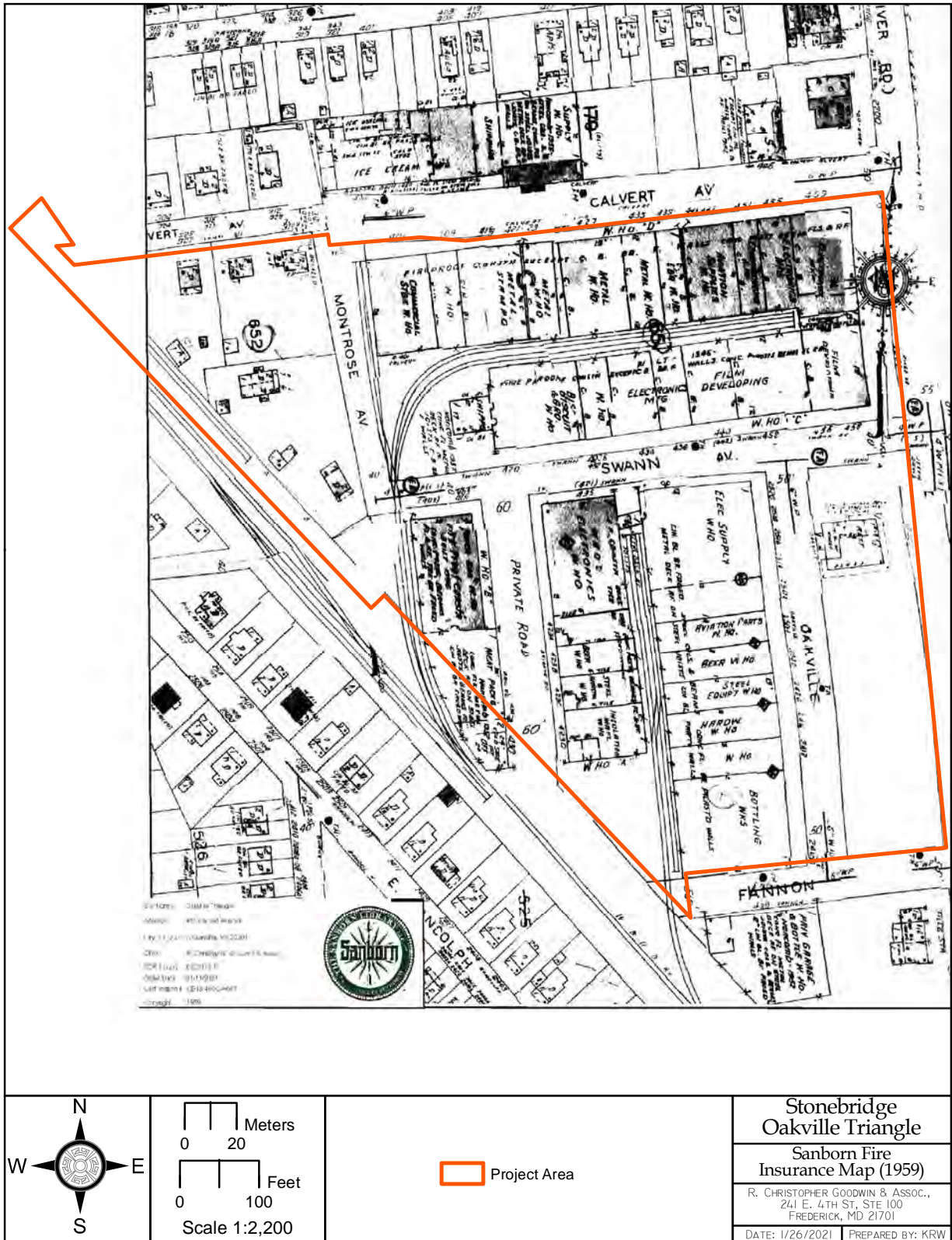


Figure 3.25 Detail from the Sanborn Fire Insurance Map (1959) showing industrial and commercial development in the Oakville Tract. Note the addition of Montrose Road, Oakville Street, Jefferson Davis Highway, and a railroad track extension between the buildings on Swann Avenue (EDR, Certification #CB-469C-A087)..



Figure 3.26. Postcard showing Swan Restaurant (Source: Boston Public Library)

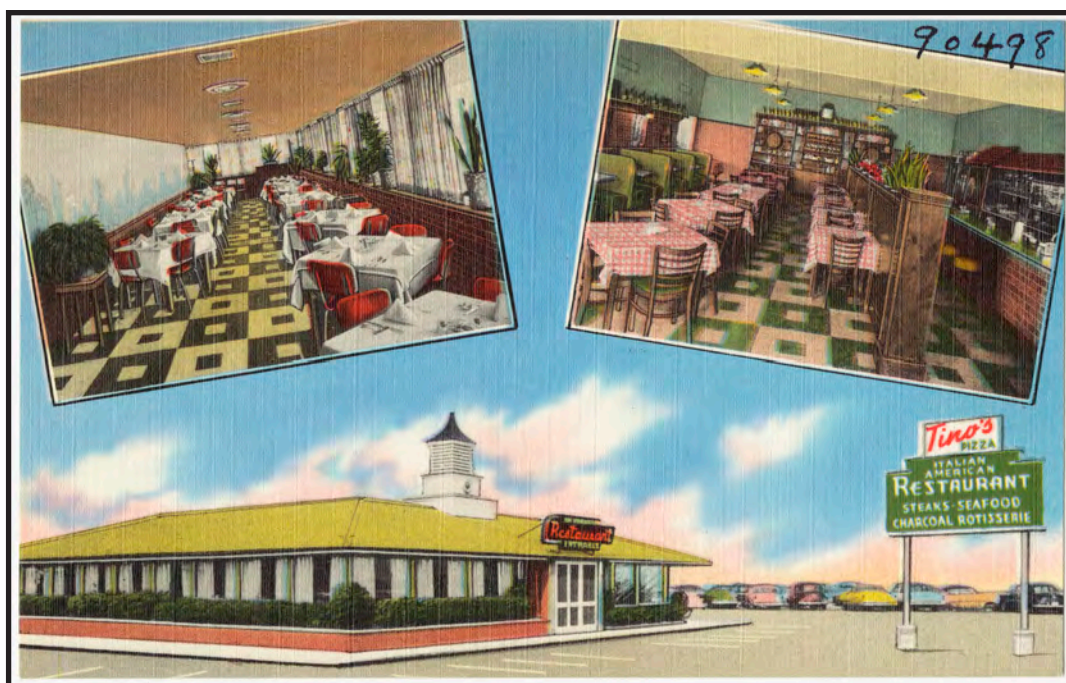


Figure 3.27 Postcard showing Tino's Pizza, Italian American Restaurant (Source: Boston Public Library)

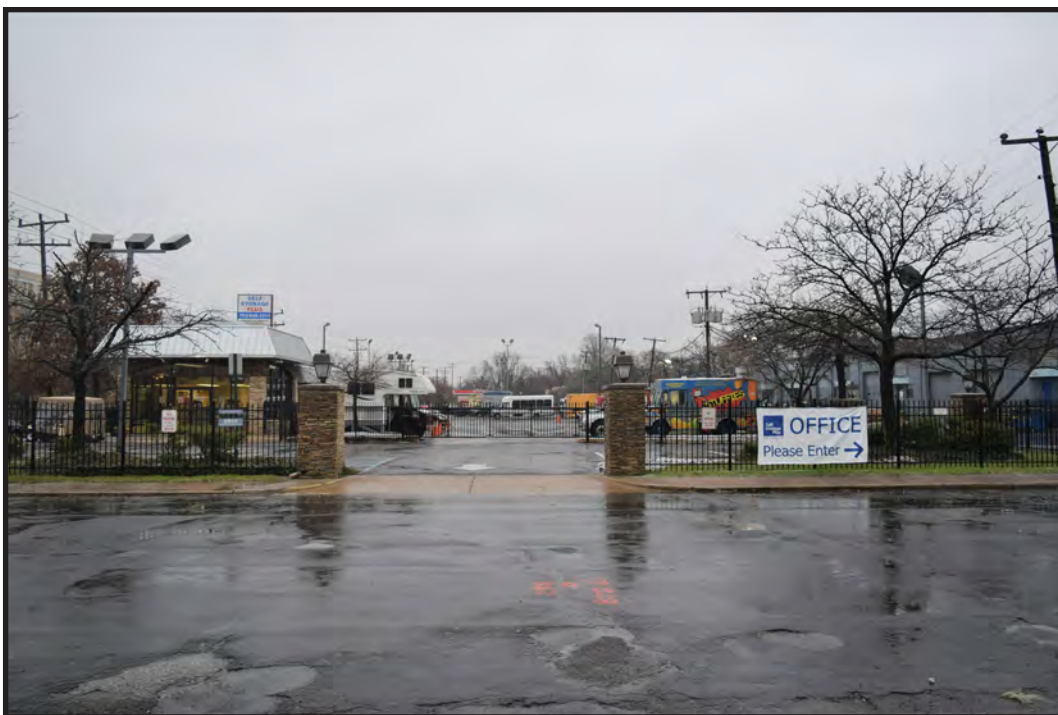


Figure 3.28 Photograph showing modern storage building and parking lot in the location of the former restaurant, view south toward Fannon Street (RCG&A, December 16, 2020)



Figure 3.29 Photograph showing the eastern elevation of Building 2, view south along Oakville Street (RCG&A, December 16, 2020)



Figure 3.30 Photograph showing the southeastern elevation of Building 2, at the intersection of Fannon Street (left) and Oakville Street (right), view northwest (RCG&A, December 16, 2020)



Figure 3.31 Photograph showing the former location of a railroad spur between Building 2 (left) and Building 3 (right), view south from Swann Avenue toward Fannon Street (RCG&A, December 16, 2020)

**Table 3.1. Oakville Industrial Park, Building 2:
Summary of Occupants
(Hill's Directory 1959)**

Address	Manufacturer/Distributor/Industry/ Warehouse
2402 Oakville Ave.	Pepsi Cola Metropolitan Bottling Company, Inc.
2414 Oakville Ave.	Anning - Johnson Company Acoustical Contractors
2416 Oakville Ave.	Potomac Steel and Supply, Inc.
2420 Oakville Ave.	Universal Equipment Inc. Steel Shelving
2500 Oakville Ave.	Globe Distributing Company – Wine Valley Forge Distributing Company
2504 Oakville Ave.	Metro Aviation Supply Company
2510-20 Oakville Ave.	Sylvania Electrical Products Inc.

07) on the south. The original structure that stood on this lot was built in 1949 and was designated “Warehouse A.” It was a single-story warehouse structure constructed of concrete, with concrete posts, beams, flooring and roofing. The interior was partitioned into five bays separated by fire-proof tile. The structure originally was addressed as 421 Swann Avenue, but later was readdressed as 435 Swann Avenue. It was connected to Building 2 via a single-story concrete walkway with a metal deck roof and metal joists. The walkway was located at the northern end of the structure, at the terminus of the railroad spur separating the two buildings. Table 3.2 lists the businesses that occupied Building 3 in 1959.

**Table 3.2. Oakville Industrial Park, Building 3:
Summary of Occupants
(Hill's Directory 1959)**

Address	Manufacturer/Distributor/Industry/ Warehouse
421 Swann Ave.	Sylvania Electrical Products, Inc.
421-C Swann Ave.	Spaulding Distributing Company – Beer
421-D Swann Ave.	Tilo Roofing Company, Inc.
421-E Swann Ave.	Carey Philip Manufacturing Company - Asbestos Products

By 1989, this building had been demolished and replaced by a steel-framed warehouse structure (Figure 3.32). That structure stands today in the Oakville Triangle Project Area (Figures 3.33). The private road depicted on the 1959 Sanborn is used to access loading platforms along the western elevation of the structure (Figure 3.34). The road extends along the western elevation of the building, emptying into a paved, fenced parking area that connects with the western end of Fannon Street (Figure 3.35).

Building 4

Building 4 is situated within current Tax Parcel 025.03-02-15 (403 Swann Avenue) and is standing within the Oakville Triangle Project Area. This structure, which originally was addressed as 401 Swann Avenue, was built in two parts. The northern portion was built in 1946 and was a single-story structure of the same fireproof concrete and tile construction as the original Building 3 (Figure 3.36). The southern portion of the building was constructed in 1952 using a combination of noncombustible materials. This structure had a concrete floor with a metal deck roof set on steel joists and beams and 1-ft thick concrete block faced walls. The northern portion of this building was indicated as a single-story structure with 20-ft high walls. The rear of the building was two-stories, with 24-ft high walls. An office was located on the second story of the rear building and a cold-storage area below that on the first floor. A private road, 60-ft in width, separated Buildings 3 and 4 (see Figure 3.34). The railroad spur that originally extended along the western side of Building 4 has been removed and the area paved (Figure 3.37). This spur had continued into the northern part of the Oakville Track along Buildings 5 and 6.

The businesses that occupied Building 4 in 1959 are listed in Table 3.3.

**Table 3.3. Oakville Industrial Park, Building 4:
Summary of Occupants
(Hill's Directory 1959)**

Address	Manufacturer/Distributor/Industry/ Warehouse
401 Swann Ave.	Trade Supply Company, Wholesale paper products
403 Swann Ave.	Murry's Steaks, Inc. Meat packing

Buildings 5 and 6

This large building is located within current Tax Parcel 025.03-02-12 (409 Calvert Avenue) and Parcel 025.03-02-13 (420 Swann Avenue). It is situated between Calvert Avenue and Swann Avenue and occupies the northeastern portion of the Oakville Triangle Project Area (Figure 3.38). The Swann Avenue portion of the structure (Building 5) was built in 1946 and was originally designated “Warehouse C” (City of Alexandria Real Estate Tax Assessment 2020) (Figure 3.39). The Calvert Avenue portion (Building 6)

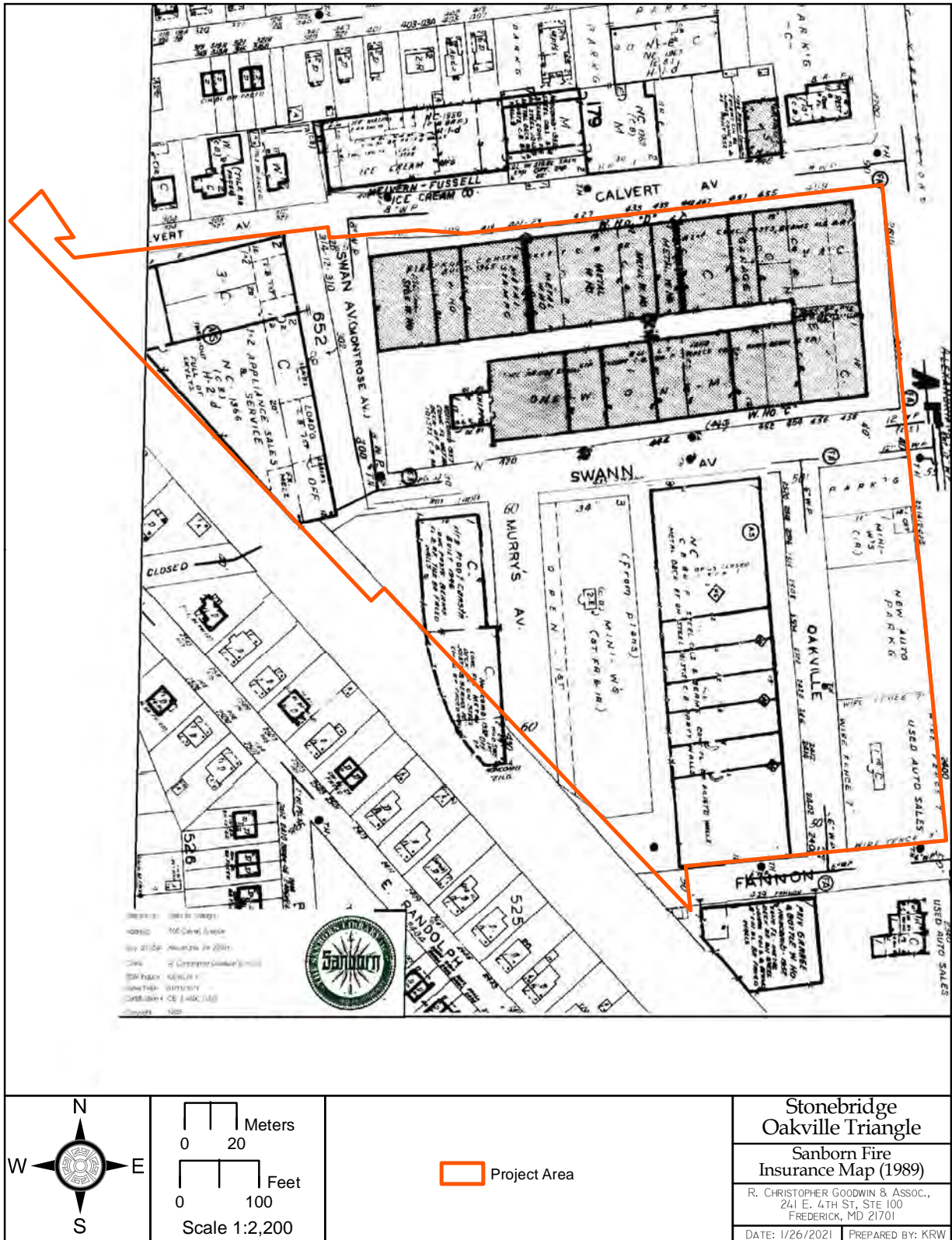


Figure 3.32 Detail from the Sanborn Fire Insurance Map (1989) showing the northern section of the Oakville Tract. Note the addition of Murray's Avenue, a new building within Block 652, and a parking lot between Oakville Avenue and Jefferson Davis Highway (EDR, Certification #CB-469C-A087).



Figure 3.33 Photograph showing northwest corner of Building 3, view east along Swann Avenue (left) (RCG&A, December 16, 2020)



Figure 3.34 Photograph showing Murrays Avenue separating Building 3 (left) and Building 4 (right), view south (RCG&A, December 16, 2020)



Figure 3.35 Photograph showing parking area at southern end of Building 3 (right), view northwest (RCG&A, December 16, 2020); Note Building 4 in the background



Figure 3.36 Photograph showing Building 4, view southeast; Swann Avenue to left (RCG&A, December 16, 2020)



Figure 3.37 Photograph showing location of former railroad spur along western side of Building 4 (left), view south (RCG&A, December 16, 2020)



Figure 3.38 Photograph showing the western elevation of Buildings 5 (right) and Building 6 (left), view northeast across Montrose Avenue (RCG&A, December 16, 2020)



Figure 3.39 Photograph along Swann Avenue showing Building 5 (center), view northeast; Building 3 (white building) visible on right side of Swann Avenue (RCG&A, December 16, 2020)

was built in 1947 and originally was designated “Warehouse D” (Figure 3.40).

Buildings 5 and 6 were constructed of fire-proof materials (Sanborn 1959:Plate 49). The buildings are of concrete block construction with concrete posts, floors and roofing. The eastern end of the building was faced with brick and had glass block infilled windows (Figure 3.41). Both buildings are single-story structures with interior partitions of concrete block. The partitions are 8-ft in height, while the exterior walls are 19-ft in height. Fire-proof doors are included in some partitions. In 1959, Building 5 had been partitioned into seven sections and Building 6 partitioned into eleven sections. An attached side room on the west end of Building 5 was indicated as a shipping platform; this room was added in 1957 and had a concrete floor, concrete block walls with glass block windows, and a metal deck roof with metal joists (Sanborn 1959).

A dual railroad spur extended along the southern side of the buildings along Montrose Avenue, with a secondary spur extending between the two halves of the building. Table 3.4 lists the manufacturers, distributors or warehouses that occupied the building in 1959. This information

was obtained by researching the street addresses in the 1959 Hill Directory for Alexandria and it relates well to the documentation on the 1959 Sanborn map.

The small residential area between Montrose Avenue and the railway (Block 652) contained five dwellings in 1959 (Figure 3.25). Four of these were the same dwellings shown on the 1941 map; the new dwelling was located at 311 Calvert Avenue. Three houses (307, 311, and 313 Calvert Avenue) stood along the southern side of Calvert Avenue and two houses stood along Montrose Avenue but had Swann Avenue addresses (5 and 6/7 Swann Avenue). The new dwelling at 311 Calvert Avenue was a two-story dwelling built of concrete block faced with brick; this building was vacant in 1959 (Hall’s Directory 1959). The dwelling at 307 Calvert Avenue was a two-story brick building with frame front and rear porches. Hall’s Directory (1959) listed Daniel and Rose Siers as the occupants of 307 Calvert Avenue. Daniel had been formerly employed as a foreman at Banks & Lee. Dorothy Wilson occupied the two-story brick home at 313 Calvert Avenue. She was employed as a clerk for the FBI and may have been renting out rooms, as two carpenters



Figure 3.40 Photograph along Calvert Street showing Building 6 (right), view east (RCG&A, December 16, 2020)



Figure 3.41 Photograph along Jefferson Davis Highway showing east elevation of Buildings 5 and 6, view south (RCG&A, December 16, 2020)

**Table 3.4. Oakville Industrial Park, Buildings 5 and 6: Summary of Occupants
(Hill's Directory 1959)**

Address	Manufacturer/Distributor/Industry/Warehouse
2601 Jefferson-Davis Highway	Melpar, Inc.
2604 Jefferson-Davis Highway	Rem-Rand Division Business Office
420 Swann Ave.	Keebler Biscuit Company – Bakers
426 Swann Ave.	Peter Bratti Associates, Inc. Tile manufacturing
430 Swann Ave.	Melpar Inc.
435 & 452 Swann Ave.	Rem-Rand - Microfilming
401 Calvert Ave.	Commercial Storage Warehouse
413 Calvert Ave.	Morris and Eckels, Inc. Warehouse
419 – 421 Calvert Ave.	Hohman and Barnard, Building materials
423-425 Calvert Ave.	Metal Distributing Company, Inc.
440 Calvert Ave.	Nesbitt Equipment Company – Storage
441 Calvert Ave.	Allied Plywood Corp. Manufacturing
443 Calvert Ave.	Coastal Corp. Aircraft Supplies Coastal Corp. Electric and Sound Company, Engineers

employed at the Shade Shop, Lewis Gee and James Hall, were also listed at 313 Calvert. This house was built of brick-faced tile, a clay version of concrete block, and had a frame second floor and an auto garage in its basement.

The three dwellings with Swann Avenue addresses all were occupied in 1959. Antoinette Pennazoli, (widow of Antonio) lived at 5 Swann Avenue, a two-story brick dwelling located at the intersection of Swann Avenue and Montrose Avenue. Neuman and Dorothy Scott lived at 6 Swann Avenue in the southern half of the duplex, and Minnie Pruett (widow of Joseph) lived at 7 Swann Avenue in the northern half of the duplex. Neuman Scott was employed as a shovel operator for the Richmond Fredericksburg & Potomac Railroad, and Minnie was employed as a laundromat attendant.

This small development located between Montrose Avenue and the railroad line persisted until the mid-1960s, when the entire block was razed and the area redeveloped as part of the Oakville Industrial Park.

Oakville Industrial Park (1960-1988)

Building 652

By 1977, all of the dwellings depicted on earlier maps of Block 652 had been demolished and a new triangular-shaped building occupied the entire lot bound by Calvert Avenue, Montrose Avenue and former railroad right-of-way (present-day Mt. Jefferson Park) (Sanborn Insurance Company 1977:Plate 54). The building is located on Tax Parcel 025.03-02-14 (300 Swann Avenue) and is standing today. It does not have a building

number within the industrial park, but has been referred to as Building 8 in some Project-related documents. The 71,364 square-foot building was built in 1965 and includes warehouse and office space, as well as loading dock areas. During the late 1970s, the building housed a Direct Mail Service and an Appliance Sales Service.

The structure is built of concrete block with brick facing on the western third of the structure (Sanborn 1989) (Figure 3.42). The structure is two-stories in height, but only the western portion of the building has a second floor; this space was used as office space in 1989 (Sanborn 1989). The building interior is partitioned into three sections, with additional partitions dividing those spaces. A single loading-dock door opens onto Calvert Avenue for automobile entry into the northwestern portion of the structure (Figure 3.43). The remaining doors on the structure are pedestrian entrances or loading platforms located along the western elevation, which fronts Montrose Avenue (Figure 3.44).

Additional Improvements

Several changes occurred to the Oakville tract during the mid-twentieth century. These changes were depicted on the 1977 and 1989 Sanborn maps. The newly designated Murry's Avenue was extended southward from Swann Avenue toward Fannon Street, providing access to Murry's Steaks meat-packing plant (see Figure 3.32). In 1969, a new, larger incinerator was built adjoining Murry's plant, however, this modification was minor (City of Alexandria Building Permit, 1968, No. 8557). South of Tito's Restaurant



Figure 3.42 Photograph showing combination of concrete brick and brick-faced concrete on Building 652, view east along Calvert Avenue (RCG&A, December 16, 2020)



Figure 3.43 Photograph showing vehicle entrance on Building 652, view south from Calvert Avenue (RCG&A, December 16, 2020)



Figure 3.44 Photograph showing western elevation of Building 652, view south from Calvert Avenue (RCG&A, December 16, 2020)

in the southeastern portion of the Project Area, a new fenced parking lot had been added (Figure 3.45). The parking lot covered the southern section of the block between Oakville Avenue and Jefferson Davis Highway. Oakville Industrial Properties, a Virginia Limited Partnership, owned the Oakville tract in 1984 when easements for a storm sewer and fire hydrants on the tract were required near Jefferson-Davis Highway.

Oakville Industrial Park (1988-present)

Oakville Industrial Properties conveyed Tracts 1, 2 and 3 of the Oakville Project Area to Route One North Associates, Limited Partnership on March 3, 1988 (ACLR, Book 1237:860). This conveyance included Lot 501 of the Oakville Tract where Route One North Associates built the Oakville Mini-Storage Facility (Building A) in 1989 at 2314 Jefferson Davis Highway (City of Alexandria Building Permit, 1988, No. D2243). They also built a second Oakville Mini-Storage Facility (Building C) at 435 Swann Avenue, in 1989. The construction plan incorporated elements of the 1949 building that was standing on the site at that time (City of Alexandria Building Permit, 1988, No. 88-2951). Route One North

Associates conveyed the property containing Tracts 1-8 to G & E Oakville Corporation in February 1990 (ACLR, Book 1294:1556). This was the same property conveyed to Route One North Associates from Burdall Associates (Tract 7 and 8), Burmac Properties (Tracts 4, 5, and 6), and Oakville Industrial Properties (Tract 1,2 and 3). The 1995 aerial shows the Oakville Triangle Project Area bounded by Mount Jefferson Park on the west and the new Oakville Mini-Storage facilities (Figure 3.46).

CLP Industrial Properties, LLC. conveyed eight parcels of the Oakville Tract to BRE/DP Alexandria LLC in a special warranty deed dated June 21, 2012 (ACLR, Liber 12001:3969). Note that Parcel One of this conveyance contained two tax parcels, 2514 Jefferson Davis Highway (TPN 025.03-02-19) and 2412 Jefferson Davis Highway (025.03-02-20). The current owner of the Oakville Industrial Park is BRE/DP Alexandria Property Owner LLC. Table 3.5 summarizes lists the address, current use, lot number, size, and property class of the nine parcels included in the property (Alexandria Real Estate Assessments 2020).



Figure 3.45 Photograph showing office trailer and parking lot in southern portion of Oakville Triangle Block A Project Area, view north toward Swann Avenue (RCG&A, December 16, 2020)

Table 3.5. Summary of Parcels in the Oakville Triangle Project Area

Address	Lot #, Square feet, Property Class, Current Use	Tax Map/Parcel Number
409 Calvert Avenue	Lots 602, 603, 604, Oakville Tract Lot size: 107,248 sq. feet Structure built 1947 – no basement OFFICE/COMM/WHSE	TPN 025.03-02-12
420 Swann Avenue	Lots 600, 601, Oakville Tract Lot size: 87,005 sq. feet Structure built 1947 – no basement OFFICE/COMM/WHSE	TPN 025.03-02-13
300 Swann Avenue	Lot 600, Oakville Tract Lot size: 90,175 sq. feet Structure built 1965 – no basement OFFICE/COMM/WHSE	TPN 025.03-02-14
403 Swann Avenue	Lot 2, Oakville Tract Lot size: 34,339 sq. feet Structures built 1946 and 1952 OFFICE/COMM/WHSE No basement	TPN 025.03-02-15
405 Swann Avenue	Lot 1, Oakville Tract OFFICE/COMM/WHSE Lot size: 54,048 sq. feet Structure built 1989 – no basement OFFICE/COMM/WHSE	TPN 025.03-02-16
400 Fannon Street	Lot 4, Oakville Tract Lot Size: 15,541 sq. Feet Structure built 1989 – no basement OFFICE/COMM/WHSE	TPN 025.03-02-17
2500 Oakville Street	Lot 3, Oakville Tract Lot size: 85,013 sq. feet Structure built 1949 – no basement OFFICE/COMM/WHSE	TPN 025.03-02-18
2514 Jefferson-Davis Hwy	Lot 501, Oakville Tract Lot size: 24,083 sq. feet Structure built 1989 – no basement OFFICE/COMM/WHSE	TPN 025.03-02-19
2412 Jefferson-Davis Hwy	Lot 502, Oakville Tract Lot size: 38.379 sq. feet VACANT LAND-INDUST	TPN 025.03-02-20



Figure 3.46 Detail from 1995 aerial photograph of the Oakville Industrial Park showing the locations of new storage facilities at 435 Swann Avenue and 2514 Jefferson Davis Highway.

ARCHAEOLOGICAL ASSESSMENT AND RECOMMENDATIONS

This report presents the results of the documentary study conducted for Oakville Triangle, located in the Oakville Industrial Park in the City of Alexandria, Virginia. The work was designed to assist Stonebridge to comply with the City of Alexandria's Archaeological Ordinance No. 3413 (1989), Section 11-411 of the City's Zoning Ordinance (1992). The study was conducted following recommendations put forth in a Scope of Work prepared by Alexandria Archaeology (dated October 13, 2020). This planning document indicated the property may retain the potential for nineteenth century historic archaeological resources related to Oakville Farm, which was located within Blocks A and D of the planned development.

Archival and archaeological research conducted for the documentary study focused on reviewing the historic development of the Project Area and on examining the Project Area's current condition. Current conditions within the Project Area were assessed through a review of historic maps, current geotechnical studies, and by a field reconnaissance survey of the Project Area conducted on December 16, 2020. All work was conducted in accordance with standards established in the Secretary of Interior's Standards and Guidelines for Archeology and Historic Preservation; Guidelines for Conducting Historic Resources Survey in Virginia (Virginia Department of Historic Resources [VDHR] 2011); and City of Alexandria's Archaeological Standards (1996).

Project Summary

The Oakville Triangle property encompasses 13.7-ac of fully developed urban land located immediately west of Potomac Yard. The triangular-shaped Project Area, currently the location of the Oakville Industrial Park, includes portions of

City Blocks 180, 651, and 652. The Project Area is bound on the north by Calvert Avenue, on the west by Richmond (Jefferson-Davis) Highway, on the south by Fannon Street, and on the east by Mt. Jefferson Park. The Project Area includes three streets that begin and end within the Project Area: Oakville Street, Swann Avenue and Murrays Avenue. Seven mixed-use commercial/industrial structures and a temporary office trailer currently stand within the Project Area.

The Oakville Triangle Project will include of phased redevelopment of all portions of the existing Oakville Industrial Park. The Project Area has been subdivided into four development blocks (A-D), with initial redevelopment occurring in Blocks A1 (north portion of Block A) and B. Mitigation of VOC-impacted soil and REC's in Block D also will occur during the initial phase of development. The proposed redevelopment will include demolition of existing structures and infrastructure in Blocks A, B and D, and new construction of mixed-use buildings with associated infrastructure improvements in those blocks. Oakville Street will be relocated to the western central portion of the Project Area and extended to the north to connect to Calvert Street. Subsurface excavation of at least 20-ft below grade will be required in portions of Blocks A and B, where underground parking facilities are planned. Minimal subsurface impacts are planned in the remainder of the Project Area.

Archaeological Assessment

The current landscape within the Project Area is relatively level, with elevations averaging 46 ft (amsl). The proposed grading plan for the Oakville Triangle property maintains this average elevation, with blocks prepared for construction having a nominal grade toward the center of

the Project Area to enhance drainage. The 1838 map of the proposed route of the Alexandria Canal shows the Oakville Triangle property situated on the northeastern margin of a dissected upland overlooking the interior marshes of Daingerfield Island (Stone et al. 1838). No indications regarding elevation are included on the map. Civil War-era maps depict the topography as relatively level in the location of the Project Area. The 1853 advertisement of sale for Oakville Farm mentions the dwelling is “situated on the range of hills west of the river Potomac” but that of the 265 acres advertised for sale, “about 180 to 200 acres is flat land” (*Alexandria Gazette* 12/101853).

Landscape Change Analysis

A cut and fill analysis conducted as part of the preliminary planning process for the project assessed the potential effect existing site conditions may have had on archaeological resources. This study relied on historical and modern topographic data to evaluate changes in elevation and landform. Landform changes were graphically depicted in ArcGIS as areas of cut or filled land. The analysis of historic landform changes within the Project Area was conducted using available historic topographic maps and modern LIDAR data. Elevations were extrapolated using adjacent data points where necessary to build a composite data set. Historic topographic data was based on a ca-1862 Civil War-era topographic map that used approximated 20-foot contour intervals as its base model. This map was the earliest topographic map available for the Project Area. Due to the potential inaccuracies of historic maps when compared to modern-day maps, however, the results of the cut and fill analysis should not be used in exclusion of other types of analysis when assessing the potential level of past historic disturbance within the Project Area.

Archaeologically, areas that have been filled generally have a higher potential to contain buried archaeological resources, while areas that have been cut typically have had historic surface layers removed and lack potential to contain historic resources. The data provided by the cut and fill analysis suggests the modern landscape is significantly lower in elevation than the historic landscape (Figure 4.1). In most areas, this

change averaged 14-ft (4.3-m) in elevation. The historic elevation of the Oakville Tract is known only through historic maps and accounts of the farm, which depict Oakville as situated on level to gently sloping terrain and set reasonably inland from the bluff edge.

Archaeological investigations conducted at Potomac Yard, located on the eastern side of Jefferson Davis Highway concluded that, in that location, the bluffs overlooking the Potomac had been cut down by as much as 14-ft when the railroad switching yard was constructed in 1906 to the east of the Washington & Alexandria Railroad line (Adams 1996). In 1872, Thomas Swann leased a 25-ft easement containing the rail bed the United States Military Railroad had constructed to link the Washington & Alexandria Railroad (later Potomac Yard) to the east with the Alexandria, Loudoun & Hampshire Railroad (later the Washington and Old Dominion Railroad, 1936-1965) to the west. The Company stated they would grade the rail bed to a depth not to exceed 3.5-ft below surface and install a fence around the property. The lease ran for a period of 20-years and was renewed for additional 10-year period. The rail line crossed through the center of Oakville Farm in a broad arc that would have been located in the vicinity of present-day Swann Avenue.

While this grading activity was localized, later grading activity for a failed residential development was more extensive. When Susan Calvert acquired the property in 1894 from Thomas Swann, rail bed and track were still present. Calvert had the property surveyed for development in 1904, but it was not until 1916 that she began to actively sell portions of the property. The first lots were sold in 1916 to Antonio Pennazoli and Daviddi Giamittorio, who purchased two adjoining lots along the western edge of the property, north of the railroad connection. By the 1920s, Susan's daughter Helen, who had inherited the property, was actively subdividing it. All of the earlier buildings of Oakville Farm had been removed and a new street (Swann Avenue) had been built into the center of the property. Comparisons of earlier historic maps suggest the new road crossed to the south of the Oakville Farm dwelling (Figure 4.2). More roads and dwellings

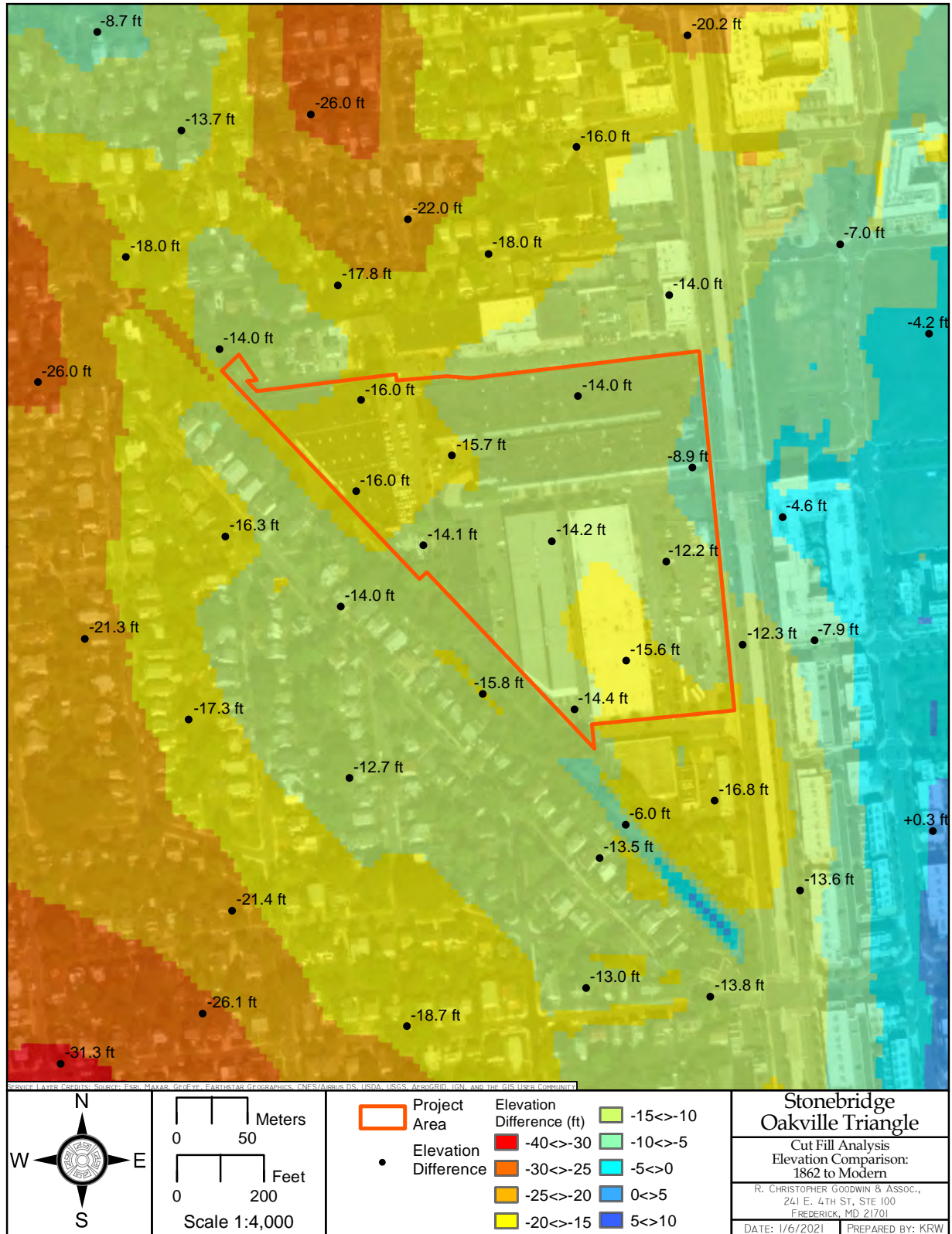
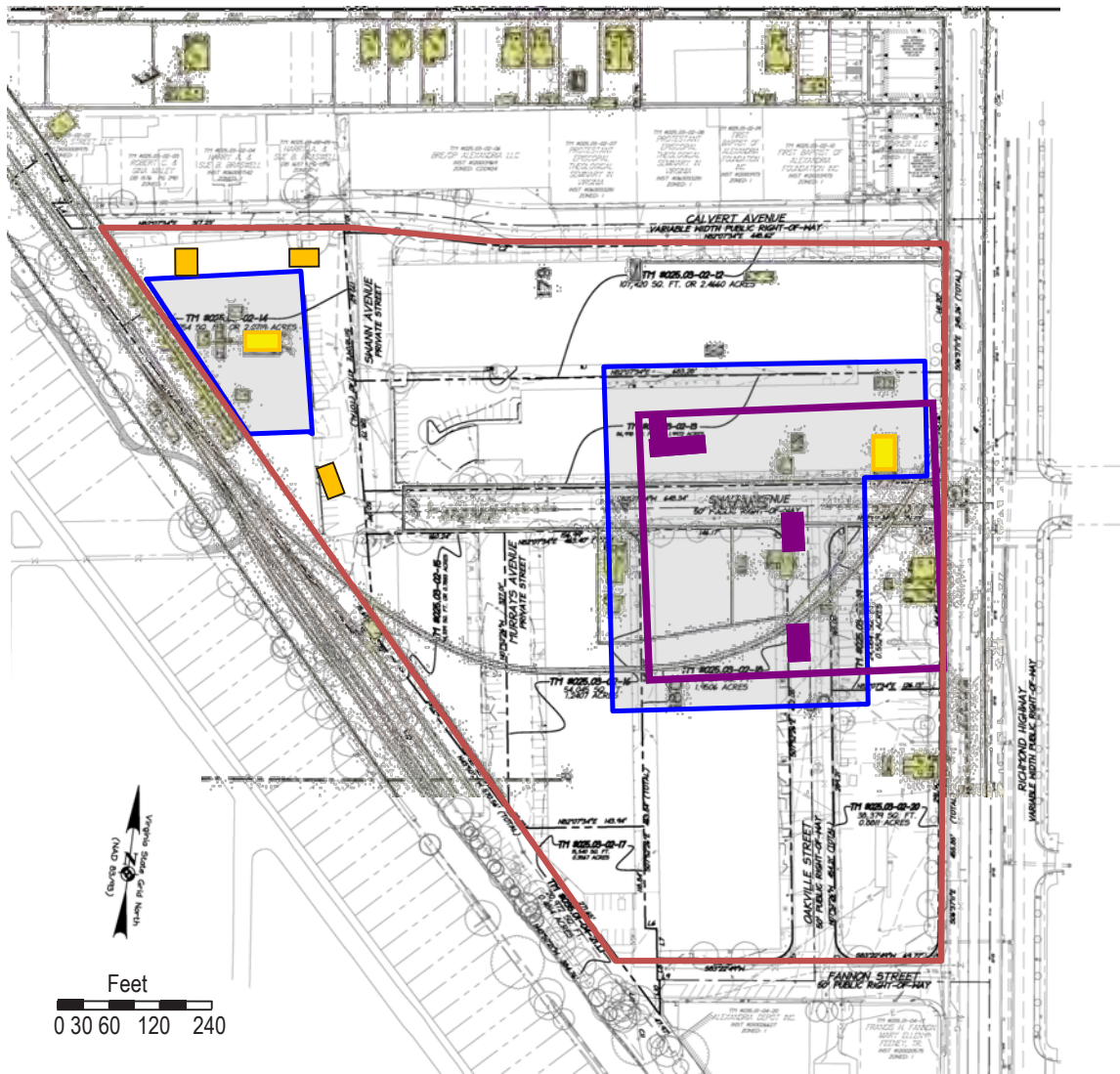








Figure 4.1 Cut and Fill Analysis showing historic-modern period elevation change in the Oakville Triangle Project Area



Boschke, et al. (1861) *Topographic map of the District of Columbia*
 Civil Engineering Map—Current Conditions (Christopher Consultants 2020)
 Sanborn Fire Insurance Maps, Alexandria, VA (1921, 1941)

**Oakville Triangle
 Alexandria, Virginia**

- | | | | |
|---|---------------------------|---|------------------------------|
|  | Boschke 1861 (Swann Farm) |  | Project Area |
|  | Sanborn 1921 |  | Archaeological Resource Area |
|  | Sanborn 1941 | | |
|  | Sanborn 1921 & 1941 | | |

**Map Overlay Showing
 Archaeological Resource
 Areas**

Figure 4.2 Map Overlay Showing Archaeological Resource Areas (Blue). Oakville Farm (ca. 1810-1873) on right; Pen-nazoli House Lot (ca. 1916-1960) on left

have been added by 1941, although large portions of tract still remain undeveloped.

In 1945, the majority of the Oakville tract is sold for industrial development. All of the early twentieth century dwellings and structures are removed and the land is again prepared for development. The western edge of the Oakville tract, which contains the lots purchased by Antonio Pennazoli remain as a small residential neighborhood until the 1960s, when they are purchased and incorporated into the industrial park. Geotechnical soil borings have suggested that the successive preparations that the property has underwent for residential and then industrial development have severely affected the natural landscape (ESC 2015, 2020). Soil borings have indicated that the modern surface layers rest directly on natural, alluvial sediments with no evidence of intact historic surfaces. The soil borings also indicted that deep fill deposits were present along most major streets within the Project Area. These areas of disturbance likely are associated mid-twentieth century utility installation and building and roadway construction.

Archaeological Resource Areas

Two potential areas of archaeological research interest are present within the Oakville Triangle Project Area: Oakville Farm (ca. 1817-1873); and Block 652 (1916-1960s). Oakville Farm historically was located in the western central portion of the Project Area, near the intersection of Oakville Street and Swann Avenue. The dwelling is projected to lie within Oakville Triangle development Block B, and two larger outbuildings within Block A. Antonio Pennazoli and Daviddi Giamittorio, Italian immigrants, purchased lots in Block 652 in 1916 and built a frame duplex and later a second, smaller dwelling of brick and Giamittorio built a frame, one story house. These lots are located along the western edge of the Project Area, within Oakville Triangle Block D. These resources are summarized below.

Oakville Farm (ca. 1817-1873)

Land records indicate that the dwelling at Oakville was constructed between 1810 and 1817 and that it likely was built by Samuel Harper

(ACLR, Liber U-M2:375-376). There is no evidence that Harper ever occupied the farm, William and Frances Swann purchased the Oakville tract in 1817 and resided there along with their children and 12 slaves (U.S. Census, Alexandria County 1820:213). William Swann died in 1820, but the family remained on the farm until 1834, after which time the property was leased to two different tenants (ACLR, Liber V2-C3:160).

Thomas W. Swann purchased Oakville from family members in 1850 (ACLR, Liber L3-P3:220-222). He and his wife, Helen Mary Swann, resided at Oakville from the 1850s until the early 1870s. An *Alexandria Gazette* advertisement from 1853 presented a description of Oakville Farm as follows, “The improvements consist of a neat, two-story frame dwelling house with a basement” (*Alexandria Gazette* 12/10/1853, p. 3). The advertisement also mentions the fertile soils, “a high state of cultivation” and a “barn, stables and all necessary outhouses.” The 1861 Boschke map places the 16-acre Oakville Farm between the Washington and Alexandria Turnpike on the east and the Alexandria, Loudoun & Hampshire Railroad on the southwest (Boschke et al. 1861). The residence was shown at the end of a long driveway extending westward from the turnpike. Two additional buildings were shown southeast of the residence. The farm is detailed on several subsequent 1860s maps, each of which depict the dwelling located to the northwest of two other buildings.

The Swann family moved from Oakville Farm to Mount Auburn sometime after 1871. Historic accounts indicate that the dwelling fell into disrepair and was eventually burned and was demolished sometime in the early twentieth century. Remnant outbuildings (two stables and another outbuilding) from the Oakville Farm Complex remained on the property into the 1920s. They appear on the 1921 Sanborn Map but not the 1941 Sanborn (Sanborn Map Company, 1921:Plate 32, 1941: Plate.42).

The 1894 G.M. Hopkins Atlas placed the Oakville Farm dwelling approximately halfway between Raymond Avenue on the north and the railroad spur on the south. This suggests the dwelling was situated north of Swann Avenue, near its early terminus, and would underlay the

central portion of Building 5 of the Oakville Industrial Park (see Figure 4.2). The same map also shows two additional structures along the western edge of the tract, north of the railroad spur (Hopkins 1894). These buildings may be the two structures depicted on Gedney & Roberts (1890) Perspective View of Northwest Alexandria, which depicts two large red-shaded structures presumed to be barns along the railroad tracks. Any intact structural remains associated with the Oakville Farm Complex would have a period of significance of 1873, the period when the farm was actively occupied by the Swann family and their descendants. If identified, these remains might consist of the brick foundation of the two story, frame dwelling, or postholes and foundation remains of the stables, barn, and supporting dwellings.

Building 5 of the Oakville Industrial Park overlies the probable location of the nineteenth-century Oakville dwelling. The building, which is currently standing was constructed in 1946. A plat showing proposed modifications to Building 5 depicts the addition of Building C, Wing #1, on the east side of the building (ACLR, Liber 251:131). Oil storage tanks and associated pipelines were placed west of Building C. A Phase I ESA conducted for the Project Area noted nine UST's historically had been located within the Project Area (ECS 2015). All of the UST's have been removed, abandoned in place, or are "permanently out-of-use" (ECS 2015). The Project Area currently is enrolled in the Voluntary Remediation Program (VRP) and soil and groundwater affected by chlorinated solvents and petroleum constituents from past uses of the property have been identified in Block D (ESC 2015) (Figure 4.3). Those areas are scheduled for mitigation during the initial phase of construction for the Oakville Triangle project. Even though Building 5 does not have a basement, the ground disturbance from the installation of the oil tanks, pipes, and railroad spurs may have removed or compromised previously intact archaeological deposits or structural remains associated with the Oakville dwelling.

This projected location of the Oakville Farm dwelling also may have been impacted by the construction of several nearby railroad spurs. One

spur entered the parcel from the south then split, with line one extending between Buildings 5 and 6. The second spur extended northward along the west side of Buildings 5 and 6 and was edged with concrete aprons. In addition to the historic railroad spurs, underground water, sewer and gas utilities are located within each of the primary roadways within the Project Area. Buried electrical lines and drainage structures also cross the parking lot in Block A, as well as various open space areas in the remaining blocks. These utility installations cross through the projected location of Swann Farm.

The southern two outbuildings associated with Swann Farm are projected to lie south of Swann Avenue, along the western side of Oakville Street. These buildings stood on the farm until at least 1890. When Susan Calvert took ownership of the farm, the buildings were demolished and a replaced by a series of frame dwellings and outbuildings spaced along the newly built Swann Avenue. As before, the soil borings conducted for the Oakville Triangle project indicated substantial disturbance along Oakville Street, including the presence of deep fill deposits and areas where the original surface layers appeared to have been removed. It is likely that pre-construction preparation of the parcels on the east and west of Oakville Street removed any historic surface layers and surface features associated with Oakville Farm or the later development initiated by Helen Calvert.

The Oakville Industrial Corporation re-organized the eastern section of the tract into Parcel A, Block 1, in 1951 (ACLR, Liber 326:142). Oakville Street also was designated around that time. Block 1, Parcel A was located on the east side of Oakville Street and was the site of Swann Restaurant. This building was located near the projected location of the outbuildings. Its construction and demolition would have affected any near-surface archaeological deposits that remained following preparation of the lot for construction in 1947. The southern portion of Parcel A appears to have been less impacted by modern development, but this portion of the Project Area has less potential to yield information about Oakville Farm.

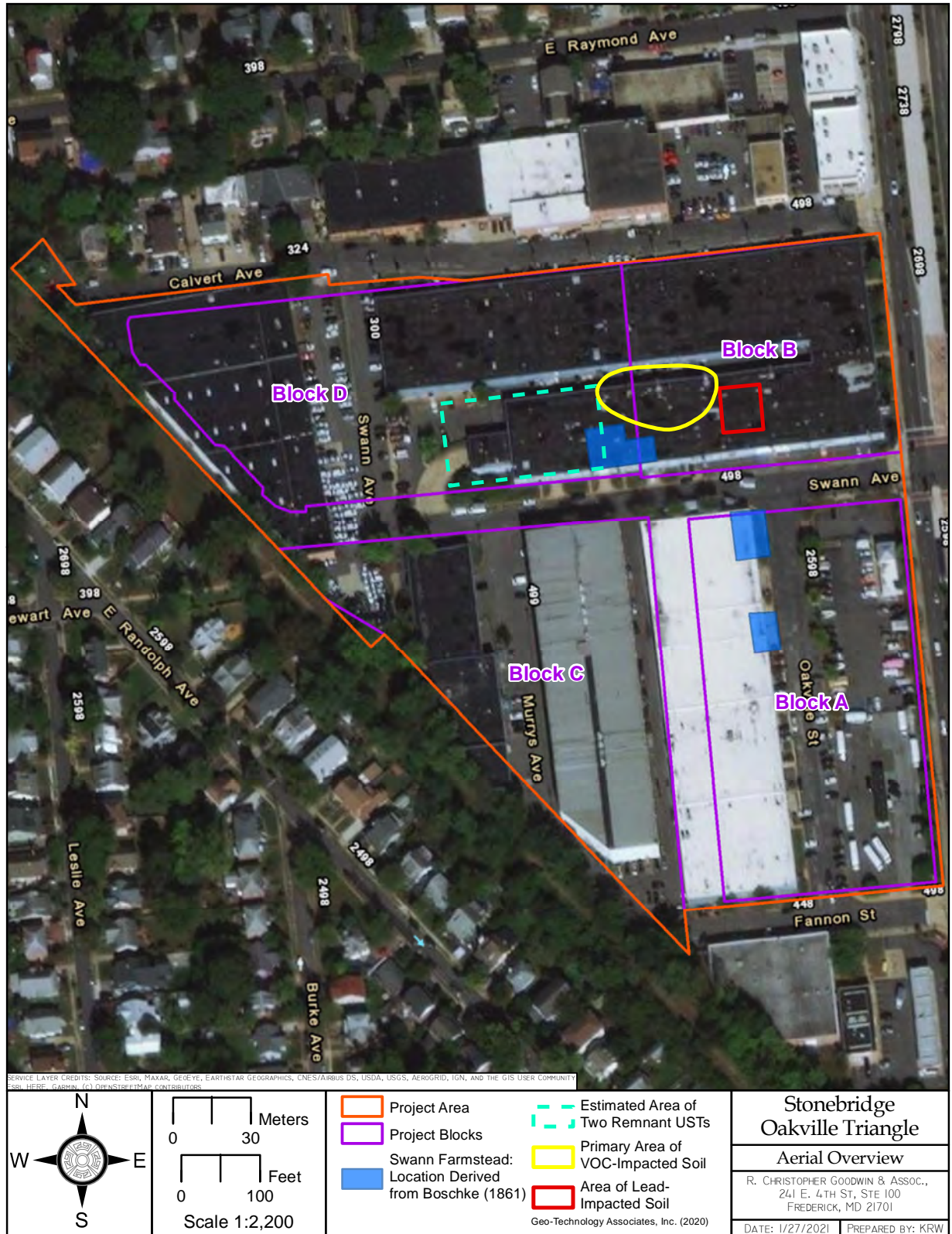


Figure 4.3 Aerial map showing the projected location of Oakville Farm buildings (blue) and areas of known VOC and Lead-impacted soils and Underground Storage Tanks (USTs)

Based the configuration of outbuildings depicted on the 1861 Boshcke map, it is possible that archaeological resources relating to Oakville Farm outbuildings could extend even further westward into the Oakville Triangle Tract into the area covered by Building 2. This structure was built on the west side of Oakville Street in 1949 (Sanborn Map Company 1959:Plate 45). It housed numerous industries during the mid-twentieth century, such as the Pepsi-Cola Bottling Company and Sylvania Electronics. The building was modified in 1989, but does not have a basement.

Block 652 (ca. 1916-1960s)

Antonio Pennazoli immigrated to America in 1904 at the age of 19. He became a pipefitter for the railroad (U.S. Naturalization Petition, No. 263). In 1916, Pennazoli purchased two parcels in Susan Calvert's Oakville tract. Parcel 1 was 0.7603-ac and Parcel 3 was 0.3012-ac. Both parcels bordered what was then the Washington & Old Dominion Railroad line and were located north of the connecting spur that crossed the center of the Oakville tract. Daviddi Giamittorio purchased a 7,151 sq. foot parcel to the north of Pennazoli that same year. Giamittorio, who was employed as a rail car mechanic, had immigrated to America in 1906 at age 34 with his wife Rosina and their six children.

Over the next two decades, additional houses would be built along Calvert Avenue and occupied by Italian immigrants, many of them employed by the railroad or by nearby businesses. The occupants of the other houses also were known and together they comprised a small enclave of Italian families, who lived on the Oakville tract and worked for the railroad. This group exemplified a pattern of Italian immigration that was seen in Alexandria, Virginia beginning with the construction of Potomac Yard in 1904. These immigrants continued to live in Block 652 until the block was incorporated into the Oakville Industrial park.

Substantial modifications were made to Block 652 when it was incorporated into the industrial park. The 1977 Sanborn shows that the five dwellings that had stood in the block all had been demolished and a single new building stood in their place (Sanborn 1977:Plate 54). The build-

ing that currently stands on that location was built in 1965. During the late 1970s, it housed a Direct Mail Service and an Appliance Sales Service. The building does not have a basement, so it is possible that structural remains or archaeological deposits associated with the Pennazoli's residence or outbuildings may be present. A review of historic maps suggests this dwelling may be situated beneath the center of the current building and may not have been as significantly affected by development of the block as dwellings historically located along Calvert Avenue or Pennazoli's new brick house located at the intersection of Montrose Street and Swann Avenue.

Recommendations

Two potential areas of archaeological research interest are present within the Oakville Triangle Project Area: Oakville Farm (ca. 1817-ca. 1873); and Block 652 (ca. 1916-1960s) (see Figure 4.2). Historic map overlays indicate historic resources associated with Oakville Farm may be located in the eastern central portion of the Project Area, near the intersection of Swann Avenue and Oakville Street in Oakville Triangle Blocks A and B. These resources would include the Oakville Farm dwelling and two large outbuildings located south of the house. Dwellings associated with an early-mid twentieth century Italian-American neighborhood may also be present within the Project Area. These resources would be located in the northwestern corner of the Project Area, within Oakville Triangle Block D.

Together, these resources have the potential to provide two very different glimpses of what life was like on the Oakville Tract as areas on the outskirts of Alexandria were transformed from rural plantations to concentrated residential developments over the nineteenth and early twentieth centuries. Archaeological investigation of Oakville Farm can supplement the documentary record and provide specific information about household life, farm organization and potentially architecture if structural remains are present. Antonio Pennazoli is one of thousands of immigrants who came to Alexandria during the early twentieth century. The construction of Potomac Yard in 1906 created hundreds of jobs for resi-

dents and immigrants alike, including Pennazoli and his neighbors, who worked in the railroad industry or at nearby industries. Unlike many immigrants, who rent their homes, Pennazoli was able to purchase his lot and dwelling on Swann Avenue and would reside there with his family for nearly a half century.

A review of available historic documents and data on current conditions indicates the Project Area has suffered significant subsurface disturbance from past historic development activities and, overall appears to have low archaeological potential. Since the depth of historic construction activity is unknown, and it is possible that some archaeological features, such as deep shaft

features like historic privies or wells may remain intact, archaeological test trenching prior to subsurface excavation is recommended in the historic location of Swann Farm and in the location of Pennazoli's dwelling to determine the potential for archaeological resources. Test trenching is not recommended in areas containing VOC-impacted soil, past or current UST's, or in areas where underground utilities are present. Archaeological monitoring during VOC mitigation is recommended for these areas. If archaeological monitoring is not possible due to potential hazards, then standard protocols guiding the discovery of archaeological resources during construction in the City of Alexandria should be followed.

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The Sanborn Fire Insurance maps used in this study were provided by EDR in a Certified Sanborn Map Report (Certification #CB13-469C-A087) for the Oakville Triangle property (Inquiry #6326178.1).

APPENDIX I

SCOPE OF WORK



Office of Historic Alexandria/Alexandria Archaeology
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**Scope of Work for a Documentary Study
at Oakville Triangle
in
Alexandria, Virginia**

October 13, 2020

Development is slated for Oakville Triangle, a 12-acre property located on the 2400-2600 blocks of Richmond Highway, between Fannon St. and Calvert Ave. in the City of Alexandria, Virginia (Figure 1). To fulfill this Scope of Work, an archaeological consultant will complete a full Documentary Study of this property which entails compiling a full cultural and historical background study that places the property into an appropriate historical context and that provides recommendations concerning the potential need for archaeological investigation on this property prior to development. The study shall also consider the effects of previous disturbances and grading on potential archaeological resources as well as the impact of the proposed construction activities within the project area. All aspects of this investigation will comply with the *City of Alexandria Archaeological Standards*, the *Guidelines for Conducting Cultural Resource Survey in Virginia*, and the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation*.

The Oakville Triangle property is located on acreage that belonged to the Swann family in the nineteenth century. William T. Swann and his wife Frances Alexander Swann established a small plantation which they called Oakville (reputedly a reference to the mature oak trees that dotted the plantation) in the early nineteenth century, prior to William's death in 1823. Frances died at Oakville in 1856 and the property passed to her son Thomas Swann and his wife Helen Chapman Swann. Not long after the Civil War, the Swanns relocated to a new home at Mount Auburn (overlooking what is now the 3000 block of Mount Vernon Avenue) but retained ownership of the then 15-acre Oakville property. Remnants of the plantation continued to stand into the 1920s, even after a railroad spur was built across the property around 1900.

According to historic maps and aerial photographs, the core area of Oakville was located between Calvert Ave. and Swann Ave. where warehouse facilities now stand. Given the likelihood that the current buildings were built on slab foundations, subsurface archaeological evidence of Oakville may be preserved on the property. This is especially significant given an 1853 description of the main house as "a neat two-story frame dwelling house, with basement" as well as "with barn, stables, and all other necessary out houses" (Alexandria Gazette 1853). Historic maps also depict the location of the main house in the vicinity of Swann Avenue (Figure 2).



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Documentary Study Report and Recommendations

The ultimate goals of the research are to understand the history of the project area, to develop a historical context for the interpretation of the site, and to identify, as precisely as possible, the potential locations of archaeological resources that may be preserved (see Figure 2). The consultant shall develop a full cultural and landscape history and shall identify significant themes through the research and articulate them in the report and summary. In addition, the consultant shall work with the developer, architect, and landscape architect to potentially integrate themes and elements of the historic character of the property into the design and open space for the project.

The Documentary Study will consist of maps, plus primary and secondary source information. The archival research shall include, but is not limited to, a search of deeds, plats, title documents, probate and other court records; tax and census records; business directories; published and unpublished manuscripts of first-hand accounts (such as letters, diaries, and county histories); historical maps; newspaper articles; previous archaeological research; pedological, geological and topographic maps; modern maps, previous construction plans and photographs that can indicate locations of previous ground disturbance; and oral histories, if appropriate. Repositories to be visited include, but are not limited to, Alexandria Archaeology, the local history sections of public libraries in northern Virginia, county and/or city courthouses, the Library of Congress, and the National Archives. An on-line search for relevant data is also encouraged.

The archival research shall result in an account of the chain of title, a description of the owners and occupants, and a discussion of the land-use history of the property through time. The work will address issues relating to the early agricultural use of the property and will present information on those who may have worked the land (slaves, tenant farmers, etc.) as well as landowners. The study will also document changes in land use history. It will identify significant themes, develop historical contexts for the interpretation of the site, and include research questions that could provide a framework for conducting any necessary archaeological work.

In addition to the narrative, the Documentary Study report shall include the production of a map or series of overlay maps that will indicate the impact of the proposed construction activities on all known cultural and natural features on the property. Mapping must be at a scale that can accurately depict relevant features on the property. The map(s) will depict the locations of features discovered as a result of the background documentary study (including, but not limited to, historic structures, historic topography, and water systems), the locations of any known previous disturbances to the site (including, but not limited to, changes in topography, grading and filling, previous construction activities), and the locations and depths of the proposed construction disturbances (including, but not limited to, structures, roads,



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grading/filling, landscaping, utilities). From this information, a final overlay map shall be created that indicates the areas with the potential to yield significant archaeological resources that could provide insight into Alexandria's past.

If there is potential for the discovery of significant resources, the report will present specific recommendations in a Scope of Work that delineates the archaeological testing strategy needed to complete an Archaeological Evaluation. The map shall indicate locations for backhoe scraping or trenching, hand excavation, and/or monitoring. The recommendations will be based upon the specific criteria for evaluating potential archaeological significance as established in the Alexandria Archaeological Protection Code. After the recommendations are approved by the City Archaeologist, the consultant shall prepare a budget for any required testing for the Archaeological Evaluation.

Tasks

The following is a summary of the tasks to be completed:

1. A resume of the historian who will be doing the documentary research shall be sent to Alexandria Archaeology for approval prior to beginning the research. Once approved, the historian should speak/correspond with Alexandria Archaeology staff to go over the requirements of the project.
2. Gather available information, including to-scale historical maps, site reports, and secondary compilations and indexes, from City files.
3. Visit other repositories to complete research from primary and secondary sources.
4. Analyze the compiled data to evaluate the potential for the recovery of significant archaeological resources on the property.
5. Produce a preliminary draft of the Documentary Study report with recommendations, including a Scope of Work for the Archaeological Evaluation (if needed), and submit it for review by Alexandria Archaeology staff. Upon approval by Alexandria Archaeology, prepare a budget for the Archaeological Evaluation.
6. Meet with the City Archaeologist and the developer/architect/landscape architect to provide information that might be useful in integrating the historic character into the design of the development.
7. If no further archaeological work is recommended or required, make required revisions to the draft and deliver 1 unbound and 3 bound copies of the final Documentary Study



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report to Alexandria Archaeology, along with a CD of the final report and a separate CD of the public summary with graphics, and text and graphics for interpretive signage. If archaeological work will occur, the draft of the Documentary Study can be submitted when the full archaeological study is complete.

Formats for Digital Deliverables:

- | | |
|--------------------------------|---|
| 1. Photographs: | .jpg. |
| 2. Line Drawings: | .gif or .jpg as appropriate. |
| 3. Final Report/Public Summary | Word and PDF |
| 4. Artifact Catalogue: | Access or Excel |
| 5. Other Written material: | Word, Access, Excel, Adobe InDesign or PDF as appropriate |



Office of Historic Alexandria/Alexandria Archaeology
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Source: GoogleMaps (Imagery 6/11/2020)

KEY



-  Project Area
-  Right-of-Way

Figure 1. Detail from aerial map showing location of Project Area (red) in Alexandria, Virginia.



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Figure 2. Boschke, A, D McClelland, Hugh B Sweeny, Thos Blagden, and Blanchard & Mohun D. McClelland. *Topographical map of the District of Columbia*. Washington: D. McClelland, Blanchard & Mohun, 1861.

APPENDIX II

RESUMES OF KEY PROJECT PERSONNEL

Kathleen Marie Child, M.A., Project Manager, has served as Project Manager and Assistant Project Manager for R. Christopher Goodwin & Associates, Inc. (RCG&A) since 1989. She was awarded a M.A. in Historical Archeology from The College of William and Mary (2009) and a baccalaureate from St. Mary's College, Maryland (1989).

While at RCG&A, Ms. Child has worked on numerous cultural resource surveys, archeological evaluation and mitigation/data recovery projects, and cemetery relocation projects. The geographic range of the projects under her supervision spans the Mid-Atlantic and southeast regions and she has worked for a wide range of private, state, and federal agencies, including the U.S. Army Corps of Engineers, Baltimore and New Orleans Districts; Maryland State Highway Department; the Veterans Administration; and NASA Langley. Her experience includes investigations conducted on properties managed by the National Park Service, the U.S. Army, the U.S. Marine Corps, the U.S. Navy, the Air National Guard, the Veterans Administration, and NASA.

Ms. Child has supervised cultural resources investigations at a diverse range of prehistoric and historic period sites within challenging settings that have ranged from undeveloped wilderness areas to inner-city urban sites. She has supervised Phase I through Phase III level investigations on prehistoric and historic archeological sites spanning a diverse range of temporal periods. Her expertise is in historical archeology and includes investigations on sites ranging from the early colonial period through modern period. She has served as field director for investigations undertaken in diverse settings ranging from inner-city areas of major cities such as New Orleans, Baltimore, Washington, D.C., and the District of Columbia to rural sites situated within undeveloped wilderness areas. Recently, Ms. Child served as a field director for Phase II-III investigations for the Veterans Affairs Medical Center in downtown New Orleans, and as project manager for a Phase I studies conducted within the City of Alexandria, Virginia and the City of Frederick, Maryland. Ms. Child also has supervised mortuary excavations at nineteenth century historic cemeteries ranging from a single interment to 84 individuals interred within a multi-family plot. Her mortuary experience includes investigations at a prehistoric contact period site, as well as with Middle and Late Woodland period interments in isolated settings.

Ms. Child has authored and co-authored many technical reports while employed with RCG&A. She has presented two original research papers at the Mid-Atlantic Archeological Conference, including one on the regional significance and research potential of two historic sites related to the early development of Leonardtown, Maryland. She also has prepared public information presentations for the Maryland State Highway Administration and for local historical and preservation societies.

Cynthia Pfanstiehl, M.A., is a historic research consultant with R. Christopher Goodwin & Associates, Inc. (RCG&A). Ms. Pfanstiehl received an M.A. in Anthropology from George Washington University in 1985. She has extensive experience in prehistoric and historic archaeological site identification, evaluation, and data recovery in the Mid-Atlantic region. She exceeds the Secretary of Interior Professional Qualification Standards in Archaeology.

Ms. Pfanstiehl has led cultural resource projects in association with the Army Corps of Engineers, FEMA, GSA, military installations, county planning offices, and the cities of Alexandria, Virginia, and the District of Columbia. Ms. Pfanstiehl has experience directing complex, multi-phased projects, such as the Phase I, II and III investigations of Site 44AX181: The Virginia Glass Company Factory in Alexandria, Virginia.

Prior to working for RCG&A, Ms. Pfanstiehl was a Professor at Montgomery College in Maryland and served as an Anthropology Program Coordinator for the Rockville Campus. Prior to that, she was the lead Historical Research Consultant and a Principal Investigator for Archaeological Testing and Consulting in Silver Spring, Maryland; Principal Investigator/Project Manager for Dames and Moore in Bethesda, Maryland; Supervisory Archaeologist for Kemron Environmental in McLean, Virginia; and Supervisory Archaeologist for Parsons Engineering Science in Washington, D.C.

Ms. Pfanstiehl has authored, co-authored, or contributed significantly to numerous technical reports concerning cultural resources investigations in the Mid-Atlantic states as well as Kentucky, South Carolina, and Louisiana. Ms. Pfanstiehl has presented archaeological findings at meetings of the Mid-Atlantic Archaeological Conference, and the Archaeological Society of Maryland, Mid-Potomac Chapter. She was a selected speaker at the Montgomery County History Conference in 2013, with a presentation entitled, *Clarksburg History Revisited: Defining the Economic Links between Clarksburg and Georgetown, 1780 – 1820*. Ms. Pfanstiehl has a deep interest in engaging the community in local history and has worked on projects in conjunction with the Montgomery Parks Archaeology Section, the Sugarland Ethnohistory Project, the King Barn, and the Montgomery County Historical Society. She has facilitated history panels and produced visual displays for local museums.